

STRATEGIC PLANNING COMMITTEE

DRAFT MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 14 SEPTEMBER 2016 AT COUNCIL CHAMBER - COUNCIL OFFICES, MONKTON PARK, CHIPPENHAM, SN15 1ER.

Present:

Cllr Andrew Davis (Chairman), Cllr Tony Trotman (Vice Chairman), Cllr Glenis Ansell, Cllr Trevor Carbin, Cllr Stewart Dobson, Cllr Charles Howard, Cllr David Jenkins, Cllr Bridget Wayman and Cllr Fred Westmoreland

Also Present:

Cllr Chris Caswill, Cllr Toby Sturgis, Cllr Howard Greenman and Cllr Nina Phillips

54 **Apologies for Absence**

Apologies for absence were received from Cllr Terry Chivers and Cllr Christopher Newbury.

55 **Minutes of the Previous Meeting**

Resolved:

To confirm and sign the minutes of the meeting held on 13 July 2016 as a correct record.

56 **Declarations of Interest**

There were no declarations of interest made at the meeting.

57 **Chairman's Announcements**

The Chairman reminded members of the public that whilst they had the opportunity to make representations on the applications under consideration today and to contact and lobby their local member and any other members of the planning committee before today's meeting, he would not allow any last minute lobbying of members once the debate has started, including the circulation of new information, written or photographic which had not been verified by the Council's planning officers. He respectfully asked Members and members of the public to please bear this in mind.

58 **Public Participation and Councillors' Questions**

Cllr Chris Caswill referred to the planning process and considered that engagement with the public needed some attention. He mentioned that some members of the public had experienced difficulties in navigating the Council's website to find the site dealing with planning applications. He also suggested that rather more information be included in reports to committee about representations received.

59 **15/11153/OUT- Land at Forest Farm Chippenham, South of Pewsham Way & West of the A4, London Road, Chippenham, SN15 3RP- Mixed Use Development Including the Construction of up to 200 Dwellings Including Affordable Housing, B1 Employment, Community Building, Creation of New Vehicular Access, Footways, Cycleways and Bus Stop Lay-bys, Ancillary Road Infrastructure, Public Open Space, Children's Play Areas, Landscaping, Pumping Station and Surface Water Attenuation Facilities**

The following person spoke in favour of the proposal

Mr Martin Miller, the agent

The Committee received a presentation by the Case Officer which set out the main issues in respect of the application. It was noted that the applicant had submitted an appeal in respect of this application on grounds of non-determination and, as a consequence, no formal decision could be made in respect of the application. However, in order to progress with the appeal, officers were seeking the opinion of the Committee in respect of the application had they been in a position to determine it and on what grounds the Committee wished to contest the scheme at appeal, if at all.

The Case Officer also brought to the attention of the Committee late representations from Chippenham Town Council and the agent.

Members then had the opportunity to ask technical questions after which they heard a statement from the agent expressing his views regarding the planning application.

After some discussion,

Resolved:

- (1) To agree that had the Committee been able to determine the application, planning permission be refused.**
- (2) To authorise the officers to contest the appeal for the following reasons (including the delegated authority to negotiate potentially satisfactory outcomes that may address reason for refusal 4 prior to that appeal taking place):**
 - 1. The proposal is unacceptable when having regard to the principles of policies CP1 and CP2 of the Wiltshire Core Strategy (2015), saved Policy H4 of the North Wiltshire Local Plan 2011, as well as the principles set out within the National Planning Policy Framework.**
 - 2. A development of this size and general scale, in this location, would have an unacceptably harmful effect on the landscape character of this rural area of countryside which generates a number of harmful landscape and visual impacts. Despite the site's close proximity to the existing edge of Chippenham large scale urban expansion at this location will undermine the valued countryside transition and setting to the town and breach the existing effective visual containment provided by mature trees and woodland. This development will also reduce the rural separation between individual settlements which is also considered to be harmful. The proposal is therefore contrary to the provisions of policies CP10, CP51 (i), (ii) and (iii) and also CP57 (i), (ii), (iii) and (vi) of the Wiltshire Core Strategy.**
 - 3. The development is considered to harm the setting of a number of heritage assets because the rural character would be eroded, the agricultural land that many of the heritage assets were constructed to be associated with will be lost and the peaceful setting urbanised. The harm caused would be less than substantial but that the harm cannot be outweighed by the public benefit. The proposals would therefore be contrary to Core Policy 58 of the WCS, NPPF section 12, as well as section 16(2) and 72(1) of the Planning (Listed Building and Conservation Area) Act 1990.**
 - 4. The proposed development fails to provide and/or secure adequate provision for necessary on-site and, where appropriate,**

off-site infrastructure. Such infrastructure shall include (but not be limited to) affordable housing, educational facilities, public open space, play equipment and footpath connections to the town, public transport provision and directly related highways work, waste collection and measures for future maintenance of the site. The application is therefore contrary to Core Policy 3 of the Wiltshire Core Strategy.

60 **14/11556/FUL- Land North of A350, West Cepen Way, Chippenham, SN14 6YG- Storage & Distribution Centre (B8) & Service Yards, Parking, Landscaping & Associated Development. Retail Unit (A1) with Mezzanine Floor & Outside Garden Centre Area, Including Service Yards, Parking, Landscaping, Access & Associated Development**

The following people spoke against the proposal:

Mr Stephen Eades, representing Allington Action Group
Mr Paul Frobisher, representing Cepen Park North Residents' Association
Cllr Howard Ham, representing Chippenham Without Parish Council

The Committee received a presentation by the Case Officer which set out the main issues in respect of the application, with a recommendation that the application be refused. The Case Officer also brought to the attention of the Committee late representations received.

Members then had the opportunity to ask technical questions after which they received statements from members of the public as detailed above, expressing their views regarding the proposal.

Members then heard the views of Cllr Howard Greenman and Cllr Nina Phillips, local Members, objecting to the proposal.

After some discussion,

Resolved:

To refuse permission for the following reasons:-

1. The proposed development by virtue of scale, form, location, works of construction and inadequate mitigation would result in substantial harm to below ground archaeological remains that are the subject of a Scheduled Ancient Monument designation. The proposals are contrary to CP57 criterion I and CP58 criteria i & iii Wiltshire Core Strategy Jan 2015 and paras 17 & 132 of the NPPF.

