

Strategic Planning Committee

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 15 JUNE 2022 AT COUNCIL CHAMBER - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr Howard Greenman (Chairman), Cllr Tony Trotman (Vice-Chairman), Cllr Ernie Clark, Cllr Adrian Foster, Cllr Sarah Gibson, Cllr Carole King, Cllr Christopher Newbury, Cllr James Sheppard, Cllr Elizabeth Threlfall and Cllr Robert Yuill

Also Present:

Cllr Simon Jacobs and Cllr Horace Prickett

90 **Apologies**

Apologies were received from Councillor Pip Ridout.

91 **Minutes of the Previous Meeting**

The minutes of the meeting held on 20 April 2022 were presented for consideration. A representation had been received suggesting that the minutes in relation to 20/06775/WCM referred incorrectly to a different government consultation than that intended. Mr Andrew Guest, Head of Development Management, commented that he was satisfied the references within the minute were correct.

It was then,

Resolved:

To approve and sign the minutes as a true and correct record.

92 **Declarations of Interest**

There were no declarations.

93 **Chairman's Announcements**

The Chairman detailed procedures to be followed in the event of a fire alarm.

94 **Public Participation**

The procedures for public participation were detailed and noted.

95 **Planning Appeals and Updates**

A written update on appeals determined or received since the last meeting was received from Andrew Guest, Head of Development Management.

The Committee was informed that the council had received pre-notification from the agents of application 20/06775/WCM: Northacre Energy from Waste Facility, that they intended to lodge an appeal for non-determination. At its meeting on 20 April 2022 the Committee had deferred the application until July 2022 to seek further information, including in relation to the ongoing government consultation on incineration strategies, with the result that the application remained undetermined. It was suggested that the appeal would be lodged by the end of June 2022.

The agents had been contacted to request whether this could wait until the Committee met on 27 July 2022, but had been informed contractual obligations meant the lodging of the appeal would proceed.

The Committee discussed the update. It was noted that the government had recently extended its consultation further, and that although the Committee had limited the length of its deferral on advice at the April meeting, an appeal against non-determination had been a risk.

It was confirmed that in the event of an appeal being lodged the Committee would be asked to express a view on the decision it would have taken had the appeal not been lodged, as the Planning Inspectorate would seek this information.

96 **Planning Applications**

The following planning applications were considered.

97 **PL/2021/07203 - Land at Marshall Road, Devizes, Wiltshire**

Public Participation

Chris Long spoke in objection to the application.

Richard Ormerod, Trust for Devizes, spoke in objection to the application.

Andy Turner, agent, spoke in support of the application.

The Senior Planning Officer, Jonathan James, presented a report which recommended permission be granted for development of up to 170 homes, means of pedestrian and vehicular access, landscaping, public open space, drainage and associated infrastructure works. The application was outline only with means of access, with all other details such as layout and design to follow in a further application if the outline was approved. Details were provided of late representations received since publication of the report.

Key issues included the principle of the application, ecological impacts and the preservation or enhancement of the historic environment, impact on the highways and agricultural land. The site lay outside the limits of development for

Devizes in what was defined as open countryside, but it was stated that due to the shortfall in the five year housing land supply planning policy supported approval of the application as a sustainable development. The town council were supportive of the proposal following amendment of the initial application, which included a reduction in the overall number of properties.

Members of the Committee were given the opportunity to ask technical questions. Details were sought on integration of footpaths and cyclepaths within the site, whether any reserved matters application would also be considered by the Committee, the mix of affordable housing proposed, and at what point Community Infrastructure Levy would be calculated. Questions were raised about the archaeological assessment that would take place, and the potential impact on any reserved matters application should investigations reveal matters of archaeological interest. Confirmation was also sought on the extent of the application site including pedestrian access, and that the agricultural land grade of the site was 1, the highest level.

Members of the public then had the opportunity to present their views to the Committee, as detailed above.

The Unitary Member, Councillor Simon Jacobs, then spoke in support of the application.

A debate followed, where the detail and extent of conditions proposed to mitigate concerns was raised, as well as the proximity to the nearby waste transfer station. There was discussion of council strategies on active travel, encouraging the applicants to engage with the Trust for Devizes, the ongoing position of the council's five year housing land supply, the support of the local council and sustainability of the site, the loss of high quality agricultural land and the measures of improved biodiversity.

On the motion of Councillor Howard Greenman, seconded by Councillor Tony Trotman, to approve the officer recommendation to grant permission, with a requirement to consult with the county archaeologist and informatives in relation to consultation and cycleways, at the conclusion of debate it was,

In accordance with the requirement to consult with the county archaeologist, the county archaeologist has since confirmed that he is satisfied that a condition requiring a Written Scheme of Investigation for archaeology to be submitted and approved in advance of other operations, and then implemented as approved, is an appropriate approach in this instance, as set out in the original committee report.

Resolved:

Defer and Delegate to the Head of Development Management to grant outline planning permission subject to the conditions set out below and to the prior completion of a Section 106 legal agreement to cover the contributions identified in Section 10 of the report.

Conditions: (28)

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

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

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:**

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

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

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

NOTE: The landscaping scheme, as a minimum, shall include the details as identified, within 'Landscaping Informative', below to be submitted at reserved matters stage.

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

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

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

- Site Location Plan, Dwg No. 199 Rev E**
- 'Ecological Parameters Plan', Dwg No. 0694-TN-F1-REV Rev 1**
- 'Concept Site Access', Dwg No. 41342/5501/SK01 Rev F**
- Design and Access Statement 4110**

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

- 5 Any application for approval of Reserved Matters shall be designed in strict accordance with the details and parameters set out on the Ecological Parameters Plan (drawing reference. 0694-TN-F1-REV Rev**

1) or any variation thereto which is approved in writing by the local planning authority.

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity, and of conserving the ecological functionality of the site and to maintain links into the wider landscape area for foraging and commuting wildlife. And in order to establish ecological parameters for the site within which no development can take place and to secure mitigation measures to ensure the site is developed in such a way as to avoid adverse impact to protected habitats and species.

6 Notwithstanding any reference to the number of properties proposed contained within the submitted details, any application for approval of Reserved Matters shall be designed in close accordance with the details and parameters as described and illustrated in the approved Design and Access Statement and the principles illustrated within it, specifically:

**• The ‘design philosophies’ described in the DAS (section 4)
A statement shall be submitted with each Reserved Matters application, which demonstrates how the application proposals are in compliance with the Design and Access Statement.**

REASON: The DAS includes numerous parameters and a simple design code aimed at delivering a varied, high-quality, locally inspired design, relevant to both the public realm and architecture. NPPF paragraph 134 b) states that significant weight should be given to design that helps raise the standard of design more generally in an area, and weight has been given to this matter in permitting this development, to ensure that high standards of urban design and comprehensively planned development is achieved in accordance with policies of the Core Strategy.

7 No development shall commence within the area indicated within the red outline until:

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

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

- 8 No development shall commence on site until an investigation of the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses has been carried out and all of the following steps have been complied with to the satisfaction of the Local Planning Authority:**

Step (i) A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site for at least the last 100 years and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site.

Step (ii) If the above report indicates that contamination may be present on or under the site, or if evidence of contamination is found, a more detailed site investigation and risk assessment has been carried out in accordance with DEFRA and Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and other authoritative guidance and a report detailing the site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority.

