

REPORT FOR EASTERN AREA PLANNING COMMITTEE

Date of Meeting	24 th March 2022
Application Numbers	PL/2021/11715 (Plot 1) PL/2021/11714 (Plot 2)
Site Address	Plot 1 & Plot 2, 72 West Winds, Netherstreet, Bromham, SN15 2DP
Plot 1 Proposal	Demolition of bungalow and replacement with 1 detached dwelling and associated works to include change of use of land to form extended residential curtilage.
Plot 2 Proposal	Demolition of bungalow and replacement with 1 detached dwelling and associated works to include change of use of land to form extended residential curtilage.
Applicant	Mr & Mrs M Butler
Parish Council	Bromham Parish Council
Electoral Division	Bromham, Rowde & Roundway
Type of applications	Plot 1 - Full Planning Permission Plot 2 - Full Planning Permission
Case Officer	Nick Clark

Reason for the applications being considered by Committee

The applications are before the Eastern Area Planning Committee at the request of Councillor Mayes for the committee to consider the scale of the development, the visual impact on the surrounding area, the relationship with adjoining properties and the design, bulk, height and general appearance of the development and car parking, along with the change of use of agricultural land to provide adequate gardens and the precedent that it would set.

1. Purpose of Report

This report addresses 2 separate but neighbouring applications on what is currently a single plot occupied by the bungalow at 72 Netherstreet. The applications need to be assessed and decided individually, but as they are inherently linked and share common considerations they are addressed together in this report.

The purpose of the report is to assess the merits of the proposals against the policies of the development plan and other material considerations, and the recommendation on balance that both applications should be approved.

2. Report Summary

The redevelopment (and enlargement) of the combined site for 2 dwellings is contrary to the development plan but was previously accepted in principle in the granting of outline consent reference PL/2021/04596. That application however did not include any details of the proposed dwellings.

This report concerns the two separate applications for full planning permission, each concerning half of the site considered previously.

Individually these applications represent a one-for-one replacement of the existing dwelling, the principle of which is in accordance with the development plan and supportable subject to impacts.

The acceptability of the principle of development of the two plots together remains contrary to the development plan, and the assessment of the combined applications rests on the 'planning balance' between the benefits and adverse impacts of the development, considering the design, scale and layout of the development detailed in the 2 applications.

The report concludes that individually the impact of each development is acceptable and thus supportable.

Considering the combined 2 applications, it is also concluded that the benefits of the development are not significantly and demonstrably outweighed by the adverse impacts. Both applications are recommended accordingly for approval subject to conditions.

3. Site Description

Netherstreet is a linear settlement of dwellings set to the east of the village of Bromham.



The bungalow West Winds (No. 72) lies within a ribbon of housing to the east side of the street and is a modest mid-20th century bungalow. It is set in a plot of 32 metres width, with very limited garden depth to the rear.



Parking and garden space are thus to the side of the bungalow.

To the rear is open farmland. No. 76 is the neighbouring property to the north, on which permission has also recently been granted for an additional detached dwelling as indicated here as 76a (although development has not started):



The applicants also own neighbouring land (and the neighbouring property) to the south and east as outlined in blue. This is not part of the application sites.

4. Relevant Planning History

PL/2021/04596	Outline application for demolition of bungalow and replacement with 2 no. detached dwellings and associated works to include change of use of land to form extended residential curtilage.	Approved (all matters reserved)
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5. The proposals

The applications now divide the site into 'Plot 1' and 'Plot 2' and each seek full planning permission for development of a 2-storey detached 4-bedroom dwelling, with attached double garaging to the front with home office above.

The design of both dwellings is substantially the same but with each plot oppositely handed such that the dwelling on Plot 2 mirrors the layout and form of the dwelling on Plot 1.

The dwellings would be of brick/ painted brick construction under a slate roof, with horizontal timber boarding for the garage walls and the side walls of the rear gabled projection.

Windows proposed are blue-painted metallic 'crittall' windows. The vaulted glazing in the rear gable projections would be oak-framed.

Both proposals have been slightly amended during the course of consideration, principally in terms of the height of the forward garaging being reduced from c. 6.0m to 5.36m by a reduction in the roof pitch, eg on Plot 2 (but similar on Plot 1):