2. The proposed development by virtue of its scale, form, location and inadequate mitigation would result in harm to the setting of various listed buildings (including Bolehyde Manor (Grade II*), Allington House, The Pitts, Manor Farm, Ivy Cottage and The Cottage). The proposals are contrary to CP57 criteria i and CP58 criteria iii Wiltshire Core Strategy Jan 2015; paras 17, 128, 132, 134 and 137 of the NPPF; and Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3. The proposed development by virtue of its scale, form, location and inadequate mitigation would result in harm to the setting of the Allington Conservation Area. The proposals are contrary to CP57 criteria i and CP58 criteria iv Wiltshire Core Strategy Jan 2015; paras 17 128, 132, 134 and 137 of the NPPF; and Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. The proposed development by virtue of its scale, form, location and inadequate mitigation would result in harm to protected species of fauna and their habitats. In addition the proposed development is not informed by sufficiently detailed and robust information to fully assess the impact on all protected species of fauna and their habitats. The proposals are contrary to CP50 Wiltshire Core Strategy Jan 2015 and paras 17 & 118 of the NPPF.

5. The proposed development taking direct access from the A350 national primary route outside of a built-up area, and for which no overriding need has been established, would be contrary to adopted Core Strategy Policy 62 Wiltshire Core Strategy Jan 2015.

6. The proposed development would lead to unacceptable traffic conditions, with additional congestion, delays, and hazardous conditions at nearby roundabouts and the proposed site access contrary to policy CP62. The proposed development would be detrimental to road user safety and convenience on the important A350 national primary route. The submitted traffic assessments of nearby roundabouts and the site access have been inadequately validated to reflect current observed traffic conditions and are therefore insufficient to enable the traffic effects of the development to be properly assessed. The development would be contrary to adopted Core Strategy policies CP60, CP61 and CP62 Wiltshire Core Strategy Jan 2015 and to NPPF paras 30 and 32.

7. The proposed development without good, direct, safe and useable pedestrian / cycle links to nearby facilities, the town centre and residential areas, would not accord with policies that development should be sustainable. The proposed development would depend heavily on the private car for access, and would be contrary to policies CP60 & CP61 Wiltshire Core Strategy Jan 2015 and National Planning Framework paras 9, 17, 30, 34 and 35.

8. The proposed development by virtue of its scale, form, location and inadequate supporting information fails to demonstrate application of the sequential test to site selection and will result in harm to the vitality and viability of Chippenham Town Centre through trade diversion. The proposals are contrary to CP38 of the Wiltshire Core Strategy Jan 2015 and paras 28 of the NPPF.

9. The proposed development by virtue of its scale, form, location and inadequate mitigation would result in harm to the character, appearance and visual amenity of the landscape and the locality. The proposal conflicts with CP51 criteria i, ii, iii, vi & vii and CP57 criteria i, ii, iii & vi Wiltshire Core Strategy Jan 2015; Saved Policy NE14 of the North Wiltshire Local Plan; and paras 17 & 61 of the NPPF.

10. The proposed development by virtue of its scale, form, location and inadequate and unclear supporting information fails to demonstrate that the development is required to benefit local economic and social needs. Further to reasons for refusal 1 through 9 above the proposals do not meet sustainable development objectives, are not consistent in scale with their location, adversely affect the surrounding area and are not supported by adequate infrastructure. The proposal conflicts with CP34 criterion v, vi, vii and ix Wiltshire Core Strategy Jan 2015 and paras 7, 14 & 17 of the NPPF.

61 **16/03515/OUT- Langley Park, Chippenham, Wiltshire, SN15 1GE- Outline Application for the demolition of existing buildings and redevelopment to provide up to 400 units (C3); a 69 bed hotel (C1) with cafe (A3) up to 199 sqm; a discount foodstore (A1) of up to 1,741 sqm; B1, B2 & B8 floorspace (up to 13,656 sqm) and highway improvements to the Little George and the B4069/Pew Hill junctions with all matters (except access) reserved.**

The following people spoke against the proposal:

Mr Michael Bryant, representing Eagle Retail
Ms Kirsten Wilson, a local resident

The following person spoke in support of the proposal:

Mr Clive Wilding, Property Director, Langley Properties

The Committee received a presentation by the Case Officer which set out the main issues in respect of the application, with a recommendation that planning permission be granted, subject to the completion of a Section 106 legal agreement and the imposition of appropriate conditions within six months of the date of this Committee decision.

In the event of failure to complete, sign and seal the required Section 106 agreement within the defined timeframe to then delegate authority to the Head of Development Management to refuse planning permission.

The Case Officer also brought to the attention of the Committee late representations received.

Members then had the opportunity to ask technical questions after which they received statements from members of the public as detailed above, expressing their views regarding the proposal.

Members then heard the views of Cllr Chris Caswill, the local Member, in which he generally welcomed and supported the application but did express some concerns as follows:-

- The need to recognise the costs involved in dealing with a huge amount of contamination at the site.
- Concerns of local residents at the increased amount of traffic resulting from the opening up of Hawthorn Road.
- The need for a residents' parking scheme at Langley Park and to request the developer to make a contribution towards this scheme.
- Disappointment at the failure to secure a contribution towards the provision of a third lift at Chippenham railway station for those members of the public who were unable to access the railway bridge from Langley Park.

After some discussion,

Resolved:

To authorise the Head of Development Management to grant planning permission, subject to the completion of a Section 106 legal agreement and the imposition of the following conditions within six months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the defined timeframe to then delegate authority to the Area Development Manager to refuse planning permission for the following reason:-

The application proposal fails to provide and secure the necessary and required Services and infrastructure supporting the proposed residential development including Affordable Housing; Waste; Air Quality Management and is therefore contrary to Policies CP3 CP43 & CP55 of the

Wiltshire Core Strategy Adopted January 2015 and Paras 7, 14 & 17 of the National Planning Policy Framework March 2012.

Conditions

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.**

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:**
- (a) The scale of the development;**
 - (b) The layout of the development;**
 - (c) The external appearance of the development;**
 - (d) The landscaping of the site;**

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 3 An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.**

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 4 Prior to the commencement of the development a phasing plan shall be submitted to and approved by the local planning authority. The phasing plan shall identify, amongst other things, at what stage during the proposed road alterations at the Langley Road site access, the realignment of Foundry Lane, the provision of the link road (between Langley Road and the realigned Foundry Lane) and the improvement of the Little George junction will be secured, as well as access to individual units of development.**

REASON; In order to ensure that all parts of the development are afforded reasonable access to the local road network, and

that a choice of access is available at an early stage.

