

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	16 July 2014
Application Number	13/01956/WCM
Site Address	Land at Thingley Junction, Easton Lane, Chippenham,SN14 0RW
Proposal	Proposed use of land (former railway yard) for metal salvaging and recycling, including E.O.L.V. (End of Life Vehicle) processing; waste transfer station; including improvements to vehicular access, construction of buildings and associated siteworks and landscaping. (Resubmission of N/12/03988/WCM)
Applicant	Bluesteel (Bath) Ltd
Town/Parish Council	CORSHAM
Electoral Division	CORSHAM TOWN
Grid Ref	389966 170773
Type of application	Full Planning
Case Officer	Greg Lester

Reason for the application being considered by Committee:

Councillor Philip Whalley has requested that the application be determined by the Committee for the following reasons:

- Scale of Development
- Visual Impact
- Impact on Residential Amenity
- Design, bulk and massing
- Environmental Impact
- Highway Impact

1. Purpose of Report

To consider the above application, and recommend that, subject to the signing of a Section 106 Agreement, that permission be GRANTED.

2. Report Summary

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

- Principle of Development
- Noise Impact and Residential Amenity
- Impact on Landscape and Character of the Area
- Ecology and Biodiversity
- Transportation of Waste and Impact on Highway Safety

The application has generated 7 letters of objection from local residents.

Corsham Town Council raises no objection to the proposed development.

3. Site Description

The site is located 1.5km to the southwest of Chippenham and approximately 2.3km east of Corsham. The site extends to approximately 3.5 hectares of previously developed land, formerly used as a railway depot. Disused railway tracks and an engine shed lie to the east of the site, beyond which is the Chippenham - Bath main line railway. Mixed arable and pasture farmland lies to the north and northwest. Immediately to the sites northwest lies Thingley Caravan Park, accessed via a private access track which runs parallel to the sites northwestern boundary.

Access to the site is obtained from the minor road (classification C159) which runs in a northwest – southeast alignment past the sites south-western boundary. This in turn leads to the A4, approximately 1.3km northeast of the application site.

The existing site is accessed via a gate in the south-western corner. This in turn leads to the C159. The route to the southeast rises to a railway bridge, and proceeds towards the A350 along a narrow section of road. The route to the northwest proceeds towards the A4.

The site is located in close proximity to high voltage (400kV) overhead power lines, which cross the site at its northern end.

The site is predominantly level, although there is a gentle fall across the site from south to north.

4. Planning History

12/03988/WCM Proposed Use of Land (Former Railway Yard) For Metal Salvaging and Recycling, Including E.O.L.V. (End of Life Vehicle) Processing; Waste Transfer Station; Including Alterations to Vehicular Access, Construction of Buildings and Associated Siteworks. – WITHDRAWN (due to insufficient site area included within the red line boundary to accommodate acoustic/visual screen bund ecological mitigation).

5. The Proposal

The proposal seeks full planning permission for the change of use of the site to a mixed use incorporating metal salvaging and recycling, including end of life vehicle processing, waste transfer station, alterations to vehicular access, construction of buildings, including a weighbridge, and associated siteworks, to include the provision of a landscaped noise attenuation bund and concrete barrier.

The site will cover a total area of 3.5 hectares and will comprise a concrete surfaced yard area, 3 buildings, weigh bridge, concrete access road, staff and visitor parking spaces, and various landscaping and noise attenuation works.

The largest building (building 1) will be located in the southwest portion of the site, immediately adjoining the staff and visitor parking spaces and will measure 51.5 metres in length, with a maximum width of 24.5 metres and a minimum width of 6 metres. The building will have a split level mono-pitched roof with a maximum height of 6.8 metres.

Building 1 will be split into three sections. The first will be accessed via an industrial door and be used for the de-pollution of end of life vehicles. The second section will also be accessed via an industrial door and be used for the maintenance of the applicant's fleet of plant and vehicles. The narrower section to the south comprises of a general storage area and staff welfare facilities.

Building 2 will be located in the north west portion of the site and will measure 32.2 metres in length, 10.4 metres in width and feature a mono-pitched roof with a maximum height of 7.1 metres. The building will comprise a storage area for both ferrous and non-ferrous metal swarf, with the latter storage area being secured by an industrial door and the former being open bays.