Step (iii) If the report submitted pursuant to step (i) or (ii) indicates that remedial works are required, full details have been submitted to the Local Planning Authority and approved in writing and thereafter implemented prior to the commencement of the development or in accordance with a timetable that has been agreed in writing by the Local Planning Authority as part of the approved remediation scheme. On completion of any required remedial works the applicant shall provide written confirmation to the Local Planning Authority that the works have been completed in accordance with the agreed remediation strategy.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences to ensure that land contamination can be dealt with adequately prior to the use of the site hereby approved by the Local Planning Authority.

- 9 No 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, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.**

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the

development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

NOTE: The Lead Local Flood Authority advises that in order to discharge this condition the detail as highlighted within the 'Land drainage Informative' below should be submitted.

10 No development shall commence on site until a Construction Method Statement (CMS) has been submitted to and approved in writing by the local planning authority. The CMS shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and/or construction phase of the development. It shall include details of the following:

- 1) An introduction consisting of definitions and abbreviations and project description and location**
- 2) A description of management responsibilities**
- 3) A description of the construction programme**
- 4) Site working hours and a named person for residents to contact**
- 5) Detailed Site logistics arrangements**
- 6) Details regarding parking, deliveries, and storage; including delivery hours (to avoid peak times), parking of vehicles of site operatives and visitors (on site and not on local highways), and storage on site**
- 7) Details regarding dust and noise mitigation**
- 8) Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and**
- 9) Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.**
- 10) The movement of construction vehicles, to include the routes to site**
- 11) The cutting or other processing of building materials on site**
- 12) Wheel washing and vehicle wash down facilities**
- 13) The transportation and storage of waste and building materials**
- 14) The recycling of waste materials (if any)**
- 15) The loading and unloading of equipment, plant and materials**
- 16) The location and use of generators**
- 17) The location of any temporary on site accommodation**
- 18) Where piling is required this must be continuous flight auger piling wherever practicable to minimise impacts**
- 19) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate**

The construction/demolition phase of the development will be carried out fully in accordance with the construction method statement at all times.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to 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.

- 11** Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.
- c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the preconstruction/construction related elements of strategies only.
- d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
- e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

Development shall be carried out in strict accordance with the approved CEMP.

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

- 12** Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the

development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.

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

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

- 13 No development shall commence on site until an Air Quality Assessment (AQA) has been submitted to and approved in writing by the Local Planning Authority. The AQA must quantify the effect of the development on existing local authority air quality monitoring locations and sensitive receptors as well as the proposed development. It must also identify and make adjustments for all core strategy based development in the developments locality, including impact on residents of the proposed site from the nearby waste transfer station / composting facility from dust and odour. Use of CURED data in the AQA is expected along with any other currently accepted approaches to AQA. Any mitigation identified from the results of the assessment shall be incorporated into the final design of the proposed development. Development shall be carried out in accordance with the approved details.**

REASON: In order to assess the impact of new development within an area subject to an air quality management area restriction, in the interests of the amenity of the area and the site itself and in the interests of protected species and their habitats.

- 14 No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter be permanently retained.**

REASON: Core Policy 55; Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

- 15 No development shall commence until a Full Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied prior to the implementation of the Travel Plan, (or implementation of those parts**

capable of being implemented prior to occupation). Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein, and shall continue to be implemented as long as any part of the development is occupied.

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

- 16** Prior to commencement of the development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of construction vehicle routing, construction staff vehicle parking areas within the site, local road cleaning, and measures to prevent excessive mud and dust being deposited on the public highway. The site construction shall be carried out in accordance with the approved plan.

REASON: In the interests of highway safety and road user convenience.

- 17** Prior to first occupation the two existing field gate access points to the development land shall have been properly and permanently closed in accordance with details to be first submitted to and approved in writing by the local Planning Authority.

REASON: In the interests of preventing indiscriminate use of inappropriate access points to the public highway.

- 18** 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 in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals in their publication "The Reduction of Obtrusive Light" Guidance Note 01/21 (reference GN01/21), have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

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

- 19** No development shall take place above slab level until the exact details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. The use of local natural stone/ heritage clay brick (red, white-washed red and red with blue tones) / natural timber will be used for the facing walls / windows / doors in the detailed design of this scheme. Development shall be carried out in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area and in order to secure a high quality of design to make a positive contribution to the site and its surroundings and show consideration for its local context. The appearance and treatment of the spaces between and around buildings is also of great importance.

- 20** 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, or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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 and to ensure that the site is satisfactorily landscaped in order to support protected species and their habitats.

- 21** In terms of noise audible at any of the site boundaries, the hours of construction shall be restricted to the following times:-
Mondays - Fridays 08:00 – 18:00hrs
Saturdays 08:00 – 13:00hrs
Not at all on Sundays or Bank and Public Holidays

REASON: In the interests of the amenity of the area

- 22** No burning shall take place on site during the construction phase.

REASON: In the interests of the amenity of the area

- 23** Prior to first occupation the access, including the tactile lowered kerb crossing of Marshall Road just east of the vehicular access, shall have been provided, as detailed on plan number 41342/5501/SK01/F.

REASON: In the interests of safe and convenient access to the development.

- 24** Prior to occupation of the 100th dwelling the section of 3 metre wide footway on the A342 connecting into the development, and the associated tactile crossing of Marshall Road just west of the Marshall Road / A342 roundabout detailed on plan number 41342/5501/SK01/F shall all have been provided.

REASON: In the interests of safe and convenient pedestrian access to the development.

- 25** Prior to first occupation of the 50th dwelling the new south-east bound bus stop on the A342 as outlined on plan number 41342/5501/SK01/F, including high access kerbs, road markings and a new flag sign, shall all have been provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of improved public transport accessibility.

- 26** Prior to first occupation of the 50th dwelling a new replacement bus shelter at the existing north-west bound bus layby on the A342, as outlined on plan number 41342/5501/SK01/F, including demolition and removal of the existing shelter, high access kerbs and a flag sign, shall have been provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of improved public transport accessibility.

- 27** Prior to first occupation of the 100th dwelling the existing footway between the Sleight Lane / A342 junction and the existing north-west bound bus layby on the A342 shall have been widened to 2 metres and resurfaced in accordance with details to be first submitted to and approved in writing by the local Planning Authority.

REASON: In the interests of good pedestrian and public transport accessibility.

- 28** Prior to first occupation of the 100th dwelling the existing footway on the north-east side of the A342 shall have been widened to between 1 and 1.2 metres and resurfaced in tarmacadam, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of good pedestrian accessibility.

Informatives: (14)

- 29** The applicant is advised that the development hereby approved may represent chargeable development under the Community

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

- 30 Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.**
- 31 This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT].**
- 32 The attention of the applicant is drawn to the contents of the letter from Wessex Water dated 12 August 2021.**
- 33 The applicant should note that the costs of carrying out an archaeological investigation will fall to the applicant or their successors in title. The Local Planning Authority cannot be held responsible for any costs incurred.**
- 34 The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.**
- 35 The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.**

- 36 Informative:** The presumed maximum site capacity has been agreed based on the indicative mix shown on Dwg 204: Sketch Masterplan Accommodation Schedule Overlay, which includes a significant number of open market apartments. If, at REM, a market housing mix should be proposed which instead includes a higher proportion of larger homes, then the final Amount may have to reduce in order that the quality of design is in accordance with the design philosophies described in the DAS (section 4).
- 37 Informative:** The applicants attention is drawn to the Highways Authority requirements for the minimum car and cycle parking standards to be fully met at this location under any reserved matters application.
- 38 Informative:** The reserved matters application should include a pedestrian access connection to Sleight Lane as indicated on the Sketch Masterplan number 4110/2/203/K.
- 39 Informative:** The applicants attention is drawn to the requirement that at reserved matters stage a parallel road to A342 only separated by a hedgerow will not be accepted for highway safety reasons. The distance between the two roads and the landscaping will both need to be agreed with the relevant highways, landscape and ecological officers.
- 40 Informative:** It is noted that the applicant plans to discharge surface water flows to an existing Wessex Water sewer; this will be subject to separate applications under Section 104 of the Water Industry Act.

