

AGENDA

Meeting: Western Area Planning Committee

Place: Council Chamber, County Hall, Trowbridge, BA14 8JN

Date: Wednesday 11 May 2022

Time: 3.00 pm

Please direct any enquiries on this Agenda to Ellen Ghey, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718259 or email Ellen.ghey@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

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Membership:

Cllr Christopher Newbury (Chairman)	Cllr Stewart Palmen
Cllr Bill Parks (Vice-Chairman)	Cllr Antonio Piazza
Cllr Trevor Carbin	Cllr Pip Ridout
Cllr Ernie Clark	Cllr David Vigar
Cllr Andrew Davis	Cllr Suzanne Wickham
Cllr Edward Kirk	

Substitutes:

Cllr Matthew Dean	Cllr George Jeans
Cllr Jon Hubbard	Cllr Mike Sankey
Cllr Tony Jackson	Cllr Graham Wright
Cllr Mel Jacob	

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

AGENDA

Part I

Items to be considered when the meeting is open to the public

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (Pages 5 - 22)

To approve and sign as a correct record the minutes of the meeting held on 13 April 2022.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register **no later than 10 minutes before the start of the meeting**. If it is on the day of the meeting registration should be done in person.

The rules on public participation in respect of planning applications are linked to in the Council's Planning Code of Good Practice. The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application, and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered.

Members of the public will have had the opportunity to make representations on the planning applications and to contact and lobby their local member and any other members of the planning committee prior to the meeting. Lobbying once the debate has started at the meeting is not permitted, including the circulation of new information, written or photographic which have not been verified by planning officers.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular,

questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on 4 May 2022 in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on 6 May 2022. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Planning Appeals and Updates** (Pages 23 - 24)

To receive details of completed and pending appeals and other updates as appropriate.

7 **PL/2021/06702: Forest and Sandridge C Of E Voluntary Aided Primary School, Cranesbill Road, Melksham, SN12 7GN** (Pages 25 - 50)

The works include an extension to the existing 2 form entry primary school to provide 4 additional classrooms, a new studio space, 2 No. additional group rooms, additional WCs and storage. There are also internal works to the existing nursery space to enable a new reception classroom to be formed. The existing car park is also expanded to respond to an increase in staff numbers.

8 **Urgent Items**

Any other items of business which, in the opinion of the Chairman, should be taken as a matter of urgency.

Part II

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

Western Area Planning Committee

MINUTES OF THE WESTERN AREA PLANNING COMMITTEE MEETING HELD ON 13 APRIL 2022 AT KENNET ROOM - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr Christopher Newbury (Chairman), Cllr Bill Parks (Vice-Chairman), Cllr Trevor Carbin, Cllr Ernie Clark, Cllr Andrew Davis, Cllr Edward Kirk, Cllr Stewart Palmen, Cllr Antonio Piazza, Cllr Pip Ridout, Cllr David Vigar and Cllr Suzanne Wickham

Also Present:

Cllr Mel Jacob and Cllr Gordon King

31 **Apologies**

There were no apologies.

32 **Minutes of the Previous Meeting**

The minutes of the previous meeting of the Western Area Planning Committee held on 9 March 2022 were considered. Following which, it was:

Resolved

The Committee approved the minutes of the previous meeting of the Western Area Planning Committee held on 9 March 2022 as a true and correct record.

33 **Declarations of Interest**

Cllr Antonio Piazza declared a non-pecuniary interest in Agenda Item 8a by virtue of his position on Trowbridge Town Council.

34 **Chairman's Announcements**

The Chairman asked that all phones were switched off or turned to silent mode to minimise any potential disturbances and explained the procedure if a fire alarm were to sound.

35 **Public Participation**

The Chairman explained the rules of public participation and the procedure to be followed at the meeting.

No questions had been received from Councillors or members of the public.

36 **Planning Appeals and Updates**

The Chairman invited Kenny Green, Development Management Team Leader, to update the Committee on any pending and determined appeals as per the appeals report included within the Agenda Pack.

Members were advised of the summary decision of the appeal at Land on the South West side of Black Dog Hill, at Chapmanslade, for a gypsy and traveller pitch which officers had refused in March 2021 under delegated powers, and the committee were advised that two grounds for refusal succeeded at appeal which was dismissed and that there was no costs award.

Following which, it was:

Resolved:

The Committee noted the appeals report for the period 25 February 2022 to 1 April 2022.

37 **Rights of Way Applications**

The Committee considered the following Rights of Way application:

38 **Highways Act 1980 Section 119 - Westbury 29 & Dilton Marsh 20 Diversion and Definitive Map and Statement Modification Order 2021 and Highways Act 1980 Section 118 - Westbury 28 and Dilton Marsh 19 Extinguishment and Definitive Map and Statement Modification Order 2021**

Public Participation

Mr Francis Morland, local resident, spoke in objection to the application.

Mr Rob Taylor, applicant, spoke in support of the application.

Cllr Gordon King, on behalf of Westbury Town Council, spoke in objection to the application.

Ali Roberts, Definitive Map Officer, introduced the report which recommended that the Committee forward the application to the Secretary of State for the Environment, Food and Rural Affairs with the recommendation that it be confirmed as made.

Reference was made to the presentation slides (Agenda Supplement 1) and officers explained that the application was made in the interests of the landowner and proposed a diversion to the footpaths away from Dilton Vale Farm as there were five rights of way in total culminating in the garden of the dwelling, passing in close proximity to both sides of the home in touching distance of the windows. Officers explained that the applicants were proposing the diversions to allow an opportunity for increased privacy and security for the family home. The proposed new routes were explained with supporting photographs and maps. The tests to make an order to divert and the tests to confirm an order to divert were then detailed.

Members of the Committee were given the opportunity to ask technical questions to the officer. The main points of focus included: the length of the proposed diversions, proximity to other dwellings and any Council costs in the event an inquiry was held.

Officers confirmed that the rights of way had not changed in the 11 years since the applicant had moved into the property, the diversions added a few extra minutes onto the routes and that there would be no additional costs if an inquiry were to be held.

Members of the public, as detailed above, had the opportunity to address the Committee and speak on the application. In response to points raised during the statements, officers reiterated that the dwelling was very isolated, and the applicant and his family held genuine concerns for the safety, security and privacy of their family home.

Local Unitary Member, Cllr Suzanne Wickham, addressed the Committee and detailed her support for the application stating that she had walked the existing routes and had felt uncomfortable with the proximity to the dwelling. It was also noted that she had also walked the proposed routes and found them to be easy and offered better views of the house. Cllr Wickham then moved to forward the application to the Secretary of State for Environment, Food and Rural Affairs with the recommendation that it be confirmed as made, which Cllr Antonio Piazza seconded.

During the debate Members discussed increases in rural crime; the principle of recommending approval for applications in the interest of the land-owner; the proximity of the rights of way to Honey Lane; and any businesses such as wedding venue hire associated with the property which officers confirmed there were not. Officers further confirmed that the majority of representations of support received stated that they were walkers who were in favour of the diversion. Following from this, Members discussed the lack of information that they felt was relevant, such as addresses, attached to the representations and as such it was unclear where the members of public making representations lived. The Chairman asked that in future the Rights of Way team consider changing their procedures to establish this information ahead of any Committee meetings.

At the conclusion of the debate a vote was taken on the motion to forward the application to the Secretary of State for Environment, Food and Rural Affairs with the recommendation that it be confirmed as made.

Following which, it was:

Resolved

The Committee resolved that the Wiltshire Council Parish of Westbury 29 and Dilton Marsh 20 Definitive Map and Statement Modification Order 2021 and the Wiltshire Council Parish of Westbury 28 and Dilton Marsh 19 Definitive Map and Statement Modification Order 2021 be forwarded to the Secretary of State for the Environment, Food and Rural Affairs with the recommendation that it be confirmed as made.

Cllr Ernie Clark requested that his vote against the motion be recorded.

39 **Planning Applications**

The Committee considered the following applications:

40 **18/04656/FUL & 18/05278/LBC - Courtfield House, Polebarn Road, Trowbridge, BA14 7EG**

Public Participation

Dr Farrimond, local resident, spoke in objection to the application
Ms Teresa Bishop, local resident, spoke in objection to the application.
Mr Chris Beaver, agent to the applicant, spoke in support of the application.
Cllr Mel Jacob, on behalf of Trowbridge Town Council, spoke in objection to the application.

Steven Sims, Senior Planning Officer, introduced the report which recommended that the Committee delegate and defer the issuing of planning permission/listed building consent to the Head of Development Management for 18/04656/FUL, subject to planning conditions, and following the sealing of a s106 legal agreement covering the matters set out within Section 10 of the report, and for 18/05278/LBC, following the sealing of a s106 legal agreement to secure the requisite developer obligation and triggers for the renovation works to safeguard the listed building at Courtfield House as set out within Section 10 of the report.

The case officer informed the committee, that additional representations had been received since the publication of the agenda but that no fresh material planning matters had been raised that were not dealt with in the main report. Members were also advised that since the agenda publication, the Council had published an updated Housing Land Supply Statement with a baseline of April 2021, and that the figures cited on p.153 of the report were therefore outdated. However, as set out within a briefing note sent to Members in early April, the Council regrettably continues to be unable to demonstrate a 5-year housing

land supply and the officer comments set out within the report remained relevant for the purposes of appraising the development proposal at Courtfield House.

