

REPORT FOR STRATEGIC PLANNING COMMITTEE

Date of Meeting	14 September 2016
Application Number	16/04273/FUL
Site Address	Langley Park, Foundry Lane, Chippenham, Wiltshire, SN15 1GE
Proposal	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.
Applicant	Langley Properties Ltd and Chippenham Properties Ltd
Town/Parish Council	CHIPPENHAM
Electoral Division	CHIPPENHAM MONKTON – Cllr Caswill
Grid Ref	392385 174316
Type of application	Full Planning
Case Officer	Mark Staincliffe

Reason for the application being considered by Committee

The application has been called into committee at the request of Cllr Caswill to consider issues including Highway matters and pedestrian access to the wider Chippenham Area.

Under the Scheme of Delegation Specific to Planning, this application would usually be considered by the Northern Area Planning Committee. However by reason of it being a part of a large-scale major application which, by its nature would raise issues of more than local importance it is necessary to consider the application at the Strategic Committee.

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 authority is delegated 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.

2. Report Summary

The key issues in considering the application are as follows:

- Principle of the development.
- Conformity of the local plan
- Impact on Conservation Area and setting of listed buildings
- Impact on residential amenities of adjoining neighbours.
- Impact on character and appearance of the area.

Chippenham Town Council raised no objection to the proposed development and 0 letters of objection and 0 letters of support have been received.

3. Site Description

The application site lies within the framework boundary of Chippenham and is classified as previously developed land comprising current and former industrial buildings of varying use and age. The site lies immediately to the north of Chippenham town centre and has residential & retail land uses adjacent to the site. Forming the south eastern boundary of the site is the railway line, Chippenham Railway Station surface level car park, Chippenham Railway Station itself, Wiltshire College and industrial units beyond. Currently, the site is served from Foundry.

4. Planning History

2006 - Applications N/06/00650/OUT & N/06/00649/OUT

Outline planning application submitted for the partial demolition and redevelopment of a 14.59ha part of the estate for mixed use redevelopment comprising employment, residential and retail, together with associated amenity space, car parking, access, servicing, and other ancillary uses and development. The planning application was refused

2007 - Applications N/07/00791/OUT & N/07/00802/FUL

Revised outline application and a full planning application for a retail store. The outline planning application sought consent for the partial demolition and redevelopment of a 7.7ha part of the Estate for mixed use redevelopment comprising residential (Use Class C3) and retail (Use Class A1) together with associated amenity space, car parking, access, servicing and other ancillary uses and development. The full planning applications sought consent for the provision of a food retail store (52 000sqft net sales area) with associated car parking and enabling development. The planning application was refused.

An appeal against the Council's decision was lodged and dismissed by the planning inspectorate. The inspector's reasons for dismissing the appeal are discussed later in this report. The applicants subsequently lodged a High Court Challenge against the Inspector's decision, this challenge failed and the decision to refuse planning permission was upheld

2009 - Application N/09/00317/OUT

An outline planning application was submitted in February 2009 for 'demolition and redevelopment of the site to provide a mixed use scheme comprising residential, retail, hotel, public open space, together with car parking, servicing, access and other ancillary uses and development. The planning application was withdrawn by the applicant prior to its determination.

2013 - Application N/13/01776/OUT

An outline application was submitted in June 2013 for 'Demolition and Redevelopment of Land at Langley Park and Extension and Refurbishment of Hathaway Retail Park for up to 115 Residential Units, Food and Goods Retail Units, Multi Storey Car Park, Leisure and Hotel, Industrial Units. Highway Improvements to The Little George Junction, Landscaping and Associated Development'. Members of the Northern Area Planning Committee resolved to grant planning permission subject to the signing of a s106 agreement.

The Council formally disposed of the application in April 2015 as the applicants had failed to complete the legal agreement. No formal approval for the redevelopment of the site was issued.

5. The Proposal

Demolition of existing buildings and redevelopment to provide a 69 bed hotel with café (A3) of 199sqm and 22 residential units (class C3), car parking, Foundry Lane access works and other associated works.