It is noted that the applicant plans to utilise blue-green SuDS features throughout the site, within “green corridors”, this is favourable and in line with the current guidance for major developments in the NPPF. The applicant should seek to maximise the use of blue-green SuDS features (such as swales, bioretention, ponds) in order to provide drainage with multi-faceted benefits of managing water quality & quantity, whilst improving biodiversity and amenity. It will be unacceptable to the LLFA for SuDS features to be omitted due to a lack of available space / costs; the applicant’s drainage engineer should work closely with the landscape architect and masterplanner to ensure that SuDS are incorporated into the detailed design proposals.

- 41 Land Drainage Informative:** The Lead Local Flood Authority advises that as part of the reserved matters consent application the following drainage information will be required:

1. Based on the Wiltshire Council SFRA mopping, the site has been identified to be at moderate risk of groundwater flooding. This is supported by the ground conditions assessment which states that perched groundwater has been encountered at approx. 500mm below ground level on adjacent sites. It is noted that the applicant has

conducted trial pits to 3.6m depth, and has not encountered groundwater, however in order to demonstrate that the risk of groundwater flooding has been fully managed (in accordance with Paragraph 160 of the NPPF), the applicant should undertake further groundwater monitoring in order to take account of seasonal variations in groundwater level.

2. It is noted that there is a low risk of contamination on site due to historic land use, which will be the subject of additional detailed ground investigations. The applicant will be required to design the proposed drainage system to account for contamination encountered in this investigation, to ensure that a pathway between pollutants and sensitive receptors is not created by the drainage design.

3. In accordance with the Sewerage Sector Guidance (paragraph C.3.12), the applicant is required to consider collection of surface water for re-use, or provide justification as to why it cannot be achieved on this site. This could include rainwater harvesting for greywater applications such as toilet flushing, and domestic water butts.

4. The applicant will be required to provide detailed hydraulic calculations as part of a Full / Reserved Matters Planning Application in order to demonstrate:

a. The 1 in 30 year rainfall event is contained within the drainage system without causing flooding to any part of the site.

b. The 1 in 100 year plus 40% climate change rainfall event does not cause flooding to any building (including a basement) or utility plant.

c. The site has been designed to ensure that flows in excess of the 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property.

The calculations should set the MADD factor / additional storage value to 0m³/ha to prevent an over-estimation of attenuation storage available on site.

Due to the outfall to a Wessex Water sewer, the calculations should also be simulated with a surcharged outfall, to ensure that this does not cause flooding on site.

The drainage drawings should show the pipe / link & manhole / node numbers used in the calculations in order to link the drawing with the detailed calculations.

5. The applicant will be required to submit plans which demonstrate how exceedance flows in excess of the 1 in 100year rainfall (+40% climate change) will be safely managed on site in order to prevent an increase in flood risk to people or property.

6. The applicant should provide and operation and maintenance programme detailing the proposed ownership details of the drainage infrastructure and the responsibilities of all parties.

7. The applicant should provide a development management and construction phasing plan.

- 42 **Landscape Informative:** In order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape

features the scheme of hard and soft landscaping that is required to be submitted shall include (but not be restricted to): -

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure, including details of all boundary treatments;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);
- retained historic landscape features and proposed restoration, where relevant.
- additional trees, of a number, size and species and in a location to be agreed in writing with the Local Planning Authority, shall be planted in accordance with BS3936 (Parts 1 and 4), BS4043 and BS4428
- additional street trees shall be planted in double tree lines and shall be incorporated into appropriate width / volume planting beds to meet both highways and landscape requirements.

43 Informative: In the development of the details for the approval of reserved matters application the applicant is encouraged to engage with the Trust for Devises pertaining to layout, identity and built form and encouraged to explore the possibility to include a cycleway pedestrian path along the former disused railway embankment.

98 PL/2021/09453 - Land at Sunnyside, Yarnbrook Road, West Ashton BA14 6AR

The Senior Planning Officer, Steven Sims, presented a report which recommended permission be granted for addition of two extra traveller pitches, two day rooms and associated ancillary development. Key issues included the principle of the proposal, the impact on the character of the area, on highway safety and drainage. If approved there would be a total of six pitches, including regularising the positioning of the static caravans currently on the site.

Details were also provided of the Gypsy and Traveller Accommodation Assessment, identifying a need across the county for at least 120 additional pitches for those meeting the statutory definition of a Traveller, and at least a further 61 who did not meet the statutory definition but who were required to be accommodated.

Members of the Committee were given the opportunity to ask technical questions. Details were sought about the number of caravans on site, with it confirmed a seventh would not remain, foul water drainage, involvement of building control for the day room construction details, and details of the proposed area of replanted woodland.

Queries were also raised about the process for determining Gypsy and Traveller applications should be considered by the Strategic Planning Committee.

No members of the public had registered to make a statement to the Committee.

The Unitary Member, Councillor Horace Prickett, then spoke regarding the application, noting the comments received from the local Parish Council.

A debate followed, which discussed when any proposed replanting would take place and conditions around use of the site and restricting scale of vehicles operating on the site.

On the motion of Councillor Sarah Gibson, seconded by Councillor Adrian Foster, to approve the officer recommendation to grant permission, with the addition or amendment of conditions in respect of drainage, building control, and timing of any replanting, at the conclusion of debate it was,

Resolved:

To GRANT planning permission subject to conditions set out below:

1

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

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

2

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

Location plan scale 1:1250 drg no. MM01 rev A

Dayroom details scale 1:100 drg no. MM2

Figure 3a Habitat Enhancement scale drg no. IES/2021/015

Proposed layout plan scale 1:500 drg no. MM03

Proposed drainage plan scale 1:500 drg no. TP05

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

3

The site shall not be occupied by any persons other than either gypsies and travellers as defined in Annex 1: Glossary of Planning Policy for Traveller Sites published August 2015 or persons who identify as gypsies and travellers in line with the stipulations in the Equalities Act 2010.

REASON: Planning permission has only been granted on the basis of the provision of accommodation for gypsies and travellers as defined in this condition, and it is necessary to keep the site available to meet such need.

4

No more than twelve caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended (of which no more than six shall be static caravans) shall be stationed on the site at any time.

REASON: To control the number of caravans on the site and in order to safeguard interests of visual and residential amenity.

5

No commercial activities shall take place on the land, including the storage of materials used in connection with any business operated by the occupiers of the site.

REASON: In the interests of visual amenity, highway safety and the amenity of occupants of the site and adjacent residents.

6

No vehicle over 3.5 tonnes 'gross unladen' weight shall be stationed, parked or stored on the site.

REASON: In the interests of visual amenity, highway safety and the amenity of occupants of the site and adjacent residents.

7

No elements of 'new development' shall be first used or occupied until surface water drainage arrangements are put in place in accordance with the approved Surface Water Drainage Strategy and soakaway design "Soakaway Design for Impermeable Surfaces and Static Homes at: Sunnyside, Yarnbrook Road, West Ashton, Wiltshire" and Drainage Plan drg no. TPO5.