Original drawing

Revised drawing

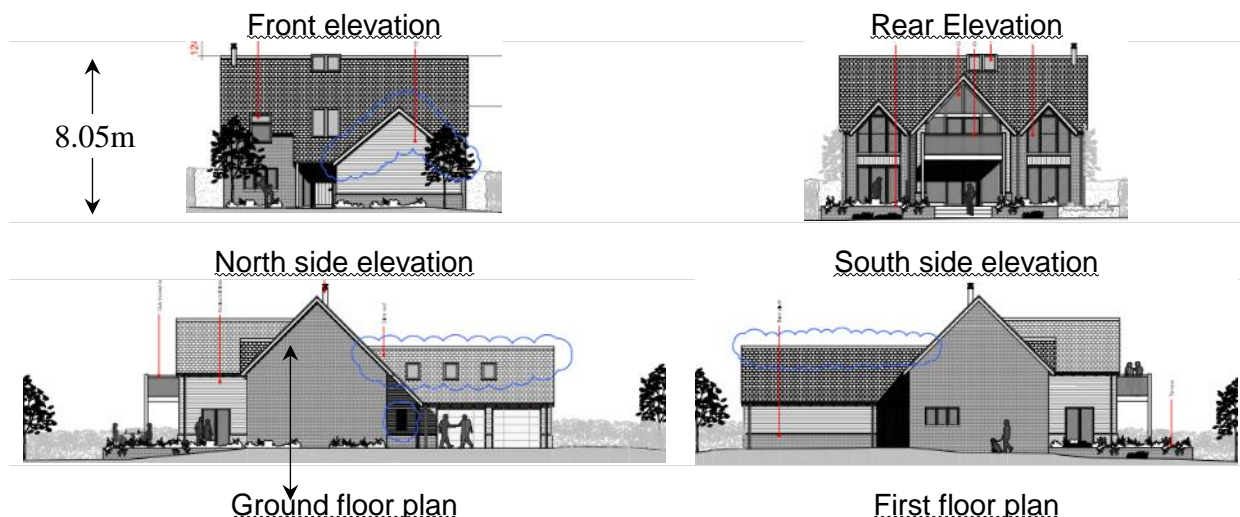


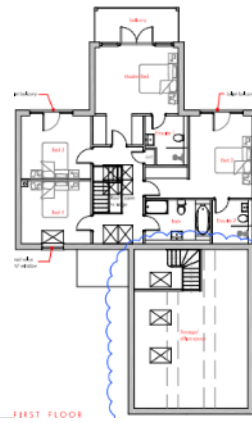
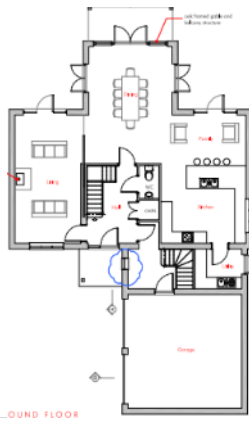
(side elevation)

Further revisions corrected an incorrectly annotated building height on the drawings.

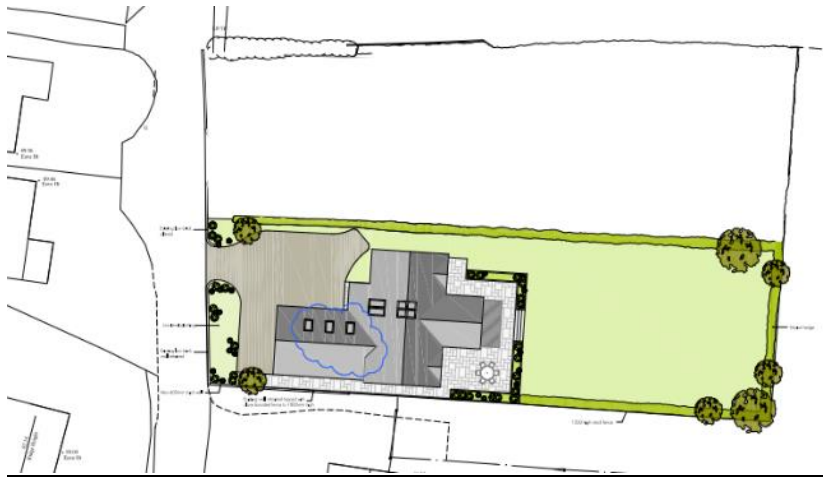
Plot 1 – final drawings and details (PL/2021/11715):

Location Plan	LOC_1969-RM-PLAN 1 Plot 1.dwg
Proposed plans sections & elevations	P1-rev C_1969-RM-PLAN1 PLOT1 A.dwg
Proposed plans sections & elevations	P2-rev B_1969-RM-PLAN1 PLOT1 A.dwg
Protected Species Survey	
Planning Statement	
Application form	





Site Plan



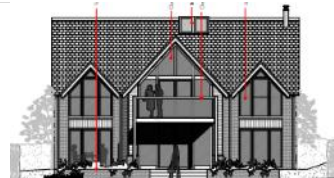
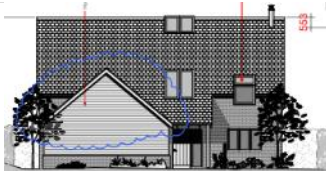
Plot 2 – final drawings and details (PL/2021/11714):

Location Plan	LOC_1969-RM-PLAN 1 Plot 2.dwg
Proposed plans sections & elevations	P1-rev C_1969-RM-PLAN1 PLOT 2A.dwg
Proposed plans sections & elevations	P2-rev B_1969-RM-PLAN1 PLOT 2A.dwg
Protected Species Survey	
Planning Statement	
Application form	