6. Local Planning Policy

Wiltshire Core Strategy Jan 2015:

Core Policy 1-	Settlement Strategy
Core Policy 2-	Delivery Strategy
Core Policy 3-	Infrastructure Requirements
Core Policy 9-	Chippenham Central Areas of Opportunity
Core Policy 10-	Spatial Strategy: Chippenham Community Area
Core Policy 34-	Additional Employment Land
Core Policy 35-	Existing Employment Land
Core Policy 36-	Economic Regeneration
Core Policy 38-	Retail and leisure
Core Policy 40-	Hotels, B&Bs, Guest Houses and Conference Facilities
Core Policy 41-	Sustainable Construction and Low Carbon Construction
Core Policy 43-	Providing Affordable Homes
Core Policy 45-	Meeting Wiltshire's Housing Needs
Core Policy 51-	Landscape
Core Policy 43-	Providing affordable homes
Core Policy 50-	Biodiversity and Geodiversity
Core Policy 51-	Landscape
Core Policy 56-	Contaminated Land
Core Policy 57-	Ensuring high quality design and place shaping
Core Policy 58-	Ensuring the Conservation of the Historic Environment
Core Policy 62-	Development impacts on the transport network
Core Policy 64-	Demand Management
Core Policy 67-	Flood Risk
Appendix D	
Appendix E	
Appendix G	

Saved Policies of the North Wiltshire Local Plan:

NE18-	Noise and Pollution
T5-	Safeguarding
CF2-	Leisure facilities and open space
CF3-	Provisions of open space

National Planning Policy Framework 2012:

Achieving sustainable development – Core Planning Principles (Paragraphs 7 14 & 17)	
Chapter 1-	Building a strong, competitive economy (Paragraphs 18 & 19)
Chapter 6-	Delivering a wide choice of high quality homes (Paragraphs 47, 49, 50 & 55)
Chapter 7-	Requiring Good Design (Paragraphs 56, 57, 60, 61, & 64)
Chapter 8-	Promoting healthy communities (Paragraph 75)
Chapter 11-	Conserving and enhancing the natural environment (Paragraphs 109, 112, 118 & 123)
Chapter 12-	Conserving and enhancing the historic environment (Paragraphs 126, 128, 129, 132, 133 and 139)

7. Summary of consultation responses

Wiltshire Police- I note on page 49 of the Design and Access Statement the developer's stated intention "to address the key principles highlighted within the guidance literature for 'Secured by Design'". There is however no clear indication on how access to the communal entrances to the proposed apartment block will be controlled or how such matters as deliveries and visitor access will be managed. I therefore request that consent to this application be conditional on the developer seeking and achieving 'Secured by Design Homes 2016' accreditation in respect of the physical security of the apartment block.

Wiltshire Council Drainage- No objection subject to conditions.

Wiltshire Council Urban Design- Some concerns with the original submission but amended plans have overcome some of these concerns. Some reservations with the proposed development but largely relates to detail which would be controlled by condition.

Historic England- We welcome this proposal for regeneration in the heart of Chippenham. The site partly comprises a small section of the Chippenham town centre Conservation Area. It also impacts upon a number of designated heritage assets including Avon House that is Grade II and the Grade II* listed Church of St Paul. There is also the undesignated heritage asset known as Westinghouse, a 1930s office building that is located within the development site. However, we understand that many of the un-designated heritage assets have already received prior approval for their demolition.

In the case of St Paul's Church, we wish to ensure that its setting has been fully assessed and any potential harm from this development mitigated. Our particular issue will be with any proposed highway alterations around Little George Roundabout.

Whilst the majority of the site is outside the terms of our remit, we would wish to ensure that the scheme reflects the distinctive character of Chippenham and that the design of the scheme is to an appropriate quality in line with Paragraph 64 of the National Planning Policy Framework.

Wiltshire Council - Education- A full contribution towards the funding of a new East Chippenham primary school is required from this application. This will be based upon the current cost multiplier of £18,064 per place = £108,384 (& to be subject to indexation). Were we assessing this enquiry as a registered application today, the Council would pursue the funding for secondary infrastructure expansion via the CIL mechanism.

Highway England - No objection.

Wiltshire Council Affordable Housing- There is a demonstrable need for affordable housing in the Chippenham Community Area and therefore a 40% on site affordable housing contribution at nil subsidy should be sought. In order to meet current demonstrable need the tenure mix required would be 60% Affordable Rent and 40% Shared Ownership.

Wiltshire Council Ecology- Support subject to planning conditions.

Wiltshire Council Noise and pollution- Consideration should be given to the hierarchy of noise control where the noise is firstly managed through good design/internal layout and lastly glazing and acoustic ventilation.

I have concerns about train noise and vibration disturbance to potential residents and would need a condition to ensure the amenity to proposed occupants is acceptable, using for instance glazing elements and acoustic vents.

