

<b>Date of Meeting</b>	24 February 2022
<b>Application Number</b>	21/02477/OUT
<b>Site Address</b>	Land North of Quakers Road and South of Parkfields, Devizes
<b>Proposal</b>	Residential development of up to 57 dwellings together with new vehicular accesses onto Parkfields and Quakers Road, parking, pedestrian links, areas of public open space and landscaping (outline application; details relating to access)
<b>Applicant</b>	The Police and Crime Commissioner for Wiltshire
<b>Town/Parish Council</b>	Devizes Town Council
<b>Electoral Division</b>	Bromham, Rowde & Roundway (Cllr Laura Mayes)
<b>Grid Ref</b>	401300 162100
<b>Type of application</b>	Outline
<b>Case Officer</b>	Andrew Guest

### Reason for application being considered by Committee

The application has been 'called-in' for determination by the Planning Committee by the Division Member, Cllr Laura Mayes. The reasons given are scale of development, visual impact upon the surrounding area, relationship to adjoining properties, design, environmental/highway impact and car parking.

#### 1. Purpose of report

To consider the application against the policies of the Development Plan and other material considerations, and the recommendation that planning permission be granted subject to first completion of a S106 agreement.

#### 2. Report Summary

The main considerations in this application are, firstly, the principle; and then detailed matters including highway safety, visual amenity, ecology, heritage impact, and residential amenity.

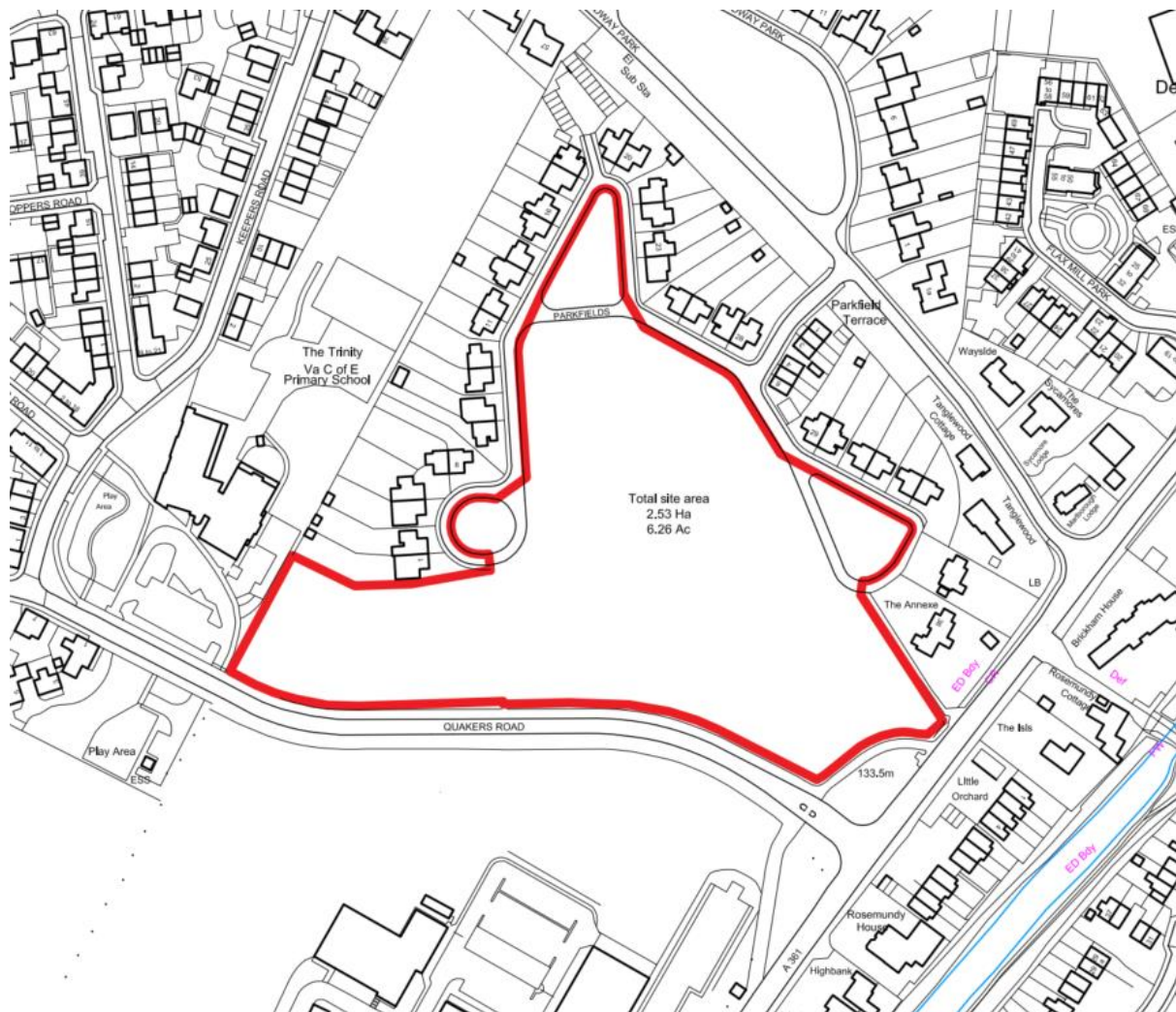
The application has been the subject of two rounds of public consultation. On both occasions Devizes Town Council has raised objections. The first consultation round generated 94 representations (all objections). The second consultation round generated 45 representations (all objections). All representations – first and second round – remain relevant to the determination of the application.

#### 3. Site description

The application site comprises c. 2.53 ha of mainly open land located on the north side of Devizes, within its defined 'Market Town' limits of development. The larger part of the site can

reasonably be described as an enclosed field, although with some central small tree groups and a hard-surfaced area on its east side (former tennis courts, long-term dis-used). On its north side the site also includes sections of Parkfields road, including three 'islands' of open space. The site is generally level.

To the south-east side of the site is London Road (A361). To the south side is Quakers Road, with the Wiltshire Police Headquarters beyond. To the south -west side is The Trinity Primary School. To the west, north and east sides is Parkfields road and a footpath link to London Road, with residential properties beyond. The site is enclosed by fencing and/or hedgerows with existing access gates from Parkfields.



In planning policy terms the site lies within the limits of development of Devizes 'Market Town'. The site has no specific land use designation.

#### 4. Relevant planning history

There is no relevant planning history.

Historically the application site formed an active part of the Wiltshire Police Headquarters campus, providing sports facilities and open space. The active use effectively ended when Quakers Road was constructed c. 15 years ago across the campus (to serve the Quakers

Walk development further to the west). It is understood that part of the site is now used for occasional police dog training.

## 5. Proposal

The proposal seeks outline planning permission for a residential development of up to 57 dwellings served by two vehicular access – one from Quakers Road and one from Parkfields – and further pedestrian accesses. All matters are reserved, except the accesses which are fully detailed.