Front elevation

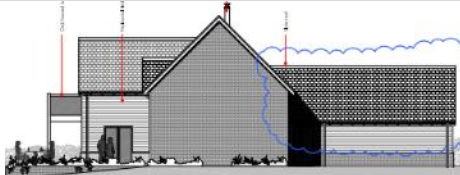
Rear Elevation

8.05m



North side elevation

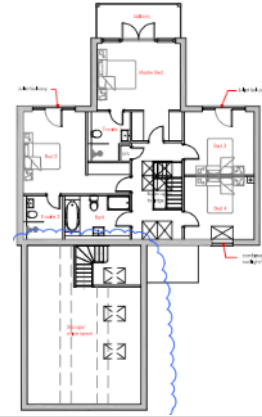
South side elevation



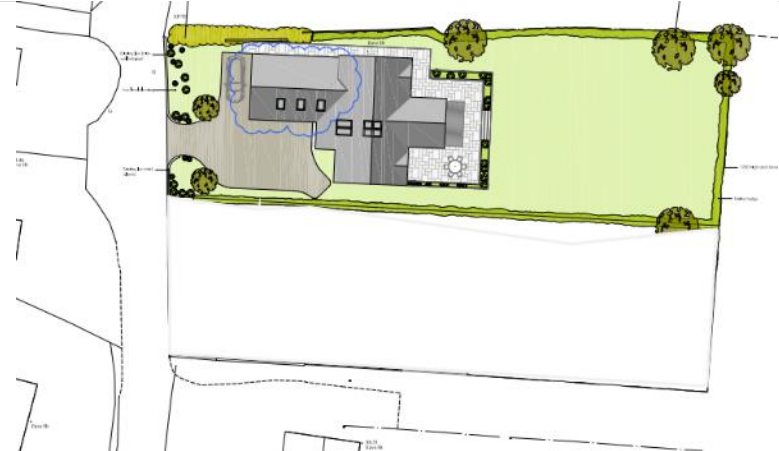
Ground floor plan



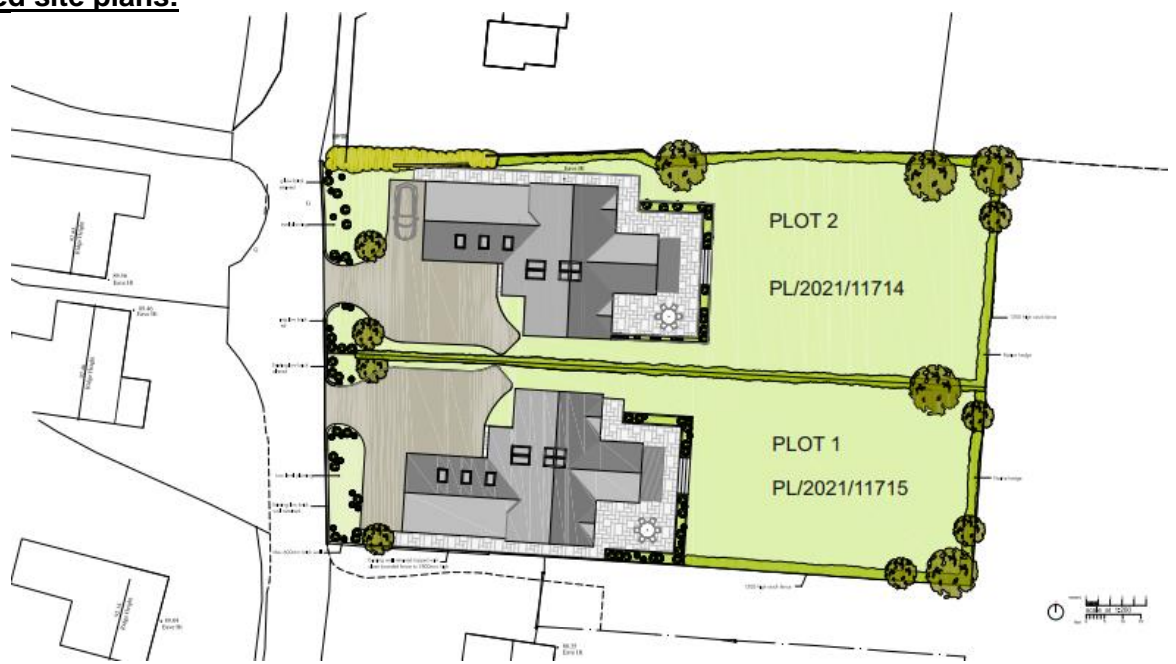
First floor plan



Site Plan



Combined site plans:



Combined street scene elevation



6. Local Planning Policy

[Wiltshire Core Strategy](#)

SPATIAL VISION

CP1	Settlement strategy
CP2	Delivery strategy

AREA STRATEGIES

CP12	Devizes Area Strategy
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DELIVERING THE SPATIAL OBJECTIVES: CORE POLICIES

CP50	Biodiversity and geodiversity
CP51	Landscape
CP57	Ensuring high quality design and place shaping
CP64	Demand management
CP67	Flood risk

[Kennet Local Plan \(saved policy\)](#)

HC25	Replacement of existing dwellings
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Other policies and guidance

[National Planning Policy Framework](#) (revised 20th July 2021)

[Planning Practice Guidance \(national\)](#)

7. Plot 1 - Summary of consultation responses (PL/2021/11715)

Bromham Parish Council:	No objection
Wiltshire Council Archaeology:	No objection
Wiltshire Council Highways:	No objection. Suggested conditions.
Local residents:	<p>10 objections received, raising principally:</p> <ul style="list-style-type: none"> • Conflict with the development plan – out of settlement • Traffic and highway safety concerns • Suburbanising impact & ‘overdevelopment’ • Disproportionate massing and scale, out of keeping and dominating the character of the street • Larger than all neighbouring properties • Prominent front 1½ storey garaging • Impact on local infrastructure • Precedent for further development, eg to the rear • Affordability

- Neighbouring privacy
- Neighbouring light loss
- Construction disturbance

8. Plot 2 - Summary of consultation responses (PL/2021/11714)

Bromham Parish Council:	No objection
Wiltshire Council Highways:	No objection. Suggested conditions.
Wiltshire Council Archaeology:	No objection
Local residents:	<p>10 objections received raising principally:</p> <ul style="list-style-type: none"> • Conflict with the development plan – out of settlement • Traffic and highway safety concerns • Suburbanising impact & ‘overdevelopment’ • Disproportionate height, massing and scale, out of keeping and dominating the character of the street • Larger than all neighbouring properties • Prominent front 1½ storey garaging • Impact on local infrastructure • Precedent for further development, eg to the rear • Affordability • Neighbouring privacy • Neighbouring light loss • Construction disturbance • Parking concerns

8. Publicity

The applications were both subject to direct consultation with immediate neighbours and statutory consultees.

9. Planning Considerations

Legislation requires that all planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

9.1 THE PRINCIPLE OF DEVELOPMENT

Considering each application in isolation as a replacement for the existing dwelling; this is accepted in principle under the ‘replacement dwellings’ policy of the development plan subject to impacts.

Considering the two applications together however, the principle of a net increase of one dwelling on the combined site, outside any recognised settlement, is contrary to the development plan. The development of two dwellings should thus be refused unless material considerations warrant otherwise.

Material considerations that previously supported the granting of outline consent for 2 dwellings, were the lack of demonstrable 5 year housing land supply within Wiltshire, together with the varied character and history of development along Netherstreet.

The shortfall in the 5 year housing land supply remains, and in accordance with para. 11 of the National Planning Policy Framework (NPPF) (so far as is relevant) planning permission should

be granted unless 'any adverse impacts ... **would significantly and demonstrably outweigh the benefits**' when assessed against the policies of the NPPF as a whole.

In short this requires a balancing exercise between adverse impacts and benefits, with the balance tilted in favour of approval. This 'planning balance' is considered in section 12 of this report with reference to the impacts and issues considered in turn below.