Wiltshire Council Contaminated Land- No objection but a contaminated land condition will be required.

Wiltshire Council Arts Services- There is no particular reference to the inclusion of public art and design in this application, which we would expect for such a significant development of this size and nature, as referred to in Core Policies 3 and 57 of the Wiltshire Core Strategy.

The NPPF recognises that cultural wellbeing is part of achieving sustainable development and includes cultural wellbeing within the twelve core planning principles that underpin both planmaking and decision-taking.

Wessex Water- Submitted details confirm design flow rates for the 1 in 1 year and 1 in 30 events. The assessment principally addresses the flood risk requirements for extreme events with allowance for climate change and indicates how surface water run-off will be managed across the site.

We acknowledge that the development will be brought forward in phases and there are likely to be design changes as these phases progress. We accept that detailed design will bring changes and we will need to manage these changes through adoption approvals.

We agree that there will be reduced impermeable areas and therefore marginal improvements to existing service levels. We are unable to guarantee that capacity will be available to drain exceedance flows beyond a 1 in 30 year event.

The developer will need to agree hydraulic conditions with the sewerage undertaker for these design events when submitting adoption drawings and proposals.

It may be appropriate to place a condition on the NOD to ensure that we can co-ordinate and agree the necessary engineering measures to deliver the drainage strategy from outline to detailed permissions.

Wiltshire Council Tree Officer- No objection

Wiltshire Council Spatial Planning- The principle of a mixed use development at Langley Park is acceptable. The brownfield site is located within the Chippenham Central Area of Opportunity and is allocated in the WCS Core Policy 9 to provide business uses as part of a mixed use development.

These proposals will help to ensure that the existing business uses on part of the site are retained as envisaged in WCS Core Policy 9. It will also ensure that site continues to be a vibrant business location, one of the key considerations for proposals within the Chippenham Central Area of Opportunity and consistent with the employment led strategy for Chippenham. The proposed uses are also in line with the Chippenham Town Centre Masterplan.

This site is one of the few previously developed sites available in Chippenham. The delivery of housing as part of a mixed use site will contribute to boosting housing supply in Chippenham and Wiltshire and to Chippenham being a place to live and work in, another of the considerations for proposals within the Chippenham Central Area of Opportunity.

The site has been identified as the most sequentially preferable site to accommodate a large supermarket in Chippenham with easy access to the town centre in the context of the 2014 retail study and the proposals will provide additional convenience floor space in excess of

the 1338sq net by 2020 identified in the WCS and will go some way to meet the additional floor space requirements identified in the 2014 retail study.

However, further information is required in relation to the retail impact of the proposal in accordance with core policy 38 and further information is required in relation to the design and layout of the scheme to ensure its compliance with Core Policy 57.

Wiltshire Council Highways- The applicant has addressed the various concerns raised at pre application stage and expressed in earlier meetings. No objection subject to planning conditions.

Wiltshire Council Conservation Officer- No objection. The loss of the existing industrial buildings appears justified; the applicant has considered the significance of the existing buildings and concluded for the most part they make limited contribution to historic environment.

The demolition of the industrial buildings is considered acceptable on this occasion as the existing buildings make a limited contribution to local character and distinctiveness and that the removal of these redundant structures will allow the reuse of this brownfield site in close proximity to the town centre and railway station.

Wiltshire Council Estates Department- I confirm that in my judgement, having assessed the applicant's Viability Appraisal, the Langley Park Chippenham development scheme (16/03515/OUT) is unviable if the package of contributions requested by consultees is required. Only limited contributions can be requested. This is covered within the report.

Chippenham Town Council- No objection. However the Town Council does have concerns regarding delivery vehicles accessing the site and would ask that careful consideration be given to the street scene and in particular the design of adequate safety railings at this junction.

Langley Burrell Parish Council- Whilst the use of this "brown field" site for development is to be applauded, this proposal raises severe concerns regarding the potential increase in traffic using the B4069 into Chippenham, which is the principal route into the town from this Parish.

The B4069 from Chippenham is even now grossly overloaded at peak times, being a secondary route to the M4 Junction 17, frequently used as a "rat-run" to avoid congestion on the principal A350 route. The increase of traffic likely to be generated by this proposed development will inevitably have a significant adverse effect on what is already an unsatisfactory situation, in particular the congestion at the Langley Road/Malmesbury Road/New Road/Foundry Lane roundabout, where lengthy traffic queues and delays regularly in excess of 30 minutes are a daily occurrence.