30% of the dwellings would be affordable, with 60% of these being 'affordable rent' and 40% 'shared ownership'.

The Planning Statement accompanying the application adds the following –

*The development site is located in a sustainable location within walking and cycling distance to the centre of Devizes and with access to public transport (bus stops and routes) on London Road (A361) 130m from the site. Pedestrian and cycle links have been provided to north-south and east-west through the central 'green lung' taking account of a main badger sett which is located in the centre of the site which is proposed to be retained and protected.*

*On-site parking provision complies with the Council's adopted minimum parking standards: 1 parking space per one-bedroom property; 2 spaces per two or three bedroom property; 3 spaces per 4-bedroom property and a total of 0.2 unallocated visitor spaces per dwelling. In total, the development will provide 130 car parking spaces. An additional 73 cycle spaces will also be provided in the curtilage of each dwelling either within sheds or cycle stores.*

*It is proposed to widen the internal road within Parkfields .... to improve circulation and access. Additionally, the scheme includes a proposal to provide .... off street parking bays on the northern green for the existing residents of Parkfields, following feedback from residents and Devizes Town Council. Furthermore, in a number of locations across the proposed layout the tandem parking bays provided allow margins for larger vehicles to be parked off street.*

*The proposal is a landscape-led scheme informed by the retention of additional trees in the centre of the site which are important landscape features, some of which also benefit from Tree Preservation Orders. These have been retained within a 'green lung' of the public open space through the centre of the site, extending to almost three quarters of a hectare (almost a third of the site area). Landscaping and planting provision has been enhanced across the site with the public open spaces connected together.*



*Illustrative Layout Plan*

## 6. Planning Policy

Wiltshire Core Strategy –

- CP1 – Settlement Strategy
- CP2 – Delivery Strategy
- CP12 – Devizes Community Area
- CP43 – Providing Affordable Homes
- CP50 – Biodiversity and Geodiversity
- CP52 – Green Infrastructure
- CP55 – Air Quality
- CP57 – Ensuring High Quality Design and Place Shaping
- CP58 – Ensuring the Conservation of the Historic Environment
- CP61 – Transport and New Development
- CP64 – Demand Management
- CP67 – Flood Risk

Devizes Area Neighbourhood Plan –

- H1 – Strategic Policy Intent – Settlement Framework Boundary
- H2 – Strategic Policy Intent – Built Environment & Sustainability
- T1 – Strategic Policy Intent – Getting Around
- ESD1 – Strategic Policy Intent – Environment & Sustainability

## 7. Consultations

### Devizes Town Council: Objection

Response to initial submission –

*Devizes Town Council's Planning Committee objects to the planning application on the grounds that the data submitted in mitigation was out of date and did not reflect the current situation in the vicinity; there would be an unacceptable increase in traffic, due to data inaccuracies in what is already a busy area; the sustainability evidence request made during the consultation stage was not followed up, and which in the Town Council's opinion sets unacceptably low standards; and it is understood that the area was cited as a 'green lung' when the original Quakers Walk development was built as mitigation, and therefore it will be inappropriate now to remove that important feature.*

Response to second submission –

*This is to offer further detail to Devizes Town Council's objections given earlier, on the grounds of –*

- 1. No mitigation of the traffic impact on London Road – this is a hazardous area close to a pedestrian crossing, and any new building on the London Road A4361 requires new traffic impact mitigation measures;*
- 2. The impact on Parkfield Terrace resulting from reduced pavements following road widening, and what would remain an inadequate road. Any access would have to be limited to Quakers Road;*
- 3. Over-development of the area in general – the plans continue to propose too many houses;*
- 4. Impact on Air Quality is trivialised in the application – it is within the Air Quality Management Area, would contribute to poorer air quality and this needs to be addressed;*
- 5. Biodiversity impact mitigation is not credible – ie leaving a small strip of land for badgers. The building works and resulting development would inevitably cause great disturbance to the sett;*
- 6. No account has been taken of the high-water table in that area;*
- 7. Limited account has been taken of sustainability – it needs to be fully designed into the housing with a requirement for solar panels, electric car charging points, ground source heat pumps etc;*
- 8. Pending further discussions between PCC and Roundway councillors and residents.*

WC Archaeology: no objection, subject to conditions.

*The archaeological evaluation has established that the linear earthwork which crosses the site roughly east to west is modern in date, but overlies a substantial ditch that has likely medieval origins and is thought to be an element of a former Deer Park boundary (Pale). This ditch appears to have become re-used as a property boundary in the post-medieval period, before having a bank built over it at the end of the 19th century. The evaluation also recorded the remains of a post-medieval cottage in the far south east corner of the site.*

*The Archaeological Management Plan (AMP), prepared by Tetrattech, sets out a series of measures designed to preserve the former Deer Park Pale within the proposed re-development Masterplan and I am happy to endorse this plan in full. I note that the development will involve the construction of new housing at each end of the Park Pale and would ask that archaeological investigations are carried out within the footprints of the houses concerned ahead of development so that further sections across the medieval ditch can be recorded. I would also ask for the post-medieval cottage in the south east of the site be*

excavated ahead of development. The implementation of the AMP along with the archaeological excavations can be secured via two conditions to be attached to any planning permission that may be issued.

WC Drainage: no objection, subject to conditions.

WC Ecology: no objection, subject to condition.

*.... the site is not within, adjacent to any statutory or non-statutory designated site, or within the zone of influence for adverse effects on any such sites and that there are no known issues for any protected wildlife species within the local area.*

*Although the application site lies within the very edge of the Hampshire River Avon SAC Catchment, the sewer to which the site will connect has been confirmed by the applicant as Potterne Sewage Treatment Works (STW). Wessex Water have confirmed that flows from the site will go to Potterne STW, some 4km SW of the site. This STW discharges to the Semington Brook which is part of the Bristol Avon catchment. There can therefore be no potential impact on the Hampshire River Avon Special Area for Conservation (SAC) as a result of the development proposal.*

*.... reviewed the ecology reports by Applied Ecology Ltd., including Phase I Habitat Survey and Biodiversity Net Gain calculations and proposals. I am satisfied that a sufficient level of survey, following the recommended industry guidelines, has been undertaken to inform this application.*

*The current ecology of the site is of generally low importance, being mainly semi-improved grassland, scrub and tall ruderals, which in themselves are not notable and which offer very low function for biodiversity within the local area. Trees within the central part of the site and boundary hedgerows have slightly greater function but these will mostly be retained where possible. The proposed habitats set out for Biodiversity Net Gain (BNG) on the post-development habitat drawing at page 6 of the letter from Richard Dale of Applied Ecology, dated 29<sup>th</sup> October 2021, headed Re: Land North of Quakers Road, Devizes – Biodiversity Net Gain Assessment, will provide an increase in the habitat quality and connectivity within the site to benefit a range of wildlife species within the local area.*

*This plan should form a part of any permission you are minded to give this application and should be regarded as an Ecological Parameters Plan. Any subsequent REM application following this outline application (if permitted), should adhere to the parameters plan. Should the general layout be altered at REM, it will be necessary to re-assess the appropriateness and positioning of new habitats created, within the site boundary and if necessary, the metric calculation should be repeated to ensure that sufficient net gain of habitats and function of those habitats for the benefit of biodiversity is delivered within the final design.*

WC Education: no objection, subject to 'early years' financial contribution (7 places: £17,522 x 7 = £122,654).