Building 3 will be located towards the centre of the concrete yard and comprise of a two-storey office building. The building will measure 12 metres in length, 6 metres in width and have a mono-pitched roof, with a maximum height of 5.2 metres.

A weigh bridge will be installed directly to the south east of the office building, and will be utilised by vehicles visiting the site to either drop off or collect material.

An open area of the yard will also be used to store waste bins and scrap material prior to onward disposal.

The proposed new site access will involve the existing access being permanently stopped up, and a new access being provided further to the north west, in order to improve visibility. The access road, and area immediately adjacent to the new access will be resurfaced and new fencing and gates erected. The new access road will serve both the site subject of this application, and the rail sidings.

In addition, a concrete noise barrier will be erected to the north, west and east of the yard area. The fence will stand 6 metres high along the entire north and west boundaries of the yard, and for a portion of the east boundary. In addition to the concrete acoustic fence, a planted attenuation bund is also proposed. This will

extend around the west and north sides of the site and have a maximum height of 6 metres above the site's lowest ground level.

The proposed hours of operation for the site are between 7am and 6pm Monday to Friday, and 7am and 2pm on Saturdays. No operations are proposed on Sundays or Bank or Public Holidays.

6. Planning Policy

Wiltshire and Swindon Waste Core Strategy Development Plan Document July 2009.

WCS1 – The Need for Additional Waste Management Capacity and Self Sufficiency

WCS2 – Future Waste Site Locations

WCS3 – Preferred Locations of Waste Management Facilities

WCS5 – The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management

Wiltshire and Swindon Waste Development Control Policies Development Plan Document September 2009.

WDC1 – Key Criteria for Ensuring Sustainable Waste Management Development

WDC2 – Managing the Impacts of Waste Management

WDC3 – Water Environment

WDC5 – Canals and Railways

WDC7 – Conserving Landscape Character

WDC8 – Biodiversity and Geological Interest

WDC11 – Sustainable Transportation of Waste

Wiltshire and Swindon Waste Site Allocations Local plan February 2013

WAS1 – Presumption in Favour of Sustainable Development

Inset Map N10 – Thingley Junction, Chippenham

Table 2.10 – Thingley Junction, Chippenham

National Guidance

National Planning Policy Framework (March 2012)

Planning Policy Statement 10 – Planning for Sustainable Waste Management

7. Consultations

Local Member – Councillor Philip Whalley – In addition to the areas highlighted for the call-in of this application, there are concerns over the routing of HGV traffic to and from the site. Concerns were expressed over the possibility of HGV traffic seeking to use a ‘short cut’ from the A350 to the site, avoiding a longer route via the A4.

Corsham Town Council – No objection

Environment Agency – No objection, subject to the inclusion of conditions to cover how the risks associated with the contamination of the site will be dealt with and details regarding surface water drainage.

Network Rail – No objection in principle.

Wiltshire Council Highways Officer – the proposed development could potentially have adverse implications for the C159 road connecting the A350 with the A4. However, subject to a planning agreement to control movements, to facilitate arrangements to recover road damage caused through extraordinary use, to facilitate the introduction of a Traffic Regulation Order (TRO) in respect of the eastern section of the C159 between the site access and the A350, and to appropriate conditions, that there are no severe cumulative adverse impacts that would justify refusing the application on transport grounds.

Satisfied the quantum of traffic associated with the imported fill for the proposed bund has been adequately addressed. The two passing places proposed by the developer (between the site access and A4) could help to alleviate carriageway haunch and verge damage as a result of over-run by lorries on this part of the access road where visibility is a little more restricted. Accepts this work should be undertaken. However, the passing places will not preclude potential highway damage by lorry traffic; this is because the width of the carriageway is so close to being at an appropriate width for slow closing-speed passing, the reality is that lorries will slightly over-run onto verges, and this is likely to occur over most of the length of the road. It will not necessarily result in unacceptable damage, but it could do. With this in mind, considers it appropriate that a planning obligation provides for these passing places as well as an on-going commitment by the developer to meet the extraordinary costs of maintaining the road (as provided for under s59, Highways Act 1980) between the site access and the A4.

