

Strategic Planning Committee

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 10 AUGUST 2022 AT COUNCIL CHAMBER - COUNTY HALL, TROWBRIDGE BA14 8JN.

Present:

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

Also Present:

Cllr Nic Puntis, Cllr Nick Botterill and Cllr Tony Jackson

109 **Apologies**

Apologies were received from Cllr Pip Ridout, who was substituted by Cllr Bridget Wayman.

110 **Minutes of the Previous Meeting**

The minutes of the meeting held on 27 July 2022 were presented for consideration, it was noted that the full reasons for refusal for application 20/06775/WCM - Northacre Energy from Waste Facility, Stephenson Road, Northacre Industrial Estate, Westbury, BA13 4WD which was considered at that meeting, would be reported back at the next Strategic Planning Committee meeting. It was,

Resolved:

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

111 **Declarations of Interest**

There were no formal declarations of interest.

However, for transparencies sake the Chairman stated that for item 7a - PL/2021/06100, Land to the south of the M4 at Leigh Delamere, to the west of Leigh Delamere Motorway Services, Chippenham, a small part of the site to be considered was within his division. As this was not a disclosable pecuniary interest, the Chairman stated he would still take part in the debate and vote and would consider the application with an open mind.

112 **Chairman's Announcements**

There were no Chairman's announcements.

113 **Public Participation**

The procedures for public participation were detailed and noted.

114 **Planning Appeals and Updates**

There was no appeals update.

115 **Planning Applications**

The following planning applications were considered.

116 **PL/2021/06100: Land to the south of the M4 at Leigh Delamere, to the west of Leigh Delamere Motorway Services, Chippenham**

Public Participation

- Simon Skinner spoke in objection to the application
- Janette Armstrong spoke in objection to the application.
- Philip Davey spoke in objection to the application.
- Tom Benton spoke in support of the application.
- Philip Greenhill spoke in support of the application.
- Harry Lopes spoke in support of the application.
- Cllr Lesley Palmer of Grittleton Parish Council spoke in objection to the application.
- Cllr Alistair Parker of Yatton Keynell Parish Council spoke in objection to the application.

Jonathan James (Senior Conservation/Planning Officer) presented a report which recommended that planning permission be granted subject to conditions for the installation of a solar farm of up to 49.9MW of generating capacity, comprising the installation of solar photovoltaic panels and associated infrastructure including customer cabin, customer substation, DNO substation and equipment, inverter and transformer substations, spare part container, associated battery storage, access tracks, fencing, security cameras, landscape planting and associated works.

Key details were stated to include: whether the proposal was acceptable in principal; whether the proposal would result in the loss of best and most versatile agricultural land; whether the proposal would be harmful in terms of its landscape and visual impact; whether the scheme would give rise to an adverse impact on residential amenity; whether the proposal would have an adverse impact upon highway safety or public rights of way; whether the scheme would cause harm to protected species and/or their habitats; whether the scheme would cause harm to the historic environment; and whether the proposal would result in any other adverse environmental impacts.

Attention was drawn to the additional agenda supplements which contained an addendum in relation to the construction traffic route and a corrected site

location plan. In the heritage impact section of the agenda reference was made to a community fund and an electric link to the nearby Leigh Delamere service station, no weight could be attributed to those elements in the planning balance of harm to the setting of heritage and public benefits. However, in the conclusion in the final paragraph of the heritage impact section the report quantified that significant weight could be attributed to the provision of the proposed renewable energy scheme and the biodiversity gains through the scheme. It was also noted that in the final sentence of that section there was a typographical error in the final sentence whereby it should read "It is therefore considered that the proposal would comply with Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and CP 58 of the WCS and relevant paragraphs of the framework". Rather than section 16 and 72.

The officer stated that two late representations had been received. One in objection to the application, from a farmer who had farmed the land from 1962 to 1995. About half was in arable crops and half supported a dairy herd. Typical yields were given. The objector felt that the land should be used for food production rather than solar panels. The second representation was in support of the application and was received from Moto Services (in Leigh Delamere). They wanted to lead on EV charging and expand on charging points, this was currently constrained by the local grid. The farm would provide critical green infrastructure that would help to meet the demand. The power produced would also be cheaper and they supported the scheme.

Part of a video (available to view via the agenda page) was shown of an HGV test for the construction traffic route. It was played from approximately 11 minutes into the video and showed the narrower sections of the route.