REASON: To ensure that the development can be adequately drained without increasing flood risk to others.

8

No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

9

All planting of hedgerows and trees as detailed within the approved Ecological Management Plan (ES Consulting, Feb 2022) and the Habitat Enhancement Woodland planting (as detailed in Figure 3a: Habitat Enhancement (IES Consulting, Feb 2022)) shall be carried out in the first planting and seeding season following the first occupation or use of any of the elements of 'new development' at the site. All hedgerows and trees shall thereafter be managed in accordance with the Ecological Management Plan (IES Consulting, February 2022) for the lifetime of the development in accordance with the approved details. 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 first occupation of any of the elements of 'new development' or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

10

Within 24 months of the first occupation or use of any elements of 'new development' hereby approved photographic evidence shall be provided to the LPA demonstrating that the area of Habitat Enhancement Woodland planting as detailed in Figure 3a: Habitat Enhancement (IES Consulting, Feb 2022) in the eastern part of the site has been implemented. This must include the double row of species-rich hedgerow illustrated on Figure 3a which divides the main development area from the Core Buffer Bat Habitat in the eastern part of the site and all woodland planting which will form the newly planted Core Bat Habitat.

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

11

No elements of 'new development' hereby approved shall be first used or occupied until additional information to enable the sensitive lighting regime on-site as detailed in the Bat Transect & Static Detector Survey Report V1 (IES Consulting Ltd, November 2021) shall be provided, including a marked-up plan, and submitted to the Local Planning Authority for approval. The marked-up plan must specify light levels (luminaires) and the exact locations of all fittings. The lighting shall be installed in accordance with the approved additional information and marked-up plan, and it shall be retained and maintained as approved thereafter.

REASON: To ensure there is an overall reduction in lighting across the site and that the boundary features are reinstated as dark corridors.

12

No elements of 'new development' hereby approved shall be first used or occupied until the parking spaces have been completed in accordance with the details shown on the approved plans. The parking spaces shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

13

Prior to any elements of 'new development' approved by this planning permission being first constructed or laid out, a scheme for the disposal of foul water, including, if relevant, the point of connection to the existing public sewer, shall be submitted to and approved in writing by the Local Planning Authority. No elements of 'new development' shall then be first used or occupied until the approved scheme has been fully implemented in accordance with the approval.

REASON: To ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

14

INFORMATIVE: For the purposes of the above conditions nos. 7, 9, 10, 11, 12 and 13 'new development' is defined as all elements of the development approved by this planning permission but excluding, firstly, any existing elements which also benefit from past planning permissions; and secondly, any existing elements which are now regularised by this planning permission.

A break was taken from 1240-1250

Public Participation

John Cox spoke in objection to the application.

The Head of Development Management, Andrew Guest, presented a report which recommended the Committee extend its previous decision on the application to enable the S.106 legal agreement to be finalised. The application was for outline planning application for mixed use development comprising: residential (up to 2,500 dwellings - Classes C3 & C2); employment (Class E ('Business' only), B2, and B8); two local centres (Classes E, C2, and C3); two primary schools, one secondary school, ecological visitor facility, public open space, landscaping and associated highway works including for the 'Yarnbrook / West Ashton Relief Road' and the access junctions. .

The Committee at its meeting on 14 July 2021 had resolved to grant permission subject to the signing of a s.106 agreement within the following 12 months. It was explained that while there had been lots of progress towards that, the parties were not in a position to complete the process by July 2022. It was proposed to extend the decision to 31 January 2023 in order that the process could be completed.

Members of the Committee were given the opportunity to ask technical questions. Queries were raised at the reasoning for extending the period for completion of the s.106 until January 2023. It was explained that whilst agreement had been reached on some elements of associated agreements such as terms between the Wiltshire Wildlife Trust and the applicants, the remaining elements and the logistical process for completion was such that the proposal was considered a realistic period.

Queries were also raised around the process for the applicants funding the wildlife trust to appoint an officer to manage the woodland areas, and the evidence of bat activity across the areas. The significance of the delivery of the site for the housing land supply for Wiltshire was noted. The representations from the West Wiltshire District Scouts was also noted.

Members of the public then had the opportunity to present their views to the Committee, as detailed above.

On the motion of Councillor Ernie Clark, seconded by Councillor Carole King, it was then,

Resolved:

Having taken into account the environmental information, the Committee amended its July 2021 decision as follows:

That the Strategic Planning Committee continues to authorise the Head of Development Management to...

Either GRANT planning permission, this subject to the following 'legal agreements' being first entered into:

1. an obligation under Section 106 of the Town and Country Planning Act 1990 between the applicant and Wiltshire Council requiring provision of the following:

- **minimum 20% affordable housing provision in the first 500 units; minimum 25% affordable housing provision in the next 500 units; and minimum 30% provision in all units thereafter;**
- **Two new primary school sites of at least 1.8 ha each. Primary education financial contribution (of £9,509,390 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) completion of two schools;**
- **One new secondary school site of 5.24 ha. Secondary contribution (of £8,463,708 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers);**
- **'Early Years' education contribution (of £3,863,313 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) or on-site provision;**
- **Health / dental care contribution of £1,108,500 (2015 figure, to be adjusted for indexation), to be used for sites in Trowbridge Community Area only and subject to such sites remaining in NHS/public ownership;**
- **Elements of open space (equipping/phasing/maintenance contributions/etc.);**
- **Ecological mitigation, to be set out in a Biodiversity Management Plan covering the management, mitigation, monitoring and enhancement of all habitats and species affected by the development during the pre-construction, construction and operational phases, both within the application boundary and on land owned by Wiltshire Wildlife Trust. To include:**
 - **Provision of, and/or provision of funding for, a Steering Group to oversee implementation of the Biodiversity Management Plan;**
 - **Provision of, and/or provision of funding for, visitor facility, and related land transfer arrangements;**
 - **Provision of ecology Green Infrastructure, related maintenance/long term management contributions, ecological monitoring including remedial works triggered by monitoring and related land transfer arrangements;**
 - **Provision of, and/or provision of funding for, full time wildlife warden, and mechanism for his/her perpetual funding;**

- Agreement that no public access will be allowed through the agricultural land identified for employment use other than to areas which have been developed for that purpose. An impenetrable barrier will be maintained between housing and employment land on the east side of West Ashton Road until at least 75% of the employment site has been completed at which point a public footpath will be provided between the two which will breach the impenetrable barrier at a single point.
 - Financial contribution towards the cost of monitoring implementation and maintenance of mitigation, with bond or other means of security secured against non-delivery and/or non-maintenance of mitigation.
 - Provision for revision of the Green Lane and Biss Woods Management Plan to incorporate requirements arising from the Biodiversity Management Plan and the Habitats Regulations Assessment (including Appendix 2).
- Elements of transport infrastructure in line with the Trowbridge Transport Strategy, notably:
 - Completion of funding agreement with Wiltshire Council for the provision of YWARR and commuted sum for structures maintenance;
 - Provision and completion of Yarnbrook and West Ashton Relief Road (including works to redundant A350 and all other associated highway works), phased or in entirety, subject to the timescales set out by the HIF and LEP;
 - Provide and deliver a Bus Strategy for the site, identifying how a half hourly service between the site and the town centre can be achieved, firstly through the negotiation with commercial operators for a commercial service, or, secondly, and in the event that a commercial service cannot be initiated and/or maintained, by a supported service, funded at the reasonable cost of the developer. The bus service shall be provided for a period from occupation of the 50th dwelling to up to three years following occupation of the 2,450th dwelling, the exact period dependent on the commercial viability or otherwise of the service at the time. The Bus Strategy shall set out how the funding arrangements will work in the event that a supported service is required;
 - Provision of travel plans for the separate land uses on the site;
 - Financial contributions towards the legal costs associated with making of traffic regulation orders at a cost of £6,000 per identified TRO;
 - Implementation of all made legal orders relating to highways and transport issues associated with the site;
 - 'Contingency Plan' for planned diversion of public footpaths NBRA9 and NBRA11;
 - Design and provide a wayfinding scheme aligned to the phasing of the development;

