

REPORT OUTLINE FOR AREA PLANNING COMMITTEE**Report No.**

Date of Meeting	29 June 2023
Application Number	PL/2022/08374
Site Address	26 Firs Road, Firsdwn, Salisbury SP5 1SQ
Proposal	Construction of single storey detached dwelling and associated PTP together with provision of replacement PTP for existing dwelling
Applicant	Mr & Mrs Britten
Town/Parish Council	Firsdwn
Electoral Division	Winterslow & Upper Bourne Valley – Cllr Rich Rogers
Grid Ref	53.620291, -6.034224
Type of application	Full Planning
Case Officer	Julie Mitchell

Reason for the application being considered by Committee

At the request of the elected member Cllr Rich Rogers due to the proposed dwelling being situated in close proximity to the road junction of Ilynton Avenue and Firs Road with hazardous vehicular access for pedestrians and all road users, out of keeping with its surroundings and leading to cramped site for existing dwelling, precedent for further similar developments and pressure to existing residents by an increase in on-street parking.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations. Having reached a balanced conclusion, the report recommends that planning permission be approved subject to conditions.

2. Report Summary

The main issues to consider are:

1. Principle of development
2. Character of the area
3. Residential amenity
4. Highway issues
5. Drainage
6. Ecology (Nitrates)
7. Other issues raised

3. Site Description

The site is situated in the village of Firsdown, defined as a Small Village by Wiltshire Core Strategy (WCS) policies CP1 (Settlement Strategy), CP2 (Delivery Strategy) and CP23 (Southern Wiltshire Community Area). As a Small Village there is no defined village boundary for the settlement. The site lies outside any Conservation Area and there are no Listed Buildings in the immediate locality.

The application site is located on Firs Road, the main road through the settlement, and is currently developed with a detached bungalow which is set back from Firs Road and has an existing vehicular access from Ilynton Avenue, a residential development comprising of detached bungalows two-storey dwellings with a small number of single storey dwellings located on spacious plots. The access is situated close to the junction with Firs Road. The existing dwelling also has a garage to the north of the dwelling which is accessed directly from Ilynton Avenue further into the side road.

The plot of land currently forms part of the residential curtilage to 26 Firs Road. A timber panel timber fence has been erected between the dwelling and the plot. The retained garden for 26 Firs Road now comprises land to the west of the bungalow, which is enclosed from the pavement/public highway by a 1.8 metre height timber panel fence.

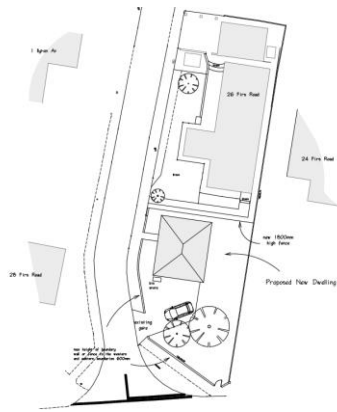
The application site has two immediately adjacent neighbouring properties, 24 Firs Road, a detached dormer style bungalow with substantial grounds to the front of the property, and 2A Ilynton Avenue, a detached bungalow.

4. Planning History

S/1985/1212 - Erection of car port – Approved with conditions

S/1987/1070 - Single storey extension – Approved with conditions

19/04304/FUL – Construction of single storey detached dwelling – Approved 28.6.2019