WC Highways: no objection.

Transport Assessment conclusions agreed. Layout, including road widths, visibility splays and footways arrangements acceptable in final plans. Planning obligation required to implement 20mph scheme in new development and Parkfields.

Comments from Highways Transportation Section -

*There is an air quality management zone in Devizes but it is in the centre and this development isn't in it but its vehicular trips will potentially contribute to the poor air quality in the town centre. On that basis following required:-*

- A financial contribution towards implementing the Devizes LCWIP [Local Cycling and Walking Infrastructure Plan] should be sought to help encourage pedestrian and cycle trips to/from the site.*

WC Housing: no objection, subject to affordable housing provision via planning obligation.

*Should it be decided that this site is suitable for residential development, under Core Policy 43 (Providing Affordable Homes) of the Wiltshire Core Strategy an on-site affordable housing provision of 30% will be sought in this location. As this site is proposing 57 new homes, the on-site affordable housing requirement would be for 17 affordable homes of which we would seek 60% as affordable rented homes i.e. 10 homes and 40% as shared ownership homes i.e. 7 homes. The below property type and tenure mix will meet our affordable housing needs: -*

*Affordable Rented (10 homes) –*

*1 bed/2 person apartments = 2 apartments in a 'house-style' dwelling with the ground floor apartment to be built to M4(2) standard with a level access shower.*

*2 bed/4 person houses = 3 houses.*

*2 bed/3 person bungalows = 1 bungalow to be built to M4(2) standard with a level access shower.*

*3 bed/5 person houses = 3 houses.*

*4 bed/7 person houses = 1 house.*

*Shared Ownership (7 homes) –*

*5 x 2 bed/4 person houses.*

*2 x 3 bed/5 person houses.*

*Regard should be given to Core Policy 45 of Wiltshire Core Strategy which requires affordable housing to be well designed, ensuring a range of types, tenures and sizes of homes to meet identified affordable housing need in order to create mixed and balanced communities. On a proposed scheme of this size the affordable homes should be in at least 2 clusters to ensure a mixed, sustainable and inclusive community. Please note that in-curtilage parking is our preference for the affordable homes and is essential for the affordable homes which are to be provided to M4(2) Standard.*

*The Wiltshire Core Strategy specifies that affordable housing is expected to meet high standards of design, quality and should be visually indistinguishable from open market housing. In addition to complying with The Homes and Communities Agency's Design and Quality standards (or any other subsequent design guidance which may supersede); Wiltshire Council recommends, as a guide, that all affordable dwellings meet the minimum 85% NDSS space standards shown in the table below.*

Number of bedrooms	Number of bed spaces	NDSS			Minimum 85% NDSS		
		1 storey (sqm)	2 storey (sqm)	3 storey (sqm)	1 storey (sqm)	2 storey (sqm)	3 storey (sqm)
Studio	1p	39 (37)*			34 (32)*		
1b	2p	50	58		43	50	
2b	3p	61	70		52	60	
	4p	70	79		60	68	
3b	4p	74	84	90	63	72	77
	5p	86	93	99	74	80	85
	6p	95	102	108	81	87	92
4b	5p	90	97	103	77	83	88
	6p	99	106	112	85	91	96
	7p	108	115	121	92	98	103
	8p	117	124	130	100	106	111
5b	6p	103	110	116	88	94	99
	7p	112	119	125	96	102	107
	8p	121	128	134	103	109	114
6b	7p	116	123	129	99	105	110
	8p	125	132	138	107	113	118

*\*Where a one person flat has a shower room rather than a bathroom the floorspace may be reduced from 39 sqm to 37 sqm (NDSS) or from 34 sqm to 32 sqm (85% NDSS).*

*With regard to Wiltshire Core Policy CP46, where there is a housing need identified for Extra Care or adapted properties, these units will be sought within the affordable housing mix. Adapted units will be required to be built to Building Regulations M4 Category 2: Accessible and adaptable dwellings standards with ground floor units to be wheelchair accessible and provided with level access showers (rather than bathrooms) suitable for wheelchair users, and a ground floor bedroom with level access shower in 3 bed and 3+ bed houses. Based on current demonstrable need we can advise that within the 30% affordable housing contribution to be delivered on a nil subsidy basis at least 10% of these affordable homes i.e.2 affordable rented units (1 x 1 bed ground floor apartment and 1 x 2 bed bungalow) are required to be built to meet the specific needs of vulnerable and older people or those with disabilities. The applicant should ensure that the affordable homes to be built to M4(2) standard are located on a topography suitable for their intended use, taking into consideration the needs of future occupiers of these dwellings.*

*It is strongly recommended that the applicant makes contact with Registered Providers and Wiltshire Council's Residential Development Team as soon as possible in order to discuss the best option for the affordable dwellings, including an indication of transfer prices that can be expected. A list of Registered Providers who work in partnership with Wiltshire Council can be provided on request as can the contact details for Wiltshire Council's Residential Development Team.*



*Any affordable housing units agreed would need to be provided at nil subsidy, in perpetuity and transferred to a Registered Provider, approved by Wiltshire Council or to Wiltshire Council's Residential Development Team. Affordable housing will be secured via a S106 Agreement and the affordable homes will be nominated in line with the Council's current Allocation Policy and Procedures.*

WC Waste: no objection, subject to financial contribution towards waste collection containers via planning obligation (57 x £91 = £5,187).

Dorset and Wiltshire Fire & Rescue: comments

*In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements.*

*The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate. The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:*

- *Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010*
- *Recommendations to improve safety and reduce property loss in the event of fire*

Police Designing Out Crime Officer: comments

Relating to the parking between plots 14 and 15; being in the public open space and with a footpath running through, the cars parked in this area are liable to suffer crime and damage and the users are significantly less safe. Recommend that the homes which abut/front onto the public open space have defensible space at the side and front of the home, depending on the orientation, to prevent nuisance and damage.

Wessex Water: comments / advice

Wessex Water has assets (a public combined sewer) located within the site. This is subject to easements and/or the sewer will need to be diverted. The indicative layout is unacceptable for this reason. Informative.