- **Construction and improvement of off-site highway works associated with the Yarnbrook and West Ashton Relief Road, alterations to West Ashton Road and improved connectivity to the town centre and to the White Horse Business Park;**
- **Connectivity (vehicular) between Drynham Lane and site, unless secured by alternative means;**
- **Waste collection facilities contribution.**

2. A legal agreement between Wiltshire Wildlife Trust and Wiltshire Council to achieve implementation and maintenance of ecology mitigation measures relevant to the Trust via a revised Management Plan for Green Lane and Biss Woods covering the following:

- **To provide an account of the role the site plays in achieving the conservation objectives of the Bath and Bradford on Avon Bats SAC, and a specific objective to maintain the population of Bechstein's bats through maintenance of the structure and function of the habitats within the plan area;**
- **To incorporate all relevant land transfers to WWT and commit the trust to managing these in line with the objectives of the revised plan;**
- **To define the operating constraints for the ecological visitor centre and car parking arrangements which arise from the potential for recreational pressure to reduce the value of the site for Bechstein's bats;**
- **To set out types and levels of acceptable amenity and educational use and the means by which these will be monitored and reviewed;**
- **To set out what constitutes acceptable and unacceptable fire making and a protocol to be followed to minimise and deal with the latter;**
- **To include an objective regarding the maintenance, and where necessary, replacement, redesign and / or repositioning of bat boxes for Bechstein's bat use;**
- **To recognise the role of the Steering Group in reviewing the implementation of relevant aspects of the management plan, monitoring results and implementation of remedial measures;**
- **To anticipate the potential effects of increased visitor numbers and identify monitoring to be undertaken, thresholds for unacceptable change and remedial measures.**

Management Plan to be implemented by Wiltshire Wildlife Trust with governance of relevant elements by the Steering Group.

The agreement will also commit the Trust to employ a full time warden to implement the plan and to engage with local residents in order to enhance understanding of local ecological features with a view to reducing impacts from potentially damaging behaviours.

Or in the event that the S106 legal agreements are not now completed in accordance with the above terms by 31 January 2023, to authorise the Head of Planning Services to then – in these circumstances – REFUSE planning permission for the following reason:

1. The planning application fails to make provision for essential infrastructure made necessary by the proposed development – namely, affordable housing, education facilities, health facilities, open spaces, ecology mitigation, highways infrastructure and waste collection facilities. With particular regard to affordable housing, the planning application fails to make adequate provision for affordable housing in accordance with adopted affordable housing policy and/or fails to offer a means of achieving compliance with adopted affordable housing policy over the lifetime of the development.

This is contrary to Core Policy 3 ('Infrastructure Requirements') and Core Policy 43 ('Providing Affordable Housing') of the Wiltshire Core Strategy and national planning policy (paragraph 57 of the National Planning Policy Framework and 'Viability' guidance in the Planning Practice Guidance).

A planning permission will be subject to the following planning conditions :

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

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

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:**

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

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

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

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

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

- 4 The outline element of the development hereby approved shall make provision for the following:
- (i) At least 13.6 ha of land for employment purposes (Class E ('Business' only), B2 and/or B8 uses);
 - (ii) Two separate sites of at least 1.85 ha each and two separate 14-class primary schools thereon, and a single serviced site of at least 5.24 ha for a secondary school;
 - (iii) Two separate sites of at least 1 ha and 0.2 ha respectively for two separate 'local centres'; in combination the local centres to provide suitable premises for a mix of convenience shops and small other shops, community facilities, 'early learning' facilities and 'food & drink' premises (Class E), 'drinking establishments' (Class A4) and 'hot food & takeaway' uses (Class A5);
 - (iv) Sites for public open space to be sited, laid-out and equipped in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD); and to include at least 6.35 ha of formal sports pitches with pavilion / changing rooms, at least 1.2 ha of 'designation play' area, at least 44.4 ha of major open space or country park (to include an Ecological Visitors Facility), at least 14.4 ha of natural and semi-natural open space including structural planting, and at least 0.9 ha of allotments;
 - (v) An 'Ecology Visitors Facility'; and
 - (vi) Up to 2,500 dwellings of which no more than 315 (including within the 'local centre') are to be provided on the north-east side of West Ashton Road.

The 'layout of the development' (as to be submitted and approved under condition no. 2) shall accommodate all of the above broadly in accordance with the 'Indicative Masterplan' (drawing no. A.0223_77-01 Rev AB) dated 20/04/17 and the related parameters plans set out in the Design and Access Statement.

REASON: To ensure the creation of a sustainable and balanced urban extension, in accordance with the requirements of the Wiltshire Core Strategy and the intentions of the Design and Access Statement accompanying the planning application.

- 5 **No application for reserved matters shall be submitted until there has been submitted to and approved in writing by the local planning authority a detailed Phasing Plan for the entire application site indicating geographical Phases and/or Sub Phases for the entire development. Where relevant these Phases or Sub Phases shall form the basis for the reserved matters submissions. Each Phase or Sub Phase shall include within it defined areas and quantities of housing and infrastructure relevant to the Phase or Sub Phase. No more than 50% of the houses (or no more than a meaningful percentage of the houses to be first agreed in writing by the local planning authority) to be built in any Phase or Sub Phase shall be occupied until the infrastructure relevant to the Phase or Sub Phase has been completed.**

The development shall be carried out strictly in accordance with the approved Phasing Plan.

REASON: To ensure the proper phasing and delivery of the development, and in particular the affordable housing and essential infrastructure the development has made necessary, in accordance with the overall proposal and good planning in general.

[For the purposes of this condition 'infrastructure' is defined as the affordable housing, schools, local centres, open space, and ecology visitors centre; and the 'means of access' to the site including the entire Yarnbrook & West Ashton Relief Road and its related new roundabout junctions, the alterations to the existing West Ashton Road/Bratton Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2)].

- 6 **With the exception of the Yarnbrook & West Ashton Relief Road, before any other parts of the development hereby approved are commenced the following shall have been carried out:**
- a. **The submission to the local planning authority for approval in writing of detailed schemes for 'advance ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows -**
 - i. **a scheme for strengthening of the hedgerow alongside West Ashton Road to the south-west corner of Biss Woods with thorny planting and fencing, and provision for future maintenance;**
 - ii. **schemes for the 100m buffer between Biss Woods and the employment land and between the employment land and the east of West Ashton Road housing land, to include landscaping with appropriate impenetrable fencing and hedge planting and provision for future maintenance in**

accordance with Figure 6.2 of the ES Addendum Volume 1;

- iii. a scheme for the Attenuation pond based on Figure 6.1 of the ES Addendum Volume 1, creating a barrier to pedestrian access between the Green Lane Nature Park Extension and the east of West Ashton Road residential area to include landscaping, fencing and provision for future maintenance;
- a. The implementation and completion of all of the above schemes as approved and continuing maintenance thereafter in accordance with the maintenance elements of the schemes.