Reference was made to the presentation slides and photographs (included within Agenda Supplement 1) and the case officer described the planning history and site circumstances, which included the increasing dereliction of the grade II* listed building which had suffered a spate of vandalism and arson in recent years.

A committee member site visit had taken place prior to the committee meeting which was referenced by the case officer as part of his summary of the case and the site constraints, which included a BAP habitat orchard that was subject to a Group TPO.

Officers confirmed that through negotiated revisions, officers had secured the applicants commitment to safeguard the orchard and keep it free from development and to secure an Orchard Management Plan and have it protected through a s106 legal agreement.

Members were advised that three trees would be lost as part of the proposed development, but these would be compensated for by the planting of 13 new native trees, and that the trees to be lost was accepted by the Council's arboricultural officer and ecologist.

The Committee was informed of the extent of demolition works proposed within the site, and with the aid of various slides, Members were shown the illustrated proposed dwellings, floor plans and vehicular access point alongside aerial maps, photographs and elevations.

Russell Brown, who was the Senior Conservation Officer and consultee for these applications was invited by the Chairman to explain his knowledge of the site and the preservation of Courtfield House. Members were advised that the buildings had fallen into such a serious state of disrepair that the proposal constituted more of a rescuing function than restoration. The Committee was also reminded that Courtfield House was listed on the heritage asset at risk register and with the support of Historic England, the revised applications were considered acceptable in heritage terms and that the extent of demolition to outbuildings and modern adaptations was justified in order to protect and preserve as much as possible.

Key issues highlighted included: the scale of development; the relationship to adjoining properties; the environmental and highways impacts; car parking; and the future safeguarding of the orchard.

Members of the Committee were given the opportunity to ask technical questions to officers. The main points of focus included: the boundaries of the scheme; the relationship with neighbouring properties, the proposal to widen the road and access point, to extent of the land within the control of the applicant to deliver the highway improvement works; the procedures followed for the site

viability assessment; the extent of remaining internal historic features, the heating system to be used; and public access to the orchard.

In response to the above, officers advised that the applicants were still engaged in discussions with the owners of the Court Mills development with regard to widening the road and delivering an improved vehicular access. Members were advised that in accordance with the adopted WCS, the developer submitted a viability assessment which was sent out for independent review, instructed by the Council but paid for by the applicant that confirmed site viability issues with this scheme – to which the committee report fully explained.

In terms of the orchard, officers advised that the site is privately owned by the applicant, and therefore the public do not have the right to access the orchard and that any historic public access would have been at the discretion of the previous owners. As Members would have seen at the Committee site visit, the site is not safe for public access at present and the condition of the orchard is considered very fragile, and as set out within the committee report, the orchard requires careful management and time to heal.

It was also highlighted that the Council's ecologist and tree officer would be very concerned if the orchard was to have open public access which would likely cause further harm to the trees, and it was strongly recommended that any future public access should be kept to a minimum. The Orchard Management Plan was referenced, and it was noted that the orchard would be monitored and assessed regularly over the next 10 years to ensure that it is preserved and brought back from its current state of disrepair.

Members of the public, as detailed above, had the opportunity to address the Committee and speak on the application. In response to points raised during the statements, officers explained that alongside the planning conditions the proposal for a Construction Environmental Management Plan would detail how the applicants would protect the assets on site during development. Furthermore, it was reiterated that there had been no objections raised from Highways officers.

Following comments made by Cllr Mel Jacob representing Trowbridge Town Council, officers advised the Committee that it was open for the applicants to negotiate with the Town Council (or another party) to take over the responsibilities and management of the orchard and be secured through the s106 legal agreement.

Local Unitary Member, Cllr Stewart Palmen, addressed the Committee and confirmed having some misgivings with the application in terms of only providing 1 affordable unit and the reduced car parking space provision. Cllr Palmen also expressed an eagerness for the orchard to be preserved and rescued and noted that the Town Council could be involved in its future maintenance and hoped that limited public access could be negotiated in the future. Cllr Palmen recognised the site viability aspects and the revisions that had been made to the initial scheme and moved the officer recommendation that the Committee delegate and defer the issuing of planning permission to the

Head of Development Management for 18/04656/FUL, subject to planning conditions, following the sealing of a s106 legal agreement covering the matters set out within Section 10 of this report, alongside the rewording of Paragraph 10, Point 3, p.169 (i.e. the summary heads of terms for the required s106) as suggested by Kenny Green.

During the debate, Members discussed Core Policy 51 and enquired if it could be used to secure public access to the orchard. Officers reiterated the earlier points made regarding the Orchard Management Plan and the ecology and tree officers concerns as well as confirming that the orchard is in private ownership and any agreement to allow members of the public access would be a matter for the applicants/landowner to discuss and agree outside of the planning regime.

Members also asked what would happen if the applicant failed to reach an agreement with the owners of the land that is required to deliver highway improvements. In response, officers highlighted that that would represent a worst case scenario and reaffirmed that it was in the applicant's interests to come to an agreement with the Court Mills development owners as soon as possible in order to discharge the planning conditions the developer is committed to delivering.

At the conclusion of the debate a vote was taken on the motion to delegate and defer the issuing of planning permission to the Head of Development Management for 18/04656/FUL, subject to planning conditions, following the sealing of a s106 legal agreement covering the matters set out within Section 10 of this report, alongside the rewording of Paragraph 10, Point 3, p.169 (summary heads of terms for the required s106) as suggested by Kenny Green.

Cllr Stewart Palmen then moved to delegate and defer the issuing of listed building consent to the Head of Development Management for 18/05278/LBC following the sealing of a s106 legal agreement to secure the requisite developer obligation and triggers for the renovation works to safeguard the listed building at Courtfield House as set out within Section 10 of the report, seconded by Cllr David Vigar.

A vote was taken on the above motion.

Following which, it was:

Resolved:

The Committee APPROVED that the issuing of planning permission for 18/04656/FUL be delegated and deferred to the Head of Development Management, following the sealing of a s106 legal agreement covering the matters set out within Section 10 of the report; and subject to planning conditions.

The Committee unanimously APPROVED that the issuing of listed building consent be delegated and deferred to the Head of Development

Management, following the sealing of a s106 legal agreement to secure the requisite developer obligation and triggers for the renovation works to safeguard the listed building at Courtfield House as set out within Section 10 of the report.

Recommended Planning Conditions Pursuant to 18/02656/FUL –

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

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

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

Location plan scale 1:1250 drg no. 021 rev B

Proposed site plan scale 1:250 drg no. 020 rev M

Demolition plan scale 1:250 drg no. 022 rev B

Plots 17-20 Courtfield House ground and first floor plans scale 1:100 drg no. 030 rev B

Plots 17-20 Courtfield House second floor and roof plans scale 1:100 drg no. 031 rev B

Plots 17-20 Courtfield House front elevation scale 1:100 drg no. 032 rev E

Plots 17-20 Courtfield House rear/side elevations scale 1:100 drg no. 033 rev D

House types – plots 1-5 scale 1:100 drg no. 001 rev D

House types – plots 6-9 scale 1:100 drg no. 002 rev E

House types – plots 10-13 scale 1:100 drg no. 003 rev E

House types – plots 14-16 scale 1:100 drg no. 004 rev I

Site section elevations scale 1:100 drg no. 005 rev E

Materials palette drg no. 007 rev B

Landscape masterplan scale 1:500 drg no. 238101 F

Detailed hard landscaping proposals scale 1:200 drg no. 238102 D

Detailed planting proposals scale 1:200 drg no. 238103 G

Landscape specification details drg no. 238104

Proposed access and parking bay scale 1:250 drg no. 20032-GA04

Orchard Management Plan v3 by Johns Associates dated 26 January 2022

Drainage strategy scale 1:250 drg no. D01 rev E

Extended Phase 1 Ecological Survey (Stark Ecology, July 2019)

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development)

(Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations and in the interests of the character of adjacent listed buildings and the character and appearance of the Conservation Area.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage(s) hereby permitted shall not be converted to habitable accommodation.

REASON: To secure the retention of adequate parking provision, in the interests of highway safety.

5. The dwellings hereby approved to be accommodated at plots 13, 14 and 15 shall not be brought into use or occupied until the windows in the southern and northern gable upper floor elevations (plot 13) and northern rear upper floor elevation (plots 14 and 15) that serve en-suite and bathrooms are glazed with obscure glass only [to an obscurity level of no less than level 4] and thereafter, the windows shall be maintained with obscure glazing in perpetuity.

REASON: In the interests of residential amenity and privacy.

6. The dwellings hereby approved to be accommodated at plots 6-9 shall not be brought into use, until the full specification details of the first-floor balcony screens have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved screens shall be erected in accordance with the approved plans and shall be retained, maintained or replaced on a like for like basis in perpetuity.

REASON: In the interests of residential amenity and privacy.

Highway Matters

7. No development shall commence on site (excluding works pursuant to the demolition and site clearance) until full engineering details of the access road, passing bay and site access, as shown generally on plan 20032-GA04, have been submitted to and approved in writing by the Local Planning Authority; and the dwellings hereby approved to be accommodated at plots 1-13 shall not be occupied, until the access road, passing bay and the site access have been completed in accordance with

the approved details. Thereafter, the approved arrangements shall be maintained free from other obstructions in perpetuity.

