

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

Date of Meeting	7 th December 2022
Application Number	PL/2021/06167
Site Address	Plough Lane Caravan Site, Plough Lane, Kington Langley, SN15 5PS
Proposal	Use of site for stationing of 44 static for holiday purposes
Applicant	Trimagger Ltd
Town/Parish Council	Kington Langley
Electoral Division	Kington Langley
Grid Ref	
Type of application	Full Planning
Case Officer	Thomas Bostock

Reason for the application being considered by Committee

Cllr Howard Greenman has requested the proposal be put before committee citing the following objections;

- Scale of development
- Highways issues
- Material change of use

1. Purpose of Report

The purpose of this report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that authority is delegated to the Head of Development Management to **APPROVE** planning permission.

2. Report Summary

The key issues in considering the application are as follows:

- Principle of the development
- Design, appearance and landscape impact
- Impact on the amenity of surrounding occupiers
- Highways
- Drainage
- Occupancy restrictions

- Other matters

Kington Langley Parish Council objected to the proposed development.

Ninety-one (91) representations objecting to the application have been received, a summary of the relevant issues raised set out below.

3. Site Description

The Plough Lane Caravan Site is located to the west of the village of Kington Langley, located in open countryside and outside of a defined settlement boundary. The site is bounded by residential development to the north and the A350 highway to the west, whilst the surrounding land to the east and south consists of open fields. The site is located in a discrete position, set back from Plough Lane and accessed via an approximately 100m long driveway. The existing touring caravan site provides approximately 50 hardstanding pitches, set within landscaped grounds. A centrally located building provides facilities for the site users.

The application site is not within any heritage, landscape or ecological designations.

It is noted that the application site has been the subject of an earlier planning application for a similar scope of development (20/08525/FUL – use of site for siting of 60 touring caravans), however this was withdrawn.

4. The Proposal

The applicant seeks permission for the siting of 44no static caravan units to be used as holiday accommodation. Following requests, and after the initial submission, the applicant has clarified that the caravans are to be used for holiday accommodation but will under the ownership of individuals and not that of the park owner. Within that information, the applicant has also claimed that they intend that the caravans would be sold with age restrictions that would be enforced through the “park rules” ensuring that the existing ‘adult only’ set up of the site would continue.

During the life of the application, revised plans were submitted by the applicant on the 4th May 2022 which included a reduction in the number of static caravan units. The description of development was also revised to reflect this change. Following the submission of these details, and change to the description of development, a revised consultation was issued to consultees and members of the public on the 5th May 2022.

5. Planning Policy

- National Planning Policy Framework: Section 4 (Decision-making)
- National Planning Policy Framework: Section 9 (Promoting sustainable transport)
- National Planning Policy Framework: Section 12 (Achieving well designed places)

- National Planning Policy Framework: Section 15 (Conserving and enhancing the natural environment)
- Wiltshire Core Strategy Policies: CP1 (Settlement Strategy)
- Wiltshire Core Strategy Policies: CP2 (Delivery Strategy)
- Wiltshire Core Strategy Policies: CP10 (Spatial Strategy Chippenham Community Area)
- Wiltshire Core Strategy Policies: CP39 (Tourist Development)
- Wiltshire Core Strategy Policies: CP51 (Landscape)
- Wiltshire Core Strategy Policies: CP57 (Ensuring high quality design and place shaping)
- Wiltshire Core Strategy Policies: CP60 (Sustainable Transport)
- Wiltshire Core Strategy Policies: CP61 (Transport and Development)
- Wiltshire Core Strategy Policies: CP67 (Flood Risk)

6. Relevant Site History

- N/00/00148/FUL – Use of land for the siting of up to 60 touring caravans for 11 months of the year, plus storage of up to 20 touring caravans (approved)
- N/11/00295/FUL – Stationing of 8 static units for holiday purposes (approved)
- N/13/03723/FUL – Stationing of three static units for holiday purposes (approved)
- 20/08525/FUL – Use of site for siting of 60 touring caravans for 12 months of the year (withdrawn)

7. Summary of consultation responses

The following responses relate to the revised consultation issued on the 5th May 2022.

Kington Langley Parish Council: Objection. Full comments appended to this report. (received 15/06/2022)

Wiltshire Council Highway Officer:

"I refer to the revised plans received on 5th May 2022 in respect of the above planning application.

The revised site plan now indicates 44 static caravans on site, as a reduction from the originally proposed 52. There is, however, no supporting statement with the revised application to inform of the type of accommodation within the caravans, or otherwise confirmation that the type is as previously proposed.