- 5 The development hereby permitted shall be carried out in broad accordance with the details shown on the approved plans and documents as listed below:

LP-01 H
MP-01 Z
PMP-01 C
PMP-02 G
PMP-03 F
PMP-04 J
PMP-05 J
PMP-06 C
PMP-07 D
PMP-09 B

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REASON: to ensure the development is carried out in accordance with the approved plans.

- 6 The internal floor area of the discount food store shall be no greater than 1,741sqm with the net sales area no greater than 1,254 square metres.

There shall be no more than 400 residential units (C3)

There shall be no more than 13,565m² new employment (B1/B2/B8) floor space;

The Café (A3) shall have gross floorspace of not more than 199m²;

The hotel (C1) shall have no more than 69-bedrooms;

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

- 7 The landscaping scheme(s) for each phase of the development , as required by condition 2, the shall include:-

o location and current canopy spread of all existing trees and hedgerows on the land;

o details of any trees or hedgerows to be retained, together with measures for their protection in the course of development;

o a detailed planting specification showing all plant species, supply and planting sizes and planting densities;

o finished levels and contours;

o means of enclosure;

o car park layouts;

o all hard and soft surfacing materials;

o minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);

o proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables,

pipelines etc indicating lines, manholes, supports etc);
o retained historic landscape features and proposed restoration, where relevant.

The above details shall be provided prior to the buildings in that phase of the development being brought into use

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

- 8** No development shall commence on site until a scheme of phasing of landscaping has been approved in writing by the Local Planning Authority. The landscaping shall be carried out in the first planting and seeding season following occupation of the building(s) or the completion of the development, whichever is the sooner within that particular phase; 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.

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

- 9** The detailed landscaping plans to be submitted pursuant to condition no. 4 shall include a plan at not less than 1:200 scale, showing the position of any trees proposed to be retained and the positions and routes of all proposed and existing pipes, drains, sewers, and public services, including gas, electricity, telephone and water. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 1995 (or of any Order revoking and re-enacting or amending that Order with or without modification), no services shall be dug or laid into the ground other than in accordance with the approved details.

REASON: To ensure the retention of trees on the site in the interests of visual amenity.

- 10** No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works should be carried out in accordance with BS5837:2005 (Recommendations for Tree Work).

REASON: For the avoidance of doubt and to ensure the satisfactory appearance of the development.

- 11** No phase of development shall be occupied or brought into use until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes within that phase, has been submitted to, and approved in writing by, the Local Planning Authority. That phase of development shall not then be occupied or brought into use until the scheme has been implemented.

REASON: To ensure that satisfactory fire fighting facilities are incorporated into the site.

- 12** No phase of development shall commence, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period of that Phase.

The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v. wheel cleaning facilities;
- vi. measures to control the emission of dust and dirt during construction;
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works;
- viii. measures to control noise during construction;
- ix. a signage strategy for construction traffic.

REASON: In the interests of highway safety and the amenity of local residents.

- 13** No phase of development shall commence on site until a scheme for the discharge of foul water from the site, including any on/off site improvements to provide capacity to serve the site and allowing clearances to existing sewers or diversions, has been submitted to and approved in writing by the Local Planning Authority.

No building within the phase of development shall be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately

drained

- 14 No phase of development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access / driveway), incorporating sustainable drainage details together with permeability test results to BRE365; full details of attenuation including ownership and maintenance regimes to ensure that not increase (and preferably a decrease) in current storm water flows to public storm sewers and removing current storm to foul connections has been submitted to and approved in writing by the Local Planning Authority.

That phase of development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

- 15 No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater

and other characteristics that can influence the behaviour of the contaminants;

- An assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report should be submitted to the Local Planning Authority. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above).

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 16 Prior to the commencement of development of the foodstore (A1) a scheme of external lighting, including the measures to be taken to minimise sky glow, glare and light trespass, shall be submitted to and approved in writing by the Local Planning**

Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented before the development is first brought into use and shall be maintained in effective working order at all times thereafter.

REASON: To limit the impact of the development on adjacent residential amenity

- 17 (i) No deliveries shall be made to or collections made from the development hereby approved except between the hours of 06:00am and 22:00pm Monday to Saturday and 07:00am and 17:00pm on Sundays.

(ii) There shall be no use of reverse beepers on delivery or collection vehicles between 06:00am and 07:00am Monday to Saturday and between 07:00am and 09:00am on Sundays. All deliveries between these approved hours shall be direct via the loading and unloading dock shown on the approved plans.

REASON: To limit the impact of the development on adjacent residential amenity and prevent undue disturbance

- 18 The foodstore (A1) unit hereby permitted shall not be open to the public except between the hours of 08:00am to 22:00pm on Monday to Saturday, 09:00am to 18:00pm on Sunday & Public Holidays.

REASON: To limit the impact of the development on residential amenity.

- 19 No development of the foodstore (A1) shall take place until full details of all proposed fixed plant installed on the building and/or site (and including all mitigation measures screening) has been submitted to and agreed in writing by the Local Planning Authority. Such details shall include confirmation that the plant will not exceed -5dB below the lowest background noise level and that noise rating not exceed 37dB when measured at the nearest residential properties. Development shall be carried out in complete accordance with such details so agreed.

REASON: To limit the impact of the development on residential amenity.

- 20 The foodstore shall not commence development until details of secure covered cycle parking for both customers and staff have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for

use prior to the first occupation of the development hereby permitted and thereafter retained.

REASON: In the interest of highway safety and to promote alternative and sustainable transport.