REASON: In the interests of highway safety.

8. The dwellings hereby approved to be accommodated at plots 1-13 shall not be occupied or brought into use, until the visibility splays as shown on the approved plan 20032-GA04 have been provided with no obstruction to visibility at or above a height of 60cm as measured above the nearside carriageway level. Thereafter, the visibility splays shall be maintained free of obstruction in perpetuity.

REASON: In the interests of highway safety.

9. No dwelling hereby approved shall be occupied or brought into use until the associated parking space(s) together with access thereto and as shown on the approved plans, have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter.

REASON: In the interests of highway safety.

10. No dwelling hereby approved shall be occupied or brought into use until a scheme for the future maintenance of the roads and other communal areas has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that satisfactory arrangements for the future maintenance of those areas are in place.

NOTE: The s106 shall secure the requisite clauses and developer obligations, but a planning condition is required to secure the maintenance scheme that would require officer review and approval before the condition can be discharged.

11. No development shall commence above ground floor slab level until details of secure covered cycle parking has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the cycling storage provision facilities shall be provided in accordance with the approved details and made available for use prior to the first occupation of any associated dwelling and shall be retained for such use in perpetuity.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

NOTE: The submitted details shall accord with the dimensions, access, location, design and security principles as set out within Appendix 4 of Wiltshire's Local Transport Plan 2011-2026 Cycling Strategy

Ecology Matters

12. No development hereby approved shall commence on site (including works pursuant to the demolition and site clearance), until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature, to be shown on a 1:250 scaled plan within the relevant site boundaries, together with a mechanism for monitoring the success of management prescriptions, and incorporating a review and any necessary adaptive management procedures.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. Thereafter, the approved LEMP shall be implemented in full and shall be a continue to be extant for the lifetime of the development.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

13. The development hereby approved shall be carried out in strict accordance with the Extended Phase 1 Ecological Survey (Stark Ecology, July 2019 or as modified by a Natural England European Protected Species Mitigation licence for bats.

REASON: To ensure adequate protection and mitigation for protected species through the implementation of detailed mitigation measures that were prepared and submitted with the application before determination.

14. No development hereby approved shall commence on site (including works pursuant to the demolition and site clearance), until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall provide details of the full suite of on-site mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

- a) Identification of ecological protection areas/buffer zones and tree root protection areas shown on a plan along with the details of physical means of protection, e.g. exclusion fencing.**
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.**
- c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the preconstruction/construction related elements of strategies only.**
- d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors;**

including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.

e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).

f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

Thereafter, the approved development shall be carried out in strict accordance with the approved CEMP.

REASON: To ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

15. No external lighting fixture or fitting shall be installed to any dwelling hereby approved or within the respective and associated domestic curtilages or communal open space unless and until detailed specifications of the lighting, the illuminance levels, mapped lighting direction and any shrouding to limit light exposure beyond the targeted direction, have been submitted to and approved by the Local Planning Authority in writing. The submitted details shall be required to demonstrate how the proposed lighting would impact on bat habitat compared to the existing pre-development lighting circumstances.

REASON: To define the terms of this consent and to avoid potentially harmful light pollution and causing detriment to bat interests.

16. The development hereby approved shall be carried out in strict accordance with the ecological on-site enhancements as shown on the Detailed Planting Proposals Drawing 2381 03 Rev. G (produced by Liz Lakes Associates, dated April 2020).

REASON: To ensure compliance with Core Policy 50 of the Wiltshire Core Strategy and the Framework (2021) and to ensure the long-term management of the landscape and ecological features to be retained.

17. No dwelling hereby approved shall be occupied or brought into use until details and the location of the bat tubes and bat boxes as detailed within the Extended Phase 1 Ecological Survey (Stark Ecology, July 2019) have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the bat tubes and boxes shall be installed in accordance with the approved details and shall be maintained in perpetuity.

REASON: To ensure adequate protection and mitigation for protected species.

Public Protection Matters

18. No development hereby approved shall commence on site (including works pursuant to the demolition and site clearance), until a Construction Method Statement, has been submitted to and approved in writing by the Local Planning Authority which shall include the following:

- a) the parking of vehicles of site operatives and visitors during the construction period;**
- b) the locations for the loading and unloading of plant and materials;**
- c) the location for the storage of plant and materials during the construction period**
- d) the details of any security hoarding including decorative displays and facilities for public viewing, where appropriate;**
- e) the on-site wheel washing facilities;**
- f) the measures to control the emission of dust and dirt during the construction period;**
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;**
- h) the measures to be used to protect the natural environment; and**
- i) the hours of construction, including deliveries.**

Thereafter, the approved Construction Method Statement shall be complied with in full throughout the construction period.

REASON: This 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 minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

Landscaping Matters

19. No development hereby approved shall commence beyond ground floor slab level until a detailed scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- full scaled elevation details of any enclosures**
- all hard and soft surfacing materials**
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc)**

REASON: 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 and to protect the setting of the conservation area and listed buildings.

20. All the landscape planting hereby approved 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, 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 and to protect the setting of the conservation area and listed buildings.

Archaeology Matter

21. No development hereby approved shall commence on site (excluding works pursuant to the demolition and site clearance) until:

- a) A written programme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority, which shall include on-site work and off-site work such as the analysis, publishing and archiving of the results; and,**
- b) The approved programme of archaeological work has been carried out in accordance with the approved details.**

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

Drainage Matters

22. No development hereby approved shall commence above ground floor slab level until a detailed scheme for the discharge of foul water from the site, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

REASON: In order that the development is undertaken in an acceptable manner and to ensure that the development can be adequately drained.

23. No development hereby approved shall commence above ground floor slab level until a detailed 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 and including all necessary permits, consents and

permissions, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: In order that the development is undertaken in an acceptable manner and to ensure that the development can be adequately drained.

Informatives to Applicant:

1. The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website <https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>.

2. The applicant should note that if the intention is to offer the roads for adoption, the LLFA does not provide for the approval of drainage suitable for adoption by the Highway Authority. Further approval should be ascertained from the Highway Authority. To find out more about the processes required to secure road adoption, contact the Highway Authority at HighwaysDevelopment@wiltshire.gov.uk.

3. The applicant is advised to make contact with Wessex Water to discuss and agree connections for this development and to consider the following Wessex Water advice:

Some public sewers and laterals drains are not on our maps of public sewers because they were originally privately owned and transferred into public ownership under the Water Act (Schemes for Adoption of Private Sewers) Regulations 2011. We are continuously updating our records as new sewer information becomes available. Where there are sewers crossing into this site from adjoining properties that have subsequently transferred to Wessex Water, statutory easements will apply. Any sewers entering the site from neighbouring properties should be notified to Wessex Water and must be accurately located on site and marked on deposited plans by the developer.

Proposed Sewerage infrastructure - Foul and surface water shall be drained separately from the site.

Foul Drainage - Wessex Water acting as Statutory Undertaker for sewerage can agree a foul connection to the public foul sewer in Polebarn Road to discharge foul flows from this development. The point of connection to the public network is by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. Redundant drains and laterals should be sealed at the point of connection to the public sewer.

Surface Water Drainage - Surface water flows shall be disposed of in accordance with Suds Hierarchy and NPPF Guidelines. The Surface Water Drainage Strategy (dated April 2018) proposes a connection to the public surface water sewer in Polebarn Road with a rate of discharge that provides betterment over the pre-development situation. This is acceptable in principle, the final discharge rates must be agreed with Wessex Water prior to any connections being made for this development which should provide evidence of how much of the existing site currently drains directly to the public surface water network.

Wessex Water will require details of the existing SW discharge rate to the public SW sewer compared to proposed rate and a 30% betterment achieved through SuDs arrangements shall be required.

The Drainage Strategy acknowledges that the landscaped areas currently drain overland to the adjoining park and only runoff from roofs and drained paved surfaces that connect to our sewer can be included when comparing pre and post development flows into the public SW system. It is also noted that a CCTV survey undertaken by the applicant indicated surface water downpipes connected to the foul drainage system. If there are any existing surface water connections to the existing foul water system these should be redirected upon re-development.

The Drainage Strategy plan 18004-DO1-Rev B shows a blue note on the surface water system stating "DISCHARGE TO EXISTING PUBLIC FOUL SEWER VIA NEW MANHOLE CONNECTION" which is considered to be typographical error and should be changed to read surface water sewer. Surface Water connections to the public foul sewer network will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

Elements of the foul and surface water systems can be offered for adoption where they meet current standards. Where it is proposed to run sewers outside of public areas the applicant should be mindful of the requirements for access and layout by providing satisfactory easements widths with clearance from buildings, trees and root protection zones. The developer should contact the local development team development.north@wessexwater.co.uk to agree proposals and submit details for technical review prior to construction. For more information

refer to Wessex Water's guidance notes 'DEV011G – Section 104 Sewer Adoption' and 'DEV016G - Sewer Connections'.

Water Infrastructure A water supply can be made available from the local network in Polebarn Road with new water mains installed under a requisition arrangement. The point of connection will be reviewed upon receipt of a Section 41 Requisition Application. The applicant should consult the Wessex Water website for further information.
www.wessexwater.co.uk/Developers/Supply/Supply-connections-and-disconnections. Buildings above two storeys will require pumped storage.