9.2 IMPACT ON THE CHARACTER OF NETHERSTREET

Core Policy 57 requires a high standard of design that is complementary to the locality through responding to the local context in terms of (amongst other things) building layouts, built form, height, mass, scale, building line and plot size.

Housing along Netherstreet is varied, with little characterisation of the area in terms of the period, design and layout development, and with varying plot widths and depths and spacing between neighbouring dwellings.

Plot 1

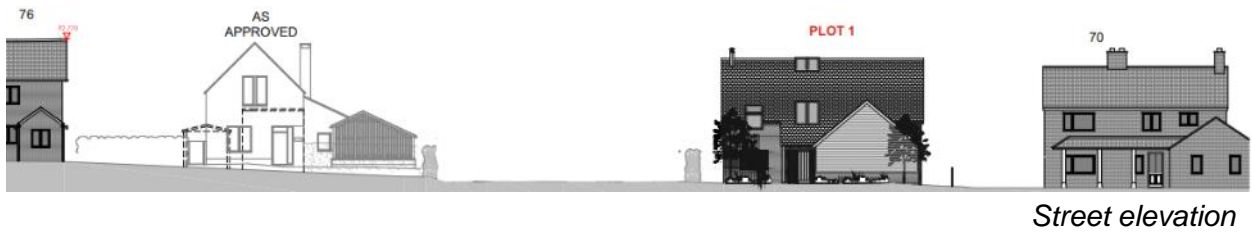
To the south of Plot 1 is a pair detached dwellings (No's 68 & 70) allowed on appeal in 1977

They are 2-storey with a linear core form, but with forward projecting garaging:



The dwelling on Plot 1 (and Plot 2) would similarly be of 2 storeys set parallel to the street, and with forward garaging.

The proposed garaging would be of larger footprint than those at No. 68 & 70 to meet modern parking standards and also to accommodate a staircase. The garages would be 1½ storeys also rather than single storey, so as to accommodate a home office in the loft space above, with a resulting increase in the height and bulk of the forward roofing. This element of the design in particular has attracted criticism from a number of respondents and the height of garaging has been reduced in revised plans so as now to be c. 0.75m taller than the neighbouring garages.



Street elevation

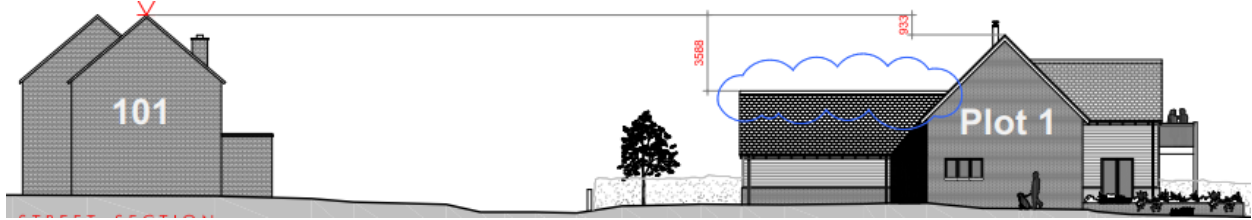
In terms of the main roof height, the dwelling on Plot 1 would be c. 250mm taller than the neighbouring dwelling at No. 70, and with changing ground levels the roof would stand 513mm higher than that at No. 70.

The footprint of the dwelling on Plot 1 (Plot 2 also) would be c.170m² as opposed to c.145m² next door at No. 70 and 164.5m² at No. 68.



The building would maintain good physical and visual separation from No. 70 however due to the field access track running between the properties.

Properties on the opposite side of the street are on higher ground and the provided cross-section drawings show that the height of the dwelling on Plot 1 would be 933mm below that of No. 101 on the west side of the street:



Cross section across the street facing north

Within Netherstreet the dwelling on Plot 1 would nonetheless be larger in footprint and height than the neighbouring property at No. 70, but within the wide variety of housing along Netherstreet it is concluded that this would not impact on the character of the street to a degree that would support refusal of the application.

Plot 2

Currently to the north of Plot 1 is the garden space associated with No. 76, but on which permission has recently been granted for a detached dwelling as shown in the 'street elevation' drawing below. Development of the dwelling has not started.

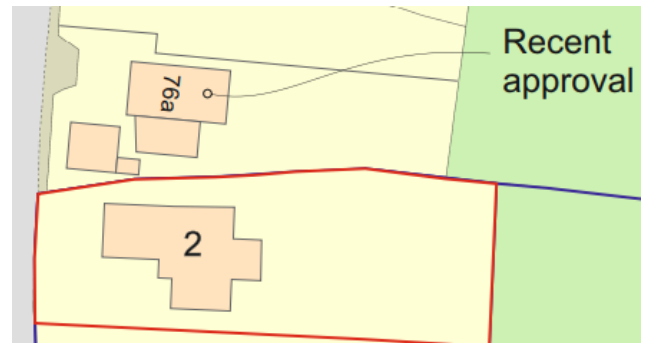


Street elevation

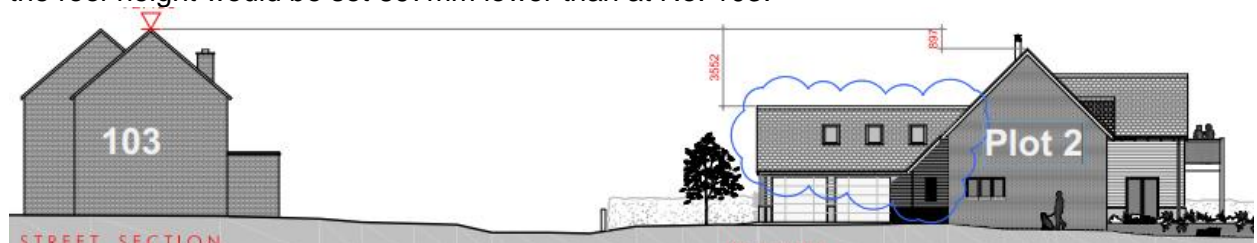
The roof height of the dwelling on Plot 2 would be 1.207m lower than that at No. 76, and around 0.95m lower than the height of the roof of the 'as approved' dwelling.