The cumulative effect of this and the whole issue of the various other ongoing development proposals to the north and east of Chippenham have extremely serious implications for the whole area, and until road local infrastructure and traffic management can be improved, any further traffic-generating development on the Langley Park site is considered highly undesirable and should in our view regrettably be resisted

8. Publicity

The application was advertised by neighbour letter, site notices and press advert. The application has generated 0 letters of objection and 0 letter of support.

9. Planning Considerations

9.1 Principle of Development

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

In this case, the Wiltshire Core Strategy, including those policies of the North Wiltshire Local Plan saved in the WCS, forms the relevant development plan for the Chippenham Area.

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are material considerations which can be accorded substantial weight.

Core Policy 1 of the Wiltshire Core Strategy sets out the settlement strategy for the area, identifying Chippenham as a 'Principal Settlement', a focus for new development. Core Policy 2 confirms a presumption in favour of sustainable development within the defined limits of development.

The NPPF encourages the reuse of brownfield land. One of the twelve core planning principles is "*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*"

Paragraph 111 also says:

"Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land."

The strategy for Chippenham is based on delivering significant job growth, which will help to improve the self-containment of the town by providing more jobs for local people (WCS Paragraph 5.47).

WCS Core Policies 2 and 10 require 26.5ha employment land and at least 4510 houses to be provided at Chippenham between 2006 and 2026.

This site is identified in WCS Core Policy 9 Chippenham Central Area of Opportunity "*to deliver a mixed use site solution for a key redevelopment opportunity area to support the retention of significant business uses on part of this site.*"

WCS Paragraph 5.54 sets out the key principles to be addressed in developing Chippenham Central Area. All proposals for development in this area should establish appropriate high quality public realm and pedestrian and cycle routes to create a lively visual and social environment focused on linking all parts of the town with its centre. The Langley Park site forms part of one of the Character Areas identified in the Chippenham Central Area Masterplan and is also a saved Policy H2 allocation from the North Wiltshire Local Plan 2011 to provide 250 dwellings as part of a mixed use site. The application only forms a small proportion of the wider 'Langley Park' site but this site is considered important to the regeneration of the site as it will provide highway and access improvements.

The Chippenham Central Area Masterplan

The Chippenham Central Area Masterplan was produced in 2013 by Chippenham Vision, a local stakeholder partnership and was consulted on thoroughly with the local community. The Masterplan is based on an analysis of how the region, Chippenham and its town centre are performing and planning for housing and employment growth. It includes guidance to improve the town centre and surrounding area. The Masterplan area comprises the Chippenham Central Area of Opportunity as set out in the Wiltshire Core Strategy CP9. In the Masterplan Langley Park is identified as one of five character areas within the central area of opportunity. The introduction to the character area says:

“Regenerating Langley Park and the surrounding area with uses that compliment and support the vitality and viability of the town centre, through a mixed-use development that facilitates new linkages across the railway. A key aspiration of the Masterplan is to support the retention and enhancement of business uses on Langley Park”

The detailed character area guidance for the Langley Park goes on to say:

“The area has a longstanding history of industrial uses which have now partly disappeared. Where redevelopment has occurred, replacement development has been generally low quality and out of scale with the rest of the area (over-sized and impermeable) It is crucial, therefore, that future redevelopment opportunities complement the existing retail, residential and employment uses that make up or border this area at an appropriate scale.

A redevelopment opportunity of particular note is the Langley Park site itself. New employment uses can be located adjoining those businesses that will remain on the site but these must allow for the appropriate redistribution of car parking on the site. The residential area adjoining Langley Park should be extended eastwards into areas that are not to be maintained for employment use Where appropriate, flexibility is permitted within a restricted set of uses to maximise opportunities for regeneration Foundry Lane would benefit from public realm improvements and the northern entrance to the railway station would benefit from an enhanced arrival space....A new link across the railway is vital and would improve connections to the town centre. Improved access to the station through Langley Park and town centre parking will relieve the Little George roundabout which can be enhanced as a pedestrian and movement focus with opportunities for active frontages around this key entrance point to the town. Upper New Road and land to the north of Great Western Arches provide opportunities for new retail and improved public realm”

The Chippenham Central Area Masterplan, though useful in ascertaining what local community groups, business etc would like to see as part of the site redevelopment, has not been subject to full public consultation or scrutiny and formally adopted as a Development Plan Document and can therefore only be afforded very limited weight in the decision making process.