Wiltshire Council Environmental Protection – the additional information from the noise consultant has confirmed initial concerns that despite the extensive mitigation measures the proposed operations associated with this development will still create a noise rating level of 6 dB above background. Although does not feel it appropriate to recommend refusal due to BS 4142 assessment method detailing an increase above background of around 5 dB (which this is) as marginal significance, remains concerned that it may impact on the amenity of nearby receptors and would question whether a site for such activities being so close to residential dwellings is appropriate.

Wiltshire Council Landscape Officer – The proposed masterplan will provide positive landscape features, as well as improvements to the local visual amenity.

Wiltshire Council Ecologist – The site survey and subsequent design of mitigation will ensure that the habitats within the site will continue to provide a high level function for biodiversity and that populations of reptiles and invertebrates will not be significantly adversely impacted by the development.

8. Publicity

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

Seven letters of objection have been received in response to the application, with comments in addition from the Showell Protection Group and Corsham Civic Society.

Summary of key relevant points raised:

- Concern over the extra traffic that will travel from the A4 to the site and that this will pose a danger to other road users.
- Concern over HGV traffic using the C159 between the A350 and the site which are single track and not suitable for HGV traffic.
- Increased level of noise.
- Noise survey conducted is based on an existing site, and does not reflect the fact this site is in the countryside.
- Light pollution due to the use of floodlighting out of hours for security purposes
- It cannot be ensured that HGV traffic will not access the site via the C159 from the A350.
- A 6 metre high wall will be visible when entering the village and will be an eyesore.
- Site was only intended to be accessed via the railway, not by road.
- There are no restrictions on evening and Saturday afternoon and Sunday working.
- Hours of operation are vague.
- Concerned over increased fly tipping.
- Inappropriate area for such a development.

Showell Protection Group – Object to the proposal. We believe this will cause extensive noise pollution that will impact on residential developments. The existing road network will not support the size of vehicles needing access to the site. The site is outside the boundary of development within the Wiltshire Core Strategy. It was disappointing that only immediate neighbours of the site were approached for feedback.

Corsham Civic Society – Raised concerns over the increased traffic at the bottom of Chequers Hill, which has a long history of accidents.

9. Planning Considerations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all applications for planning permission to be determined in accordance with the development plan unless other material considerations indicate otherwise.

9.1 Principle of the development

In February 2013, the Council adopted the Waste Site Allocations Local Plan which presents a framework of 35 strategic and local scale sites offering a range of potential waste uses to flexibly meet the capacity requirements of Wiltshire and Swindon up to 2026. Some 7.1 ha of land at Thingley Junction (comprising an area formerly used for rail sidings and the stockpiling of ballast and railway track for use in rail maintenance and repair) is allocated in the Local Plan as a 'Local' scale site.

In principle the Council will be supportive of applications for appropriate waste management facilities within the locations set out in the Local Plan, although any proposals that come forward on the sites will be subject to a detailed planning application process. The type and scale of development proposed is considered to accord with the allocation.

Each proposed site is illustrated on an inset map and accompanied by a table providing a brief description of the site and highlighting issues that should be addressed in detail at the planning application stage. The planning application has been submitted with assessments seeking to address these areas. The detail of these surveys and assessments will be assessed in the following sections.

9.2 Residential Amenity and Noise Impact

Potential noise impacts of the proposed site activities on nearby noise receptors have been investigated and reported in an 'Environmental Noise Report'. A site baseline noise monitoring exercise has been carried out and equivalent noise levels from site operations at the most sensitive residential dwellings have been measured and then used for predictions in accordance with British Standard 4142:1997.

The site is located in a rural area, with the nearest noise sensitive residential receiver the caravan park located on average 125 metres to the north. Currently the site (former rail sidings) is open with little in the way of acoustic screening to the nearby noise sensitive receivers.

To help control noise from the site a number of features have been integrated into the proposed design of the site:

- Waste transfer station is located at the southern end of the site away from the sensitive caravan park to the north;
- 4.5-6.0metre high concrete wall surrounding the operational areas of the waste transfer site;
- Installation of a 6metre high earth bund along the north and west boundary of the site; and
- Enclosed buildings.