It was noted that when additional details were provided during the application process these had all been consulted upon. The slideshow as published in supplement 2 was shown to the meeting. There were several Rights of Way nearby and through the site, these would all be retained within the scheme. The location of heritage assets were also highlighted. To the West of the site, approximately 800 metres away was the Cotswolds AONB.

The passing places for vehicles on the narrow section of the construction traffic route were noted. There had been contention between Highways and local residents as to whether vehicles could pass safely in those locations. The grass verges were part of the highways network and therefore the passing places could be improved and enhanced.

Within the site some of the solar panels would be static and some would be tracking panels. Some ground would be left open for archaeological reasons and for planting and biodiversity.

In the planning balance, the officer felt that the negative impacts identified were outweighed by significant benefits of the scheme and therefore the recommendation before the Committee was to approve with conditions.

Members of the Committee then had the opportunity to ask technical questions of the officer. Details were sought on protected landscapes and Core Policy 42; how you could compare the negative impacts identified and the benefit of the scheme when these were very different things and the policies used to do that; the productivity of the land; whether the passing places were big enough for 2 lorries to pass; whether Highways England (now known as National Highways) could be challenged on not allowing the construction traffic route to come from the Moto Service Station; the process for the electrical cable route to the sub-station; clarification on comments made by the Secretary of State for Environment, George Eustice regarding what is considered the best and most versatile agricultural land; the planning history of the site; the size of the community fund; the construction management plan; and whether Wiltshire had hit its targets for solar energy.

Responses included, but were not limited to the following; the passing places could be improved to allow 2 lorries to pass and the construction period was only 6 months; a good proportion of the route for the electrical cable to the sub-station was across agricultural land and that would be subject to a separate application; the definition of the best and most versatile agricultural land was 1, 2 and 3A, not 3B, this site was 3B which was of moderate quality; the community donations were between the applicant and the communities; the construction management plan was covered in the conditions; whether Wiltshire had hit its solar energy targets could not be applied in the planning balance; how to weigh the balance between impacts and benefits was covered by NPPF 158 and CP42, there was an emphasis in the NPPF towards supporting renewable energy, it was a judgement officers and the Committee had to make.

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

The meeting was adjourned at 12.00pm for a 10 minute comfort break. The meeting reconvened at 12.10pm.

Cllr Nic Puntis (Chippenham Cepen Park & Derriads) a neighbouring division Member spoke in objection to the application. The main 2 issues he had with the application concerned the construction traffic route and the concerns around passing places and using the agricultural land for the site.

The unitary division Member (By Brook), Cllr Nick Botterill, spoke in objection to the application. Whilst he supported the drive to change to renewable energy, he had significant concerns regarding this application. His concerns included the scale of the site which was very large; whether the application adhered to Core Policy 42 and 51; the proximity of the AONB; the affect on local heritage assets; and whether this was optimum use of the land.

The Chairman, also spoke as a unitary division Member as part of the site was in his division (Kington). He stated that he supported the last 2 solar applications which came to the Committee but that he had concerns regarding the construction traffic route for this application as 6 months was a long time for local residents to deal with the situation. He stated would listen deeply to the

debate and was interested in teasing out adverse impacts and the planning balance.

Cllr Adrian Foster proposed a motion to grant planning permission with the conditions in the agenda report so long as there was sufficient highways input to improve the route to the site so that 2 HGVs could pass each other. This was seconded by Cllr Tony Trotman.

Cllr Trotman stated that the traffic issue was the main consideration and was pleased to hear that the applicant would hold HGV's back on site to ensure that they were not passing each other in the narrow lanes. He cited CP42 and stated that renewable energy schemes should be supported so long as suitable actions are taken to mitigate impact, he felt that fit this situation.

A debate followed where issues raised included whether the yields given by the previous farmer who produced crops on the land were achieved by using lots of fertiliser; that the land was classed as grade 3B and therefore was not considered as best quality agricultural land so the issues surrounding that had been clarified; that Wiltshire Council had already achieved 167% of its requirement for renewable energy so was actually overproducing; that it was regrettable that the AONB had not been more forceful in its comments regarding the application; and the planning balance of weighing the impact of the adverse impacts such as the construction traffic against the benefits of a renewable energy scheme.

Further issues raised included whether the Members could add conditions to ensure the passing places issue was satisfactorily resolved; that peak times (such as school pick up) were avoided; or that an escort vehicle be used to accompany HGV's; that it would be hard to improve the passing places to a satisfactory standard due to the presence of ditches; people parking on pavements at some of the pinch points could cause issues; others felt that the mitigating factors already included in the proposal would minimise impacts and the route was not a major issue.