4. The applicant/developer is required to obtain a bat licence from Natural England for this development proposal and the Council would appreciate receipt of a copy following its issuing.

5. Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before the commencement of work.

6. Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to the site and inform the Planning Officer where they are to be found.

Recommended Planning Conditions Pursuant to Listed Building Consent application 18/05278/LBC

1. The works for which Listed Building Consent is hereby granted shall be begun before the expiration of three years from the date of this consent.

REASON: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Location plan scale 1:1250 drg no. 021 rev B

Proposed site plan scale 1:250 drg no. 020 rev M

Demolition plan scale 1:250 drg no. 022 rev B

Plots 17-20 Courtfield House ground and first floor plans scale 1:100 drg no. 030 rev B

Plots 17-20 Courtfield House second floor and roof plans scale 1:100 drg no. 031 rev B

Plots 17-20 Courtfield House front elevation scale 1:100 drg no. 032 rev E

Plots 17-20 Courtfield House rear/side elevations scale 1:100 drg no. 033 rev D

Materials palette drg no. 007 rev B

Landscape masterplan scale 1:500 drg no. 238101 F

Detailed hard landscaping proposals scale 1:200 drg no. 238102 D
Detailed planting proposals scale 1:200 drg no. 238103 G
Landscape specification details drg no. 238104
Proposed access and parking bay scale 1:250 drg no. 20032-GA04
Drainage strategy scale 1:250 drg no. D01 rev E
Extended Phase 1 Ecological Survey (Stark Ecology, July 2019)

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

3. No works shall commence pursuant to the conversion of the Courtfield House property until full details of the following matters have been submitted to and approved in writing by the Local Planning Authority:

- **Large scale details of all external joinery (1:5 elevation, 1:2 section) including vertical and horizontal cross-sections through openings to show the positions of joinery within openings, depth of reveal, heads, sills and lintels**
- **Large scale details of all internal joinery (1:5 elevation, 1:2 section)**
- **Full details of external flues, background and mechanical ventilation, soil/vent pipes and their exits to the open air**
- **Details of all new or replacement rainwater goods**
- **A full schedule and specification of repairs including a structural engineer's report setting out the nature of, and suggested remedial work to, structural defects**
- **A full schedule of internal finishes to walls, ceilings and floors**
- **Full details and samples of external materials**

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

REASON: In order that the development is undertaken in an acceptable manner and in the interests of preserving the character and appearance of the listed building and its setting.

41 **Urgent Items**

There were no Urgent Items.

(Duration of meeting: 3.00 - 5.30 pm)

The Officer who has produced these minutes is Ellen Ghey of Democratic Services, direct line 01225 718259 , e-mail Ellen.ghey@wiltshire.gov.uk

Press enquiries to Communications, direct line ((01225) 713114 or email communications@wiltshire.gov.uk

Wiltshire Council
Western Area Planning Committee
11th May 2022

Planning Appeals Received between 01/04/2022 and 29/04/2022

Application No	Site Location	Parish	Proposal	DEL or COMM	Appeal Type	Officer Recommend	Appeal Start Date	Overturn at Cttee
PL/2021/09894	The Paddock, Hill Road, Sutton Veny, BA12 7AT	Sutton Veny	The erection of a dwelling and associated works	DEL	Written Representations	Refuse	26/04/2022	No
PL/2021/11357	Meadow View Farm Bradford Leigh Wiltshire	South Wraxall	Proposed agricultural workers dwelling and associated works	DEL	Written Representations	Refuse	14/04/2022	No

There are no Planning Appeals Decided between 01/04/2022 and 29/04/2022.

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REPORT FOR WESTERN AREA PLANNING COMMITTEE		Report No.
Date of Meeting	11 May 2022	
Application Number	PL/2021/06702	
Site Address	Forest and Sandridge C Of E Voluntary aided primary school, Cranesbill Road, Melksham, SN12 7GN	
Proposal	The works include an extension to the existing 2 form entry primary school to provide 4 additional classrooms, a new studio space, 2 No. additional group rooms, additional WCs and storage. There are also internal works to the existing nursery space to enable a new reception classroom to be formed. The existing car park is also expanded to respond to an increase in staff numbers.	
Applicant	The White Horse Federation	
Town/Parish Council	Melksham Town Council	
Electoral Division	Melksham East Cllr Sankey	
Grid Ref	391997, 163756	
Type of application	Full Planning	
Case Officer	Steven Sims	

Reason for the application being considered by Committee

Councillor Sankey requested the application be called-in for the elected members of the western area planning committee to determine should officers be minded to approve planning permission for the above proposed development citing the following concerns:

- Environmental/highway impacts
- Car parking
- Overdevelopment of the site

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application should be approved.

2. Report Summary

The key issues for consideration are:

- The principle of development
- Impact on the character and appearance of the area
- Impact on the amenity of neighbouring residents
- Highways/parking issues
- Ecology issues
- Drainage issues
- Other issues

3. Site Description

Forest and Sandridge Church of England Primary School is located within the town limits of Melksham on its eastern outskirts. The site lies in a mainly residential area with access

via Cranesbill Road to the south. There is also a pedestrian access from Snarnton Lane to the north. Residential properties fronting Snarnton Lane are sited to the north of the school and residential properties fronting Cranebill Road are located to the south. The school playing fields are located to the west of the school building and beyond the school grounds to the east, lies the main highway known as Eastern Way – all of which can be clearly seen in the below location insert.



Aerial view of the site and surrounding area above and site location plan below



The school occupies a site of about 2.2 hectares and in addition to the single storey school building, it has playing fields (to the west) and a car park (to the south west), which are easily identifiable in the previous inserts. The existing school building is of steel frame construction, with a mix of facing brick and rendered blockwork walls with a pitched, profiled metal roof. The roof is split into segments with two separate pitched roofs meeting at a central corridor. This corridor includes high level windows. 2m high fencing defines the school boundary along with some low-level shrubbery along the northern boundary. The school accommodates approximately 420 pupils, and the existing car park has space for 49 cars including 2 disabled spaces and 2 motorcycle spaces.



Existing building gable, location for new extension.

4. Planning History

W/13/00489/REM – Construction of a new dual-use two form entry Primary School, with associated access and landscaping – Approved

W/04/01895/OUTES – Comprehensive mixed use urban extension comprising residential development of 670 dwellings and associated ancillary facilities and works including local centre, primary school, sports and recreation facilities and distributor road – Approved

5. The Proposal

The application seeks full planning permission for the erection of a single storey classroom block to provide 4 additional classrooms, a new studio space, 2 additional group rooms, additional WCs and storage. The scheme would provide additional space for 120 pupils taking the school roll to 540. Staff numbers would increase from the current 41 Full Time Equivalents (FTE) to 49 FTE, and 6 additional car parking spaces are proposed

The scheme also includes some minor alterations to the western elevation where a window would replace a doorway and various internal works to the existing nursery space to enable a new reception classroom to be formed.

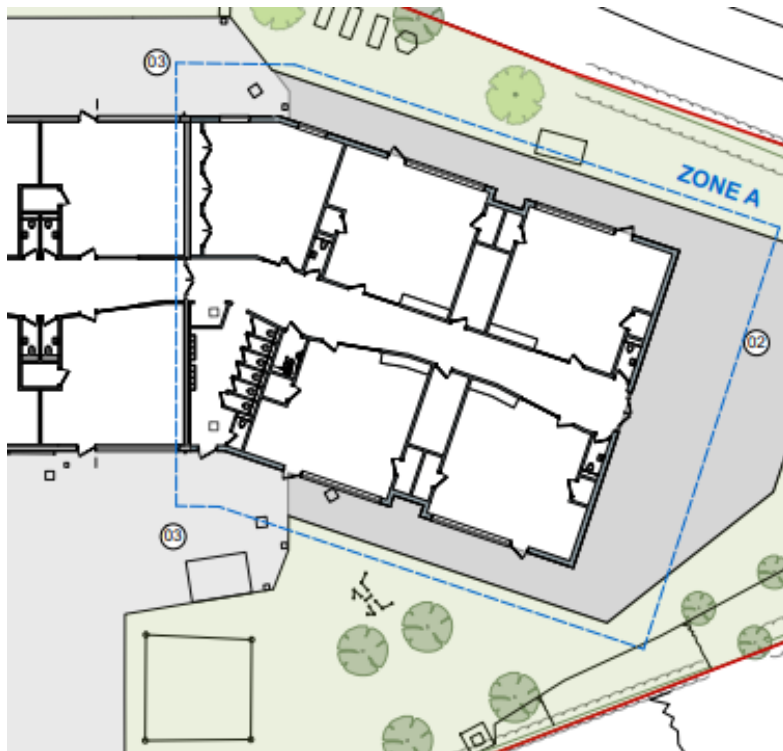
The height of the proposed extension would be 5.3 metres overall with 3.6 metres to the eaves and the development would have a gently sloping roof as seen in the elevation drawing below. The height would match the existing lower-level standing seam roof of the main building as illustrated in the proposed elevation plan inserts reproduced below. The length of the extension would be approximately 31 metres while the width would be about 20.6 metres. Materials to be used on the external facades would match the existing building i.e. red brick and standing seam pitched roofing. The high-level windows included within the main existing school, has not been replicated in the design of the extension.