Foul water drainage –

*Wessex Water will accommodate domestic type foul flows in the public foul sewer with connections made on a size for size basis, Developers fund the cost of connecting to the nearest 'size for size' sewer and Wessex Water will manage the sewer network to accommodate foul flows from granted development. We fund this through our infrastructure charging arrangements.*

*The point of connection to the public network is by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. ....*

*No surface water runoff or land drainage will be accepted into the foul sewer either directly or indirectly.*

## Surface Water Drainage –

*The applicant has undertaken soakaway testing which would indicate that soakaways are not viable at this location, therefore, they are proposing to discharge surface water runoff from the development to the public surface water sewer located on Quakers Road, the proposal includes on-line attenuation and flow control to limit the surface water runoff rate to 3.44 l/s for all storms up to and including the 1:100-year event plus climate change.*

*Wessex Water has no objections to this proposal; however, it should be noted that 3.44 l/s is the MAXIMUM flow rate acceptable for all storm events.*

*No surface water runoff or land drainage will be accepted into the public foul sewer either directly or indirectly.*

## Water Infrastructure –

*Wessex Water will provide a point of connection for new water mains to be laid into the development site, either through a Section 41 agreement or a self-lay arrangement. Developers may connect to our water network on a size for size basis at their cost and Wessex Water will undertake any network reinforcement that may be required to accommodate granted development, this is funded through our infrastructure charging arrangements. Upon grant of planning Wessex Water will undertake a modelling exercise to determine the impact on our network and manage any necessary improvements.*

## 8. Representations

The application was publicised via neighbour letters, site notices and newspaper advertisement.

The first consultation round generated 94 representations. The second consultation round generated 45 representations. All representations – first and second round – remain relevant to the determination of the application. All representations are objections.

### Summary of objections –

- Loss of vital green space ('green lung') in northern Devizes. Should be public open space or SANG. Will inevitably result in loss of the large trees; tree loss. Green lung intended to be retained as open area when Quakers Walk developed.
- Contrary to Devizes Area NP which aims to encourage brownfield development on smaller sites to satisfy Devizes' required housing targets. Also contrary to DANP in that proposal would contribute to out-commuting from Devizes for employment and put additional pressure on inadequate infrastructure. Site not allocated for housing in the DANP.
- Additional traffic in London Road and at London Road / Quakers Road junction, leading to congestion, particularly at peak times. TA data out of date.
- Parkfields and Roundway Park are inadequate to support additional traffic. Parkfield Terrace (entry road to Parkfields) is very narrow and has blind bends; proposed layout would introduce further blind bends within Parkfields. Widening Parkfields would lead to faster traffic speeds, increasing dangers – including to children who can presently play safely. Proposed parking lay-bys around islands in Parkfields are un-wanted, reducing size of these green spaces. Roundway Park has inadequate visibility splays with London Road. Additional on-street parking lead to more congestion/danger. Recent changes to Highway Code now material. Difficulties for emergency and refuse

vehicle access. All access should be via Quakers Road (if development is acceptable at all).

- Not sustainable development – households will still be dependent on cars.
- Impact of vehicle emissions in area with poor air quality.
- Poor design – over-development / too high density; bland massing of homogenous house types; relationships between proposed houses and existing houses in Parkfields unacceptable – inadequate consideration given to existing character of Parkfields, houses too close to Parkfields; 2.5 storey houses inappropriate; inadequate parking provision (and/or too small); inadequate back to back separations between houses; inadequate landscaping buffers on Parkfields side of site. Inadequate green energy solutions.
- Inadequate wider infrastructure in Devizes to support further development – doctors, dentists, school places, etc..
- Loss of outlook from properties in The Mews and Parkfields.
- Impact on active badgers sett. Site supports other wildlife – kites, buzzard, deer, bats, etc..
- Archaeology/history of site should be properly investigated/accommodated in proposed development (boundary between Devizes and Roundway, remains of historic cottages, etc.).
- Flooding – ground poorly drains in this area.
- Loss of privacy – overlooking of Parkfields which does not presently occur; loss of light; noise disturbance. Light pollution. Construction disturbance.
- Inadequate bird nesting provision (Salisbury & Wilton Swifts)

## 9. Planning issues

The main planning issues to be considered are, firstly, the principle of the proposal; and then, detailed matters, including impacts on highway safety, the character of the area / visual amenity, ecology, heritage assets, and residential amenity.

### Principle

Under the provisions of Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. At the current time the statutory development plan relevant to the proposal consists of the Wiltshire Core Strategy (WCS) (Adopted 2015), the 'saved' policies of the Kennet Local Plan 2011 (adopted 2004), and the Devizes Area Neighbourhood Plan ('made' 2015).

The application site lies within the defined limits of development of the 'Market Town' of Devizes. Under Core Policy 1 (Settlement Strategy') of the Wiltshire Core Strategy (WCS), Market Towns are defined as settlements that have the ability to support sustainable patterns of living through their current levels of facilities, services and employment opportunities. The policy continues that the Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities. Core Policy 2 ('Delivery Strategy') compliments Core Policy 1, stating that within the limits of development there is "... a presumption in favour of sustainable development at the .... Market Towns ...".

Turning to the Devizes Area Neighbourhood Plan (NP), its 'Housing Objective' is that all new housing must be built within the existing settlement framework boundary or within a zone extending 1600m from the town centre – equivalent to a 20 minute walk. Accordingly, Policy

H1 ('Settlement Framework Boundary') states that for the purposes of the NP the Settlement Framework Boundary equates to the limits of development set out in Core Policy 2 of the WCS. Policy H1 continues – "Development will be graduated from the town centre towards the edge of the settlement framework boundary with higher densities towards the centre and lower densities around the fringe".

Policy H2 of the NP – relating to Built Environment and Sustainability – states that all proposals for residential development on the allocated sites (under Policy H3) "... and on any other sites within the limits of development ..." should ensure that the development would be truly sustainable. In particular, such proposals should –

- *Be limited to clusters of no more than 65 dwellings.*
- *Demonstrate that access to health, education, retail and leisure facilities has been designed in such a way as to minimise dependence on the private car.*
- *Be designed so as to be related to the character of the surrounding area.*
- *Wherever practicable, contribute to the regeneration of the built environment in those areas of the settlement that would benefit.*
- *Enhance the public realm and connect the green infrastructure of the settlement thus positively contributing to its development.*

Policy H3 of the NP – relating to Site Specific Allocations – sets out lists of allocated sites to meet the requirement for housing based upon the position at 1 April 2014.

Based on the above, it is evident that the proposal the subject of this planning application complies with both the Wiltshire Core Strategy and the Devizes Area Neighbourhood Plan as a matter of principle. Notwithstanding that the site is not listed under NP Policy H3, it is an "other site within the limits of development", and so satisfies this basic requirement of the Plans. It is not relevant that the site is not specifically allocated for development in the Plans; it is relevant that it is not allocated for any other purpose. Fundamentally, in the context of the Development Plan this location for residential development comprises acceptable, sustainable development as a matter of principle.