There is good visual and physical separation with the dwelling at No. 76, and there would be reasonable 3m separation with the dwelling/ garage approved but not yet built on that site. The neighbouring approved garage would be relatively low level; and this would ensure a degree of openness within the streetscene between the properties.

The neighbouring garage approved to the north would be set c. 4.5m closer to the street than the garage proposed on Plot 2.



In relation to No. 103 on the opposite side of the street, the section drawing provided shows that the roof height would be set 897mm lower than at No. 103:



Cross section across the street facing north

In consideration of the above it is concluded that the dwelling on Plot 2 similarly would not materially impact on the character of Netherstreet so as to warrant refusal.

Plot 1 & Plot 2 combined

The combined impact of both developments also needs to be considered.

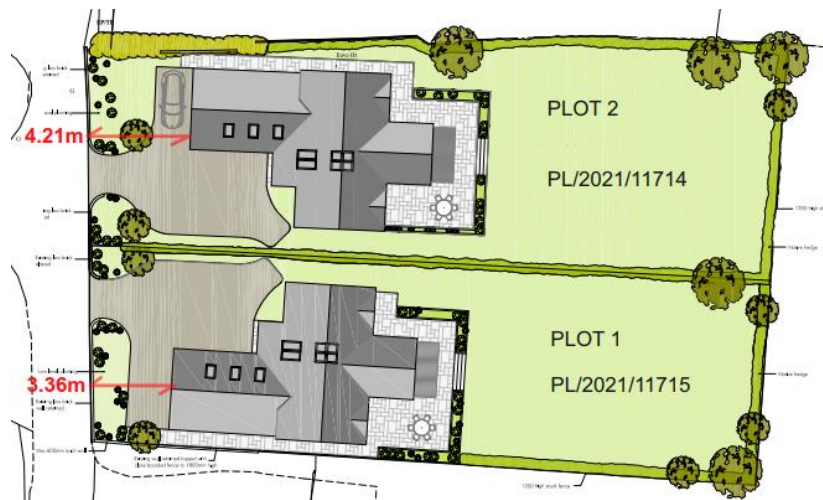
Again however the development of both plots would be stepped behind the garage approved to the north, and otherwise are broadly in-line with the dwellings and garages at No's 68 & 70 to the south. There would be 4m physical and visual separation between the 2 proposed dwellings that would maintain a good degree of openness within the streetscene comparable to the separation between dwellings elsewhere along the street such as No's 101 & 103 on the opposite side of the street.





Street elevation

In respect of the streetscene, the overall height, width and massing at the core of the dwellings would be comparable to nearby dwellings. The principal difference is in terms of the increased height of the 1½ storey attached front garaging. They would however be stepped back from the street by 3.36m (Plot 1) and 4.21m (Plot 2) and with landscaping proposed also to the front it is concluded that in combination the dwellings would not materially impact on the character of the street.



9.3 IMPACT ON THE CHARACTER OF NETHERSTREET VIEWED FROM THE SURROUNDING COUNTRYSIDE

To the rear, the development would be most clearly visible from an evidently well-used village public footpath (Bromham Footpath 55) (see map in section 3 above):



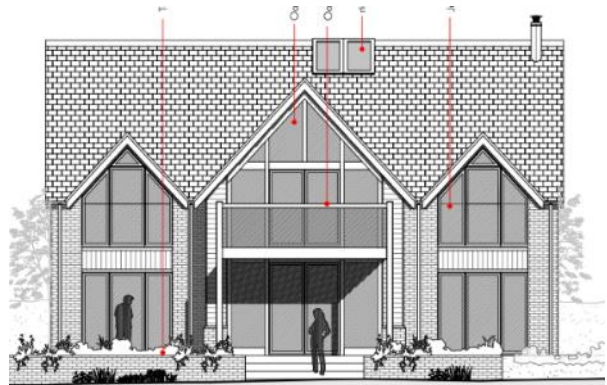
View towards the rear of the site from Bromham Footpath 55

There would be longer views from the elevated ground at Beacon Hill c. 1.4km to the east and the many public rights of way also crossing land to the east.

To the south of the site, No's 68 and 70 are of a simple form to the rear. No. 78 to the north however has a large modern rear extension with extensive glazing.

Plot 1

The rear elevation of Plot 1 (& Plot 2) would include a 3.7m deep rear gabled projection with resulting increased roof bulk, and full height glazing to the rear, as well as a first-floor glazed balcony. As such it would appear bulkier and more prominent than the immediately neighbouring properties. It would however be viewed within the context of the wide variety of development along Netherstreet including (as with No. 78) some examples prominent rear glazing.



The visual impact of the rear gabled projection would be softened by it being clad with timber boarding on the side elevations, with the vaulted glazing and balcony being oak-framed.

In this context it is concluded that the incremental nature of the impact on the rural character of Netherstreet when viewed from the surrounding countryside would not support refusal of the application.

Plot 2

Plot 2 is closer to views from the footpath but at the same time, would relate more closely to the position of the glazed rear extension at No. 78 such that there would not be any material impact on the character and appearance of the area viewed from the footpaths and open countryside to the east of Netherstreet.