The school is a 2-form entry school accommodating approximately 420 pupils. The proposed extension is required in order to allow the school to accommodate and meet the demand for additional school places in the Melksham area. The extension would allow the school to take an additional 120 pupils over the next few years.





Above and Below: The proposed floor plans detailing the extent of the extension to the east of the main building and additional parking to the west of the existing car park



Close up of the proposed floor plan east elevation extension to the main school building



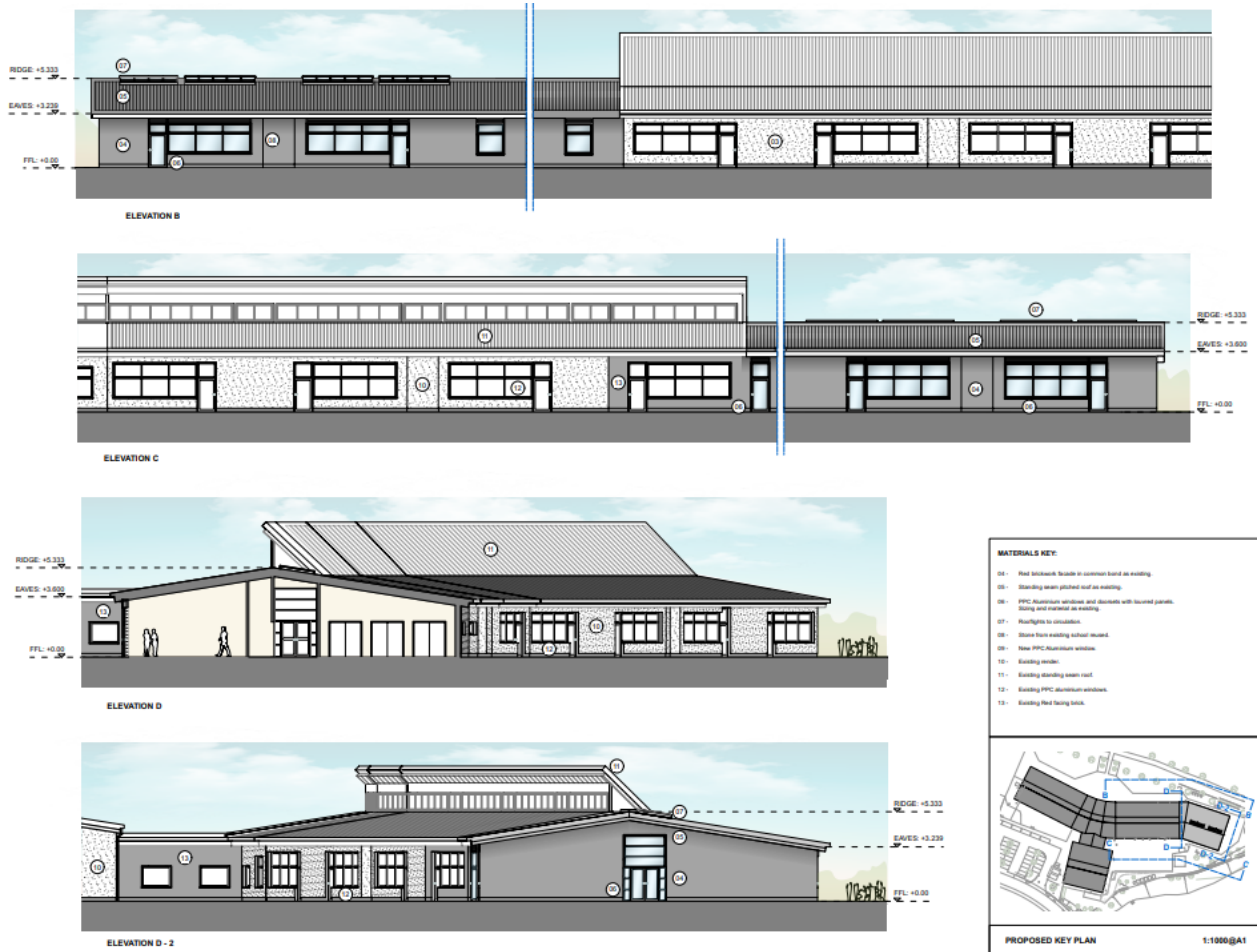
Existing eastern elevation of main building



Proposed additional parking area to south west of main building



Photograph of access with new parking area to the right of the gates



Proposed elevations

6. Local Planning Policy

Wiltshire Core Strategy (WCS) - Relevant policies include: Core Policy 1: Settlement Strategy; Core Policy 2: Delivery Strategy; Core Policy 3: Infrastructure requirements; Core Policy 15: Spatial Strategy – Melksham Community Area; Core Policy 41: Sustainable construction and low-carbon energy; Core Policy 50: Biodiversity and Geodiversity; Core Policy 51: Landscape; Core Policy 57: Ensuring high quality design and place shaping; Core Policy 60: Sustainable Transport; Core Policy 61: Transport and Development; Core Policy 64: Demand Management; Core Policy 67: Flood risk

National Planning Policy Framework 2021 (The Framework)

Other

Planning Practice Guidance (PPG)

Wiltshire Local Transport Plan 2011-2026

Wiltshire Local Transport Plan 2011-2026: Cycling Strategy

Made Joint Melksham Neighborhood Plan 2020-2026

7. Summary of consultation responses

Melksham Town Council: Objects for the following reasons:

- *the existing road infrastructure cannot cope with the existing traffic volumes at peak school times.*
- *the proposal indicates an increase of around 120 children at the school which would lead to a likely increase of 40-60 cars at school pick up and drop off times.*

Should Wiltshire Council approve the application it is requested that the following steps are taken in mitigation:

- *consider the installation of a proper crossing point where the northern pedestrian exit from the school joins Snarlton Lane, opposite Nightingale Close. The lack of a crossing point is a major issue, exacerbated by the use of Snarlton Lane as a drop off point as a COVID-19 mitigation measure during the recent pandemic. This established pattern of behaviour amongst parents remains.*
- *provide a vehicular access from Eastern Way in order to mitigate congestion of the existing road infrastructure.*
- *build up to second storey level, rather than building out at ground level, which would mitigate the loss of green space.*

Wiltshire Council Highways Officer: No objection subject to conditions. Also advised as follows:

“I note the submission of the revised Transport Statement and the additional School Travel Plan (STP). The STP is welcomed and I understand that the Council’s School Travel Plan Advisor has been involved in the process, which has included a travel survey of existing pupils/parents. The travel survey received a decent return rate of over 45% of

all parents/pupils responding and recorded that 76% of parents/pupils walk to school as their most frequent mode of travel. As the survey was undertaken in November, there is further scope for an increase in walking trips during warmer months and the STP targets a 10% overall reduction car trips through the travel plan measures. As a result, the STP reports that the proposed extension would now be likely to create an increase of around 23 (AM) and 21 (PM) trips, which is a significant reduction from that previously reported.

The revisions/additions have not included an increase in on site car parking, however, I note that the survey provided very positive results for the suggested 'walking bus', with over 40% of respondents showing an interest. This could therefore significantly help reduce the amount of parking occurring around the school and I would strongly recommend the school to act on this, through the travel plan process and in liaison with the School Travel Plan Advisor. The school will also be required to regularly provide travel data to the Council upon request of the Council, so that any issues that arise can be addressed in a timely manner.

Whilst some concern remains in respect to the additional trips and parking locally, I am content that the STP process will have a significant impact in helping to address not only the additional trips generated by the proposed extension, but also, the existing problems that exist at the school. On this basis therefore, I am able to recommend that no Highway objection is raised, subject to conditions being attached to any permission granted".

Wiltshire Council Landscape Officer: No objection and requested landscape-based planning conditions on any approval

Wiltshire Council Archaeologist: No objection. There are no archaeological issues that I would wish to raise in this instance.

Wiltshire Council Ecology Officer: No objection subject to conditions

Wiltshire Council Rights of Way Team: No comments

Wiltshire Council Education Team: No comments

Wiltshire Council Drainage Team: No concerns raised

8. Publicity

The application was publicised by individually posted notification letters sent to neighbouring/properties within close proximity of the site. The following comments were received:

- No objection to the design of the extension, however the proposal would lead to highway safety issues/poor parking using yellow lines/kerbs, exacerbated by delivery lorries/vans, yellow lines, poor turning facilities etc
- Children safety issues
- Inadequate parking/infrastructure for school drop offs and pickups.

- This proposal is a short-term measure to address demand for school places without considering the bigger picture of all the housing that is being built in Melksham
- Does not address the underlying problem of demand for primary school places that will only get worse over the coming years across all existing primary schools
- Lack of consultation with regard to changes made to the configuration of school when first constructed
- Local roads are often blocked during the day at drop off and pick up times
- Local residents are routinely inconvenienced by parents dropping off/picking up children
- Extending the school to accommodate a greater number of children and therefore be accessed by a greater number of parents, will result in more cars/vehicles, which will lead to greater dangers to pedestrians and more access/congestion issues for residents.
- The school is completely unwilling to talk to residents about the continuing issues with parents who block access - that are rude and abusive
- The applicant has misled the Council about them consulting with local residents
- Loss of green space used by children
- Disruption during building construction stage
- Drainage issues in relation to the field
- Area of wasteland near the shops should be used as additional parking
- The extension should include Swift nesting bricks

9. Planning Considerations

9.1 The Principle of Development

The proposal is for an extension to the existing Forest and Sandridge C of E primary school located within the settlement limits of Melksham. The school in its current form was approved under application W/13/00489/REM as part of the wider urban extension for 670 dwellings approved under application W/04/01895/OUTES. The proposed extension is required in order for the school to accommodate and meet the increased demand for additional school places in the Melksham area following the recent housing development growth.