Advice was sought from officers regarding the adding of extra conditions. It was clarified that there were 5 passing places along the Sevington Road stretch, it was these that would be enhanced. Condition 11 already covered most of what the Members were concerned about, such as condition 11xii to ensure that the passing bays would be fit for purpose. Officers suggested strengthening condition 11 so that Members could be confident that there was onsite management of traffic (such as arrivals and departures being controlled) and that the passing bays should be sufficient for HGV's to pass one another. Final wording of the strengthened condition could be delegated to officers.

The proposer and seconder of the motion were both happy to amend the motion to include the strengthening of condition 11 as stated above, the final wording of which would be delegated to officers.

At the conclusion of the debate it was,

Resolved:

To grant full planning permission subject to the conditions as set out below:

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

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

- 2. The permission hereby granted shall be for a temporary period and shall expire 40 years from the date that electricity from the development is first exported to the electricity distribution network ('First Export Date') or no later than 44 years from the date of this decision, whichever is the soonest. Written confirmation of the First Export Date shall be provided to the Local Planning Authority no later than 1 calendar month after that First Export Date. Within 6 months of the date of expiry of this planning permission, or, if sooner, the cessation of the use of the solar panels for electricity generation purposes for a continuous period of 6 months, the solar panels together with any supporting/associated infrastructure including the inverter stations, security equipment, poles and fencing shall be removed from the land and the land restored to its former agricultural condition in accordance with a scheme of work to be submitted to, and approved in writing by, the local planning authority. The scheme of work, including a restoration plan and a decommissioning scheme that takes account of a recent ecological survey, shall be submitted to the local planning authority not less than six months before the removal of the installation.**

REASON: In the interests of amenity and the circumstances of the use and to ensure the long-term management of landscape and ecological features retained and created by the development and in the interests of the significance of the heritage assets and their setting.

- 3. The development hereby permitted shall be carried out in accordance with the following approved plans and details:**
 - Site location plan, Dwg No. /264901/001 Rev A**
 - Site location plan, Dwg No. /264901/002 Rev A**
 - Site location plan, Dwg No. /264901/003 Rev A**
 - PV Layout, Dwg No. EDR1005-105 Rev AF**
 - Planting Plan, Dwg No. TOR-XX-XX-P-L-001 Rev K**
 - Single-axis tracker array details, Dwg No. EDR1005-202 Rev C**
 - PV array details, Dwg No. EDR1005-200 Rev D**
 - Fixed tilt array details, Dwg No. EDR1005-201 Rev C**
 - Customer substation building details, Dwg No. EDR1005-210 Rev B**

- **Distribution network operator container details, Dwg No. EDR1005-211 Rev B**
- **Customer cabin details, Dwg No. EDR1005-212 Rev B**
- **40ft central inverter substation details, Dwg No. EDR1005-206 Rev C**
- **53ft battery storage system details, Dwg No. EDR1005-207 Rev D**
- **Spare part container details, Dwg No. EDR1005-222**
- **Security Camera Plan, Dwg No. EDR1005-215 Rev E**
- **Fence and gate Details, Dwg No. EDR1005-214 Rev B**
- **Hedge Crossing Details, Dwg No. EDR1005-217 Rev A**
- **No-dig Road Details, Dwg No. EDR1005-230 Rev**
- **Maintenance Road Details, Dwg No. EDR1005-216 Rev A**
- **Sevington Road Access Junction Visibility, Dwg No. 800.0023.002 Rev A, paul basham associates**
- **Sevington Road Access Junction General Arrangement and Tracking, Dwg No. 800.0023.001 Rev A, paul basham associates**
- **Vehicle Tracking along Sevington Road at the existing passing places (Sheet 1 of 5) paul basham associates, Dwg No. 800.0023.031 Rev A**
- **Vehicle Tracking along Sevington Road at the existing passing places (Sheet 2 of 5) paul basham associates, Dwg No. 800.0023.032 Rev A**
- **Vehicle Tracking along Sevington Road at the existing passing places (Sheet 3 of 5) paul basham associates, Dwg No. 800.0023.033**
- **Vehicle Tracking along Sevington Road at the existing passing places (Sheet 4 of 5) paul basham associates, Dwg No. 800.0023.034 Rev A**
- **Vehicle Tracking along Sevington Road at the existing passing places (Sheet 5 of 5) paul basham associates, Dwg No. 800.0023.035**
- **Application form**
- **Planning Design and Access Statement (dated June 2021)**
- **Noise Impact Assessment (dated 9th June 2021, by inacoustic)**
- **Solar Photovoltaic Glint and Glare Study (June 2021, PAGERPOWER, Urban and Renewables)**
- **Flood Risk Assessment (June 2021, Cotswold Transport Planning)**
- **Greenfield runoff rate estimation for sites (Jul 2021, HR Wallingford)**
- **Shadow Analysis (Nov 2021) PAGERPOWER Urban and Renewables**
- **Heritage Desk-Based Assessment, CA Report: CR0310_3 (Apr. 2021, Cotswold Archaeology)**
- **Geophysical Survey Report (Dec 2020, Magnitude Surveys, Ref: MSST792)**
- **Archaeological Evaluation (Dec 2021) Cotswold Archaeology**
- **Full Ecological Assessment (dated 30th May 2022) by Wychwood Biodiversity Ltd**
- **Biodiversity Management Plan (BMP) (dated 31/05/22) by Wychwood Biodiversity Ltd**
- **Breeding Bird survey Report (dated June 2020) by Wychwood Biodiversity Ltd**