With the site operations as proposed, the British Standard 4142 “assessment difference” at the noise sensitive receiver is +6 decibel. BS4142:1997 states that: *‘The greater the difference, the greater the likelihood of complaints. A difference of +10dB or more indicates complaints are likely. A difference of around +5dB is of marginal significance. If the rating level is more than 10 decibels below the Background Noise Level, then this is a positive indication that complaints are unlikely.’*

A difference of +6 dB is of more than marginal significance. In terms of planning, it is normally considered acceptable if a difference of +5 decibels is achieved. However, reducing the noise levels by 1 dB would not be perceived at the noise sensitive receivers on the basis that a change of 3 dB (A) is the minimum perceptible under normal conditions.

The Environmental Health Officer does not consider it appropriate to recommend refusal due to the BS 4142 assessment method detailing an increase above background of around 5 dB as this is of marginal significance, but has reservations over the impact the waste transfer use may have on the amenity of nearby receptors.

In this respect, it is worth noting the background noise levels did not include noise experienced from the railway line, only of distant road traffic and bird song. It is considered that the provision of the mitigation measures and the relatively low predicted increase in noise levels at the nearest sensitive receptor as a result of site operations will be unlikely to cause a significant adverse impact on the amenity of nearby residential occupiers.

In addition, the nearest residential receptors were located along the south western boundary of the caravan site. Permission has since been granted (N/12/03900/REG4) to alter the layout of the site, which has the effect of moving the nearest receptors further to the north in relation to the development site. It is considered this would further reduce the likelihood of a significant adverse impact from noise.

In environmental noise terms the proposals are considered acceptable in terms of noise emission to the dwellings in the vicinity.

9.3 Impact on Landscape and the Character of the Area

The planning application is accompanied by a landscape assessment that considers the setting of the development, the current status of the site, and opportunities for improvement.

The site is currently disused and has a number of large piles of inert material present that appear to have been in-situ for some time. Rough grassland has begun to grow around these stockpiles. In terms of built development, the caravan park to the north, railway lines to the south and electricity pylons contribute to the built form of the site. The existing vegetation on site comprises a mixture of scrub, rough and species rich grassland, which has colonised the inert material. There is also some planting to the site boundaries made up of a mixture of deciduous tree and shrub vegetation. A number of breaks in this planting are also apparent.

The submitted assessment considers the condition of the site to be poor and detract locally from the character of the local farming landscape. Due to the location of the site, there are a limited number of viewpoints from which the sites full extent can be perceived. The buildings proposed will be grouped together to the north west portion of the site and whilst of a similar size to the existing building to the south they will be located at a lower level than the existing railway shed, which is not affected by the current proposal. It is considered that this would limit views of the site from a southerly direction.

The scheme also provides for the construction of a landscaped bund. Whilst this is primarily intended to provide an acoustic barrier, this will also have a wider benefit to the landscape quality of the area. The bunds will be constructed from a mixture of onsite and imported inert material, and then covered with soils, some of which will need to be imported.

Views into the site are currently limited to those in close proximity, and due to the disused nature of the site, it is considered that the landscape proposals will, overall, lead to an improvement over the current situation and would not lead to an unacceptable adverse impact on the character of the landscape.

The proposed concrete acoustic/pushing walls will stand at a height of 6-metres, and the upper part of the wall would be open to views when approaching the site on the C159 from the southeast. In order to soften the appearance of the concrete it is proposed that cladding of a suitable colour be affixed to the wall. Full details of a suitable finish can be secured by condition.

With regard to lighting, the supporting statement does confirm the lighting to be provided at the site, although this is in regard to safe working and will be of the minimum required level. No security lighting has been proposed. Full details of an appropriate scheme can be secured by condition.

The Council's Landscape Officer raised no objection to the scheme.

9.4 Ecology and Biodiversity

An Extended Phase 1 Ecology survey followed up by reptile and invertebrate surveys have been submitted with the planning application. Significantly high numbers of slow worms have been found on the site, along with a breeding population of grass snake and some notable species of invertebrate.

The submitted surveys are considered to have provided sufficient detail on the species present on site, and to enable a mitigation and enhancement strategy to be designed. The mitigation strategy proposed includes the safe removal of reptiles to a holding area away from the site until construction works are complete, the creation of a UK BAP Priority Habitat (Open Mosaic Habitats on Previously Developed Ground), and creation of enhanced habitat areas for reptiles to include the full range of habitat requirements for summer breeding and winter hibernation.