The proposed extension (to accommodate 120 children) would enable the school to accommodate an additional 105 pupils over the next few years.

Core Policy 1 of the adopted Wiltshire Core Strategy (WCS) supports the growth of market towns such as Melksham and where necessary the expansion of existing facilities to support growth.

The provision of essential infrastructure that includes additional school floorspace to meet the growing needs of Melksham is supported by the adopted WCS. The remainder of this report appraises the material planning considerations for this proposal.

9.2 Impact on the character and appearance of the area

Core Policy 57 of the WCS requires a high standard of design for all new development which should respond positively to the existing building, townscape and landscape in terms of the building layout, built form, height, mass, scale, building line, plot size, design, materials and streetscape.

The site lies in a mainly residential area with residential properties located to the north and south. The extension would extend off the eastern section of the main school building positioned at a slight angle to the main building and would form 4 additional classrooms.



The proposed extension would be about 5.3m high, 20.6m wide and 31m long (see visual representation of the proposed extension on the following page). The scheme also includes minor alterations to the western entrance to remove a doorway that would be replaced with a window. In addition, alterations are proposed for the existing car park to create 6 additional spaces which is acceptable to planning and highway officers.

The extension would extend into an area of hardstanding and amenity grassland, which from the photograph below, appears to reveal that it is used as sitting out space with picnic tables and is not a sports field or formal play area.

The footprint of the proposed extension would be approximately 638sqm – which officers accept can be accommodated within the school grounds and not appear as overdevelopment of the site school grounds.

The playing fields located to the west of the school would not be materially affected.



View of the proposed location for the new classroom extension looking north/ northeast

As shown below, the design of the proposed extension would match the height of the existing lower main school building's seam roof (excluding the high-level windows which are not incorporated into the new design). In addition, the proposed extension would use materials that would match those of the existing building (i.e., red brick and standing seam metal roof). The fenestration detailing would also match the existing – all of which is considered acceptable to officers, including the proposed alterations to the western elevation and the new car park layout, which is considered compliant with Core Policy 57 of WCS.



Visual representation of the extension

9.3 Impact on the Amenity of Neighbouring Residents

Core Policy 57 of the WCS requires development to have regard to: the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and to ensure that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution.

The site lies within a mainly residential area with vehicle and pedestrian access via Cranesbill Road to the South and pedestrian access from Snarlton Lane to the north. The closest residential properties to the new extension would be those fronting Snarlton Lane (No's 351, 351a and 351b in particular) to the north and these would be approximately 30 metres distant (elevation to elevation). With this separation and in having cognisance of the proposed height of the school extension, officers are satisfied that the development would not have a material detriment to the living conditions of local residents in terms of loss of light or overbearing impacts.

Windows are proposed within the new ground floor extension facing north, however due to the separation distance of 30 metres between elevations, and the boundary treatments to the rear of these properties (consisting of 2-metre-high wooden fences and hedging as shown below), the development would not lead to material harm in terms of loss of privacy or overlooking to adjacent residents.



Photo above is taken from the pedestrian footpath located to the north of the school grounds and to the rear of the properties and gardens fronting Snarlton Lane

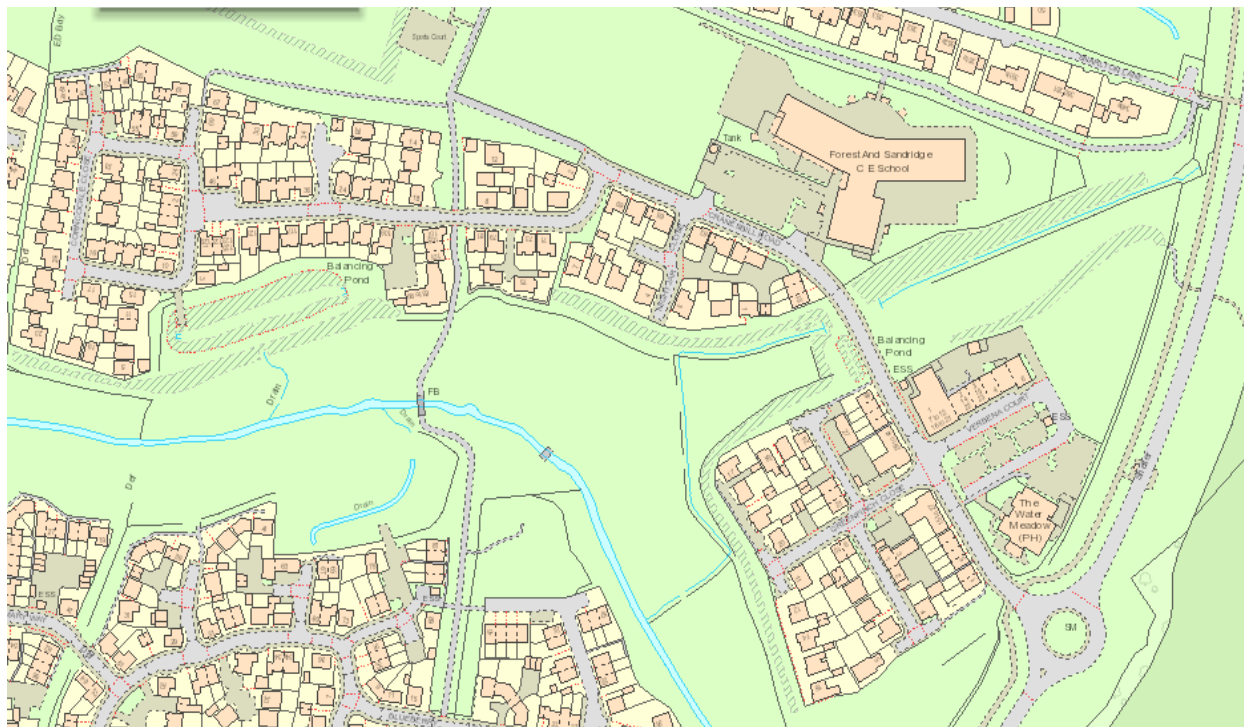
The submitted travel statement advises that the school expansion would lead to approximately an extra 46 two-way vehicle trips in the morning peak hour and 42 in the afternoon. However, as these vehicle journeys would be generated at certain times of the day and school terms with the imposition of planning conditions, the Council's highway officer is satisfied that the proposal would not lead to substantive harm or conflict with

Core Policies 57 and 64 of the WCS, with the latter setting out to manage the demand for parking and sets residential parking standards based on minimum parking standards, which this proposal complies with.

9.4 Highways/Parking Issues

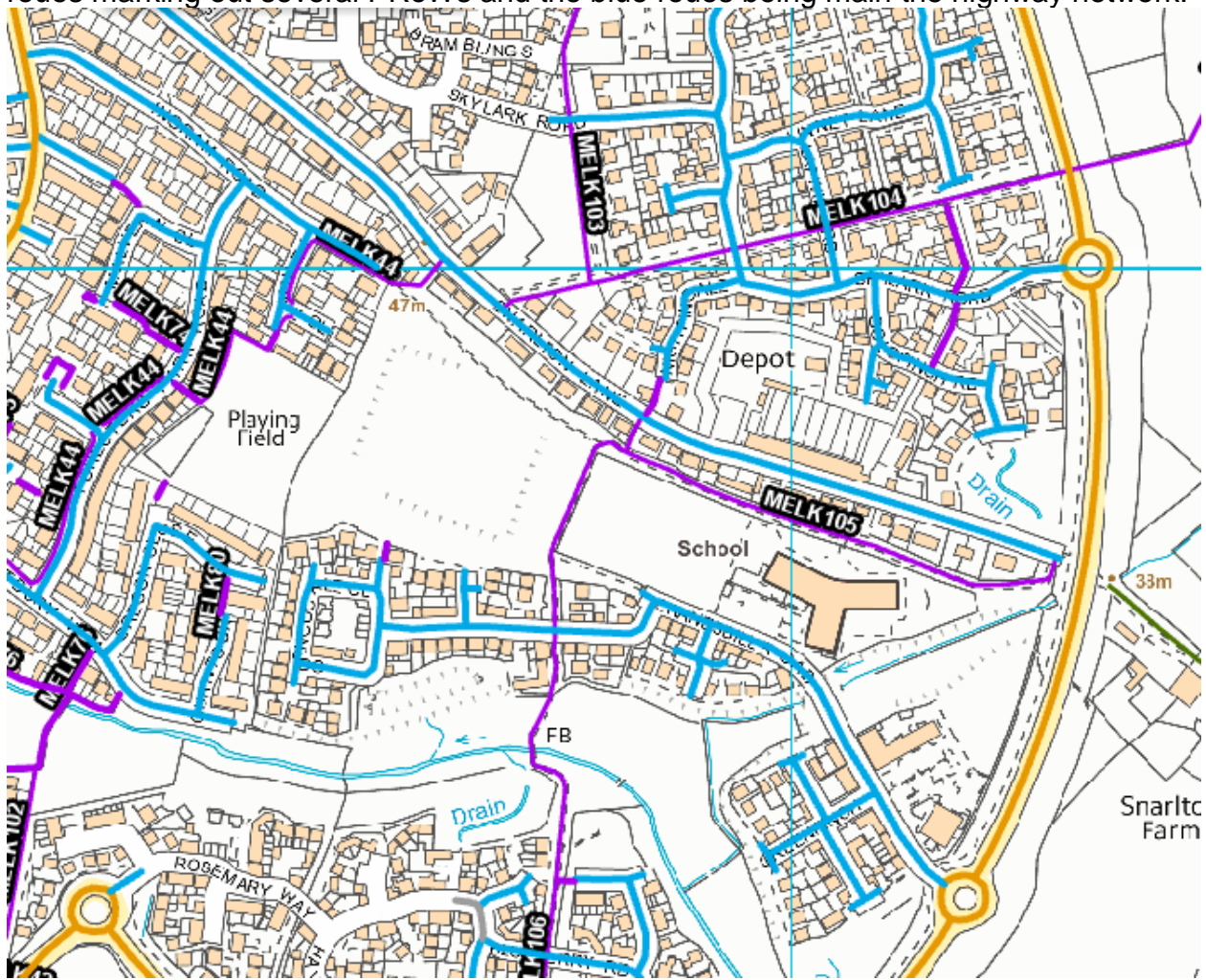
Following on from the previous chapter, it is also important to appreciate that paragraph 110 of the NPPF states that in assessing specific applications for development, it should be ensured that safe and suitable access to a site can be achieved for all users. The Council's highways officer is satisfied that this would continue to be the case for this proposed development. Moreover, paragraph 111 of the NPPF states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