Plot 1 & Plot 2 combined



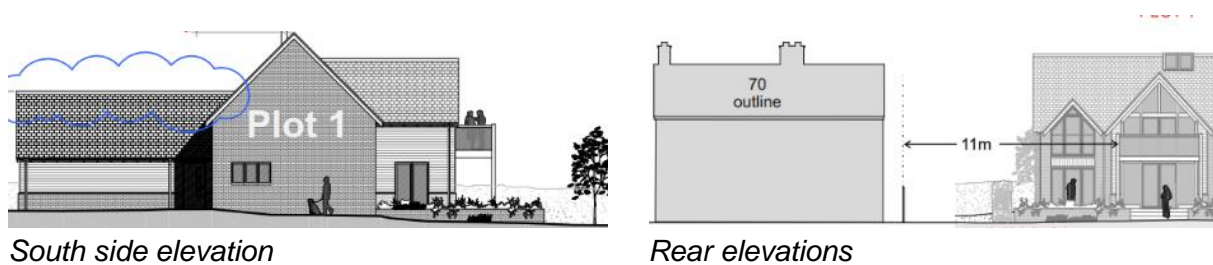
There would be a loss of the current 'openness' of the combined sites but the development would maintain good physical and visual separation from neighbouring dwellings as well as reasonable visual separation between the two plots themselves. The combination of the 2 developments would be viewed from the surrounding countryside in the context of the varied ribbon development along the length of Netherstreet and whilst the dwellings would doubtless have a visual impact, it is concluded that in combination they would not materially impact on the character of the area as experienced in angles of view from the countryside to the east.

9.4 RESIDENTIAL AMENITIES

As an aspect of design quality, Core Policy 57 requires proposals to have regard to the impacts on residential amenities.

No. 70 Netherstreet

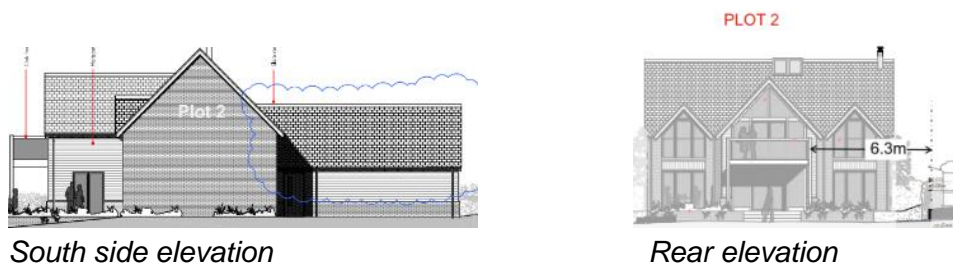
Facing towards No. 70 the Plot 1 dwelling would not have any first-floor side windows:



The first floor rear balcony would offer views towards the rear garden at No. 70, but this would be at a distance of 11m from the garden boundary at No. 70 such that on balance the potential for overlooking would not have a material impact in terms of privacy.

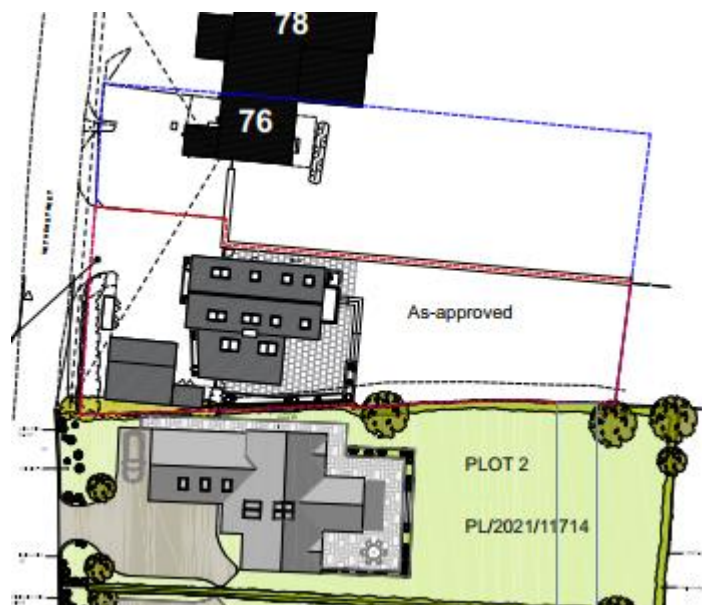
No. 76 Netherstreet

Facing towards No. 76, Plot 2 similarly offers no first side windows. The rear balcony would be closer to the rear garden boundary with No. 76 at a distance of 6.3m, but the dwelling is set in a wide plot such any overlooking from the balcony would not materially impact on the amenities of the occupiers.



Additional dwelling approved at No. 76 Netherstreet

Whilst yet to be built, permission has been granted for a new dwelling set relatively close to the boundary with Plot 2. The dwelling approved also includes a first floor balcony, which is similarly close to the boundary with Plot 2. As such it is concluded that there would not be any material impact in terms of the privacy of the approved dwelling.



Properties on the opposite side of Netherstreet (principally No's 101 & 103)

The proposed dwellings would be sufficiently distanced from opposite properties such that any impacts in terms of intervisibility and light loss would not have the potential to materially impact on residential amenity.

9.5 ACCESSIBILITY AND HIGHWAY SAFETY

Both developments would be served by their own vehicular access from the highway. The Highway Officer raises no objections in this respect and recommends conditions to secure a suitable standard of access and visibility and to prevent surface water run-off onto the highway.

Parking provision would be in accordance with adopted standards.

A number of respondents raise concern regarding the introduction of additional vehicle movements along Netherstreet. This was considered in the recent outline planning application however, and in consideration of the 56 residential properties along the street, the vehicle movements associated with a single additional dwelling was accepted.

9.6 SUSTAINABILITY OF THE LOCATION

Core Policy 61 requires that new development should be located so as to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As noted at outline stage, the proposals together (ie the increase from 1 to 2 dwelling) introduce some conflict with Core Policy 61. This is diluted to some extent by the advice of the Framework but there would nonetheless be an impact that needs to be considered in the overall planning balance.

9.7 DRAINAGE AND FLOOD RISK

The application identifies that surface water drainage would use sustainable drainage measures, including the use of soakaways. There is no reason to consider that this will not be feasible in

this location and conditions on both applications are recommended accordingly to require approval and implementation of drainage measures prior to occupation of the development.

9.8 ECOLOGY

Conditions to secure bat roosting and bird nesting facilities in accordance with the previous outline permission would be in accordance with Core Policy 50 and the requirements for biodiversity net gain.