West Elevation



South Elevation



North Elevation



Floor Plan

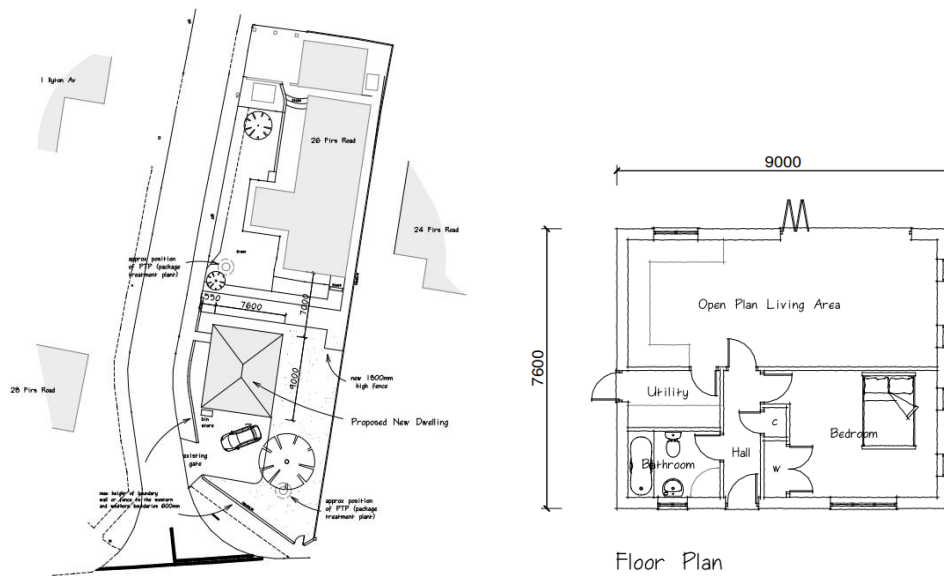


East Elevation

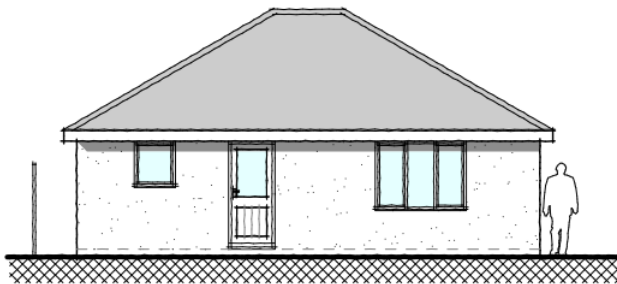
Approved Site Plan, Elevations and Floor Plan

5. The Proposal

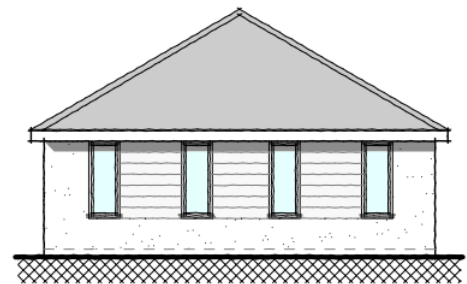
The proposal is a full application for the construction of a new detached single storey 1 bedroom dwelling which would be served by the existing vehicular access to the site and parking space . The design of the bungalow has a simple hipped roof form. The dwelling would be served by a new PTP and would also require a new PTP to serve the existing dwelling as a result of the location of the existing septic tank. Consequently the application has been revised to include drainage provision for both existing and proposed dwellings.



Proposed Site and Floor Plans



West Elevation



South Elevation

Elevations facing Ilynton Avenue (West) and Firs Road (South)

The site layout, elevations and floor plans, as shown above, are as previously approved other than the siting of the proposed dwelling and dividing boundary is now positioned approximately 2 metres further to the south than approved.

6. Local Planning Policy

Wiltshire Core Strategy (2015)

Core Policy 1 – Settlement Strategy

Core Policy 2 – Delivery Strategy

Core Policy 3 – Infrastructure Requirements

Core Policy 23 – Spatial Strategy for the South Wiltshire Community Area

Core Policy 45 – Meeting Wiltshire’s Housing Needs

Core Policy 50 – Biodiversity and Geodiversity

Core Policy 51 - Landscape

Core Policy 57 - Ensuring High Quality Design and Place Shaping

Core Policy 60 - Sustainable Transport

Core Policy 61 - Transport and Development

Core Policy 64 - Demand Management

Salisbury District Local Plan (2003)

Saved policy C6 – Special Landscape Area

National Planning Policy Framework 2019

In particular: Section 4 (decision making); Section 11 (making effective use of land); Section 12 (achieving well- designed places);

Government Planning Practice Guidance

National Design Guide

Habitat Regulations 2017

7. Summary of consultation responses

Firsdown Parish Council –

Firsdown Parish Council objects to this application, because of the proximity of the access to the junction of Ilynton Avenue & Firs Road and the bus stop on Firs Road, the impact on the sight lines for traffic leaving Ilynton Avenue, and the access requirements for the existing broadband infrastructure cabinets.

No comment to make about the amended plans, but continues to object to the overall planning proposal.

WC Highways –

The application is similar to 19/04304 and 22/03393 apart from the proposed new dwelling being moved slightly further away from the existing bungalow.

The proposal utilises an existing vehicle access and dropped kerb as the vehicle access into the site. The parking area has been adjusted accordingly as the building has been moved and therefore adequate off street parking is proposed for the development to meet Wiltshire's current parking standards.