As previously advised in the highway consultation response dated 4th August 2021, the proposed change in the type of caravans on the site would result in less movements of towing vehicles during the operational stage, which would be beneficial in highway safety and traffic generation terms.

The original application form indicated the number of employees on the site as remaining as existing with just 2 full-time members of staff, but with no details of the intended parking for these members of staff. Clarification of this still being the case is required.

However, I note that in correspondence from the Agent in August 2021, it was advised that the proposed lodges “would be owned by individuals”, and that they “would be sold to the owners on the basis that they could only be used for holiday use”. It is further understood that the existing toilet block would be removed.

The revised submission includes a Construction Management Plan which indicates the route for delivery drivers as the A350 and M4, with HGVs delivering to site being 7.5T rigid Lorries, 15T 4-wheel Lorries or 20T 6-wheel lorries. Wheel washing facilities are proposed within the site, but no details have been provided on a plan of the location of such facility.

It is understood that the construction programme intends that all works are carried out in a single phase, with the internal roads and drainage being installed; the concrete rafts to support each lodge; and the removal of the existing toilet block. The lodges will then be brought to the site, but it is not clear if they are to all be transported and in situ prior to the first operation of the site.

A full Construction Management/Method Statement would still be required as a condition of any permission, in order to provide greater detail of the construction programme, details of parking for construction vehicles and staff etc.

Having regard to the above and subject to confirmation of the type of accommodation in the lodges and the staffing requirements, I would raise no highway objections to the proposals subject to the following conditions being attached to any permission granted:-

No development hereby approved shall be commenced until details have been submitted to and approved by the Local Planning Authority to demonstrate the provision of parking and turning for a minimum of 46 vehicles for the lodge residents and site staff. Such spaces shall not be used other than for the parking of vehicles in connection with the approved use.

REASON: To ensure that adequate provision is made for parking within the site, in the interests of highway safety.

The approved Static caravans shall not be used as permanent residential accommodation at any time.

REASON: In the interests of residential amenity and sustainable development.

No development shall commence on site (including any works of demolition), until a Construction MANAGEMENT and METHOD Statement, together with a site plan, which shall include the following:

- 1. the parking of vehicles of site operatives and visitors;*
- 2. Routing plan for the delivery of the static caravan units;*
- 3. Number, frequency and size of delivery vehicles/ construction vehicles*
- 4. loading and unloading of plant and materials;*
- 5. storage of plant and materials used in constructing the development;*
- 6. wheel washing facilities;*
- 7. measures to control the emission of dust and dirt during construction;*
- 8. a scheme for recycling/disposing of waste resulting from demolition and construction works;*
- 9. measures for the protection of the natural environment.*

10. hours of construction, including deliveries;
11. Construction programme for the static caravan pitches; and
12. pre-condition photo survey – any damage related to the development will be put right (to the satisfaction of the LHA) within 6 months of the development completion;

has been submitted to, and approved in writing by, the Local Planning Authority.

The approved Statement shall be adhered to throughout the construction period/set up period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

Pre-condition Survey

A photographic pre-condition highway survey to be carried out on the local roads leading to the site and copies of pre and post condition survey to be supplied to WC. The applicant should be informed that the Highway Authority will pursue rectification of any defects identified by the highway condition survey which can be attributed to the site construction traffic under the provision of S59 of the Highways Act..”

(received 14/06/2022)

NOTE: since some of the wording and trigger points suggested by the Council’s Highway Engineer would lead to a non-compliant or unenforceable condition, the recommended conditions below have been suitably altered.

Wiltshire Council Public Protection – No objection subject to conditions:

“I have reviewed PL/2021/06167 and have the following comments from public protection:

Construction

The submitted Construction Method Statement has been read and findings noted. Additional information regarding the below is requested to be added;

- Telephone number to be displayed on notice board should people have complaints
- The loading and unloading of equipment and materials on site
- Location and use of generators and temporary site accommodation if required

With any permission granted, the following condition is recommended in respect to construction hours:

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

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

Light

Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority before any such lighting is erected.

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

(received 31/05/2022)

Council Drainage Engineer – Objection:

“We object to the proposed application as submitted. The Qbar has been calculated as $Q_{bar}=0.35l/s$ however the developer is proposing to discharge at $5l/s/ha$ calling it a betterment? Wiltshire Council would accept a discharge rate of Qbar in line with our betterment policy. The proposed $5l/s/ha$ is a significant increase on discharge rates and it is against the policy. The proposed discharge rates from the site are not acceptable to us and are against the policy.