- 21 The foodstore (a1) shall not be opened for trade until the car park circulatory aisles, the car parking spaces, the disabled spaces and the parent and child spaces have been provided, surfaced and marked out in accordance with the a parking plan that shall be submitted to and approved in writing by the Local Planning Authority. These vehicle parking spaces shall thereafter be retained for their designated users.
REASON: In the interest of highway safety and to ensure that sufficient off street parking is provided.
- 22 The Foodstore shall not open for trade until a Green Travel Plan relating to the Foodstore has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.
REASON: In the interests of road safety and reducing vehicular traffic to the development
- 23 Development of the Foodstore shall not commence until details of the provision for the loading and unloading of goods vehicles servicing the Foodstore have been submitted to and approved in writing by the Local Planning Authority. The Foodstore shall not be first brought into use until such provision has been made. This space shall be maintained for such purpose at all times thereafter.
REASON: To ensure that adequate provision is made for loading/unloading within the site in the interests of highway safety.
- 24 Development of the Foodstore shall not commence until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients and drive gradients car associated with the Foodstore including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The Foodstore shall not be first brought into use until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers,

drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients and drive gradients, associated with the Foodstore have all been constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 25** Development of the Foodstore (A1) shall not commence on site until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure associated with the Foodstore have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the Foodstore brought into use.

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

- 26** Development of the Foodstore shall not commence on site until details and samples of the materials to be used for the external walls and roofs of the foodstore within that phase 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.

- 27** No development of a residential phase shall commence until details and samples of the materials to be used for the external walls and roofs of dwellings within that phase 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.

- 28** Prior to the commencement of development of the residential units details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure within that phase have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to any dwellings within the phase being occupied

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

- 29** Prior to the commencement of the residential phase of development details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, relating to that phase have been submitted to and approved by the Local Planning Authority.
No phase of residential development shall be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture associated with that phase have all been constructed and laid out in accordance with the approved details.
REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.
- 30** No dwelling in a residential phase shall be occupied until a Green Travel Plan addressing that phase of residential development has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.
REASON: In the interests of road safety and reducing vehicular traffic to the development.
- 31** Development of the Hotel shall not commence on site until details and samples of the materials to be used for the external walls and roofs of the Hotel within that phase 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.
- 32** Development of the Hotel shall not commence until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients and car parking, associated with the Hotel including

the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The Hotel shall not be first brought into use until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, and car parking associated with the Hotel have all been constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 33** Development of the Hotel shall not commence until details of the provision for the loading and unloading of goods vehicles servicing the Hotel have been submitted to and approved in writing by the Local Planning Authority. The Hotel shall not be first brought into use until such provision has been made. This space shall be maintained for such purpose at all times thereafter.

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

- 34** The Hotel shall not be opened for trade until a Green Travel Plan relating to the Hotel has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

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

- 35** Prior to the commencement of development of the Hotel a scheme of external lighting, including the measures to be taken to minimise sky glow, glare and light trespass, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented before the development is first brought into use and shall be maintained in effective working order at all times thereafter.

REASON: To limit the impact of the development on adjacent residential amenity

- 36** No development of the Hotel shall take place until full details of all proposed fixed plant installed on the building and/or site (and including all mitigation measures screening) has been submitted to and agreed in writing by the Local Planning Authority. Such details shall include confirmation that the plant will not exceed -5dB below the lowest background noise level and that noise rating not exceed 37dB when measured at the nearest residential properties. Development shall be carried out in complete accordance with such details so agreed.
REASON: To limit the impact of the development on residential amenity.
- 37** The Hotel shall not be opened for trade until the car park circulatory aisles and the car parking spaces have been provided, surfaced and marked out in accordance with the a parking plan that shall be submitted to and approved in writing by the Local Planning Authority. These vehicle parking spaces shall thereafter be retained
Reason: In the interest of Highway Safety.
- 38** The Hotel shall not be opened for trade until a Green Travel Plan relating to the Hotel has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.
REASON: In the interests of road safety and reducing vehicular traffic to the development.
- 39** Development of the B1, B2 & B8 floorspace shall not commence on site until details and samples of the materials to be used for the external walls and roofs of buildings within that phase 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: To ensure the satisfactory appearance of the development
- 40** Development of the B1, B2 & B8 floorspace shall not commence until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure associated with the of the B1, B2 & B8 floorspace have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the

development being brought into use.

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

- 41** Development of the Development of the B1, B2 & B8 floorspace shall not commence until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients and car parking, associated with the Development of the B1, B2 & B8 floorspace including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The Development of the B1, B2 & B8 floorspace shall not be first brought into use until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, and car parking associated with the Development of the B1, B2 & B8 floorspace have all been constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 42** Prior to the commencement of development of the B1, B2 & B8 floor space a scheme of external lighting, including the measures to be taken to minimise sky glow, glare and light trespass, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented before the development is first brought into use and shall be maintained in effective working order at all times thereafter.

REASON: To limit the impact of the development on adjacent residential amenity.

- 43** Development of the Development of the B1, B2 & B8 floorspace shall not commence until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients and car parking, associated with the Development of the B1, B2 & B8 floorspace including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority.

The Development of the B1, B2 & B8 floorspace shall not be first brought into use until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, and car parking associated with the Development of the B1, B2 & B8 floorspace have all been constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 44 Development of the B1, B2 & B8 floorspace shall not commence until details of the provision for the loading and unloading of goods vehicles servicing the B1, B2 & B8 floorspace have been submitted to and approved in writing by the Local Planning Authority. The B1, B2 & B8 floorspace shall not be first brought into use until such provision has been made. This space shall be maintained for such purpose at all times thereafter.

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

- 45 Only B1(b) and (c) (Research & Development and light industry), B2 & B8 land uses as defined by the Town and Country Planning (Use Classes) Order 1987 shall be permitted.

REASON: To ensure trip generation levels are within the realm of those identified in the TA and considered for SRN traffic impact

- 46 Prior to the occupation of any dwellings on the site, access for pedestrian and cycle users between the site and Tugela Road and Hawthorn Road shall be provided in accordance with details which shall first have been submitted to and approved by the local planning authority. The details for Hawthorn Road shall include for the provision of a vehicle turning facility at the end of the existing road, and shall show measures to restrict movement of motorised vehicles to or from the development site. The works shall be undertaken in accordance with the approved details.

REASON: In the interests of sustainable transport, and to secure direct links to the site from adjacent land.

- 47 The detailed layout shall make provision to accommodate a landing ramp for a bridge for non motorised users crossing between the site and the south side of the railway. The design shall identify the route which potential future users of the bridge may use as a right of way between the prospectively

maintainable highway and the bridge.

REASON: In order to secure a future sustainable transport route via the site to the south side of the railway.