The detailed criteria set out in NP Policy H2 and other policies of the WCS is considered in the following sections of the report. However, on the first criterion of H2 – which limits housing proposals to up to 65 units – the proposal is compliant, being for up to 57.

#### Matters of detail

Highway safety –

Core Policy 57 of the WCS seeks to ensure that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible. Core Policy 61 requires new development to be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. The policy further requires new development to be capable of being served by safe access to the highway network. Core Policy 64 expects the residential parking standards to be applied.

The detailed access points to the site are to be approved as part of the outline proposal. Two vehicular accesses are proposed – one from Quakers Road (shown on the illustrative layout to serve 24 of the dwellings) and the other from Parkfields (to serve 33 dwellings). Four pedestrian accesses are also shown, and driveway accesses to a number of the houses fronting Parkfields. Detailed improvements to Parkfields are proposed – notably the widening

of sections of its carriageway to 5.0m. Lay-by parking is also provided around parts of the edges of two of the Parkfields 'island' open spaces.

The application is accompanied by a Transport Assessment which assesses the sustainability credential of the proposal and the impact of its additional traffic on the existing highway network. On sustainability, the TA concludes the following –

*There are footways and street lighting present on all roads within the vicinity of the development site enabling good connectivity to public transport services as well as local goods and services. The nearest bus stop is 130m from the site on London Road, equating to a 2-minute walk. Devizes Town Centre is walkable from the site along London Road or via the existing PROW on Quaker Walk within a 1.5km walk, equating to 18 minutes.*

*On Quakers Road there are shared cycle footways on both sides of the carriageway. On London Road there are on-road cycleways on both sides of the carriageway, running approximately 300m south of the junction with Quakers Road and up to the junction with Windsor Drive northbound.*

*The proposed development is located within close proximity to bus stops on the A361, approximately 130m east of the site. These stops (Police HQ stop) are provided with shelters, seating and timetable information. Further bus stops can be found approximately 250m northwest of the site on Keepers Road and approximately 640m southeast of the site on London Road (A361) at Canal Bridge.*

*The development site is located within a sustainable location – within walking and cycling distance to public transport stops and routes, as well as other core facilities and amenities. The sustainable location of the site close to the centre of Devizes will help minimise car trips to and from the proposed development.*

On traffic generation the TA concludes the following –

*In order to undertake a robust assessment previously agreed trip rates taken from planning application (ref:16/05341/OUT) have been used. These were for are for privately owned houses and it is considered they would generate higher levels of vehicle movements compared with mixed/affordable housing which is the proposal for this Site. The proposed development would generate 8 arrivals and 20 departures in the AM peak, providing a total of 28 movements. Whilst in the PM peak the proposed residential units would generate 17 arrivals and 11 departures, giving a total of 28 movements.*

*Junction assessments for the Quakers Road/London Road and Roundway Park/London Road junctions have been undertaken in PICADY. The assessment results show that the junctions operate well within capacity under both the existing conditions and for future conditions with development flows added. Thus, the proposed development will have a minimal impact on the two main access junctions and surrounding highway network.*

*In percentage impact terms, there would be an increase of 0.8% in traffic during the AM Peak and PM peak on the junction between Roundway Park and A361 London Road due to the development. Similarly, at the junction between Quakers Road and A361 London Road there would be an increase of 1.2% in traffic during both the AM and PM peak period due to the development. Both these increases are considered to be minimal.*

The TA further states that car parking provision in the development would be in accordance with Wiltshire Council's adopted standards.

The conclusions of the TA are agreed by the WC Highways Engineer. In terms of its location, the site is sustainable being relatively close (certainly within walking distance) to Devizes town centre, and close to existing amenities, including schools, open spaces, bus stops, etc..

In terms of traffic generation, the proposal – which is for a relatively low number of dwellings within the urban context – would not have a significant effect on existing roads and junctions which have capacity. To enhance the already safe cul-de-sac environment of Parkfields, some carriageway widening is proposed, and the applicant has agreed to fund the provision of a 20mph zone hereabouts. Notwithstanding concerns raised in some third-party representations, the Highways Officer is satisfied that the limited levels of additional traffic generated by the development would not lead to danger to users of Parkfields, Parkfield Mews or Roundway, including where existing carriageways are relatively narrow.

Overall, and in the context of the National Planning Policy Framework, it is not considered that an objection to this proposal could be sustained on highway grounds as there is no demonstrably unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe.

Area character and visual amenity –

Core Policy 57 of the WCS expects new development to make a positive contribution to the character of Wiltshire by, notably, requiring it to retain and enhance existing important landscaping and natural features in order to enhance biodiversity, create wildlife and recreational corridors, and effectively integrate development into its setting. The policy also requires new development to respond positively to existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate into its setting. More generally the policy requires new development to make efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to its immediate setting and to the wider character of the area.

Policy H2 of the Devizes Area Neighbourhood Plan requires, in particular, new development to enhance the public realm and connect the green infrastructure of the settlement thus positively contributing to its development.

The application is for outline planning permission with all matters reserved except access. It follows that the detailed layout of the development and the detailed design of the houses are not known at this time. But this said, the application is accompanied by a Design and Access Statement (D&AS) which sets out 'Design Principles' and parameters for the planned development. The D&AS includes a 'Design principles site plan' which adds detail to the illustrative masterplan – notably it shows the proposed 'green lung' through the centre of the site, the access routes through the site, and the storey height parameters of the houses. The latter are indicated to be between 1 and 2.5 stories.