In order to ensure no reptiles are harmed as a result of the proposed works, a suitable planning condition can be imposed to ensure the works on site are undertaken in accordance with the mitigation strategy. Furthermore, a suitable management strategy can be secured by condition for the post-construction management of all habitats within the site for the duration of the development.

It is considered that the proposals would not only maintain and support the current population found on site, but will also provide enhancements to benefit reptiles and invertebrates. It is therefore unlikely that demonstrable harm would be caused to ecology or biodiversity as a result of the proposed development.

9.5 Transportation of Waste and Impact on Highway Safety

A Transport Statement (TS) considering the anticipated transport impacts of the proposal has been submitted in support of the planning application, in line with the requirements of Policy WDC11 of the Waste Development Control Policies DPD.

The TS considered the existing conditions of the route to the site, and found that the visibility where the C159 meets the A4 Bath Road was provided by splays of at least 4.5m x 215m in both directions, which are considered appropriate to a 60mph speed limit section of road. The A4 is also designated as a local lorry route.

Between the A4 Bath Road and the site access, the C159 is rural in character with a carriageway width of approximately 5 to 5.5m and verges of between 1m and 2m. The C159 has no footway or street lighting and is subject to the national 60mph speed limit.

To the southeast of the site the C159 continues via a bridge over the railway to Notton where it links to the A350 Melksham Road. The carriageway width from the railway bridge to the A350 is generally less than 4.0m wide with opposing vehicles only being able to pass at field accesses and occasional other passing places. This section of the road is not suitable for large vehicles.

The delivery route to and from the site is therefore proposed via the A4 Bath Road and the C159. The scale of the proposed development is such that the number of Heavy Goods Vehicle (HGV) movements to and from the site over the course of an average day is likely to be limited to approximately 15 two-way (i.e. 15 trips in and 15 trips out of the site, giving a total number of trips of 30).

The TS concludes that the traffic impact of the proposals once complete and operational are minor and do not in themselves merit off-site highway improvements. Whilst the Waste Site Allocations Local Plan indicates some local widening will be required along the C159, the scale of the waste use proposed means the probability of two HGVs travelling in opposing directions needing to pass each other while travelling the length of the C159 is very low. As a result, widening the full length of the C159 is not considered to be necessary or appropriate.

However, the development proposal also involves construction of significant landscaped bunds which will require approximately 17,170 cubic metres of fill material to be imported. Working on a likely construction period of nine months and

an average lorry load of 15 cubic metres the import phase is likely to involve approximately 254 lorry movements monthly, 64 lorry movements weekly and 13 lorry movements daily.

In light of this, the applicant has given further consideration to the standard of the C159 between the site and the A4 and in particular its ability to safely accommodate the anticipated lorry movements. No improvements are considered necessary between the site access and its junction with the lane leading towards Westrop. Forward visibility in both directions to oncoming vehicles is slightly restricted between the lane leading to Westrop and the junction with the A4, particularly in the vicinity of the unused gates to the Corsham Estate. It is therefore proposed to provide two passing bays at this location. In these locations the carriageway width of the C159 will be widened by approximately 1m to create a 6m carriageway width over a length of approximately 40m. The locations have been carefully chosen to ensure that inter-visibility is available between opposing lorry drivers enabling one to pull in, slow and wait for an opposing lorry to pass should the need arise.

Although the passing bays are proposed primarily in relation to the construction traffic, they will be retained post construction. As such they will also be available to cater for opposing lorry movements during the operation of the proposed development in the unlikely event that the small number of predicted lorry movements might meet. The Applicant has undertaken to fund the implementation of these passing bays (Section 106 agreement).

The Highways engineer has suggested that, in addition to providing for these passing places, a planning obligation should also secure an ongoing commitment by the developer to meet the extraordinary costs of maintaining the road between the site access and the A4. However, such a bond to cover the repair of any damage to the public highway is not considered appropriate for a planning obligation. The Local Highway Authority has its own statutory regime (Section 59 of the Highways Act 1980) to recover the expense of additional maintenance work to the public highway if this is associated with extraordinary traffic to and from a particular operator / end user. In this case, the developer has stated in the TS that a bond under Section 59 of the Highways Act will be provided such that the Highway Authority can undertake repairs to the C159 verges should damage be caused by HGVs accessing the site. This commitment can be secured by the Local Highway Authority in parallel with the completion of the S106 planning agreement.