- 48** Except where otherwise agreed by the local planning authority, car parking provision shall be in accordance with the minimum standards set out in Wiltshire Council's Car Parking Strategy for all new dwellings provided on the site, and in accordance with the Strategy's maximum car parking standards, adjusted in accordance with the provisions of the Strategy, for all other land uses on the site hereby permitted

REASON: To ensure adequate provision of car parking space is made for residential development on the site, and to ensure that over-provision is not made for traffic attracting land uses other than residential.

- 62 **16/04273/FUL- Langley Park, Foundry Lane, Chippenham, Wiltshire, SN15 1GE- The Demolition of Existing Buildings and Redevelopment to Provide a 69 Bed Hotel with Cafe (A3) of 199sqm and 22 Residential Units (Class C3), Car Parking, Foundry Lane Access Works and Other Associated Works.**

The Committee received a presentation by the Case Officer which set out the main issues in respect of the application, with a recommendation to delegate authority to the Head of Development Management to grant planning permission, subject to the completion of a Section 106 legal agreement and the imposition of appropriate conditions within six months of the date of this Committee decision.

In the event of failure to complete, sign and seal the required Section 106 agreement within the defined timeframe to then delegate authority to the Head of Development Management to refuse planning permission.

Members then had the opportunity to ask technical questions after which they heard the views of Cllr Chris Caswill, the local Member in which he generally welcomed and supported the application.

After some discussion,

Resolved:

To delegate authority to the Head of Development Management to grant planning permission, subject to the completion of a Section 106 legal agreement and the imposition of appropriate conditions within six months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the defined timeframe to then delegate authority to the Area Development Manager to refuse planning permission for the following reason:-

The application proposal fails to provide and secure the necessary and required Services and infrastructure supporting the proposed residential development including Affordable Housing; Waste; Air Quality Management and is therefore contrary to Policies CP3 CP43 & CP55 of the Wiltshire Core Strategy Adopted January 2015 and Paras 7, 14 & 17 of the National Planning Policy Framework March 2012.

Conditions

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

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

- 2 Prior to the commencement of the development a phasing plan shall be submitted to and approved by the local planning authority. The phasing plan shall identify, amongst other things, at what stage the improvement of the Little George junction will be secured, as well as access to individual units of development.**

REASON; In order to ensure that all parts of the development are afforded reasonable access to the local road network, and that a choice of access is available at an early stage.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:**

**SL02 P2
LP02 A
ML02 P2
RL02 P1
SE_SV-01 B
G-APT.e1 P3
G-APT.e2 P3
G-APT.p1 P1**

G-APT.p2 P1
G-APT.p3 P1
G-APT.p4 P1
G-APT.p5 P1
G-APT.p6 P2
TL.e1 E
TL.e2 E
TL.p1 J
TL.p2 E
TL.p3 E
TL.p4 E
TL.p5 E

**DESIGN AND ACCESS STATEMENT ADDENDUM DOCUMENT
July 2016**

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

- 4** Prior to any phase of development being brought into use the access roads and parking and servicing areas for that phase shall have been completed in accordance with details.
REASON: To ensure proper provision is made for access and parking.
- 5** Visibility for drivers emerging from site access for each phase of development shall be provided from a set-back distance of 2.4m from the nearside carriageway edge to points 43m distant on the nearside kerbline in both directions. The visibility envelope shall not be obstructed at a height more than 600mm above the footway level.
REASON: In the interests of highway safety
- 6** The landscaping scheme(s) for each phase of the development shall include:-

 - o location and current canopy spread of all existing trees and hedgerows on the land;
 - o details of any trees or hedgerows to be retained, together with measures for their protection in the course of development;
 - o a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
 - o finished levels and contours;
 - o means of enclosure including gates and barriers to car parks, railings, fences, gates, walls & bollards;
 - o car park layouts;
 - o all hard and soft surfacing materials;
 - o minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);

o proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

o retained historic landscape features and proposed restoration, where relevant.

The above details shall be provided prior to the buildings in that phase of the development being brought into use

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

- 7** No development shall commence on site until a scheme of phasing of landscaping has been approved in writing by the Local Planning Authority. The landscaping shall be carried out in the first planting and seeding season following occupation of the building(s) or the completion of the development, whichever is the sooner within that particular phase; 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.

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

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

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

- 9** No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works should be carried out in accordance with BS5837:2005 (Recommendations for Tree Work).
REASON: For the avoidance of doubt and to ensure the satisfactory appearance of the development.
- 10** No phase of development shall commence, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout then construction period of that Phase.
The Statement shall provide for:
i. the parking of vehicles of site operatives and visitors;
ii. loading and unloading of plant and materials;
iii. storage of plant and materials used in constructing the development;
iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
v. wheel cleaning facilities;
vi. measures to control the emission of dust and dirt during construction;
vii. a scheme for recycling/disposing of waste resulting from demolition and construction works;
viii. measures to control noise during construction;
ix. a signage strategy for construction traffic.
REASON: In the interests of highway safety and the amenity of local residents.
- 11** No phase of development shall commence on site until a scheme for the discharge of foul water from the site, including any on/off site improvements to provide capacity to serve the site and allowing clearances to existing sewers or diversions, has been submitted to and approved in writing by the Local Planning Authority.
No building within the phase of development shall be first occupied until foul water drainage has been constructed in accordance with the approved scheme.
REASON: To ensure that the development can be adequately drained.
- 12** No phase of development shall commence on site until a scheme for the discharge of surface water from the site

(including surface water from the access / driveway), incorporating sustainable drainage details together with permeability test results to BRE365; full details of attenuation including ownership and maintenance regimes to ensure no increase (and preferably a decrease) in current storm water flows to public storm sewers and removing current storm to foul connections has been submitted to and approved in writing by the Local Planning Authority.

That phase of development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

- 13 No phase of development shall be occupied or bought into use until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes within that phase, has been submitted to, and approved in writing by, the Local Planning Authority. That phase of development shall not then be occupied or bought into use until the scheme has been implemented.

REASON: To ensure that satisfactory fire fighting facilities are incorporated into the site.

- 14 No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk

assessment of all the likely pollutant linkages;

- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;

- An assessment of the potential risks to:

- human health,**
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,**
- adjoining land,**
- groundwater and surface waters,**
- ecological systems,**
- archaeological sites and ancient monuments;**

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a

remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report should be submitted to the Local Planning Authority. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above).