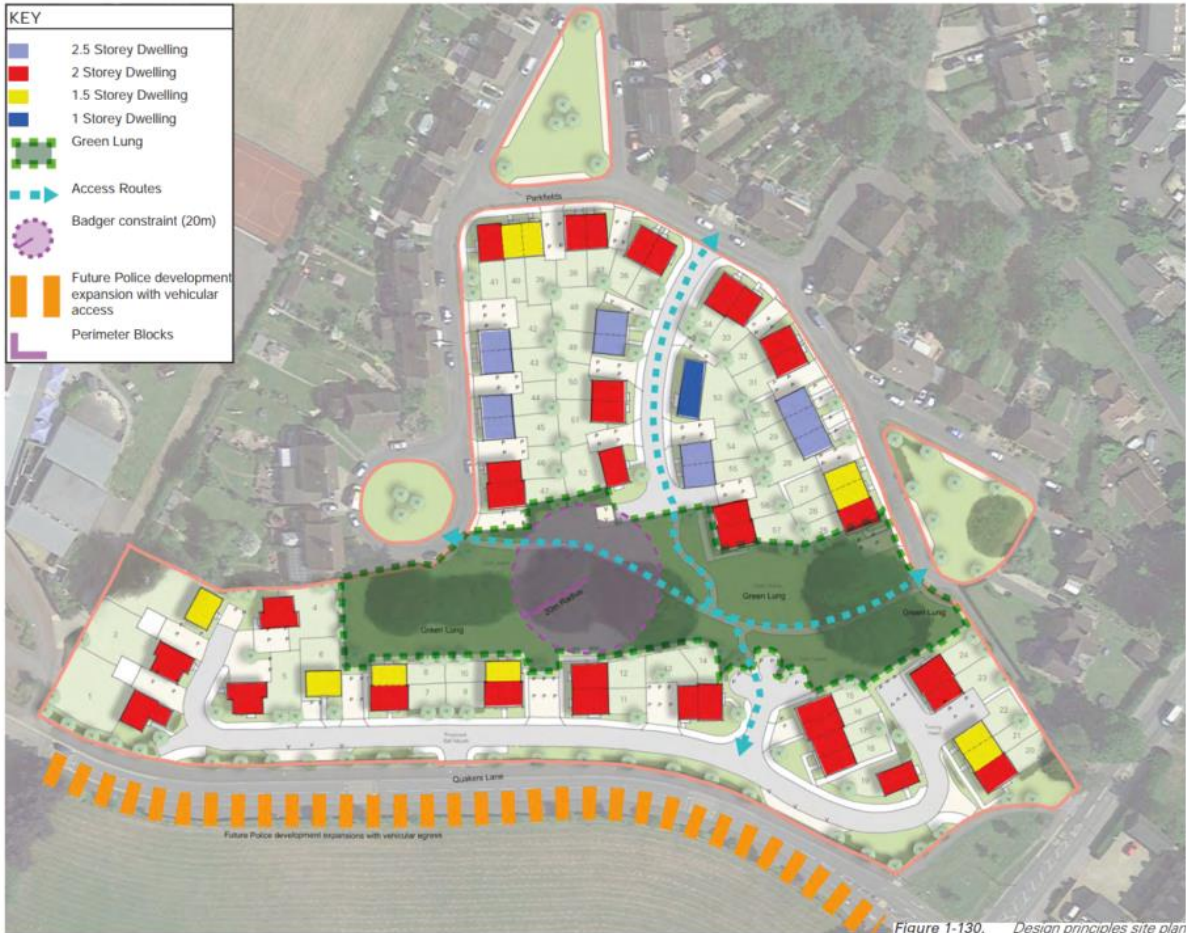


Figure 1-130. Design principles site plan

### Design Principles Site Plan

Overall the proposals set out in the D&AS and on the Design Principles Site Plan are considered to be acceptable, demonstrating that a development of 57 units can be accommodated on the site without appearing at odds with the character of the wider area. Where constraints within the site are known – notably, the larger trees and a badger sett – these are accommodated within the illustrative layout.

Proposed density would be c. 35 dph (excluding the green lung and other open spaces) which is slightly higher than Parkfields but lower than the Quakers Walk development. 35 dph is towards the lower end of usual current density expectations, but is considered appropriate in this instance, striking the right balance between safeguarding the character of the area and making efficient use of the land, in accordance with the expectations of the National Planning Policy Framework. The proposed mainly detached and semi-detached houses are also considered to be in-keeping with the character of the wider area, notably Parkfields which itself supports mainly semi-detached houses.

Building heights at between 1 and 2.5 stories are considered appropriate in the context of Parkfields in particular, where the majority of the existing houses are 2 stories. The detailed design of the houses, and how this would impact on established development, is a matter for later reserved matters applications.

The Design Principles Site Plan shows the 'green lung' through the centre of the site which would provide an element of informal public open space whilst at the same time safeguarding

the badgers sett and a number of established and large trees. This is considered in more detail in following sections of the report.

Overall the illustrative proposals with the application demonstrate that a development of up to 57 dwellings can be accommodated on the site without causing harm to the character and appearance of the immediate or wider areas, in accordance with the Development Plan policies.

#### Ecology –

Core Policy 50 of the WCS requires development proposals to demonstrate how they will protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features will be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long term. The policy also requires new development to seek opportunities to enhance biodiversity.

The application is accompanied by an Ecological Report and a Biodiversity Net Gain Assessment. The conclusion to the Ecological Report states the following –

*The Site was dominated by species-poor grassland of low relative nature conservation and biodiversity value that does not present an overriding constraint future development.*

*In terms of protected species, the main development constraint is the confirmed presence of a main badger sett within the Site. Given there is no real opportunity to move the sett to an undeveloped location that is well connected to wider open countryside, it will be necessary to try and retain and protect the sett within a surrounding 20m radius of undeveloped land, and retain on and off-site access for badgers from the sett. Badgers from the sett will need to cross new minor roads within the development, but these are not likely to pose a significant hazard provided vehicle speeds are suitably controlled and no physical barriers to badger movement are created.*

*The masterplan has been designed to retain the sett with a stand-off around the sett entrance tunnels such that housing construction is highly unlikely to result in any indirect damage as a result of excessive ground vibration. A footpath is, however, proposed that occurs close to the sett and this would need to be constructed in a manner that minimises disturbance to the sett – something that may necessitate relocation of the path further north away from the sett. Safe badger access to off-site land to the east is also retained within the masterplan along an undeveloped green corridor that incorporates a well-used badger path from the sett to the eastern boundary of the Site.*

*It is recommended that a badger protection plan detailing how the badgers and the on-Site sett should be retained and protected during site clearance, construction and development operation is prepared alongside detailed development design.*

*The replacement of the existing grassland with buildings, hard standings, gardens, and the introduction of street lighting will inevitably see a decline in the number of bats species using the Site for foraging purposes. While this cannot be compensated within the Site, measures should be put in place to ensure that retained habitats are kept free of artificial lighting at night, and opportunity for building roosting bats provided within new buildings within the Site.*



The Report makes a number of recommendations to safeguard the badger sett and to retain the 'green lung' as a dark corridor (for the benefit of nocturnal wildlife, including bats).

The Biodiversity Net Gain Assessment calculates that the proposal will achieve net gain for wildlife. This is as a consequence of the proposal changing the larger part of the site from poor semi-improved neutral grassland to a combination of gardens, shrub planted areas, new meadow grasslands and overseeded meadow grasslands, and through the retention of the scrub (the protected badger sett area) hedgerows and trees.

The WC Ecologist agrees with both the conclusions of the Ecology Report and the Biodiversity Net Gain Assessment. The proposal will protect features of nature conservation value and achieve net gain for biodiversity, as required by Core Policy 50.

Residential amenity –

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

The application is for outline planning permission with all matters reserved except access. It follows that the layout and design of the houses, and how they will relate to established development, cannot be assessed at this time. But this said, comfort can be taken from the illustrative layout with the application which shows houses sufficiently separated from established development to ensure residential amenity should not be adversely affected.

Some third parties have referred to changes in, or loss of, outlook from existing properties. There can be no right to a view across private land, and so this does not amount to a sustainable reason to object to development. The intended scale of the development – 1 to 2.5 stories – and the sufficient separation between proposed and existing buildings should ensure no loss of light or overshadowing.