9.2 Highways

As acknowledged earlier in the report. The application is similar in nature to the previous application (13/01776/OUT) which the Planning Committee determined should be approved subject to a planning obligation to secure defined requirements. The submitted Transport Assessment acceptably sets out the principal transport issues.

The site is relatively well located in Chippenham to be considered sustainable from a transport perspective, with its proximity to the railway station and the town centre, with its attendant facilities. School trips are less favourably accommodated, but there are local

pedestrian and cycle networks available to serve this need. Specific highway matters are addressed in turn below:

Little George Junction- The application proposes a modification of the Little George junction, in accordance with the principles for improvement agreed for the previous application on the site. The impacts of the development are forecast by the TA to be severe at this junction if left in unmodified form. The junction of New Road and Marshfield Road is overcapacity in future years with queues on New Road forecast to increase over existing (2015) levels; this is likely to interfere with the proposed traffic signals at the Little George junction; measures will be required to ensure that these two junctions do not conflict. This can be controlled by condition.

The Langley Park site has several accesses, not all of which have been used for a number of years by regular vehicular traffic. However, these accesses need to be kept available for pedestrian and cycle use to encourage non-car trips.

Pedestrian and cycle linkage to the town centre is prejudiced by the presence of the railway line, which has a severing effect. There are currently two bridges which can be used for town centre access, a pedestrian only bridge within the station, the other on public footpath CHIP11, which has recently been rebuilt, with lifts at the town and platform sides, but not at the Old Road side of the station.

The TA acknowledges the severance issues for cyclists caused by the railway bridge, and the deterrents on the alternative routes to the town centre. There is no plan within the submitted application to install a lift or contribute towards the provision of one. This is disappointing as the previous application provided a contribution. However, taking into consideration the viability issues it would be difficult to justify this contribution.

Site Parking- This is satisfactory and in accordance with the Council parking standards.

Access to Railway Station Car Park- The railway station car park to the north side of the railway is poorly served via Old Road; the previous application made provision to facilitate a new access from the development site to the eastern end of the car park. Plans have now been submitted showing how this access could be facilitated if the land owner was wishing to provide an alternative for pedestrians and vehicles.

Construction Traffic - Planning permission should be subject to the submission and approval of a construction traffic management plan and development phasing plan. This plan should identify how construction traffic will be managed so as to minimise the effects on the amenity of local residents, and to avoid the use of inappropriate routes on the outskirts of the town. Timing of construction traffic will have to be managed to avoid impacts during network peak periods. Construction traffic leaving the site will likewise be controlled, and facilities effected to ensure that dirt from the site does not fall onto the highway from the wheels of construction traffic. It is important that the individual new land uses are not opened for trading or occupation unless and until they are provided with an appropriate access.

In summary, subject to appropriate conditions and the provision of s106 contributions the development is considered to be in accordance with local and national planning policies, in particular CP3, CP62 & CP64.

9.3 Hotel

Core Policy 39 supports tourist development in the Principal Settlement's. Core Policy 40 also supports the provision of new hotels in Principal Settlements, as well as in smaller settlements where the proposals are of an appropriate scale and character within the context of the immediate surroundings and the settlement as a whole. In all cases, it must be demonstrated that proposals will not have a detrimental impact on the vitality of the town centre; and avoid unacceptable traffic generation.

The Wiltshire and Swindon Visitor Accommodation Futures Final Report (June 2014) considers the opportunities for hotel and visitor accommodation in the area. It recognises the important role of tourism and identifies a shortage of hotel accommodation, including Chippenham. This document further refines this position and suggests that at least two budget hotels are needed in Chippenham (in Chippenham and on the outskirts of Chippenham).

Paragraph 23 of the NPPF is clear that needs for main town centre uses should be met in full and should not be compromised by limited site availability. The Planning Statement accompanying the application considers the potential impact of the hotel, concluding that the proposed budget hotel may take some trade away from the Angel Hotel but also notes that the accommodation offering is different i.e. a budget hotel.

There is no prescribed method for carrying out an impact assessment for hotels but the Planning Statement has considered this issue. It is acknowledged that the Angel Hotel is the only sizable hotel in the centre of Chippenham and there are no other consented hotels to be constructed in the Town Centre or edge of centre.