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers,

neighbours and other offsite receptors.

- 15 No part of the development shall be occupied or first brought into use until all the existing buildings on site have been permanently demolished and all of the demolition materials and debris resulting therefrom has been removed from the site.
REASON: In the interests of the character and appearance of the area and neighbouring amenities.
- 16 (i) No deliveries shall be made to or collections made from the Hotel hereby approved except between the hours of 06:00am and 22:00pm Monday to Saturday and 07:00am and 17:00pm on Sundays.
(ii) There shall be no use of reverse beepers on delivery or collection vehicles between 06:00am and 07:00am Monday to Saturday and between 07:00am and 09:00am on Sundays. All deliveries between these approved hours shall be direct via the loading and unloading dock shown on the approved plans.
REASON: To limit the impact of the development on adjacent residential amenity and prevent undue disturbance.
- 17 Development of the Hotel shall not commence until details of the provision for the loading and unloading of goods vehicles servicing the Hotel have been submitted to and approved in writing by the Local Planning Authority. The Hotel shall not be first brought into use until such provision has been made. This space shall be maintained for such purpose at all times thereafter.
REASON: To ensure that adequate provision is made for loading/unloading within the site in the interests of highway safety.
- 18 No works on the hotel phase of development shall commence on site until details of all external window and door joinery have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include depth of reveal, details of heads, sills and lintels. The works shall be carried out in accordance with the approved details.
REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of preserving the character and appearance of the area.

- 19** Development of the Hotel shall not commence on site until details and samples of the materials to be used for the external walls and roofs of the Hotel within that phase 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.
- 20** Development of the Hotel shall not commence until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients and car parking, associated with the Hotel including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The Hotel shall not be first brought into use until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, and car parking associated with the Hotel have all been constructed and laid out in accordance with the approved details.
REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.
- 21** The Hotel shall not be opened for trade until a Green Travel Plan relating to the Hotel has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.
REASON: In the interests of road safety and reducing vehicular traffic to the development.
- 22** Prior to the commencement of development of the Hotel a scheme of external lighting, including the measures to be taken to minimise sky glow, glare and light trespass, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented before the development is first brought into use and shall be maintained in effective working order at all

times thereafter.

REASON: To limit the impact of the development on adjacent residential amenity.

- 23** No development of the Hotel shall take place until full details of all proposed fixed plant installed on the building and/or site (and including all mitigation measures screening) has been submitted to and agreed in writing by the Local Planning Authority. Such details shall include confirmation that the plant will not exceed -5dB below the lowest background noise level and that noise rating not exceed 37dB when measured at the nearest residential properties. Development shall be carried out in complete accordance with such details so agreed.
- REASON:** To limit the impact of the development on residential amenity.

- 24** The dwellings hereby approved shall achieve a level of energy performance at or equivalent to Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until evidence has been issued and submitted to, and approved in writing by, the local planning authority certifying that this level or equivalent has been achieved.
- REASON:** To ensure that the objectives of sustainable development equal or equivalent to those set out in Policy CP41 of the Wiltshire Core Strategy are achieved.

- 25** No development of a residential phase shall commence until details and samples of the materials to be used for the external walls and roofs of dwellings within that phase 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.

- 26** Prior to the commencement of the residential phase of development details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, relating to that phase have been submitted to and approved by the Local Planning Authority.
- No phase of residential development shall be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments,

visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture associated with that phase have all been constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 27 No development of the Hotel shall take place until full details of all proposed fixed plant installed on the building and/or site (and including all mitigation measures screening) has been submitted to and agreed in writing by the Local Planning Authority. Such details shall include confirmation that the plant will not exceed -5dB below the lowest background noise level and that noise rating not exceed 37dB when measured at the nearest residential properties. Development shall be carried out in complete accordance with such details so agreed.

REASON: To limit the impact of the development on residential amenity.

- 28 No works on the residential phase of development shall commence on site until details of all external window and door joinery have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include depth of reveal, details of heads, sills and lintels. The works shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of preserving the character and appearance of the area.

(The Committee adjourned from 13:15 until 14:00)

- 63 15/12351/OUT- Land at Rawlings Farm, Cocklebury Lane, Chippenham, SN15 3LR- Outline Permission for up to 700 Dwellings, Including 4.5ha Employment Space and Primary School. Up to 10ha New Public Open Space, Landscaping, Stormwater / Drainage Works, Substation and Associated Works. Access Using Parsonage Way, Darcy Close and from Cocklebury Lane (for Cycling and Pedestrian Only).

The following people spoke against the proposal:

Mr Patrick Moss, representing Messrs Moss Naylor Young
Mr Nick Murray, a local resident
Mr Fionn Pilbrow, a local resident
Cllr Ian James, representing Bremhill Parish Council

The following person spoke in support of the proposal:

Mr Peter Frampton, Planning Director, Messrs Framptons

The Committee received a presentation by the Case Officer which set out the main issues in respect of the application, with a recommendation to delegate authority to the Head of Development Management to grant planning permission, subject to the completion of a Section 106 legal agreement and the imposition of appropriate conditions within six months of the date of this Committee decision.

In the event of failure to complete, sign and seal the required Section 106 agreement within the defined timeframe to then delegate authority to the Head of Development Management to refuse planning permission.

The Case Officer also brought to the attention of the Committee late representations received.

Members then had the opportunity to ask technical questions after which they received statements from members of the public as detailed above, expressing their views regarding the proposal.

Members then heard the views of Cllr Chris Caswill and Cllr Howard Greenman, local Members, in which they both objected to the proposal. Cllr Caswill considered that:

- The application site lay outside the existing settlement which should be preserved.
- The residents of Rawlings Farm Cottage, situated in the midst of the proposed development site, had not been notified of the receipt of the application and had been informed by neighbours.
- The impact of the proposed development on Cocklebury Lane and Station Road had not been sufficiently considered.
- An application for a new bridge over the railway line at Rawlings Green had not been received and might not be approved. The bridge needed to be completed after the first 200 houses had been built and occupied.
- The Air Quality and Landscape and Visual Impacts of the proposed development had not been sufficiently considered.