During the construction stage disturbance is a potential concern. However, as this is likely to be short-lived, and as to a greater extent it can be controlled and enforced by a Construction Management Plan, it does not amount to a sustainable reason for declining the development.

Other matters –

On heritage assets, the only close-by listed building is Marlborough Lodge and its associated gate posts at the entrance to Roundway. However, it is separated from the application site by intervening later housing, and consequently it would not be affected by the proposals. In terms of the NPPF tests the impact of the proposal on Marlborough Lodge would be neutral.

The site is partly occupied by part of an historic deer park pale. This is largely contained within the proposed green lung. But as either end falls within the indicated development area the WC Archaeologist requires archaeological investigation. The same principle applies to the site of a medieval cottage. Conditions are recommended by the Archaeologist accordingly.

On land drainage, the application is accompanied by a Flood Risk Assessment and Drainage Strategy. This notes that the site is in Environment Agency Flood Zone 1, and so is assessed as having a very low risk of flooding from all sources. This said, on-site infiltration testing has

shown that the bedrock geology is not conducive to discharging surface water run-off to the ground. In view of this the FRA and Drainage Strategy states the following –

*Construction of the building driveways, roads and footways through the development site will introduce impermeable areas to the site. This will increase surface water runoff in the area which will need to be managed. In view of this, a drainage strategy for the site has been developed. In summary:*

- *The site has an area of approximately 22,600m<sup>2</sup>. The development will cover 37% of the site with impermeable surfaces. Runoff from these surfaces requires management so as to reduce flows leaving the site.*
- *Surface water runoff from the new highway (for which adoption will be sought), and driveways, will be collected using traditional pipe and gully system. This will discharge to an existing surface water sewer underneath Quakers Road at a maximum rate of 3.44l/s, as agreed with the LLFA and Wessex Water, who own and maintain the sewer.*
- *Foul water drainage arising from the development will connect to existing combined sewers located underneath the A361 and Parkfields will be required.*

*The existing and proposed flood risk and drainage regimes of the site have been assessed. It has been found that the development has a very low or low risk of flooding from all sources and does not increase the risk of flooding to other properties. A comprehensive and sustainable drainage strategy has been developed to manage surface water and foul drainage post-development. It has been demonstrated that both can be managed efficiently and in-line with local and national guidance. In lieu of this, outline planning permission sought for this development should be granted.*

Both the WC Drainage Engineer and Wessex Water have agreed this drainage strategy, and accordingly raise no objections.

Regarding recreation provision, the proposal includes an element of informal open space (the 'green lung') which satisfies this requirement. Within close proximity to the site is an established children's play area which would serve the proposed development. A number of third-party representations suggest that the site should be used in its entirety as a public park; some representations suggest that it was intended for the land to remain open as part of the Quakers Walk development. There is no planning policy reason for the site to be used as a public park, and no more general reason why the landowner should release it for such a purpose. It is presently private, enclosed land; the proposal includes the opening-up of part of the land as informal public amenity space (the green lung) which will allow greater access to it than at present. There is no record in the planning files relating to Quakers Walk suggesting that the land was intended to remain open and/or to become a park.

Parts of Devizes town centre are within an Air Quality Management Area. Core Policy 55 of the WCS relating to air quality requires development proposals, by virtue of their scale, nature or location which are likely to exacerbate existing areas of poor air quality, to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity. Mitigation measures may include possible traffic management or highway improvements, abatement technology, traffic routing and site management or highway improvements.

The application is supported by an Air Quality Assessment, which concludes the following –

*The air quality impacts associated with the operation of the proposed residential development at land north of Quakers Road, Devizes, SN10 2FH have been assessed.*

*Concentrations have been modelled at 11 existing receptors, at a proposed dwelling and at the application site boundary closest to London Road, representing locations where the impacts are expected to be greatest.*

*It is concluded that concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> will remain below the AQALs at the receptors in 2024, whether the scheme is developed or not, and the impacts will be negligible.*

*The air quality assessment undertaken is considered a worst-case assessment as it assumes that all vehicles generated by the proposed development will be powered by petrol or diesel. It should however be noted that the proposals will provide EV charging points at each property and this coupled with Government Policy on petrol and diesel vehicles being phased out in future years will mean that the emissions produced by vehicle trips from the proposed development will be lower than that assessed.*

*The overall operational air quality impacts are judged to be insignificant. This conclusion is based on the impacts all being described as negligible and total concentrations being below the air quality objectives at existing and new receptors.*

*The air quality effects of the development have been assessed and found to be insignificant. There should be no constraints to the development of the site, with regard to air quality, as the proposed development is consistent with the relevant parts of:*

- the NPPF; and*
- Core Policy 55 of the Wiltshire Core Strategy.*

The conclusions that the impacts of the development on air quality are generally agreed. In view of the site's proximity to the town centre it can reasonably be assumed that occupiers of the houses will to a certain extent walk to the town centre or use the accessible public transport. This said, they will also to a certain extent travel by car, and so contribute in some way to the air quality concerns however insignificant this may be. Accordingly – and in the context of LAQM and EPUK guidance which states “*Even where the effect is judged to be insignificant, consideration should be given to the application of good design and good practice measures*” – the WC Transportation Team requires a financial contribution towards measures to further disincentivise car travel. A Travel Plan is also required, to be informed by the Framework Travel Plan which accompanies the planning application. These are matter for the planning obligation in the event of planning permission being given.

At the present time Wiltshire Council is unable to demonstrate a 5 year land supply across the county as a whole. In a recent appeal relating to a site in Malmesbury the Inspector concluded that the supply is c. 4.41 years. When a Council is unable to demonstrate a 5 year land supply the relevant housing delivery policies of the Core Strategy must be considered out-of-date, and in accordance with paragraph 11(d) of the NPPF planning permissions should be granted unless the policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole.

In this case the benefits of granting planning permission – namely, the provision of housing, including affordable housing, in a sustainable location within the confines of a Market Town – where there would be no demonstrable adverse impacts (in terms of amenity, highway safety, ecology, heritage, etc.) mean that significant weight should be given to the present housing supply position.

Planning obligation –

Core Policy 3 of the WCS requires all new development to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from proposed development. In this case this infrastructure comprises affordable housing (30% provision in accordance with Core Policy 43), a financial contribution towards ‘early years’ education provision within the locality, a financial contribution towards the cost of introducing a 20mph zone in Parkfields and Roundway including the related TRO, financial contributions towards Air Quality Management measures (incentives to use alternatives to the car), and a financial contribution towards waste collection containers.