There is a clear and need for hotel accommodation in the town and the application site proposal would contribute to this need. Furthermore, Langley Park is within the defined Chippenham Central Area of Opportunity as defined by CP9, within which mixed use schemes are promoted which support the vitality of the town centre. Paragraph 5.48 of the plan supports proposals which will enhance Chippenham's offer as a service centre, particularly the town centre for retail, leisure and the evening economy in order to reduce the outflow of shopping and leisure trips. Therefore it is considered that the proposal for hotel provision is acceptable and is in accordance with the Core Strategy and NPPF.

9.4 Ecology

The site is comprised of heavily urbanised habitats, dominated by expansive areas of buildings and hard standing. The areas adjacent to the railway embankment have patches of semi-natural habitat including grassland, scrub and woodland which contribute to the wider wildlife corridor through the town provided by the railway line and support a population of slow worms and foraging bats; impacts on these habitats would be limited and the creation of the SUDS and linear park would compensate for the loss of these habitats and be beneficial in the long-term. Buildings within the site are largely unsuitable for roosting bats and very limited evidence of bats has been recorded, indicating that individual bats might occasionally use one or two of these for night roosting; pre-commencement checks and sensitive working methods should reduce any risk of encountering bats during the demolition phase and replacement roost features could easily be accommodated within the new development. The proposal is therefore not in conflict with Core Policy 50.

9.5 Impact on Listed Buildings

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving a Listed Building or its setting or any features of special architectural or historic interest which it possesses. Considerable weight must therefore be given to the preservation of the listed building, including its setting.

The House of Lords in *South Lakeland District Council v Secretary of State for the Environment* case decided that the "statutorily desirable object of preserving the character or appearance of an area is achieved either by a positive contribution to preservation or by development which leaves character or appearance unharmed, that is to say preserved.

There are no listed buildings within the site but beyond the site there are various listed buildings which are visible or partially visible from the, including a Grade II Station & St Paul's Grade II* listed church. Part of the site is within a Conservation Area and other parts of the site are viewed within the back drop of it.

The proposed hotel and apartments fronting Foundry Lane and the Railway appears an acceptable response to the design challenges of the site and the supporting information, including plans, demonstrates that the form and scale of development preserves and in some circumstances improves the character of the area, conservation area and setting of the listed buildings and is therefore in accordance with local and national planning policies.

At worst the proposal will have a neutral impact on the setting of listed buildings within the locality and will therefore conform to local and national planning policies, in particular CP58 of the Core Strategy.

9.6 Impact on Conservation Area

During the consideration of the previous planning application concerns were raised in relation to the removal of a former Westinghouse office building known locally as 'The White House'. The building is representative of a 1920s and 1930s Art Deco Architecture.

The Inspector, in his decision at paragraphs 34-39, considered the removal of this building and concluded that the removal of the structure was acceptable in principle. Although this decision was assessed against PPG15 and not the NPPF it is considered that the policy context is similar. Having considered the previous inspector's decision and policies contained within the NPPF, & WCS it would now be difficult conclude other than that the historic form and values have been seriously eroded by unsympathetic alterations.

The loss of the Whitehouse building is regrettable however this structure does not benefit from statutory protection, the potential public benefits of the delivery of residential units, employment and visual improvements offset any harm caused to the historic environment, the scheme is therefore considered in accordance with section 12 of the NPPF paras 132 and 134.

Moving onto the conservation areas in the locality, it is not possible to identify any harm to the conservation areas or their setting, the proposal would therefore conserve the setting of the conservation areas and possibly improve the setting as a result of the removal of many unsightly buildings and their replacement with modern high quality structures.

9.7 Impact on Neighbours

Some concerns have been raised by local residents in relation to the proposed height of the flats and hotel backing onto Tugela Road. I am satisfied that the layout and building height and design demonstrates that adequate privacy could be achieved. The outlook from some properties will be improved due to the removal of the existing industrial buildings on site. The development accords with Core Strategy Policy CP57.

9.8 Scale & Design

Hotel- The vertical banding shown on the Foundry Lane elevation and both visible flank elevations of the proposed Hotel have now been removed and the amendments to the scheme, along with the alterations to the advert have significantly improved the visual appearance of the scheme.

The blue wrapping to the supporting columns has also been removed which improves the visual integrity of the facade. The grey projecting surround shown to the windows is sufficient to clearly mark the guest entrance below.

Roof level plant- Roof top plant and service intakes/outlets have the potential to significantly stand out on the skyline and mar the appearance of the buildings. The lift overruns on both buildings and the broken line defining a possible plant zone on the Hotel roof plan while set well inboard from the main facades would be prominent in their wider setting including medium distance views from the railway and proposed Linear Park, Cocklebury Lane and higher land to the north and east.