Before 150 of the dwellings on that part of the application site to the east of West Ashton Road are first occupied the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of detailed schemes for 'further ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows -
 - (i) A scheme for a circular pedestrian footpath route which will be at least 3km in length and link the Green Lane Nature Park with the River Biss (with minimal use of roads). The scheme will include details of the footpath - its width, surfacing materials, fencing and signposting.
 - (ii) a scheme for the laying out and equipping of the 'Biss River Corridor' and enhanced planting between Biss Woods and the River Biss and the Green Lane Nature Park Extension, to include landscaping, boundary treatments and provision for future maintenance, where relevant in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD);
- (b) The implementation and completion of all of the above schemes as approved.

REASON: To safeguard ecological interests, and specifically bats and their habitats.

- 7 The 'means of access' to the site (which for the purposes of this condition includes the entire proposed Yarnbrook & West Ashton Relief Road and its related new roundabout junctions, the alterations to the existing West Ashton Road/Bratton Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2), and the West Ashton Road Cycleway Provision) shall be constructed substantially in accordance with the following 'PFA Consulting' drawings:

- P480/100 Figure 6.5 Rev F (Yarnbrook & West Ashton Relief Road Sheet 1 of 4) dated 18/08/17
- P480/101 Figure 6.6 Rev G (Yarnbrook & West Ashton Relief Road Sheet 2 of 4) dated 18/08/17 (as amended through an email from Aspect Ecology (AB to LK) dated 2/3/18)
- P480/102 Figure 6.7 Rev F (Yarnbrook & West Ashton Relief Road Sheet 3 of 4) dated 28/07/17
- P480/103 Figure 6.8 Rev E (Yarnbrook & West Ashton Relief Road Sheet 4 of 4) dated 18/08/17
- P480/104 Rev D (Central Roundabout (R4) Access on West Ashton Road) dated 18/08/17
- P480/105 Rev E (Northern Site Accesses & Cycleway Provision) dated 08/09/17
- P480/106 Figure 6.4 Rev F (Yarnbrook & West Ashton Relief Road Overview) dated 18/08/17
- P480/107 Rev E (Northern Junctions & Cycleway Provision Overview) dated 08/09/17
- P480/108 Figure 6.9 Rev B (Typical Section H-H through Relief Road with Elevation of Culvert) dated 07/07/17
- P480/109 Rev C (West Ashton Road Northern Cycleway Improvements) dated 09/09/17
- P480/110 Figure 6.10 Rev E (Yarnbrook & West Ashton Relief Road. Possible Planting Along Existing A350) dated 18/08/17
- P480/111 Rev C (Typical Section Through Relief Road (Roundabout R1-R2)) dated 18/08/17
- P480/112 Rev F (Primary Highway Works Plan) dated 08/09/17
- P480/113 Rev C (Access Junctions Swept Paths) dated 18/08/17
- P480/26 Figure 6.11 Rev D (Yarnbrook & West Ashton Relief Road Indicative Bridge General Arrangement) dated 18/08/17
- P480/41 Figure 6.12 Rev D (Yarnbrook & West Ashton Relief Road Southern Access Bridge General Arrangement) dated 18/08/17
- P480/51 Figure 6.13 Rev A (Northern Access Bridge General Arrangement) dated 02/04/14
- P480/114 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P480/115 Rev B (Highway Long Sections Sheet 2 of 4) dated 07/07/17
- P480/116 (Highway Long Sections Sheet 3 of 4) dated 04/14
- P480/117 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P843/08 Rev A (Biss Wood Scout Camp Site Access Visibility) dated 02/01/18
- P480/118 (Yarnbrook and West Ashton Relief Road. Minor amendment to R1 to access Paddock) dated 25/01/18

The means of access shall be provided in accordance with the Phasing

Plan and Order of Delivery Schedule to be submitted and approved under condition 5.

REASON: To ensure proper and timely delivery of the means of access in accordance with the agreed scheme and in the interests of highway safety.

8 With regard to the reserved matter relating to the landscaping of the site, the details to be submitted for each Phase shall be in accordance with the following documents forming part of the application:

- **Green Infrastructure and Biodiversity Strategy (September 2017);**
- **ES Addendum Volume 1 Figures 6.1 and 6.2 showing details of design of attenuation ponds and buffer between employment and residential land;**
- **ES Addendum Volume 1 Figures 6.4, 6.17, 6.18 and 6.19 showing details of dark corridors through mixed use development.**

The details themselves shall include where relevant the following:

- **location and current canopy spread of all existing trees and hedgerows on the land;**
- **full details of any trees and hedgerows to be retained, together with measures for their protection in the course of development;**
- **a detailed planting specification for new planting showing all plant species, supply and planting sizes and planting densities;**
- **finished levels and contours;**
- **means of enclosure;**
- **car park layouts;**
- **other vehicle and pedestrian access and circulation areas;**
- **all hard and soft surfacing materials;**
- **minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);**
- **proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);**

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape and ecology features.

9 Notwithstanding the landscaping details submitted for the 'access' elements of the application (including the Yarnbrook / West Ashton Relief Road), no development within any Phase or sub Phase relevant

to that part of the access shall commence until a scheme of soft landscaping for that part of the access has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- minor artefacts and structures (e.g. signs, etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

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

- 10 **All soft landscaping comprised in the approved details of landscaping for any particular Phase or sub Phase of the development shall be carried out in the first planting and seeding season following the first occupation of any building within the Phase or the completion of the Phase or sub Phase 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.

- 11 **No demolition, site clearance or development shall commence on site within any particular Phase or sub Phase, and; no equipment, machinery or materials shall be brought on to site for the purpose of development within the particular Phase, until a Tree Protection Plan showing the exact position of each tree/s and their protective fencing in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction -Recommendations"; has been submitted to and approved in writing by the Local Planning Authority,**

and;

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development Phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work - Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the date of commencement of the Phase or sub Phase].

REASON: To safeguard trees to be retained in the interests of amenity.

12 Where a particular Phase or sub Phase of the development includes a play area(s), before 50% of the dwellings in that Phase or sub Phase are first occupied (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:

- a) The submission to the local planning authority for approval in writing of a scheme for the laying out and equipping of the play area(s), to include landscaping, boundary treatment and provision for future maintenance and safety checks of the equipment; and
- b) The laying out and equipping of the play area in accordance with the approved scheme.

REASON: To ensure that the play areas are provided in a timely

manner in the interests of the amenity of future residents.

13 Before the first occupation of 1,250 dwellings on any part of the application site (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of a scheme for the marketing of the 'Proposed Employment' land and the commercial elements of the 'Proposed Local Centres';
- (b) Implementation of the marketing scheme in accordance with the approval;
- (c) Construction and operation of the roundabout junction (R4) and at least 20m of the spur road and related services into the 'Proposed Employment' land.

REASON: To accord with the proposal and the requirements of the Wiltshire Core Strategy in that it allocates part of the application site for employment development.

14 With the exception of the 'Advance Ecology Mitigation', prior to the commencement of the development Stage 2 Road Safety Audit(s) shall be carried out for the Yarnbrook & West Ashton Relief Road and all other elements of the 'access' (either singly or in combination), and this/these shall be submitted to the local planning authority for approval in writing before any highway construction works begin. Thereafter, no development shall commence in any particular Phase or sub Phase of the development until full construction details/drawings of the means of access within that Phase or sub Phase have been submitted to and approved in writing by the local planning authority. Following approval the 'access' shall be constructed in accordance with the approved details/drawings and agreed Stage 2 Road Safety Audit(s).