The junction of the C159 with the A4 Bath Road has been assessed and it demonstrated that the junction would operate with good levels of spare capacity. In a period of 5 years, there have been a total of 4 accidents at this junction, and one on the C159. The TS considers that, due to the good visibility at the A4 junction, the probable cause of the accidents was driver error and not the standard of the junction. It is not considered the number of vehicle collisions over the last 5 years is sufficient to justify a recommendation for refusal on highway safety grounds.

Plans have been submitted to show that the existing site access is to be permanently stopped up, and the surface between there and the proposed access will be removed. The access has deliberately been designed in order to make it difficult for vehicles approaching from the direction of the A350 to turn right into the site, and aid

vehicles that approach from the A4, whilst also providing increased visibility. Similarly, egress to the A4 is encouraged by the junction layout. All vehicles accessing both the development site and the wider sidings area will use the new access, the design of which allows 2 HGVs to pass.

In addition to the physical works to the site access, the Highways engineer considers a Traffic Regulation Order (TRO) would be appropriate to cover the section of the C159 between the site access and the A350 junction, imposing a 7.5t 'except for access' weight restriction. This would prohibit any driver from gaining access to/from the development site from the A350. The Applicant is willing to enter into a Legal Agreement (Section 106) to underwrite the costs associated with advertising and delivering the TRO and also to cover the cost of all necessary signing works. The Applicant is also willing to fund provision of/improvement to three vehicle passing points on the length of the C159 between the proposed site access and the A350 at Notton to accommodate any vans/cars potentially travelling to and from the site from this direction.

On the basis of the details provided within the TS, no objections being raised by the Local Highway Authority and the imposition of suitable planning conditions, it is considered that the proposal is unlikely to demonstrably harm highway safety and represents the most sustainable method of moving goods to the development site.

10. Conclusion

The site is included within the Waste Site Allocations Local Plan and so there is 'in principle' support for its use as a waste management facility. The assessments submitted with the planning application demonstrate that proposed development can be undertaken without causing significant adverse impact on local or residential amenity, landscape character and visual amenity, highway safety or biodiversity interests. No material considerations have been presented to indicate permission should not be granted. The site is located with 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

RECOMMENDATION

To delegate to the Area Development Manager to grant planning permission, subject to the prior completion of a Section 106 legal agreement to secure the highway matters outlined in section 9.5 above (i.e. improvements to C159 and provision of TRO), and 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, unless otherwise required by conditions contained within this schedule:

Plan Ref: VL.2012/60/11 Rev. B - Site Layout Plan, dated 6 November 2013.

Plan Ref: VL.2012/60/12 - Proposed Buildings - Plans, dated June 2013.

Plan Ref: VL.2012/60/13 - Proposed Buildings - Elevations, dated June 2013.

Plan Ref: NPA 10589 301 Rev. P4 - General Arrangement, dated 25 June 2013.

Plan Ref: VL.2012/60/20 – Site Functions Plan, dated April 2014.

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

3. No development shall commence on site until full detail of the improvements to the C159 have been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the provision of passing bays and installation of traffic priority road markings and signage. Those improvements shall be completed in accordance with the approved details before the development hereby permitted is commenced and shall be maintained throughout the duration of the development.

REASON: In the interests of highway safety and to ensure that adequate highway capacity is available to accommodate the additional traffic generation by the proposed development.

4. Prior to the commencement of any other part of the development the new access to the site shall have been completed in accordance with the detailed plans to be approved by the Local Planning Authority. There shall be no other access to the site other than from the approved access. Access to the land to the east of the approved site (the blue edged land) shall be provided only via the new site access road.

REASON: In the interests of highway safety.

5. Notwithstanding the proposed access details shown on the submitted drawings, any gates to the site shall be set back from the new carriageway edge by a minimum distance of 18 metres, and shall be designed to not open towards the highway.

REASON: In the interest of highway safety, and to accommodate the longest lorries likely to visit the site clear of the carriageway.

6. The site access road, car parking areas and yard servicing areas shall be completed in accordance with details which shall first have been submitted to and approved by the Local Planning Authority prior to the development being brought into beneficial use.

REASON: To ensure that traffic using the site access does not prejudice the safety of highway users by way of muck being dragged off the site.