## **10. Conclusion –**

The proposal is for a residential development within a residential part of the Market Town of Devizes. It complies with both the Settlement and Delivery Strategies of the Wiltshire Core Strategy and the relevant policies of the Devizes Area Neighbourhood Plan which allow such developments in this location. Although in outline form, the application provides sufficient information to demonstrate that the quantum of planned development can fit on the site without harm to the character of the area or amenity in general. Statutory and expert consultees have confirmed that matters of acknowledged importance – included highway safety, ecology, heritage, drainage and air quality – would not be adversely affected by the proposal. As a consequence approval is recommended, subject to first completion of a S106 agreement.

## **RECOMMENDATION**

**That subject to first completion of a S106 agreement within 6 months of the resolution date, the Head of Development Management be authorised to grant planning permission, subject to conditions.**

**The Section 106 will cover the following matters –**

- **Affordable housing – 30% provision;**
- **Education – financial contribution towards ‘early years’ provision - £122,654;**
- **Highways –**
  - **Financial contribution towards costs associated with introducing a 20mph zone in Parkfield, Parkfield Terrace and Roundway - £6,000;**
  - **Travel Plan and any associated financial contributions;**
  - **Financial contribution towards implementing the Devizes LCWIP for air quality improvement;**
- **Waste – financial contribution towards costs of waste collection containers - £5,187**

**The planning conditions are as follows –**

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.

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 approved shall make provision for the following –

(i) Up to 57 dwellings; and

(ii) Approximately 0.75 ha of open space to be located centrally within the site (the 'green lung').

'The scale of the development', 'the layout of the development', 'the external appearance of the development' and the 'landscaping of the development' (as to be submitted under condition no. 2) shall accommodate all of the above substantially in accordance with the 'Indicative Coloured Site plan Constraints Diagram' (0202B), the 'Indicative Coloured Site Plan' (0201C), the 'Post developments habitats' plan forming part of the Biodiversity Net Gains Assessment by Applied Ecology Ltd, the 'Landscape Proposals' sheets 1 to 4 (PR123429-11), the 'Soft Landscape Specification' by ACD Environmental dated 23/09/2021, and the 'Design & Access Statement' by Ridge dated 11/2021.

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

INFORMATIVE: The 'Post-developments habitats' plan forming part of the Biodiversity Net Gains Assessment by Applied Ecology Ltd, the 'Landscape Proposals' sheets 1 to 4 (PR123429-11) and the 'Soft Landscape Specification' by ACD Environmental dated 23/09/2021 form the 'ecological parameters' for the approved development and so should be carried forward to the reserved matters applications. In the event that changes to the layout are made then a further metric calculation for biodiversity net gain will be required to ensure that a comparable volume of biodiversity net gain is deliverable within the site.

5. 'The means of access' to the site (which for the purposes of this condition includes all planned improvements and works to Parkfield) shall be constructed substantially in accordance with the following drawings:
  - 0201C dated 20/10/2021 (Indicative Coloured Site Plan)
  - 1101 dated 20/10/2021 (Parkfield Highway Improvements [including lay-bys])
  - 1102 dated 20/10/2021 (Quakers Road with Copenhagen Crossing)
  - 0001 Visibility Splays of Accesses and Private Drives) dated 24/08/2021

The Parkfield Highway Improvements shall be completed prior to the first occupation of any of the new dwellings to be accessed from Parkfield or in accordance with a programme to be first agreed in writing with the local planning authority.

REASON: To clarify the extent and detail of the means of access, and to ensure its proper and timely delivery in the interests of highway safety.

6. No development shall commence within the application site until:
  - a) A written programme of archaeological excavation, which should include on-site work and offsite work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority;
  - b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of matters of archaeological interest identified by the archaeological evaluation of the site.

7. Throughout the construction phase the 'Construction Phase' actions for archaeology set out in the 'Action Plan' in the Archaeological Management Plan by Tetra Tech dated 11/2021 shall be fully implemented by the developer/contractors. During the operational phase the 'Operational Phase' actions set out in the 'Action Plan' shall also be implemented by the developer/contractors with, where necessary, details of matters including the residents' information packs and the public information board being first agreed in writing with the local planning authority.

REASON: To enable the preservation of the former Deer Park Pale within the landscape of the proposed development which was identified by the Archaeological Evaluation accompanying the application as an important heritage asset.

8. The development shall be carried out strictly in accordance with the recommendations of the Ecology Report by Applied Ecology Ltd dated 02/2021, and where necessary the reserved matters applications will be informed by the Ecology Report's requirements, notably in relation to accommodating the badgers, providing nocturnal dark wildlife corridors and achieving biodiversity enhancement.

With regard to biodiversity enhancement, the reserved matters for the planned buildings will make provision for at least ten enclosed bat boxes and at least ten swift bricks. These boxes and bricks will be erected/constructed as approved prior to first occupation of the buildings.

REASON: In the interests of both protecting and enhancing the wildlife interests of the site.

9. The development shall be carried out strictly in accordance with the drainage strategy set out in the Flood Risk Assessment and Drainage Strategy by Ridge dated 21/10/2021.

In support of the reserved matters application(s), full hydraulic modelling will be required taking into account an increase in impermeability as a result of new built development (in line with LASOO guidance). The MADD factor in the hydraulic modelling will need to be set to 0m<sup>3</sup>/ha in the detailed hydraulic calculations to ensure that the on-site attenuation storage is not overestimated. The hydraulic modelling should then inform the detailed design of the development.

REASON: To ensure satisfactory drainage of the site in accordance with good planning.

10. No demolition, site clearance or development shall commence on site, and; no equipment, machinery or materials shall be brought on to site for the purpose of development, 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 first occupation or the completion of the development, whichever is the later].

REASON: To enable the Local Planning Authority to ensure the retention of trees on the site in the interests of visual amenity.

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

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

12. No part of the development shall be first occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas (other than small, privately owned, domestic gardens) has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure the proper management of the landscaped areas in the interests of visual amenity.

13. The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

14. No individual dwelling shall be first occupied until the access, turning area and parking spaces for that dwelling have been completed in accordance with the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.



15. All visibility splays shall be provided strictly in accordance with the details shown on the 'Visibility Splays of Accesses and Private Drives' drawing (no. 0001 dated 24/08/2021). The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety.

16. No development shall commence on site until details of the proposed ground floor slab levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels details.

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

17. Other than works relating to archaeology and to make the site secure, no development shall commence on site, until a Construction Method Statement - which shall include the following:

- a) the access for construction traffic (which should be from Quakers Road only);
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust and dirt during construction;
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
  - i) measures for the protection of the natural environment;
  - j) hours of construction, including deliveries (where works and operations are audible at the site boundary the working hours should be limited to between 08:00 and 18:00 on Mondays to Fridays, 08:00 and 13:00 on Saturdays, and at no time on Sundays or Bank holidays) -

- has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: 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.

18. INFORMATIVE: 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].
19. INFORMATIVE: 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.&nbs>
20. INFORMATIVE: The applicant's attention is drawn to the response to the application from Wessex Water, and in particular the reference to Wessex Water assets within the site and the related easements.