I wish to raise no highway objection providing the following conditions are imposed:

The development hereby permitted shall not be occupied until the whole of the boundary treatment 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, and maintained as such thereafter. REASON: In the interests of highway safety.

The development hereby permitted shall not be 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). The access shall be maintained as such thereafter. REASON: In the interests of highway safety

Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway. REASON: To ensure that the highway is not inundated with private water.

The vehicle access and parking area shall remain ungated. REASON: In the interests of highway safety.

No part of the development hereby permitted shall be occupied until the access & parking area have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials. REASON: In the interests of highway safety.

If the application involves an alteration to the existing 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.

The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk

WC Ecology -

There is no lab certificate with the brochure of the PTP so I have assumed PTP default in the calculation.

Existing – 1 house and 1 septic tank

Proposed – 2 houses and 2 ptps as brochure (default)

The mitigation budget is – proposed load minus existing so $17.9 - 11.9 = 6\text{kg}$

If they adopt a high spec PTP -

Existing – 1 house and 1 septic tank

Proposed – 2 houses and 2 ptps high spec

The mitigation budget is – proposed load minus existing so $2.02 - 11.9 = -9.88$ (so no mitigation needed)

If high spec PTPs are to be used instead of the proposed PTP, the following conditions are suggested:

Water efficiency condition

The overnight development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage) and a water efficiency assessment should be submitted. Before the development is brought into use, a water efficiency report certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval. REASON: To ensure compliance with the prevailing mitigation strategy for nutrient neutrality in the water catchment within which this development is located.

PTP Condition

The proposed package treatment plant and drainage field shall be installed, maintained and operated in accordance with the submitted specification and details hereby approved (insert detail). Any subsequent replacements shall have an equivalent or improved performance specification. The package treatment plant and drainage field shall be installed, connected and available for use before the development is occupied and they shall be maintained and operated thereafter for the lifetime of the development. REASON: To provide ongoing and adequate nutrient mitigation for the Solent Protected Sites catchment for the life of the development and to ensure that any future PTP is of an equivalent or improved standard.

Non Mains Drainage Informative:

A non-mains sewerage system is proposed. Primary responsibility for ensuring sewage systems for new developments are adequate lies with the Building Control Department. We would recommend you satisfy yourself that a non-mains sewerage system is appropriate and practicable in the circumstances taking into account ground water conditions throughout the year. For further guidance see the National Planning Practice Guidance "Water supply, wastewater and water quality". Any installation of a Package Treatment Plant needs to meet approval of Environment Agency's requirements under their permitting role.

WC Drainage

The foul system proposed would require consent from the EA under their binding rules and comply with Building Regulations.

8. Publicity

The application was publicised by neighbour notification to properties immediately adjacent to the site. Re-consultation by neighbour notification has been undertaken following the receipt of revised plans with the amended red line site area to include the existing dwelling as a result of the need for a new package treatment plant. Representations from third parties have been received in objection to the proposal and comments are summarised as follows:

Objections:

- 26 Firs Road has a tiny front garden compared to many other properties in Firs Road
- If a dwelling is allowed it will possibly set a precedent and the whole look of Firs Road destroyed
- The new dwelling is tiny
- If small dwellings are needed planning permission could be granted on the Winterslow side of the village for single occupancy
- The village has no amenities, except for a play area, which would be of no use to someone living in a tiny one-bedroomed dwelling
- Anyone with an iota of common sense would immediately object to this application if they had visited Firsdown
- The entrance to Ilynton Avenue, where the access to and egress from this development would exist, is barely wide enough for two vehicles to pass
- There are four BT cabinets at entrance to Ilynton Avenue – vehicles are frequently parked there to deal with the broadband boxes
- The brick wall on the Firs Road boundary of No. 26 already makes it difficult to drive out of Ilynton Avenue
- No. 28 has retained the low boundary wall which enables a full view of traffic coming down Firs Road but it is quite difficult to see traffic coming up Firs Road when exiting Ilynton Avenue in a car
- The site is too small to provide a second property
- Drainage and traffic are particular problems
- Firsdown has no mains drainage/sewerage
- Provision has to be by septic tanks
- A second tank would be needed
- Question if land is sufficient for associated drainage pipework