Officers acknowledge that parents dropping off and collecting children are causing levels of inconvenience and traffic congestion for local residents, but the highways officer has not identified substantive harm that would otherwise justify a refusal of planning permission. Paragraph 111 of the NPPF is very categorical and unless the Council can demonstrate unacceptable impacts and severe harm to highway safety and the use of the local road network, the application should not be refused on highway grounds. With the supportive comments from the highways authority any refusal would leave an appeal very difficult to defend and could expose the Council to an award of costs for unreasonable behaviour.



The school site is accessed off Cranesbill Road, which is a no-through road and serves over 100 hundred properties as shown above. Cranesbill Road is accessed via a roundabout off Eastern Way and the road is subject to a 20mph speed limit. Along Cranesbill Road and in the vicinity of the school, there are waiting restrictions in the form of zigzags along the school frontage and single yellow lines elsewhere. The single-yellow lines limits waiting during the hours of 08:30 to 09:30 and 14:45 to 15:45. It is disappointing to read there are parking conflicts, but that is not a matter that should manifestly influence the determination of this application. The school would be bound by a travel plan that would need to be updated annually and the Council's school travel plan officer in the highway's authority has responsibility for the travel plan reviews. It is also important to appreciate that all parking and highway enforcement is a matter for the appropriate authorities, not the planning authority.

In addition to walking along the adopted footpath network there are several PRow that could be used by parents and children as the following insert illustrates, with the purple routes marking out several PRow and the blue routes being main the highway network:



In addition, the nearest bus stop to the school site is located to the east along Eastern Way, which is a short walk of some 250m from the school entrance, which offers people an alternative to relying on private motor vehicles.

Also, as mentioned by some local residents, to the south of the school, there is a small neighbourhood shopping centre incorporating a supermarket, takeaways and a pub/restaurant with a car park that has approximately 64 parking spaces – which could be utilised temporarily by parents.

The application is supported by a transport statement with an updated travel plan. The transport statement asserts that the school site is highly accessible by walking, cycling and scooting, with a network of footpaths in numerous directions. A recent school Travel Plan survey indicated that 76% of pupils walked, scooted or cycled to school. Based on this data and the observations made by the highway officer, the proposed increase in pupil numbers could lead to an extra 46 two-way vehicle trips in the morning peak hour and 42 two-way trips in the afternoon. However, this is considered a worst-case scenario based on evidential data.

It is also noteworthy to mention that the updated school travel plan sets out measures to reduce the number of car trips made to and from school, and thus minimising the levels of highway congestion and local resident inconvenience associated with “the school run”. The school travel plan seeks to promote more children to walk to school and to introduce a staggered approach to the collection and drop off of children as well as introducing traffic calming measures at the front of the school premises, in a similar manner to how some nurseries operate in residential areas.

To conclude, whilst the strong objections raised by local residents have been fully taken on board, officers are satisfied that this development proposal should be approved subject to planning conditions, including the imposition and annual review of the school travel plan, and that any inappropriate parking should be raised with and enforced against in compliance with the highway code and local highway restrictions.

Members are also advised to note and read the appended transport statement addendum that has been produced by the applicant’s architects which followed an on-site meeting with Cllr Sankey and others. The succinct statement recognises the local resident and Town Council concerns and sets out to fully engage with the local community and introduce improvements where possible and reasonable.

9.5 Ecology Issues

WCS Core Policy 50 ‘Biodiversity & Geodiversity’ requires that all development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale, alongside the expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Furthermore, the policy specifies that all development should seek opportunities to enhance biodiversity.

The school site comprises the main school building with hard-standing and amenity grassland play areas, with two areas of semi-improved grassland with ornamental

planting around the car parking areas with some immature hedgerows and trees present. Large areas of the site consist of amenity grassland such as the playing field to the west around the main school building. These areas are considered well managed. Two small sections of semi-improved grassland are present on-site, with one in the eastern part of the school site being less well managed and an area in the southern part which is under regular management. There are several hedgerows all of which have been recently planted and are immature, along with several immature trees.

The scheme is accompanied by a Preliminary Ecological Appraisal including an extended Phase 1 Habitat survey and bat survey. The appraisal concludes that there are no overriding ecological constraints to the development subject to the implementation of appropriate mitigation measures.

On-site habitats are considered to be sub-optimal for bat species and the bat report concludes that roosting bats are absent from the existing on-site building. The school building is also unlikely to support an important assemblage of breeding birds due to the local landscape and limited nesting opportunities. Habitats on-site are also not suitable for harvest mouse, water voles, dormouse or amphibians, and there was no evidence of badgers recorded on-site.

The site does have the potential to support common and widespread species of invertebrate and it is noted that some homemade invertebrate houses are placed within the school grounds. The site provides some foraging opportunities for hedgehog, and it is recommended that hedgehog boxes are provided which can be secured by planning condition.

Due to the findings listed above the following biodiversity enhancements have been identified:

- Incorporation of native plants and those of wildlife importance within the landscaping scheme to provide foraging opportunities
- New hedgerow planting and infill planting
- The incorporation of hedgehog boxes

In conclusion for ecology matters, there are no overriding constraints subject to the implementation of appropriate mitigation measures that can be suitably conditioned.

9.6 Drainage Issues

The proposal would connect into the existing mains sewers. Third party issues with regards drainage of the playing field adjacent to the main school block have no material relevance to this proposed development.

9.7 Other Issues

Concerns have been raised by third parties that the school did not engage with the local residents. Whilst officers encourage developers to positively engage with local communities prior to a formal planning submission, it cannot be forced upon a developer or the school in this case.

Additional concerns have been raised with regard to the consequential disruption created during building work. To address such concerns, a pre-commencement construction method statement (CMS) is recommended as a planning condition, which would require the school to submit additional details prior to any on site works commencing and to minimise the consequential impacts on local residents during construction (condition no. 8 refers).

In response to the Town Council's suggestions and materially revising the application to provide an alternative vehicular access off Eastern Way and have a two-storey extension instead of the proposed single storey addition (thus negating the potential loss of some of the amenity grassland). Members are advised that these suggested options are not supported by planning or highway officers; and are both considered to be unreasonable and unnecessary. Indeed, in the case of a direct access off Eastern Way would be opposed by the local highway authority (as confirmed by senior highway officer who reported that such a proposal "*would lead to a number of issues and likely create far worse highway safety issues than those that already exist*" following receipt of the corrected consultation response by the Town Council on 26 April).

Members are also respectfully reminded that it is not within the remit of the Committee to request an applicant to propose an alternative development to the one they have submitted and consulted upon. Instead, the merits of what is proposed require to be determined.

Lastly, in response to the Town Council's other suggestion, the local highways authority have confirmed that there is insufficient space and adequate footway to facilitate a controlled crossing point on Snarlton Lane, and that the amount of vehicular traffic using Snarlton Lane would likely to preclude the introduction of a controlled crossing point. Whilst an informal crossing of a type (such as with coloured surfacing) could be considered as a local infrastructure improvement, it is not justified or necessary in the context of this application. The Town Council could consider raising this as a separate matter (as a CATG) issue if desired.

10. Conclusion (The Planning Balance)

The application site is located within the settlement limits of Melksham and is considered to be a sustainable location with the principle of development for additional school infrastructure supported by policy.

In terms of neutral impacts, the supporting information demonstrates that the proposed school building extension would be a sufficient distance from neighbouring residential properties to protect residential amenity. The school would be served by a safe access to

the highway network and would have appropriate visibility splays and that the increased number of children attending the school would not result in severe residual cumulative harm to highway or pedestrian safety.