The proposed surface water system has not been tested for 1 in1, 1in10, 1in 30, 1in 100 and 1in 100+CC events, it is impossible to establish if the site will result in flooding.

Soakaways are proposed for road drainage, any soakaway for highway drainage must be located 5m away from any structures or buildings.

A plan showing location of trail pits required.

Maintenance and Operation plan is also required.”

(Received 31/05/22)

8. Publicity

Some ninety-one (91) representations in objecting to the proposal have been received across both publicity windows. Those representations included letters from the same household and multiple letters from the same objectors. The main issues raised being:

- Overdevelopment of the site
- Puts additional stress on the surrounding infrastructure
- Remote setting is detached from surrounding services
- Static caravans would encourage permanent occupancy
- Increase in vehicle and traffic movements
- Detrimental to the appearance of the setting
- Increased noise and light pollution

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. At the current time the statutory development plan in respect of this application consists of the Wiltshire Core Strategy (WCS) (Adopted January 2015); and the 'saved' policies of the North Wiltshire Local Plan (NWLP) 2011 (adopted June 2006).

Principle of Development

The applicant proposes the siting of 44 static caravan units at the Plough Lane Caravan Park instead of the current 60no. hardstanding pitches for touring caravans. The static caravans are to be made available for holiday occupancy for 12 months of the year. The static caravans are to be under the ownership of individuals in contrast to the current arrangement of renting a touring pitch.

It is anticipated that the holiday use of the site would continue much as at present, except for the additional use throughout the quieter winter months when touring caravans are less likely.

The site lies within the open countryside where development should be strictly controlled. However, CP39 of the WCS states that '*outside the Principal Settlements and Market Towns, tourist and visitor facilities should be located in or close to Local Service Centres or Large and Small Villages and, where practicable, be located in existing or replacement buildings*'. The site lies on the western periphery of Kington Langley, defined as a Small Village within CP10 of the WCS. Furthermore, the application site is located in close proximity to the junction with the A350 (the main link road between the M4 and Chippenham), and is located approximately 600m from the northern boundary of the Chippenham Settlement Boundary, a 'principle settlement' that provides a wide variety of services and facilities.

CP39 states that:

'any proposal needs to carefully consider the need to protect landscapes and environmentally sensitive sites with the objective of providing adequate facilities, enhancing enjoyment and improving the financial viability of the attraction'. Furthermore, CPP39 states that '*Proposals for camping and touring caravan sites (including extensions) will be supported where they can be accommodated without adverse impact on the character and appearance of the landscape and meet criteria iii to v*'.

It is evident that the existing site is well established and provides pitches for touring caravans and motorhomes throughout the year. The site is in a secluded location, set back from Plough Lane, where it is encompassed by mature planting and hedging which limits views from the surrounding residential development to the north.

The proposed development is located entirely within the confines of the established touring caravan site, where the existing holiday use is materially similar to that which is proposed within this application. Whilst the siting of the static caravans would result in an increase in units on site (where it is expected at present that fewer touring units would be in situ through the winter months), the design, appearance and limited height is not considered to result in a

level of development that causes harm to the character and appearance of the landscape. Whilst the proposed static holiday units are visually different from touring caravans and motorhomes, these are often both provided within the context of the same site. Indeed, it is acknowledged that the applicant already has been granted permission for the siting of static units within earlier applications N/13/03723/FUL (3 units) and N/11/00295/FUL (8 units), although the latter would be superseded by the development included within this current application.

In conclusion, it is considered that the proposed use of the site is materially similar to that of the existing tourism business. The proposed siting of the static units is likely to result in an increase in visitors through the winter months, although the total number of let units at any one time would be lower than the existing facility provides. Furthermore, the secluded position away from Plough Lane, detached positioning from Kington Langley, established planting and low-level built form are all factors which ensure that the landscape character is protected. As such, the proposed development is considered to comply with the requirements of CP39 of the WCS.

Proposed use and occupancy restrictions

A large number of received representations to the application raise concerns that the static caravans will in reality be used for permanent places of residence. To that extent, it cannot be denied that such caravans/parks are sometimes used in such a manner, even when they are restricted to holiday accommodation only, with the Council's enforcement service often needing to take action to rectify. A proposal for permanent residential accommodation on this site and in the number proposed would indeed likely to be resisted as being contrary to the settlement strategy set out within the Wiltshire Core Strategy.