9.9 ARCHAEOLOGY

The Council's archaeologist is satisfied that groundworks associated with the development is unlikely to expose any unrecorded archaeological features on the site and thus raises no objection to the proposal and does not consider that any conditions in respect of archaeology are required.

9.10 PRECEDENT FOR FUTURE BACKLAND DEVELOPMENT AND LOSS OF FARMLAND

The previous outline approval accepted the principle of extending the gardens to provide rear gardens for the properties. Some objections again refer to the possibility of further applications to develop agricultural land to the rear of the application sites. Approval of the developments however would not set any precedent for later development to the rear. Concerns in this respect are thus unfounded and would not support refusal of the applications. Any future proposal would require planning permission and would be assessed against the development plan policies in place at that time.

9.11 DRAFT BROMHAM NEIGHBOURHOOD PLAN

The Bromham Neighbourhood Plan remains at a very early stage of preparation and cannot be afforded any weight in planning decisions at present.

10. PLOT 1 - CONCLUSION (reference PL/2021/11715)

The principle of the erection of a dwelling on Plot 1 alone as a replacement for the existing dwelling is acceptable in principle subject to impacts. As identified in the assessment above, the impacts of a dwelling on Plot 1 are considered acceptable. On its own, the application is thus recommended for approval subject to the conditions set out below.

11. PLOT 2 - CONCLUSION (reference PL/2021/11714)

The principle of the erection of a dwelling on Plot 2 alone as a replacement for the existing dwelling is also acceptable in principle subject to impacts. As identified in the assessment above, the impacts of a dwelling on Plot 1 are considered acceptable. On its own, the application is thus recommended for approval subject to the conditions set out below.

12. PLOTS 1 & 2 COMBINED - PLANNING BALANCE & CONCLUSIONS

The principle of the erection of two dwellings on the combined plot is contrary to the development plan. Given the current shortfall in housing land supply however, and in accordance with the

National Planning Policy Framework, permission should be granted unless the adverse impacts significantly and demonstrably outweigh the benefits.

The benefits

These remain as considered in the recent outline application.

The provision of an additional dwelling is a limited but nonetheless significant benefit given the shortfall in housing land supply and the government objective 'of significantly boosting the supply of homes' as set out in the NPPF.

The development would also result in economic benefits during both the construction and occupation of the development, with potential benefit to the viability of rural services and facilities within the local area of Bromham.

In terms of housing density, the development would also make more efficient use of the land, and both dwellings would be constructed to modern standards of efficiency.

Adverse impacts

As also identified in the outline application, there would be an adverse impact in terms of the likely heavy reliance on private motor transport for the additional dwellinghouse. There would also be a loss of productive farmland.

Additional impacts now to be considered are those arising from the detail of the dwellings proposed.

The assessment above concludes that whilst there would doubtless be impacts arising from the development of the 2 dwellings together, there would be no material level of harm warranting refusal of the two applications.

Should members of the committee disagree on the balance of harm and benefits of the development however, it must be borne in mind that in order for either or both permissions to be refused, it would need to be shown that the adverse impacts of granting permission would both significantly and demonstrably outweigh the benefits of the development.

For the reasons above however both applications are recommended as follows:

PLOT 1 RECOMMENDATION: CONDITIONAL APPROVAL (PL/2021/11715)

PLOT 2 RECOMMENDATION: CONDITIONAL APPROVAL (PL/2021/11714)

Recommended conditions for Plot 1 and Plot 2 are set out in turn below:

Plot 1 Recommended Conditions – Application reference PL/2021/11715

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 drawings and details:

Location Plan	LOC_1969-RM-PLAN 1 Plot 1.dwg
Proposed plans sections & elevations	P1-rev C_1969-RM-PLAN1 PLOT1 A.dwg
Proposed plans sections & elevations	P2-rev B_1969-RM-PLAN1 PLOT1 A.dwg
Protected Species Survey	

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

3. i) No development (including works of demolition) shall commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority.
- ii) The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the construction phase of the development.
- iii) It shall include details of the following:
- a) arrangements for lorries delivering to and collecting from the site,
 - b) hours of working (including deliveries and collection of demolition waste),
 - c) the loading and unloading of equipment and materials, and
 - d) provision on the site for storage of materials and parking of construction staff and contractor vehicles.
- iv) The demolition and construction work will be carried out fully in accordance with the so-approved Construction Management Plan at all times.

REASON: In the interests of neighbouring amenities and highway safety.

4. i) Demolition works shall be carried out in full accordance with recommendations of Section 5 of the approved Protected Species Survey report (21 Apr 2021).
- ii) The dwellings shall not be first occupied until bat roosting and bird nesting facilities have been incorporated in the development in accordance with details first to have been submitted to and approved in writing by the local planning authority; such details to be in accordance with the recommendations of the approved Protected Species Survey report (21 Apr 2021).

REASON

In the interests of biodiversity.

5. i) No development of the dwelling above ground floor slab level shall commence until full details of the materials and finishes to be used for the external walls and roofs have been submitted to and approved in writing by the local planning authority.
- ii) The development shall not be carried out other than in full accordance with the so-approved details.

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

6. i) Prior to commencement of construction of the new dwelling there shall have been submitted to and approved in writing by the local planning authority full details of a surface water drainage scheme and maintenance requirements to be implemented on the site in respect of all buildings and new or replacement areas of hard standing.
- ii) There shall be no occupation of the development until the so-approved drainage scheme has been implemented in full.
- iii) The drainage scheme shall thereafter be maintained in accordance with approved details.

REASON

In the interests of controlling flood risk and highway safety.

INFORMATIVE

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For the suggested soakaways, the information to be submitted under this condition must include:

- Ground investigations and infiltration testing in line with the requirements of the BRE Digest 365 and undertaken by a competent contractor are required to assess the feasibility of the proposed surface water drainage strategy.
- Sizing calculations, construction details and a maintenance plan.