Screen walls have now been shown to the plant zone. The finishes for these and the lift overruns can be controlled by way of condition. Consideration will of course be given to the colour and transparency of these screens and overrun enclosures to mitigate their prominence on the skyline. Officer will resist plant located outside of this zone or rise above the screens on the hotel or added to the Gateway Apartment roof.

Apartment Building- The blank 'Side Elevation' of the Apartment building is likely to be seen from Foundry Lane. While it is understandable why windows are not placed in this face which would be overlooked by the hotel rooms and cafe, some visual relief was requested. This has now been provided at ground floor level as requested by the Council's urban design officer. This is seen as a positive step forward and helps elevate the quality of the development in accordance with Core Strategy Policy CP57.

Highway matters- There is potential for the wide cycleway and paved area directly in front of the cafe to more easily be overrun by vehicles both for this purpose and customers visiting the cafe which would be in conflict with pedestrians/cyclists. This would also diminish the quality of the cafe outdoor seating area and appearance of the development from Foundry Lane. Secure bollards or a length of railing or high kerbs could be used. This issue is not insurmountable and can be controlled by condition.

Detailed Design- Concerns were raised with regards to the fixings, jointing and finish of the rainscreen panels and metal sheet facings. Further detail and clarification was also sought with regards to cills, external doors and window frames. Though these are details that are usually controlled by condition it was deemed necessary to have comfort that they would be acceptable and not have an adverse impact on the amenity of the area. Officers are satisfied that the details are acceptable and a suitably worded condition can be attached to the decision.

The appearance of the boundary walls and railings - Large scale elevation/section were requested to establish the quality and appearance of the low stone block walls and railings. These are a prominent element in the street scene and would provide defensible space to the ground floor openings of the apartments and it was deemed necessary to ensure that the design and visual appearance of these was high quality, the appearance of the vehicle security gates into both the Hotel car park and Apartment car parking court also needs to be carefully considered. The detail submitted is considered to be acceptable. The exact design and material can be controlled by condition.

Having considered the revised plans and additional information officers are satisfied that the proposed development is high quality and in accordance with the NPPF and Policy CP57 of the Wiltshire Core Strategy.

9.9 POS & Outdoor Sports Pitches

The amount of public open space within the site is limited and falls short of the requirements set out in the Core Strategy and saved policies of the North Wilts Local Plan.

As discussed later in the report the scheme is unviable and an offsite contribution is not possible. As the proposal fails to provide sufficient onsite public open space, sports pitches or a financial contribution to cover the shortfall the proposal is in conflict with the policies

contained within the local plan and Core Strategy (saved policy CF3 of the Local Plan). The failure of the proposal to accord with these policies is a matter that weighs against the proposal. However, the site is located in close proximity to two large local parks and leisure centre with excellent facilities and in relatively close proximity to the newly constructed and expanded sports facilities at Stanley Park.

It is disappointing that further offsite contributions or onsite facilities could not be provided, but taking into consideration the Brownfield nature of the site, viability of the site and the need for housing and employment within Chippenham it is considered that the harm from not providing sufficient public open space is outweighed by the benefits of the scheme.

9.10 Site Permeability

The planning inspector appointed to determine the previous planning appeal was of the view that the strength of potential links to the town centre was much over-stated. The inspector concluded that a distance of well over 1km would prevent easy linkage with the main retail core of the town.

To overcome these concerns the applicant has provided the opportunity of direct access to two existing pedestrian footbridges over the railway, these two bridges provide direct access to Chippenham Railway Station and access over the railway line allowing easy access to the Town Centre, local parks and employment. Furthermore, the retention & 'opening up' of existing pedestrian routes will provide access to the new housing, industrial buildings, Hathaway Retail Park and Chippenham Station's Northern Car Park.

The proposed development will provide new footways and cycleways within the site and connect the site to Tugela Road and eventually Hawthorn Road. On balance these proposed improvements to existing town centre links, POS, services and employment are considered to enhance the links between the town centre and this site and thereby having a positive impact on the town centre and the connectivity of this site and the immediate residential areas to Chippenham town centre, local parks, facilities and public transport hubs.

9.11 Landscape

Lines of trees are shown as an important and attractive feature to appropriately help reinforce the street hierarchy of Foundry Lane. In terms of wider landscape impact the proposal is considered to have a positive impact on the area, both from the immediate street scene and wider landscape setting. The removal of the existing dilapidated, monolithic buildings and the replacement of these with high quality modern buildings, which respect the character of the area and industrial heritage of the site and surrounding area is considered to be a significant benefit to the area. The proposed development will accord with Policy CP57 and CP51 of the Core Strategy.