REASON: In the interests of highway safety.

15 Notwithstanding the references in the Design and Access Statement, the development hereby approved shall make provision for vehicle parking in accordance with the Wiltshire Council Local Transport Plan 3 dated 2015. In this Strategy domestic garages will only count towards the parking provision if the minimum dimensions specified in the Strategy are achieved.

REASON: To ensure sufficient vehicle parking in the development in the interests of highway safety.

- 16 **No development shall commence within any particular Phase or sub Phase of the application site until:**
- (a) A written programme of archaeological investigation for the Phase, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and**
 - (b) The approved programme of archaeological work has been carried out in accordance with the approved details.**

REASON: The application contains 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 enable the recording of any matters of archaeological interest.

- 17 **No development hereby approved (save for the construction of the Yarnbrook & West Ashton Relief Road) shall commence in any sub Phase of the development which includes land either adjacent to the railway line or adjacent to the 'green corridor' alongside the railway line until details of measures to safeguard the amenities of future occupants of the development within the sub Phase from potential noise disturbance from trains have been submitted to and approved in writing by the local planning authority. The Development shall then be carried out in accordance with the approved details.**

REASON: The railway line will be a potential source of noise disturbance to future nearby occupants of the development. This disturbance can be removed and/or reduced to acceptable levels through appropriate design and layout.

- 18 **The application is supported by evidence which demonstrates that the potential for significant concentrations of contaminants to be present within the application site is low. However -**
- a. If, during any Phase or sub Phase of the development, any evidence of historic contamination or likely contamination is found, the developer shall immediately cease work within the Phase or Sub Phase and contact the Local Planning Authority in writing to identify what additional site investigation may be necessary; and -**
 - a. In the event of unexpected contamination being identified, all development within the relevant Phase or sub Phase of development shall cease until such time as an investigation has been carried out and a written report submitted to and approved in writing by the Local Planning Authority, any remedial works**

recommended in that report have been undertaken and written confirmation has been provided to the Local Planning Authority that such works have been carried out. Construction shall not recommence until the written agreement of the Local Planning Authority has been given following its receipt of verification that the approved remediation measures have been carried out.

REASON: To ensure that potential land contamination is dealt with adequately in the interests of protecting the environment.

- 19 **Prior to the commencement of any Phase or Sub Phase of the development which includes or affects any public rights of way within the Phase or Sub Phase, detailed schemes for the improvement of these rights of way (including widening and/or re-surfacing) and a programme for implementing the improvements shall be submitted to the local planning authority for approval in writing. Thereafter the development shall be carried out strictly in accordance with the approved improvements and the programme.**

REASON: Improvements will be required to these public rights of way as a consequence of the additional use they will endure due to the development. The improvements will ensure the continued safe use and enjoyment of the footpaths by members of the public

INFORMATIVE: The Design & Access Statement indicates that parts of a number of public rights of way may be re-routed due to the development. No works directly affecting any rights of way may commence until a permanent diversion or extinguishment order has come into effect. The applicant must apply separately to Wiltshire Council for such an order, it cannot be presumed that the granting of this planning permission will automatically be followed by the making of the order. If Wiltshire Council makes an order and any objections to it cannot be resolved, the matter will be referred to the Secretary of State for determination. The Planning Inspectorate will make the determination on behalf of the Secretary of State. The LPA may agree to a temporary closure or temporary re-routing of the rights of way on the grounds of safety if necessary.

- 20 **Prior to the commencement of development of any residential units in any Phase or Sub-Phase of the development an application for the stopping up and/or diversion of public rights of way NBRA9 and/or NBRA11 shall be submitted to Wiltshire Council. Following which no residential development within any Phase or Sub-Phase crossed by these rights of way shall commence unless either:**

- i) A footpath diversion and stopping up order that incorporates the stopping up of the existing footpath route across the railway at level has been made and confirmed by the local planning authority or the Secretary of State, or**
- ii) the Secretary of State, upon consideration of a stopping up**

order made by the local planning authority as aforementioned in (i) above does not confirm the order.

Upon any confirmed diversion and stopping up order coming into force, the new footpath route shall be fully completed prior to the occupation of units within any Phase or Sub-Phase crossed by public rights of way NBRA9 and/or NBRA11.

REASON: To ensure the continued safe operation of the rights of way network.

INFORMATIVE: Network Rail will provide the developer with all the appropriate information to ensure railway safety issues concerning the White Horse and Yarnbrook railway level crossings are fully considered before a decision on the stopping up or diversion of the public rights of way NBRA9 and NBRA11 is taken by the local planning authority or Secretary of State.

- 21 Prior to first occupation of the first 150 houses on the development hereby approved, a Public Art Strategy shall be submitted to the local planning authority for approval in writing. The Strategy shall set out how public art will be provided as part of the development, and a programme for this. Thereafter the development shall be carried out in accordance with the approved Strategy and programme.

REASON: To achieve a high quality living environment in the interests of amenity, and to accord with policies CP3 and CP57 of the Wiltshire Core Strategy.

- 22 No development shall take place within individual Phases or sub Phases of the development until a site specific Construction Environmental Management Plan, or Plans, (CEMP(s)) for that Phase or sub Phase, or an overarching CEMP for the entire application site, has been submitted to and approved in writing by the local planning authority. The CEMP(s) must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan(s) should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- Arrangements for liaison with the Council's Public Protection Team;
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08:00 Hours and 18:00 Hours on Mondays to Fridays and 08:00 and 13:00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted

hours detailed above;

- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- Procedures for emergency deviation of the agreed working hours;
- Control measures for dust and other air-borne pollutants;
- Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- Construction traffic routing details.
- Ecology mitigation measures to cover -
 - protection of retained habitats;
 - creation of new habitats including provision of bat boxes;
 - management and monitoring of created and retained habitats (until taken over by management company or WWT);
 - precautionary working method statements and works to be overseen by an ecologist; monitoring requirements and details of frequency of monitoring, thresholds, remedial measures and timescales for remediation;
 - monitoring requirements for habitats, mitigation features and species including details of frequency of monitoring, thresholds, remedial measures and timescales for remediation (to cover amongst other things, establishment / width of hop-overs, habitat structure / composition of woodland in Biss and Green Lane Woods, bat use of underpasses);
 - testing and adjusting lighting, in accordance with monitoring results';
 - compliance procedures.

- And with particular regard to the Yarnbrook & West Ashton Relief Road the following specific ecology mitigation information -
 - Long and cross sections for each underpass based on site surveyed; measurements showing the relative positions of hedgerows, existing ground levels, earthworks and underpass;
 - The timetable of works required to complete the culvert works having regard to seasonal ecological and planting constraints;
 - The programme of construction works to demonstrate how the ecological constraints of the culverts works have been fully integrated into the project programme (i.e. Gantt chart) and how it affects the critical path.
 - A protocol for constructing underpasses and hop-overs including exact timescales, demonstrating removal of as little hedgerow as possible, erection of 4m high bat fencing and establishing new planting.

The approved CEMP(s) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by the Ecological Clerk of Works certifying that the required ecology mitigation and/or compensation measures identified in the CEMP(s) have been completed to their satisfaction, and detailing the results of site supervision and any necessary remedial works undertaken or required, shall be submitted to the Local Planning Authority for approval within 3 months of the date of substantial completion of the development or at the end of the first planting season following this, whichever is the sooner. Any approved remedial works shall then be carried out under the strict supervision of a professional ecologist following that approval.