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7. i) Prior to commencement of the development above ground floor slab level there shall have been submitted to and approved in writing by the local planning authority a scheme of hard and soft landscaping, the details of which shall include:
- a) all hard and soft surfacing materials,
 - b) means of enclosure, (including details of any existing fencing to be retained),
 - c) a detailed planting plan and specification showing all plant species, supply and planting sizes and planting densities,
- ii) All so-approved planting shall be carried out no later than the first planting and seeding season following the first occupation of either building or the substantial completion of the development whichever is the sooner.
- iii) All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock.
- iv) 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.
- v) All hard landscaping shall also be carried out in accordance with the approved details prior to the first occupation of the dwelling 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.

8. i) The development hereby permitted shall not be first brought into use until the area between the nearside carriageway edge and a line drawn 2.4m parallel thereto over the entire site frontage has been cleared of any obstruction to visibility at and above a height of 600mm above the nearside carriageway level.

ii) The above frontage visibility margin shall be maintained as such at all times thereafter.

REASON: In the interests of highway safety.

9. i) The development hereby permitted shall not be first occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel).

ii) The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

INFORMATIVE

The surfacing of the access must be in accordance with the details of hard landscaping and surface water drainage to be approved under the conditions above.

10. Prior to first occupation of the dwelling hereby permitted, or within 3 months of the substantial completion of the development (whichever is the sooner) all the existing buildings on site shall have been permanently demolished and removed from the site, the neighbouring site and other land shown on the approved drawings as being within the applicants' control.

REASON: In the interests of the character and appearance of the area and neighbouring amenities.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no window, dormer window or roof light shall be inserted above ground floor ceiling level in the south elevation of the development hereby permitted.

REASON: In the interests of residential amenity and privacy.

INFORMATIVE

The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will 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. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

Plot 2 Recommended Conditions – Application reference PL/2021/11714

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 drawings and details:

Location Plan	LOC_1969-RM-PLAN 1 Plot 1.dwg
Proposed plans sections & elevations	P1-rev C_1969-RM-PLAN1 PLOT 2A.dwg
Proposed plans sections & elevations	P2-rev B_1969-RM-PLAN1 PLOT 2A.dwg
Protected Species Survey	

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

3. i) No development (including works of demolition) shall commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority.

ii) The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the construction phase of the development.

iii) It shall include details of the following:

- a) arrangements for lorries delivering to and collecting from the site,
- b) hours of working (including deliveries and collection of demolition waste),
- c) the loading and unloading of equipment and materials, and
- d) provision on the site for storage of materials and parking of construction staff and contractor vehicles.

iv) The demolition and construction work will be carried out fully in accordance with the so-approved Construction Management Plan at all times.

REASON: In the interests of neighbouring amenities and highway safety.

4. i) Demolition works shall be carried out in full accordance with recommendations of Section 5 of the approved Protected Species Survey report (21 Apr 2021).

ii) The dwelling shall not be first occupied until bat roosting and bird nesting facilities have been incorporated in the development in accordance with details first to have been submitted to and approved in writing by the local planning authority; such details to be in accordance with the recommendations of the approved Protected Species Survey report (21 Apr 2021).

REASON

In the interests of biodiversity.

5. i) No development of the dwelling shall commence above ground floor slab level until full details of the materials and finishes to be used for the external walls and roofs have been submitted to and approved in writing by the local planning authority.
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ii) The development shall not be carried out other than in full accordance with the so-approved details.

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

6. i) Prior to commencement of construction of the new dwelling there shall have been submitted to and approved in writing by the local planning authority full details of a surface water drainage scheme and maintenance requirements to be implemented on the site in respect of all buildings and new or replacement areas of hard standing.

ii) There shall be no occupation of the development until the so-approved drainage scheme has been implemented in full.

iii) The drainage scheme shall thereafter be maintained in accordance with approved details.

REASON

In the interests of controlling flood risk and highway safety.

INFORMATIVE

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For the suggested soakaways, the information to be submitted under this condition must include:

- Ground investigations and infiltration testing in line with the requirements of the BRE Digest 365 and undertaken by a competent contractor are required to assess the feasibility of the proposed surface water drainage strategy.
- Sizing calculations, construction details and a maintenance plan.

7. i) Prior to commencement of the development above ground floor slab level there shall have been submitted to and approved in writing by the local planning authority a scheme of hard and soft landscaping, the details of which shall include:

- a) all hard and soft surfacing materials,
- b) means of enclosure, (including details of any existing fencing to be retained),
- c) a detailed planting plan and specification showing all plant species, supply and planting sizes and planting densities,

ii) All so-approved planting shall be carried out no later than the first planting and seeding season following the first occupation of either building or the substantial completion of the development whichever is the sooner.

iii) All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock.

iv) 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.

v) All hard landscaping shall also be carried out in accordance with the approved details prior to the first occupation of the dwelling 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.

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8. i) The development hereby permitted shall not be first brought into use until the area between the nearside carriageway edge and a line drawn 2.4m parallel thereto over the entire site frontage has been cleared of any obstruction to visibility at and above a height of 600mm above the nearside carriageway level.
- ii) The above frontage visibility margin shall be maintained as such at all times thereafter.

REASON: In the interests of highway safety.

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9. i) The development hereby permitted shall not be first occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel).
- ii) The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

INFORMATIVE

The surfacing of the access must be in accordance with the details of hard landscaping and surface water drainage to be approved under the conditions above.

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10. Prior to first occupation of the dwelling hereby permitted, or within 3 months of the substantial completion of the development (whichever is the sooner) all the existing buildings on site shall have been permanently demolished and removed from the site, the neighbouring site and other land shown on the approved drawings as being within the applicants' control.

REASON: In the interests of the character and appearance of the area and neighbouring amenities.

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11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no window, dormer window or roof light shall be inserted above ground floor ceiling level in the north elevation of the development hereby permitted.

REASON: In the interests of residential amenity and privacy.

INFORMATIVE

The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will 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. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.