9.12 Viability & S106

Paragraphs 173-177 of the NPPF relate to viability. The NPPF states that plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

The applicants have submitted an assessment of viability, the report states that the proposed scheme (including the remaining development in the outline application) is currently unviable based upon existing planning policy and associated proposed S106 requirements. To ensure that the report is accurate and the reduced contributions are justified, the Council has undertaken a review of the viability assessment. The Council, having assessed the proposal agree that the development would be unviable should the applicant have to contribute everything requested by consultees.

The outcome of the viability assessment for the outline application concluded that the following contributions plus CIL payments could be provided without jeopardising the deliverability of the scheme:

The following requirements will be sought by way of a planning agreement for the outline application:

- Ability to facilitate a second access to the railway station northern car park.
- A contribution towards the provision of a bus service/bus facilities through the site
- Payment for a TRO to address foreseeable (especially station-related) parking issues within Langley Park, and to regulate use of road by LGVs
- 14 affordable housing units
- The Air Quality monitoring contribution of £14,351.54p and
- A contribution for householder bin/recycling facilities
- Public open space (POS) to be managed by a Management Company.

Should permission be granted for the outline application and this application the legal agreements will be linked to ensure that all 14 affordable housing units and POS are located in appropriate locations and thereby ensuring that the POS is functional and usable and all 14 units are in one location to ensure that an affordable housing provider would be willing to take on the units and to ensure that it is not fragmented within the site.

It is important to note that when considering the previous application the Council accepted that the scheme was unviable and accepted a reduced s106 package, it should not therefore come as a surprise that this scheme is also unviable. Furthermore, the previous application was not CIL liable and therefore could contribute greater levels of s106 contributions as it did not have the liability of CIL payments.

Having taken into consideration Policy CP3 of the Core Strategy and the NPPF officers are satisfied with the level of contributions proposed and do not feel that a reason refusal on these grounds could be justified.

10. Conclusion and Planning Balance

There would also be a shortfall in the required level of onsite affordable housing, and financial contributions in general. When these matters are considered with the proposed public open space provision, tree planting, decontamination of the site and enhancements to the visual appearance of the area it is considered that on balance, the scheme would satisfy the environmental dimension to sustainable development.

Given the fact that the proposal would have significant benefits in respect of the economic and social aspects of the scheme, the proposal would, in the context of the NPPF and Core Strategy comprise sustainable development.

The harmful impacts and the conflict with aspects of the development plan, including elements of saved policies in the North Wilts Local Plan, the failure to meet the full requirement of financial contributions, carry medium weight and weigh against the proposal.

It is considered that the scheme would accord with other provisions of the development plan, including elements of CS relating to the delivery of housing and employment within in Chippenham and focusing development on Brownfield land. Furthermore, given the very real and pressing need to deliver the housing that is required to meet the needs of the residents of the county and when weighed with the other social, economic and environmental matters

that have been identified above, the totality of harm falls short of the requirement to significantly and demonstrably outweigh the benefits of the scheme.

The proposal would accord with the provisions of the NPPF. This is an important material consideration that outweighs the limited conflict with the development plan. There is also merit in the applicant's contention that the proposal would be a local housing solution to a local housing problem, as the development is proposing greater levels of housing than the indicative figures set out in the Core Strategy. Given all of the above, there is greater weight in the arguments for granting permission.

RECOMMENDATION

Authority be delegated 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.

- 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

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

- 4 Prior to the commencement of development details of car and cycle parking and servicing arrangements for the site shall be submitted to and approved by the local planning authority.

REASON: In order to ensure that access, parking arrangements and servicing for the site are acceptable, and that adequate provision can be made without a requirement for parking on the access road.

- 5 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 which shall have been submitted to and approved by the local planning authority.

REASON: To ensure proper provision is made for access and parking.

6 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 kerblines 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

7 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.

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 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.

- 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 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.

- 12 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.

- 13 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.

- 14 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.

- 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 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.

- 17 (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.

- 18 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.

- 19 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.

- 20 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.

- 21 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.

- 22 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.

- 23 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.

- 24 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.

- 25 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.

- 26 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.

- 27 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.

- 28 Prior to the commencement of development of the residential units 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

- 29 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.

- 30 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.