REASON: In the interests of the amenities of surrounding occupiers and of wildlife during the construction of the development.

23

A Landscape and Ecological Management Plan (LEMP), or individual Plans, (LEMPs) for the 'River Biss Corridor', the '100m buffer' between Biss Woods and the employment land, the 'Green Lane Nature Park Extension', the 'Attenuation pond ... creating barrier to pedestrian access', other barriers to control access to Biss Woods, dark corridors through the mixed use development, and the Yarnbrook & West Ashton Relief Road shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the relevant element of the development to which the LEMP or LEMPS applies. The content of the LEMP(s) shall include the following information:

- a) Description and evaluation of features to be managed;**
- b) Landscape and ecological trends and constraints on site that might influence management;**
- c) Aims and objectives of management;**
- d) Appropriate management options for achieving aims and objectives;**
- e) Prescriptions for management actions;**
- f) Preparation of a work schedule (including an annual work plan);**
- g) Details of the body or organisation responsible for implementation of the plan;**
- h) Ongoing monitoring and remedial measures;**
- i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.**

The LEMP(s) shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The LEMP(s) shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP(s) are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP(s) shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species.

- 24 No development in any particular Phase or sub Phase of the development or associated with the Yarnbrook and West Ashton Relief Road in isolation shall commence on site until a scheme for the discharge of surface water from the Phase or sub Phase or from the Relief Road in isolation, incorporating sustainable drainage details, and any related programme for delivery, has been submitted to and approved in writing by the Local Planning Authority. The development within the Phase shall not be first occupied and/or the Relief Road shall not be first used by non-construction traffic until surface water drainage has been constructed in accordance with the approved scheme(s) and related programme(s).**

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 any phase in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

- 25 No development shall commence on site (save for the construction of the Yarnbrook & West Ashton Relief Road) until details of the works for the disposal of sewerage, including the point of connection to the existing public sewer and any off-site works, and any related programme for delivery have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved details have been implemented in accordance with the approved plans and related programme.**

REASON: To ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

- 26 There shall be no surface water drainage connection from this development to the foul water system.**

REASON: To safeguard the integrity of the foul water system.

- 27 No external lighting (other than normal domestic lighting) shall be installed on site within each Phase or sub Phase until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the**

appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication *Guidance Notes for the Reduction of Obtrusive Light* (ILE, 2005) (or any standards updating or replacing these standards), for that Phase have been submitted to and approved in writing by the Local Planning Authority.

Where lighting is proposed in ecologically sensitive areas (such as the 'dark corridors' for bats) the lighting details and related scheme shall ensure minimum impact on the ecological interests of these areas and accord with:

- 'Interim Guidance Recommendations to help minimise the impact of Artificial Lighting' (Bat Conservation Trust 03/06/14);
- ES Addendum Volume 1 Figures 6.4, 6.18 and 6.19 showing principles of lighting design;
- Lighting of the Yarnbrook & West Ashton Relief Road to be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall then be installed.

In addition there will be no lighting above or beneath bridges except at B3 where lighting will be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

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

- 28 With the exception of the Yarnbrook and West Ashton Relief Road, no development shall commence in any particular Phase or sub Phase of the development hereby approved until a scheme for the provision of fire hydrants to serve the Phase or sub Phase and any related programme for delivery has been submitted to and approved in writing by the local planning authority. Thereafter no dwelling shall be occupied within the Phase or sub Phase until the fire hydrant serving the dwelling has been installed as approved.

REASON: To ensure the safety of future occupiers of the dwellings.

- 29 Notwithstanding the information set out in the Waste Management Strategy (May 2015) accompanying the planning application, a further more detailed waste management strategy or strategies shall be submitted to the local planning authority for approval in writing prior to commencement of the development. The more detailed strategy or strategies will add detail to the initial Waste Management Strategy, specifying in particular where and how construction waste (notably the waste material excavated from the site to enable construction works)

will be, in the first place, re-used on site (including estimates of quantities to be re-used and where); and, in the second place, removed from the site (including quantities, end disposal locations and transportation routes thereto). Additionally, the detailed strategy or strategies will provide a 'plan' for the management of other waste arising from civil and building construction, including measures to minimise such waste generation in the first place and to re-cycle wherever possible. The development shall be carried out strictly in accordance with the original Waste Management Strategy (May 2015) and the subsequent approved and complementary more detailed waste management strategy or strategies.

REASON: The original Waste Management Strategy contains insufficient detail to enable waste management to be agreed at this stage. The requirement for a more detailed waste management strategy arises from Wiltshire Council's Waste Core Strategy Policy 6 (Waste Reduction and Auditing), and in particular its requirement to demonstrate the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner and proposals for the transport of waste created during the development process.

INFORMATIVE: The reason for allowing the potential for more the one waste management strategy is in the event of the Yarnbrook and West Ashton Relief Road requiring a standalone strategy for the management of its waste.

- 30 Prior to commencement of the development hereby approved a strategic level scheme for the provision of ultra low energy vehicle infrastructure (electric vehicle charging points) and a programme for delivery shall be submitted to the local planning authority for approval in writing. The approved scheme shall inform the subsequent reserved matters applications, and shall be implemented as approved and in accordance with the programme.

REASON: In the interests of air quality and reducing vehicular traffic to the development.

INFORMATIVE: It is recommended that the ultra low energy vehicle infrastructure should be provided at appropriate publicly accessible locations such as the local centres but not for individual residential dwellings.

- 31 Prior to the commencement of each Phase or sub Phase of the development or commencement of the Yarnbrook and West Ashton Relief Road hereby approved, a scheme or schemes of ecology enhancement measures as identified in the Environmental Statement Addendum Volume 1, to include (as appropriate) designs, locations, numbers and sizes of each measure and a programme for their delivery, for each Phase or sub Phase or the Yarnbrook and West Ashton Relief Road shall be submitted to the local planning authority

for approval in writing. The scheme or schemes shall be implemented as approved in accordance with the programme and maintained thereafter.

REASON: In the interests of safeguarding other ecological interests.

- 32 With the exception of the Yarnbrook and West Ashton Relief Road, no development in any Phase or Sub Phase of the development hereby approved shall commence until a scheme for water efficiency relevant to all the buildings within the Phase or Sub Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter no building within the Phase or Sub Phase shall be first occupied until the water efficiency measures relevant to the building have been installed and are operational in accordance with the approved scheme.

REASON: In the interests of sustainable development and climate change adaptation.

INFORMATIVE: The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered. An appropriate submitted scheme to discharge the condition will include a water usage calculator showing how the development will not exceed a total (internal and external) usage level of 110 litres per person per day.

- 33 With the exception of the Yarnbrook and West Ashton Relief Road, no development hereby approved shall commence until a scheme setting out a strategy for the control / removal of Himalayan balsam has been submitted to and approved in writing by the local planning authority. The scheme shall include a programme for the implementation of the strategy. The strategy shall be implemented in accordance with the approved scheme and programme.

REASON: In the interests of ecology and to ensure compliance with the Wildlife & Countryside Act 1981 (as amended).

- 34 **INFORMATIVE TO APPLICANT:**
The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and

**Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website
www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communitainfrastructurelevy.**

100 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.30 am - 1.10 pm)

The Officer who has produced these minutes is Kieran Elliott of Democratic Services, direct line 01225 718504, e-mail kieran.elliott@wiltshire.gov.uk

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