7. No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 160 metres to the west and 160 metres to the east from the centre of the access in accordance with detailed plans to be submitted to and approved by the local planning authority. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 600mm above the level of the adjacent carriageway.

REASON: In the interests of highway safety.

8. No development shall commence on site until a Green Travel Plan 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.

9. No development shall commence on, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles to be used during construction;
 - the means of access to and from the site and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors clear of the highway,

- the loading and unloading of plant, materials and waste clear of the highway,
- the storage of plant and materials used in construction of the development clear of the highway and trees;
- the erection and maintenance of security hoarding clear of the highway;
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway;
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security clear of the highway;
- details of public engagement both prior to and during construction works;
- A traffic management plan for the public highway;
- Details of advance warning signage (highway and/or otherwise);

The approved Plan shall be implemented and adhered to throughout the entire construction period.

REASON: 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.

10. No development shall commence on site until details and samples of the materials to be used for the external walls and roofs of buildings and the acoustic wall 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.

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

- indications of all existing trees and hedgerows on the land;
- details of any to be retained, together with measures for their protection in the course of development;
- all species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
- finished levels and contours of the land;
- means of enclosure;
- car parking layouts;

- other vehicle and pedestrian access and circulation areas;
- hard surfacing materials;
- biodiversity enhancement proposals
- minor artefacts and structures (e.g. refuse and other storage units, signs, lighting etc);

All hard and soft landscape works shall be carried out in accordance with the approved details and shall be completed prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. 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: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

12. No development shall commence on site until an Ecological Management Plan for the post-construction management of all habitats within the site has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented as approved.

REASON: In order to ensure that appropriate measures are taken to protect wildlife and promote biodiversity and to safeguard the special character of the area.

13. No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.

REASON: To prevent the increased risk of flooding and prevent pollution of the water environment.

14. No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

[1] A preliminary risk assessment which has identified:

- a) all previous uses;
- b) potential contaminants associated with those uses;
- c) a conceptual model of the site indicating sources, pathways and receptors;
- d) potentially unacceptable risks arising from contamination at the site.

[2] A site investigation scheme, based on [1] to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

[3] The results of the site investigation and detailed risk assessment referred to in [2] and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

[4] A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in [3] are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To protect controlled waters from pollution by contaminants (due to past site uses as a railway yard) mobilised by construction.

15. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

REASON: To prevent pollution of the water environment.

16. The development shall only be carried out in accordance with the Ecological Mitigation Strategy by Nicholas Pearson Associates, entitled 'Proposed Metal Salvaging, Recycling and Waste Facility at Thingley Junction, Chippenham - Mitigation Strategy' and dated July 2013.

REASON: In order to ensure that appropriate measures are taken to protect wildlife and promote biodiversity and to safeguard the special character of the area.

17. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The lighting approved shall be installed and shall be maintained in accordance with the approved details.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

18. No operations shall take place on the site, including the movement of vehicles within the site, except between the hours of:

07:00 - 18:00 Monday to Friday

07:00 - 14:00 Saturdays

No operations, including the movement of vehicles, shall be carried out at any time on Sundays, Bank or Public Holidays.

REASON: In the interests of highway safety and amenity.

19. The total number of HGV vehicle movements associated with the development hereby permitted shall not exceed the following limits:

30 movements [15 in and 15 out] per day Monday to Friday

16 movements [8 in and 8 out] per day Saturdays

No HGV movements shall take place outside the hours of operation stated in condition 18 of this permission.

REASON: To secure the level of traffic assessed as acceptable in the Transport Statement and to reduce the potential for disturbance caused by vehicular movements.

20. A written record shall be maintained at the site office of all movements in and out of the site by HGVs. Such records shall contain the vehicle's registration and operating company's identity and time/date of movement. The records shall be made available for inspection by the Local Planning Authority on request and retained for a duration of not less than three months.

REASON: To enable the Local Planning Authority to monitor the operations and ensure vehicle movements do not exceed that stated in condition 19.

21. Any facilities above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. Associated pipe work should be above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund. Such facilities shall be constructed and completed in strict accordance with plans approved by the Waste Planning Authority prior to the first use of the development.

REASON: To prevent pollution of the water environment.

Appendices:

Appendix 1: Site Location Plan

Appendix 2: Site layout plan