In terms of negative impacts, the development would introduce some disruption during the construction phase of the development and the classroom extension would result in some loss of some hardstanding and amenity grassland within the immediate vicinity of the school building. However, these issues warrant only modest weight in the planning balance.

In conclusion, the development would provide additional school accommodation for up to another 120 pupils which merits significant weight in the planning balance. There would also be some short terms benefits during the construction phase of the development through direct and indirect job creation which merits modest weight.

Whilst there would be some impacts, the benefits of the development outweigh the negative aspects and the application is recommended for approval subject to conditions.

11. RECOMMENDATION: APPROVE subject to the following conditions

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

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

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

See Document Issue Sheet SL/P20010 dated 5/10/21 detailing the approved plans

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

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those used in the existing building.

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

4. No development hereby approved shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- Details of tree protection measures for the protection of trees to be retained during construction work
- A detailed planting specification showing all native plant species, new hedgerow planting including infill works, planting sizes and densities

REASON: 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.

5. 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 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.

6. The proposed secure fencing hereby approved shall match the existing in height detail and colour.

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

7. The development hereby approved shall be completed in accordance with the recommendations contained within Section 5.4 (including the incorporation and provision of hedgehog boxes) of the Preliminary Ecological Appraisal produced by CSA Environmental and dated April 2021 and that the development shall not be brought into use until photographic evidence is submitted to discharge the condition showing the installation of the biodiversity enhancement features which will require to be submitted to and approved in writing by the local planning authority.

REASON: To provide mitigation /enhancement for biodiversity.

8. No part of the development hereby approved shall commence on site until a Construction Method Statement, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.
- hours of construction, including deliveries;

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: In order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

9. No part of the development hereby approved shall be first brought into use until the 6 additional parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter.

REASON: In the interests of highway safety and the amenity of future occupants.

10. The development hereby approved shall not be first brought in to use until those parts of the Travel Plan capable of being completed prior to occupation, have been implemented. Those parts identified for implementation after occupation shall be implemented in liaison with the Council's School Travel Plan Advisor. The Travel Plan Co-ordinator and Travel Plan Working Group shall carry out the identified duties to implement the School Travel Plan in perpetuity, including providing the Council with travel data upon request.

REASON: In the interests of reducing the number of private car movements to and from the development.

Informative to Applicant:

There is a small risk that bats may be found at the site, and the applicant is advised to inform all construction personnel to be aware that if bats are encountered during on site works, they and any roosting habitat are protected at all times by the Conservation of Habitats and Species Regulations 2010 and that expert advice should be obtained whilst works cease. Planning permission for any development does not provide a defence against prosecution under the above legislation; and, nor does it act as a substitute for the need to obtain a bat licence if bats are found. Consideration should be given to obtaining a survey from a professional ecologist before commencing work. If bats or evidence of bats is found at any stage of development, the applicant is advised to follow

the advice of a professional ecologist or to contact Natural England's Bat line which is available online.

The applicant is encouraged to engage with the Council's highways team pursuant to reinstating line markings along Snarlton Lane as well as the Council's Travel Plan Coordinator in terms of confirming the introduction of staggered drop-off and collection times for parents to reduce car parking congestion along the public highway.

studiolime
architects

To : Mr. Steven Sims (Planning Officer)
Issued by : Alex Robertson (Studio Lime Architects)
CC : David Maine (WHF)
David Gilbey (F&G)
Ruth Durrant (School Travel Plan
Adviser – Wiltshire Council)

Prepared: 25.04.22

Dear Mr. Sims

REF: PL/2021/06702 Forest and Sandridge school Melksham SN12 7GN

This statement follows the recent meeting on site between Cllr. Mike Sankey, Mr. David Maine, Mr Scott James and Ms. Clara Davies, on 6th April 2022.

We understand that within the local community there remain a number of concerns regarding parent parking around the school at pick-up and drop-off times.

Although we are keen to resolve as many of the highways and parking issues as part of the planning application process, we recognise that an ongoing dialogue between the School and their neighbours will be necessary, in order to address issues as they arise. The introduction of measures in one area is inevitably going to push traffic issues to another location, so an adaptive system needs to be in place that can adapt as required.

The School would like to work with the local community to ensure a fair balance between protecting the amenity of the local communities and providing appropriate drop off provision for pupils.

There are a number of areas that can be considered for improvement and we have provided a few examples below for future discussion.

Short Term

- The school will continue to work with the parents of new and existing pupils, to ensure that appropriate behaviour is encouraged from the outset.
- The School will look to engage with The Council to arrange for the line markings on Snarlton Lane to be reinstated.
- The School will continue to monitor feedback from local residents and work to resolve any issues.
- The Schools Travel plan will continue to be developed.

Medium Term

- The school will continue to undertake Vehicle Movement Analysis at peak times to review where congestion hot-spots are occurring. Further analysis of Snarlton Lane and the adjoining lane has already been requested.

Long Term

- We understand that the area of unused land adjacent to the Co-op carpark has been set aside for a new Community Centre. The School would like to liaise with the Council in due course to explore opportunities for using this new community centres car park as overflow at peak times.

We trust that this information is clear and we look forward to discussing the application further at the upcoming Planning Committee Meeting. If there are any queries then please don't hesitate to contact me.

Kind regards,

Alex Robertson

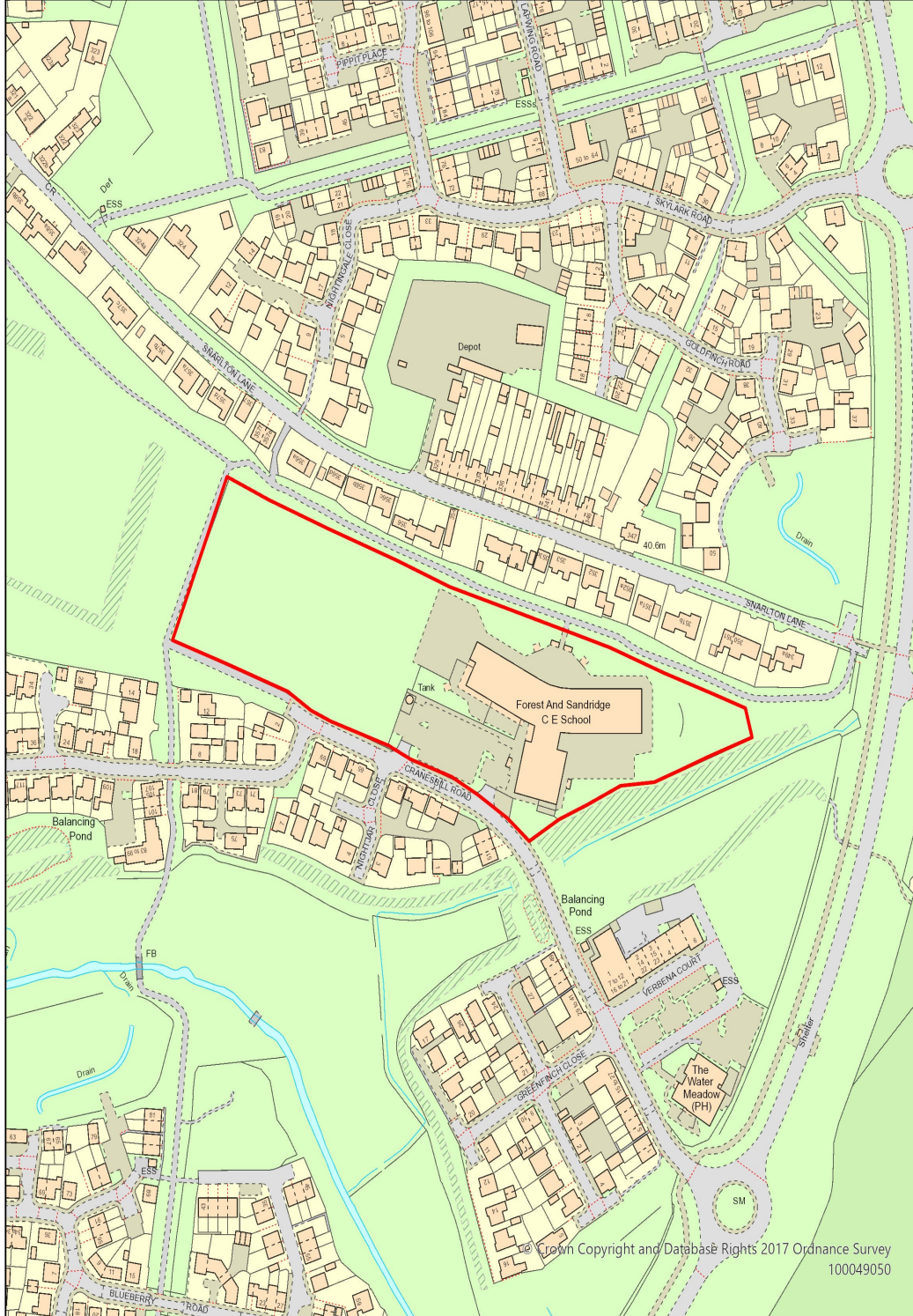
Director
Studio Lime Architects

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Wiltshire Council

PL/2021/06702

Forest and Sandridge C Of E
Voluntary aided primary
school, Cranesbill Road,



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