However, it remains the case that this application seeks permission to use the static caravans to be occupied as holiday accommodation only and in no way seeks to allow them to be used or occupied as permanent or primary places of residents. There is no reason to take issue with the nature of the occupation for which permission is sought and, accordingly, the application can only be taken at face value.

Further, in principle, the occupation of caravans (and indeed dwellings of any sort) has the ability to be adequately controlled through the imposition of suitably worded planning conditions – usually in the form of prohibiting occupation as sole or main place of residence and to compel the owners of the wider site to maintain an up-to-date register of names of all owners. It is precisely those types of conditions which have been applied on all three of the substantive planning permissions previously granted for touring caravan pitches at the Plough Lane site:

- Condition 03 to permission 00/00148/FUL:

The use hereby permitted shall be for the purposes of stationing touring units as holiday accommodation and for no other purpose except caravan storage as defined in condition 7 below. A touring unit is defined as a touring caravan, a motor caravan, trailer tent or tent.

- Conditions 02 and 03 to permission N/11/00295/FUL:

The caravans hereby permitted shall not be occupied as a persons' sole or main place or residence.

The owners/ operators of the site shall maintain an up -to -date register of the names of all owners/occupiers of individual caravans/log cabins/chalets on the site, and of their main home addresses, and shall make this information available at all reasonable times to the Local Planning Authority.

- Conditions 03 and 04 to permission 13/03723/FUL:

The caravans hereby permitted shall not be occupied as a persons' sole or main place of residence.

The owners/ operators of the site shall maintain an up -to -date register of the names of all owners/occupiers of individual caravans/log cabins/chalets on the site, and of their main home addresses, and shall make this information available at all reasonable times to the Local Planning Authority.

There is no reason why similarly worded conditions would not adequately control the future occupation of the static caravans now being proposed, and in the context of the salient differences between development plan policies controlling permanent dwellings and holiday accommodation, it is recommended that such conditions are indeed imposed to render the principle of development acceptable in planning terms.

A separate planning permission would be required to occupy or use the caravans as permanent residential dwellings.

Design, appearance and landscape impact

The applicant proposes to site up to 44 static caravan units within the application site. The submitted plans indicate that these will each be approximately 15.2m by 6.1m in plan, with a total height of approximately 4.0m. The appearance of these units is fairly typical of static holiday units, consisting of a simple pitched roof form, finished in timber cladding with UPVC windows. Each unit contains two bedrooms, associated living areas, as well as an external seating area within the overall footprint. Limited information is provided in relation to the details of the external material finish, and as such it is considered appropriate to impose a condition on any planning permission which compels the submission of a suitable range of finishes, which will ensure a degree of consistency across the site and to ensure sympathy with the wider locality.

The single storey nature of the proposed static units ensures that the overall scale of the development is similar to that of the touring caravans and motorhomes, most of which reach a height of approximately 3.0m. Similarly, whilst the proposed layout of the site differs from the existing arrangement, the proposed setting is generally as expected with sites of this nature. The overall number of units has been reduced (from the originally proposed 52,

down to 44), which provides better spacing and areas of open landscaping across the site. This landscaping, as well as improving the visual appearance from within the site, helps to retain a natural buffer along the boundary which in turns protects any views of the site from the surrounding setting. In order to ensure this appropriate landscaping is retained, it is considered appropriate to request further information by way of suitable condition in relation to the layout and maintenance of the landscaping within the site.

The application site is not located within any heritage, landscape or ecological designations, however its position within the open countryside means that *'development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures'*, as per CP51 of the WCS.

As described above, the limited harm to the landscape character as a result of the permanence of the static units would largely be mitigated through the retention or implementation of appropriate landscaping. The site is in a sheltered location, detached from the nearby residential development, where there are very limited views of the site from within the wider setting. As such, the proposed development is not considered to result in an unacceptable level of harm to the landscape character.

Impact on the amenity of surrounding occupiers

Residential amenity can be significantly affected by changes to the built environment, therefore applicants should ensure that proposals are not detrimental to privacy, outlook and amenity of adjacent properties.

The proposed development is in a detached location where it is not considered to result in harm by way of overbearing or loss of light to any surrounding properties, nor would it lead to an unacceptable level of loss of light or overshadowing.