- 26 Firs Road has a bus stop East bound - the rear of the bus protrudes across Ilynton Avenue which is a busy cul de sac
- This is a small plot - it is fantasy to suggest it is starter home
- Couples fearing pregnancy would have a problem putting in another room
- This is a very busy junction and the traffic dangers must not be ignored
- Some years back Wiltshire Council advised Firsdown Parish Council that infilling would not be permitted in Firsdown as it was considered an unsustainable village (their phrase not ours)
- This application is a mockery of this statement
- This new application occupies a small amount of land and the new building is likely to be tiny which suggests a lack of merit
- There are double gates currently and presumably continuously close to the junction of Firs Road and Ilynton Avenue, which is the busiest of the five cul-de-sacs in Firsdown
- When fully used these could cause serious traffic problems
- No attempt was made by applicant to consult nearby neighbours
- Site visit is needed.
- The proposed location of a packaged treatment plant in SE corner of new property would require a service vehicle to empty the tank parking on the corner of a very busy junction, almost on the corner itself.
- Service or fuel delivery vehicles could park where it would impede buses stopping at bus stop and expose children and elderly passengers to danger

9. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. This requirement is reiterated by the NPPF, which is a material consideration in the decision-making process.

9.1 Principle of Development

Core Policy 1 of the Wiltshire Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages; only the Principal Settlements, Market Towns, Local Service Centres and Large Villages have defined limits of development. Core Policy 2 of the Wiltshire Core Strategy sets out the 'Delivery Strategy' and identifies the scale of growth appropriate within each settlement tier, stating that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages. At the Small Villages development will be limited to infill within the existing built area.

Core Policy 23 confirms that development in the South Wiltshire Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1 and growth in the South Wiltshire Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2. At the settlements identified as villages, a limited level of

development will be supported in order to help retain the vitality of these communities. Firsdown is designated as a small village under Core Policy 23. Under the core strategy there are no designated settlement boundaries to define the limits of 'the existing built area' for small villages or other small settlements. For small villages, therefore, development will be limited to infill development which:

- i) Respects the existing character and form of the settlement
- ii) Does not elongate the village or impose development in sensitive landscape areas
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.

Whilst the settlement boundaries for small villages contained within the Salisbury Local Plan have not been saved under the Wiltshire Core Strategy and therefore the presumption in favour of development within these smaller settlements is removed, the previous limits of development are useful for the assessment of whether the proposal site can be considered to be physically within the settlement or outside of it. The identified site was included within the previous limits of development for Firsdown and the existing dwelling is clearly within the existing built up area of the village, being in a central location of the settlement. It is therefore considered that the proposal can be considered in principle to represent an acceptable form of development in the curtilage of an existing dwelling within the built-up area of the settlement. There would clearly be no encroachment into the surrounding countryside and development would not elongate the small village settlement, as reflected in the former policy boundary area.

It is further noted that a dwelling on this site was approved in 2019 under the same development plan policies as the current application is to be considered. The current application is made as the siting of the bungalow and boundary with the host property has been repositioned approximately 2 metres further to the south (towards Firs Road), creating a smaller plot overall. Otherwise the layout, floor plan and elevations are as previously approved. The earlier permission lapsed in June 2022 and is no longer a fallback, however it established the principle acceptability of a dwelling on the site.

Whilst changes to the NPPF have been made in 2021, for example in respect of design, such changes do not fundamentally alter the consideration of principle of this proposal. There is no 'in principle' reason for refusal for the current application given that it is within the built-up area of an identified settlement having regard to Core Policies 1, 2 and 23 of the WCS and as confirmed by the fact that it was within the housing policy boundary of the Salisbury Local Plan, and having regard to the principle being established by the granting of permission as recently as 2019. In the absence of any relevant policy change since the earlier permission, a reason for refusal on principle could not now be argued and the principle of a dwelling remains capable of support subject to meeting the relevant criteria for small scale development in small villages. Whilst noting third party representations there are no grounds to suggest that infill development does not apply to small villages as defined by the WCS.

In view of the above, the principle of small-scale development of a single dwelling within the existing built-up area of a small village settlement can be considered acceptable in terms of the settlement strategy of the WCS. The acceptability of the scheme is subject to detailed

consideration of the site-specific constraints and impacts, in this case the access and parking arrangement, the visual impact of the proposed development and relationship with the existing built form and residential properties form the main considerations in the assessment of whether the site is capable of accommodating the proposed dwelling. Additionally, the means of drainage and impact on nitrates within the River Test catchment area, must be addressed.