Cllr Greenman explained that although he had no issue in principle with the proposed development, he was firmly of the opinion that a bridge over the railway at Rawlings Green should be provided before further houses, after the first 200, could be built and occupied.

The Case Officer explained that the application was for outline permission and that all detailed matters were reserved and would follow in due course. He stated that many of the issues raised had been covered in his report but drew attention to the highway issues, which had been fully assessed and approved by the Council's Highways Officer.

After discussion,

Resolved:

To delegate authority to the Head of Development Management to grant planning permission, subject to the completion of a Section 106 legal agreement and the imposition of appropriate conditions within six months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the defined timeframe to then delegate authority to the Area Development Manager to refuse planning permission for the following reason:-

The application proposal fails to provide and secure the necessary and required Services and infrastructure supporting the proposed residential development including Affordable Housing; Waste; Air Quality Management and is therefore contrary to Policies CP3 CP43 & CP55 of the Wiltshire Core Strategy Adopted January 2015 and Paras 7, 14 & 17 of the National Planning Policy Framework March 2012.

Conditions

1. No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) of each relevant phase of development pursuant to condition 7 below have been submitted to, and approved in writing by, the Local Planning Authority:

- (a) The scale of the development;**
- (b) The layout of the development;**
- (c) The external appearance of the development;**
- (d) The landscaping of the site;**

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

3. An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4. Applications for the approval of the reserved matters shall be in accordance with the principles and parameters described and identified in the Design and Access Statement and approved Parameter Plans. A statement shall be submitted with each reserved matters application which demonstrates that the application proposals comply with the Design and Access Statement or, where relevant, explaining why they do not.

REASON: So as to provide certainty and clarify the expectations for the form of development to take place on the site.

Limits of Permission

5. The residential element of the development hereby granted planning permission shall not exceed 700 dwellings.

REASON: To define the limits of the planning permission and to set the maximum number of dwellings to be constructed on the application site.

6. The total gross retail floorspace available for use by customers (excluding toilets and other ancillary facilities) of all premises falling within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) shall not exceed 200 sqm.

REASON: To define the limits of development and to ensure retail development on the site does not adversely impact upon the town centre.

Phasing

7. As part of the first reserved matters application a phasing plan for the whole site shall be submitted to the local planning authority for approval in writing.

The phasing plan shall include details of the intended number of market and affordable dwellings for each phase of development together with general locations and phasing of key infrastructure, including surface water drainage, green infrastructure, community facilities, Local Centre, commercial uses and access for pedestrians, cyclists, buses and vehicles. Development shall take place in complete accordance with the phasing plan so agreed.

REASON: So as to ensure a balanced development for the benefit of future residents and Chippenham town as a whole.

Ecology

8. No later than the submission of a reserved matters application, an Ecological Mitigation and Enhancement Framework shall be submitted to an approved by the Local Planning Authority. The approved Framework shall:
 - Include up to date ecological survey information on habitats and protected species including bats, badger, reptiles and invertebrates;
 - Identify features of nature conservation value to be protected during the construction phase and retained within the detailed layout;
 - Establish minimum parameters, general location and acceptable land uses / landscaping of ecological buffers to be incorporated into the detailed layout;
 - Clearly show dark corridors to be retained within the scheme including general locations, minimum widths, and maximum light levels to be achieved through the detailed layout and lighting plans;
 - Identify minimum areas, locations types of habitat to be created and enhanced as part of the soft landscaping scheme and long-term management of the site; and
 - Establish the minimum number, distribution and type of bat / bird boxes to be incorporated into the buildings on the site.

The approved Framework should demonstrate that the development will achieve an overall net gain for biodiversity. All reserved matters applications shall be in accordance with the approved Framework.

REASON: To satisfactorily mitigate the ecological impact of the development.

9. Applications for approval of reserved matters application shall be accompanied by detailed lighting plans (where necessary) to demonstrate how dark corridors identified in the approved Ecological Mitigation and Enhancement Framework shall be achieved within the proposed detailed

layout. The lighting plans shall include details of luminaires, heights and positions of fittings, and modelled lux plots to show the effects of light spill on the dark corridors.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved lighting plans, and these shall be maintained thereafter in accordance with the plans. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

REASON: To satisfactorily mitigate the ecological impact of the development

10. No development within any individually approved phase of the development shall commence on site until A Landscape and Ecological Management Plan (LEMP) for that phase of development has been submitted to, and approved in writing by, the Local Planning Authority before commencement of the development. The content of the LEMP shall include, but not necessarily be limited to, the following detailed information:
- a) Description and evaluation of features to be managed;
 - b) Landscape and ecological trends and constraints that might influence management;
 - c) Aims and objectives of management;
 - d) Appropriate management options for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule;
 - g) Details of the body or organisation responsible for implementation of the plan;
 - h) A schedule of ongoing monitoring, reporting, and remedial measures;
 - i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.
- The LEMP shall also demonstrably have regard to the principles and approach set out in the approved Ecological Mitigation Framework, and demonstrate a net gain in the overall biodiversity of the site in the long-term.
- The LEMP shall also include details of the legal and funding mechanism by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery.
- The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. Details of monitoring and any remedial action taken shall be reported to the Local Planning Authority as set out in the approved monitoring schedule, or on request.
- Upon commencement of development the LEMP shall be implemented in full in accordance with the approved details.

REASON: To satisfactorily mitigate the landscape and ecological impact of the development.

11. No development within any individually approved phase of the development shall commence on site, until details of a wildlife sensitive lighting scheme for roads and footpaths within that phase of development, and any lighting for the areas of public open space, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out only in accordance with the approved details.

REASON: To satisfactorily mitigate the ecological impact of the development.

Landscape

12. The landscaping details to be submitted pursuant to condition 1 above shall include, but are not confined to, the following:

- i) a written specification clearly describing the species, plant sizes, proposed numbers/densities and giving details of cultivation and other operations associated with plant and grass establishment;**
- ii) finished levels and contours;**
- iii) the position, design and materials of all means of enclosure;**
- iv) vehicle and pedestrian circulation areas;**
- v) all hard and soft surfacing materials;**
- vi) minor artefacts and structures (eg play equipment, street furniture, refuse storage areas, signage etc).**

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

13. No development within any individually approved phase of the development shall commence on site development, including any works of site clearance shall begin unless and until a scheme for the ongoing management and maintenance of that landscaped area, other than private domestic gardens and open space covered by the planning obligation, including long term design objectives, management responsibilities and maintenance schedules has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with approved details.