It is noted that some concerns have been raised by the local residents that the proposed development would result in increased levels of noise. It is noted that the existing site operates on an 'adult only' basis, where the level of noise generated by visitors is considered to be relatively low. However, there is no planning condition relating to this restriction, as it is rather a policy that the site operators have chosen to enact. As discussed above, the proposed siting of the 44 static units constitutes a small reduction in the total number of pitches available, whereby the number of visitors during the busier summer months would possibly be reduced. Whilst it is acknowledged that the static units are likely to be used throughout a larger portion of the year, the use of the site is materially similar and levels of noise are not expected to rise to an unacceptable level purely due to the siting of the static units instead of the touring caravans and motorhomes. Furthermore, the application site is detached from the surrounding residential development and is sited in close proximity to the A350 where background noise levels could be expected above average.

Finally, Wiltshire Councils Public Protection Officer has been consulted as part of this application and no objection has been raised. However, to ensure the amenity of the surrounding area is protected during the construction stages, the Officer has requested the inclusion of suitable conditions relating the restriction of construction hours.

Whilst the submitted plans do not suggest the installation of any additional external lighting, since such caravan parks do have the propensity to install lighting points, it is considered reasonable to make use of a planning condition which will prohibit such features unless otherwise agreed in the form of a separate planning permission in that regard.

In conclusion, the proposed development is not considered to result in an unacceptable impact upon the amenities of surrounding residential occupiers and would therefore accord with Policy CP57 of the Wiltshire Core Strategy.

Highways

The proposed development utilises the existing access, which includes direct vehicle access onto Plough Lane. A large number of public objections have been received which raise concern about the increased traffic generation and highway safety along Plough Lane.

Wiltshire Councils Highways Engineer has been consulted as part of this application, and states that *'the proposed change in the type of units on the site would result in less movements of towing vehicles during the operational stage, which would be beneficial in highway safety and traffic generation terms'*. Whilst the delivery of the proposed static units would involve large vehicles transiting to and from the site via Plough Lane, vehicles associated with the operation of the holiday units would be expected to be limited to those of single cars. The current use of the site means that almost all visiting vehicles consist of either touring caravans or motorhomes.

Therefore, given that there is an overall reduction in number of let pitches and the vehicle trips would consist of smaller single vehicles, the proposed development is not considered to be detrimental to highway safety.

In order to protect the surrounding amenity during the construction stages, further submission of a Construction Method and Management Statement is required. Furthermore, Wiltshire Councils Highways Engineer has requested the submission of a plan indicating suitable parking and turning for each of the proposed units, as well as a pre-condition survey of the surrounding highway network. It is also considered that the submission of these details can be required by condition.

Drainage

The applicant has provided a Flood Risk Assessment and Sustainable Drainage Strategy which confirms that the site is not within 250m of historic flooding, that the site lies within flood zone 1, the site is not at risk from surface water flooding during the 1in100 year Event and the site is not located in close proximity to a watercourse.

The Councils Drainage Engineer has been consulted as part of this application. Within their comments, they point out that the submitted drainage scheme would not deliver acceptable discharge rates (ie. equating to a betterment of existing rates), the lack of testing of the proposed surface water system and the positioning of the proposed soakaways.

However, whilst it may well be that the drainage scheme set out within the submission is unacceptable (as is observed by the Council's Drainage Engineer), it is considered likely that a suitable scheme could be accommodated, given the existing use of the site and limited site constraints in that respect. For this reason, it is considered reasonable to address this issue through the imposition of suitably worded planning conditions which would compel a drainage scheme to be agreed with the Council prior to development taking place.

Notwithstanding the concerns raised in representations, there is no evidence to suggest that the proposed development would exacerbate existing flood risk and it is not the role of new development to resolve any existing local issues. In light of the nature of the proposed development and the context of the site already operating a caravan park, in this instance, and subject to such a condition being imposed, the proposed development is considered to comply with the requirements of policies CP57 of the Wiltshire Core Strategy.

Other matters

The applicant has provided only limited details in relation to the waste and recycling collection, which at this time have not been confirmed by Wiltshire Councils Waste and Recycling Team. Given the likely waste generation from the proposed 44 static units, it is considered appropriate to require the submission of additional details pertaining to the storage and collection of waste and recycling prior to the commencement of any subsequent development.

10. Conclusion

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The above report has shown that this proposal is in accordance with NPPF and Wiltshire Core Strategy Policies CP39, CP51 and CP57 as it is of an acceptable design and will not have a detrimental impact on neighbour amenity or landscape character. It is therefore recommended that this application is approved with conditions.