9.2 Character of the area

The proposal is for a new dwelling to be sited on land to the south of an existing dwelling between the existing dwelling and main highway through the settlement, Firs Road. The site also has a boundary with Ilynton Avenue where it would appear to the side of the host dwelling. As described above, the development of a dwelling on this site would not elongate the small village settlement or encroach into the surrounding countryside and is considered to constitute infill in this context.

From the vantage point of Ilynton Avenue, a dwelling on this site would appear as a continuation of the existing development of bungalows, however from the vantage point of Firs Road, the dwelling would appear forward of the immediately adjacent property which fronts onto Firs Road due to the significant set back/front curtilage of that property and several other properties in an easterly direction from the site. On the opposite side of Ilynton Avenue properties numbered 28 to 34 Firs Road are however sited noticeably closer to the highway. The proposed site layout indicates that whilst the dwelling is set further forward than the proposed dwelling it does not encroach further towards Firs Road than numbers 20, 28 and 34 Firs Road, and as such it cannot be demonstrated that the position of a single-storey dwelling in this position would be wholly out of character in the streetscene.

The proposed dwelling is positioned relatively close to the boundary with Ilynton Avenue but retains some separation, as can be seen in the site plan extract earlier in the report.

It is considered that the simple design, modest scale and proposed materials would result in a visually acceptable form of development in the context of the locality.

Package treatment plants are below ground and would not result in a visual impact.

9.3 Residential Amenity

Criteria (vii) of Core Policy 57 (Ensuring high quality design and place shaping) states that new development shall 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 (such as light intrusion, noise, smoke, fumes, effluent, waste or litter)".

The NPPF at paragraph 127(f) states that the planning system should seek to secure a high-quality design and good standard of amenity for all existing and future occupiers of land and buildings.

The proposed dwelling would share a boundary with two residential properties, 26 Firs Road to the north and 24 Firs Road to the east. The west and southern boundaries are formed by public highways such that the distance to properties of the opposite side of the road is sufficient when considering that closer views are afforded from the public domain.

Whilst the host property has an address in Firs Road, it relates more closely to the development in Ilynton Avenue, as such the proposed dwelling would effectively be sited to the side of the host dwelling rather than its front. Due to the single storey nature of the building and its small mass with hipped roof, it is not considered that there would be any overbearing or overshadowing impacts to the host dwelling or the immediately adjacent property at No. 24 Firs Road. There would also be no loss of privacy resulting from ground floor windows and doors.

The proposed amenity space is proportionate to the size of the proposed dwelling. Whilst the retained garden area of the host dwelling is significantly reduced and the site area has been maintained as a garden/additional parking area, the private enclosed amenity space of this property is unaffected by the sub-division of the plot.

It is considered that the proposed dwelling can be provided without any demonstrable loss of amenity to the existing dwelling through overlooking, overshadowing or unacceptable loss of amenity space. The provision of individual septic tanks is acknowledged as necessary in this location and the proposed package treatment plants are not considered to result in amenity concerns.

9.4 Highways issues

The proposed dwelling would be accessed off Ilynton Avenue, close to its junction with Firs Road, as such the proposal does not necessitate the creation of a new or significantly altered access. Parish council and third-party objections have been received regarding the impact of an access in this location having regard to the position of a bus stop and BT broadband kiosks and the busy nature of the junction. However, it is noted that the access is existing and there is no limitation on its use for parking and access to the host dwelling. The existing access would be used solely by the proposed dwelling and would not be shared as the existing access would utilise its existing car port to the north with a separate pedestrian access gate provided.

Consultation has been undertaken with the Council's Highways Officer who has not raised any objection in principle to the additional dwelling and associated vehicle movements on the basis that it is an existing access, subject to suggested conditions.

The proposal is for a one bedroomed dwelling, the required parking provision for such is one parking space. The proposed layout confirms that sufficient parking space can be achieved to meet Wiltshire Council's parking standards for the proposed dwelling. It would not be reasonable to refuse permission on the grounds that the adopted car parking standards are met but on street parking could occur.

In terms of the location of the bus stop and BT equipment raised by third parties, there is no change in the relationship of these features with the existing vehicular access. Additionally with specific regard to the nature and frequency of emptying of the proposed package treatment plant, the usual frequency for this is annual. A reason for refusal on the grounds of risk to highway users and pedestrians cannot be sustained where there would be no new access or intensification of use of an existing access.