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

14. No development within any individually approved phase of the development shall commence on site, including any works of site clearance or ground preparation, until a plan showing all trees and hedges to be retained shall be submitted to and approved in writing by the local planning authority. No tree or hedgerow identified as being retained in the approved details shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped

other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with BS3998:2010 Tree Work – Recommendations, or other arboricultural techniques where such have been demonstrated to be in the interest of good arboricultural practice. If any retained tree or hedgerow is removed, uprooted or destroyed or dies, another tree or hedge shall be planted at the same place and that tree or hedge shall be of such size and species, and shall be planted at such time, as may be specified 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.

15. No development within any individually approved phase of the development shall commence on site, including any works of site clearance or ground preparation, until an Arboricultural Method Statement specifying the measures to be put in place during the construction period of that phase of development, for the protection of those trees and hedgerows to be retained, shall be submitted to and approved in writing by the local planning authority. The Method Statement shall be prepared in accordance with the principles set out in BS5837:2012 – Trees in relation to design, demolition and construction: Recommendations. Development shall be carried out in accordance with approved Method Statement.

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

Contamination

16. No development within any individually approved phase of the development shall commence on site until (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

**A survey of the extent, nature and scale of contamination on site;
The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages; If the preliminary risk assessment identifies any potentially**

significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants; An assessment of the potential risks to

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

- human health,
- property (existing or proposed) including buildings, crops,
- livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements

of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report (referred to in PPS23 as a validation report) must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above).

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Archaeology

17. No development within any individually approved phase of the development shall commence on site until until a written programme of archaeological investigation, which should include details of on-site work as well as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority. The approved programme of archaeological work shall be carried out in complete accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

Drainage

18. No development within any individually approved phase of the development shall commence on site until details of the works for the disposal of sewerage including the point of connection to the existing public sewer have been submitted to and approved in writing by the Local Planning Authority. No dwelling or unit shall be first occupied within that phase of development until the approved sewerage details have been fully implemented in accordance with the approved plans.

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

19. No development within any individually approved phase of the development shall commence on site until a scheme for the discharge of surface water from the site, incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. That phase of development shall not be first brought into use or occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

20. Prior to any reserved matters approval a site masterplan shall be submitted to, and agreed in writing by, the Local Planning Authority. The masterplan shall be in accordance with the Flood Risk Assessment (PFA Consulting, December 2015, Ref: K113, dated 17.12.2015) to include details to demonstrate that all built development (all houses as shown on the illustrative masterplan) is positioned on land above a level of 48.5 metres AOD, and all development including drainage infrastructure is positioned on land outside the 1 in 1000 year modelled flood extent. The development shall be implemented in accordance with the approved masterplan.

REASON: To reduce the risk of flooding to the proposed development and future occupants.

Highways

21. No development shall commence until a site phasing plan has been submitted to and approved by the local planning authority. The phasing plan shall include, inter alia, the timing of the delivery of (a) a junction improvement at Station Hill and New Road, (b) a new road link into the site through an alteration and extension of Darcy Close, including a junction

alteration on Cocklebury Road, (c) the delivery of a new road over railway bridge to connect the site to Parsonage Way, and to include a completed link road between Cocklebury Road and Parsonage Way via the site, (d) the completion of an internal distributor road to allow for future extension, via a bridge to the east of the river and (e) off-site junction improvements at Birch Grove and The Little George junction (if not already undertaken by others), (f) provision of footpath and cycletrack links between the site and existing local pedestrian/cycle routes. For the avoidance of doubt, the phasing plan shall include provision for the road connection by bridge over the GWR mainline to Parsonage Way shall be completed, and connected to Cocklebury Road, and available for use prior to the occupation of more than 200 dwellings on the site. Development shall be carried out in accordance with the approved plan.

REASON: To ensure that adequate transport infrastructure is provided at appropriate stages of the development and to mitigate severe impacts on traffic conditions in the town centre.

22. No development within any individually approved phase of the development shall commence on site until (including any works of demolition), until a Construction Method Statement for that phase of development, which shall include the following details:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) detailed measures for the protection of semi-natural habitats and priority / protected species (as identified in the approved Ecological Mitigation and Enhancement Framework); and
- i) hours of construction, including deliveries.
- j) details as to routeing arrangements for lorries delivering to the site during the identified phases of the development and how they will be signed to the site
- k) A specific section of the plan shall address the construction traffic arrangements in relation to the construction of the proposed GWR mainline railway bridge

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full

throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: To mitigate the impact of the construction work on the amenities of nearby residents and those using nearby public rights of way.

23. No development within any individually approved phase of the development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works for that phase of development, have been submitted to and approved by the Local Planning Authority. The carriageway width of the connecting road through the site between Parsonage Way and the east side of the site shall be not less than 7.3 m; the link to Cocklebury Road from this road shall not be less than 6.2m carriageway width.

Each Phase of the development shall not be first brought into use or occupied for trading until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture for that phase of development have all been constructed and laid out in accordance with the details approved and in accordance with the provisions of the approved site phasing plan.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner, and to allow for adequate width for large goods vehicles and buses.

24. No development within any individually approved phase of the development shall commence on site until a scheme of safe pedestrian and cycle routes, and details of secure covered cycle parking and changing and shower facilities in respect of the non-residential use classes has been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to any part of the development being first occupied and maintained thereafter.

REASON: In pursuit of sustainable transport objectives.

25. No development within any individually approved phase of the development shall commence on site until Travel Plans for the various land uses (residential, employment and education) permitted have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

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

26. Car parking provision for all phases of development shall be in accordance with the required standards set out in the Wiltshire LTP3 Car Parking Strategy. Garages to be counted towards car parking provision shall have minimum internal dimensions of 3m x 6m.

REASON In order to ensure an adequacy of site parking provision and to avoid inappropriate levels of on-street parking.

64 **Urgent Items**

There were no urgent items.

(Duration of meeting: 11.00 am - 3.50 pm)

The Officer who has produced these minutes is Roger Bishton, of Democratic & Members' Services, direct line 01225 713035, e-mail roger.bishton@wiltshire.gov.uk

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