RECOMMENDATION: That Planning Permission is GRANTED subject to the following conditions:

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

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

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

The site location plan
Site plan - P208C16R Rev B
50' x 20' lodge details - 20101
40' x 20' lodge details - 21965

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

3. No static caravans shall be placed on the site until confirmation of the range of external finishes to be used for the caravans expected at the site have been submitted to and agreed in writing by the Local Planning Authority. All static caravans placed at the site shall comply with the range of external finishes agreed.

REASON: In the interests of visual amenity and the character and appearance of the area and to ensure a degree of consistency across this large site in the wider landscape.

4. No development shall commence above ground floor slab level until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:
 - a) location and current canopy spread of all existing trees and hedgerows on the land;
 - b) full details of any to be retained, together with measures for their protection in the course of development;
 - c) a detailed planting specification showing all plant species, supply and planting sizes and planting densities; finished levels and contours; means of enclosure;
 - d) car park layouts;
 - e) other vehicle and pedestrian access and circulation areas;
 - f) all hard and soft surfacing materials;
 - g) minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
 - h) proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

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

5. No development shall commence on site 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: To ensure the proper management of the landscaped areas in the interests of visual amenity.

6. No development hereby approved shall be commenced until details have been submitted to and approved by the Local Planning Authority to demonstrate the provision of parking and turning for a minimum of 46 vehicles for the lodge residents

and site staff. Such spaces shall not be used other than for the parking of vehicles in connection with the approved use.

REASON: To ensure that adequate provision is made for parking within the site, in the interests of highway safety.

7. No development shall commence on site (including any works of demolition), until a Construction Management and Method Statement, together with a site plan, which shall include the following:
 - a) the parking of vehicles of site operatives and visitors;
 - b) routing plan for the delivery of the static caravan units;
 - c) number, frequency and size of delivery vehicles/ construction vehicles loading and unloading of plant and materials; storage of plant and materials used in constructing the development;
 - d) wheel washing facilities;
 - e) measures to control the emission of dust and dirt during construction;
 - f) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - g) measures for the protection of the natural environment
 - h) hours of construction, including deliveries;
 - i) Location and use of generators and temporary site accommodation if required
 - j) Construction programme for the static caravan pitches;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period/set up period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

8. Prior to the development taking place, a photographic pre-condition highway survey shall be carried out on the local roads leading to the site. Within three months of the Following the stationing of no more than 34 static caravans on the site, a post condition highway survey shall also be carried out on the same local roads leading to the site. The details of such surveys shall be submitted to and agreed in writing by the Local Planning Authority prior to the stationing of 35 static caravans at the site.

REASON: In light of the nature of the surrounding local roads and in view of the reasonably large numbers of static caravans being delivered to the site, it is necessary to ensure the development does not result in unacceptable impacts to the highway network.

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

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

10. No additional external lighting shall be installed on site beyond those features already in existence, unless otherwise agreed in the form of a separate planning permission in that regard.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site and which may adversely impact upon the amenities of the surrounding residential occupiers.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending this Orders 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 unless planning permission has been specifically granted following receipt of a planning application by the local planning authority.

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

12. No development shall commence above ground floor slab level until details of the storage and collection of refuse and recycling, including details of location, size, means of enclosure and materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until the approved refuse/recycling storage has been completed and made available for use in accordance with the approved details and it shall be subsequently maintained in accordance with the approved details thereafter.

REASON: In the interests of public health and safety.

13. No development shall commence on site until a scheme for the discharge of surface water from the site, incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

14. No development shall commence on site until details of the works for the disposal of sewerage including the point of connection to the existing public sewer have been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until the approved sewerage details have been fully implemented in accordance with the approved plans.

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

15. The owners/ operators of the site shall maintain an up -to -date register of the names of all owners/occupiers of individual caravans/cabins/chalets on the site, and of their main home addresses, and shall make this information available at all reasonable times to the Local Planning Authority.

REASON: This site is in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit permanent residential accommodation.

16. The caravans/cabins/chalets hereby permitted shall not be occupied as a persons' sole or main place or residence.

REASON: This site is in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit permanent residential accommodation.

Informatives

With respect to condition 08, the applicant should be informed that the Highway Authority will pursue rectification of any defects identified by the highway condition survey which can be attributed to the site construction traffic under the provision of S59 of the Highways Act.

The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence. If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

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.

The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

All mobile home sites are required to obtain a site licence under the provisions of the Caravan Sites and Control of Development Act 1960.