In view of the Highways Officer raising no objection on highway safety and the plans demonstrating that the parking standard can be met, conditions are considered appropriate and a reason for refusal would not be sustainable.

9.5 Drainage

It is acknowledged that there is no mains sewerage provision in Firsdow and therefore non-mains drainage can be accepted. The existing property is served by a septic tank which will need to be relocated for the dwelling to be constructed. The proposed dwelling will need its own, or shared, means of private foul drainage system. It is therefore proposed to install a new package treatment plant for the existing dwelling, to be located within the retained curtilage of the dwelling, with a separate PTP for the proposed dwelling. Whilst private means of drainage is accepted in principle where there is no mains provision, the Council's drainage officer has confirmed that the foul drainage scheme will need consent from the Environment Agency as well as compliance with the Building Regulations. These are separate consenting regimes which cannot be discharged by condition attached to the planning permission. An informative which sets out the requirement for these consents is therefore recommended.

9.6 Ecology

This development falls within the catchment of the River Test. WCS policy CP50 (Biodiversity and Geodiversity) and the NPPF requires the Local Planning Authority to ensure protection of important habitats and species in relation to development and seeks enhancement for the benefit of biodiversity through the planning system. Whilst the application site is not adjacent to any rivers or in any respective flood zones, it is situated within the River Test catchment which drains into the Solent. This region is protected by a number of international designations including the Solent Maritime Special Area of Conservation (SAC), Chichester and Langstone Harbours Special Protection Area (SPA), Portsmouth Harbour SPA, Solent and Southampton Water SPA; as well as the nationally designated Sites of Special Scientific Interest (SSSIs) that underpin these international designations.

The Solent water environment is one of the most important for wildlife in the United Kingdom. It is protected under the Water Environment Regulations and the Habitats Regulations 2017 as well as through national legislation for many parts of the coastline and adjacent maritime areas. Natural England has confirmed high levels of nitrogen and phosphorus are entering this water environment and that there is sound evidence that this eutrophication is causing excessive growth of plants and algae which reduces oxygen and light levels and is leading to negative effects on the special features for which the European sites are designated. These nutrient inputs mostly come either from agricultural sources or from waste water from existing housing and other development.

Under the Habitats Regulations, where a land use authorisation has the potential to adversely affect a European site, it is necessary for the "competent authority" to consider whether the activity being authorised would impact on any of the designated features and if so to undertake an appropriate assessment to determine whether there is a risk it could lead to a loss of the integrity of the site either alone or in combination with other plans and projects. The 'competent authority', for planning applications is 'the Local Planning Authority'.

Regulation 63 of the Habitats Regulations 2017 states the responsibilities for competent authorities thus:

- (1) A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—
 - (a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and
 - (b) is not directly connected with or necessary to the management of that site, must make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.
- (2) A person applying for any such consent, permission or other authorisation must provide such information as the competent authority may reasonably require for the purposes of the assessment or to enable them to determine whether an appropriate assessment is required.

The Local Planning Authority must therefore give greater scrutiny to the effects of development on such sites.

Natural England currently advises that every permission for new dwellings in the River Test Catchment Area could result in increased nutrients entering the Solent area (Guidance dated March 2020). Whilst this application site is some distance from the European Sites, Natural England's advice applies to all new planning permissions for new residential development within the catchment, no matter how small. Accordingly, the Local Planning Authority considers this proposal is likely to lead to significant effects on the European Sites and an Appropriate Assessment (AA) is required under the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

Natural England has advised that the principal nutrient that drives excessive enrichment in the marine environment is nitrogen. In order to avoid impacts on the European sites, it advises that all development with the potential to give rise to additional nitrogen should achieve nitrogen neutrality before the development is occupied. The above explains how to prepare nutrient budgets before and after a new development is occupied.

The proposal would result in a net increase of 1 residential unit on the site which has potential to increase adverse effects alone or in combination with other developments through discharge of nitrates in wastewater. Based on the installation of a default PTP system, as proposed, calculations indicate that there would need to be a significant offset of nitrates through the Council's credit scheme and the certificate provided by the system manufacture does not include a figure for nitrates to suggest that it can be treated other than a standard system for which the default calculations apply. However, the Council's ecologist has confirmed that the use of a higher efficiency model would enable the proposal to demonstrate nutrient neutrality. The applicant has therefore agreed to use a PTP model for which a certificate is available and which would not necessitate the provision of a Unilateral Undertaking for the purposes of purchasing mitigation credits to offset increased nutrients.

As the proposal has now been revised to utilise high spec PTPs (Solido Smart) which can demonstrate there would be a decrease in nitrates from the current situation of an existing septic tank serving the existing single dwelling. It is therefore concluded that the proposal can be screened out of the requirement for Appropriate Assessment on the basis that it can be demonstrated with sufficient certainty that there will be no adverse effects on the Solent SACs and SPAs, alone and in-combination with other plans and projects subject to conditions to ensure the use of the high spec PTPs and water usage.

9.7 Other considerations

The approval of the proposed development does not set a precedent for other such developments, the established Core Policy 2 allows for such development to be considered on its merits regardless of the outcome of the current application.

Concerns are raised that the property has a single bedroom. There is no policy reason that a small dwelling should be considered to be without merit.

10. Conclusion (The Planning Balance)

The principle of a single dwelling can be supported in a small village settlement having regard to the adopted development plan (WCS). Whilst now lapsed, a similar scheme for a dwelling on the site was approved in 2019 which established the principle of development. The proposed means of access and parking arrangement for the proposed dwelling does not raise any overriding highway safety concerns and no objection is raised by the highways officer on the basis that the access is existing and the existing dwelling retains a separate means of access to the car port which provides for the minimum parking standard of 2 spaces. The proposal is for a modest dwelling which is considered to be visually compatible with existing residential properties. The amenities of existing occupiers would not be materially harmed. Taking into account the objections to the proposal with regard to the nature of the existing access and parking provision in this locality and the visual impact/relationship with surroundings, it is concluded that there are no material considerations in the planning balance which would result in demonstrable harm or impacts that would weigh convincingly against approval of development having regard to the principle acceptability of development and paragraph 11 of the National Planning Policy Framework 2021.

RECOMMENDATION

Approve subject to the following conditions:

Conditions: (12)

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

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

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

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

- 3 No development shall commence above ground floor slab level until the exact details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 4 The proposed package treatment plants and associated drainage fields shall be installed, maintained and operated in accordance with the submitted specification and details hereby approved, namely the Rewaltec Solido Smart system. Any subsequent replacements shall have an equivalent or improved performance specification. The package treatment plants and drainage fields shall be installed, connected and available for use before the new dwelling is occupied and shall be maintained and operated thereafter for the lifetime of the development.

REASON: To provide ongoing and adequate nutrient mitigation for the Solent Protected Sites catchment for the life of the development and to ensure that any future PTP is of an equivalent or improved standard.

- 5 The overnight development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage) and a water efficiency assessment should be submitted. Before the development is brought into use, a water efficiency report certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

REASON: To ensure compliance with the prevailing mitigation strategy for nutrient neutrality in the water catchment within which this development is located.

- 6 The development hereby permitted shall not be occupied until the whole of the boundary treatment 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, and maintained as such thereafter.

REASON: In the interests of highway safety.

- 7 The development hereby permitted shall not be 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). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

- 8 No part of the development hereby permitted shall be occupied until the access & parking area have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

- 9 Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

REASON: To ensure that the highway is not inundated with private water.

- 10 The vehicle access and parking area shall remain ungated.

REASON: In the interests of highway safety.

- 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), there shall be no additions to, or extensions or enlargements of any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions, extensions or enlargements.

- 12 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 rooflight, other than those shown on the approved plans, shall be inserted above ground-floor ceiling height.

REASON: In the interests of residential amenity and privacy.

- 13 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 buildings or structures, or gate, wall, fence or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere on the site on the approved plans.

REASON: To safeguard the character and appearance of the area and visibility.

- 14 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 garages, sheds, greenhouses and other ancillary domestic outbuildings shall be erected anywhere on the site on the approved plans.

REASON: To safeguard the character and appearance of the area.

Informatives: (6)

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

www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy.

If the application involves an alteration to the existing 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.

The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk

A non-mains sewerage system is proposed. Primary responsibility for ensuring sewage systems for new developments are adequate lies with the Building Control Department. We would recommend you satisfy yourself that a non-mains sewerage system is appropriate and practicable in the circumstances taking into account ground water conditions throughout the year and need for compliance with Building Regulations. For further guidance see the National Planning Practice Guidance "Water supply, wastewater and water quality". Any installation of a Package Treatment Plant also needs to meet approval of the Environment Agency's requirements under their permitting role.

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.

Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.