- Phase 2: Badger, Bat and Great Crested Newt surveys (dated 28th January 2022) by Wychwood Biodiversity Ltd
- Evidence of Construction-related Damage to Grassland at a Solar Farm (Dec 2021) by Wychwood Biodiversity Ltd
- Evidence for the Effects of Solar Panels upon Botany (Jan 2022) by Wychwood Biodiversity Ltd
- Notes on Vegetation Research at Solar Farms (F Carvalho; H Montag; A Remazeilles; G Parker)
- Response to Comments by County Ecologist (Feb 2022) by Wychwood Biodiversity Ltd
- Biodiversity Net Gain
- Habitat Establishment
- Habitat Management
- Surveying and Monitoring
- Avoidance and Reduction
- Memorandum – Solar shade Analysis (Feb 2022) by Great Ecology
- Preliminary Ecological Assessment of Cable Route for Proposed Solar Farm (dated 22nd February 2022) by Wychwood Biodiversity Ltd
- Arboricultural Feasibility Statement (Nov 2021) ACD Environmental
- Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan (dated 29/06/2021, Rev. A) by Hayden's Arboricultural Consultants
- Arboricultural Impact Assessment and Method Statement (dated 28th April 2021; ref. PRI22319aia_ams)
- Agricultural Land Classification (date 11th June 2021) amet property
- Technical Response to issues raised by Consultees and Third Parties
- Battery Safety Management Statement
- Transport Statement (dated May 2022) paulbasham associates
- Construction Route Note (dated Sept 2021) paulbasham associates
- Construction Traffic Management Plan (dated May 2022) paulbasham associates
- Landscape and Visual Appraisal (June 2021)
- Cumulative solar farms intersection of study areas
- Statement of Community Involvement (June 2021)

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

4. 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.

- i. The applicant must demonstrate, via calculations, that no material increase in discharge rates occurs because of the solar farm and all associated works.
- ii. The applicant must demonstrate that any potential channelisation risk between the channels is appropriately managed.
- iii. The applicant must demonstrate that exceedance flow paths (incorporating potential channelised flows) are safely managed so as not to cause flooding to 3rd parties or to electrical equipment (transformers etc)

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

5. No development shall commence within the area indicated by application PL/2021/06100 until:

An Archaeological Management Plan, setting out how two archaeological exclusion zones are to be scoped out of the development and then protected from impacts during the developmental and operational phases of the proposals, has been submitted to and approved by the Local Planning Authority.

REASON: To enable the protection of any matters of archaeological interest.

6. No development shall commence on site and no equipment, machinery or materials shall be brought on to site for the purpose of development until tree protective fencing has been erected in accordance with the details set out in the “Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan (June 2021) by Hayden’s Arboricultural Consultants.

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

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

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

No concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition “retained tree” means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the first operation or the completion of the development, whichever is the later.

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

7. Prior to construction commencing a final Construction Ecological Management Plan (CEMP) report will be submitted to and approved by the Local Authority. The CEMP will detail the avoidance, mitigation and protective measures to be implemented before and during the construction phase and demonstrate compliance with the mitigation measures detailed in Ecology App A. Full Ecological Assessment prepared by Wychwood Biodiversity (03/03/2022) and displayed on Ecology App G. Avoidance and Reduction CEMP Map. The CEMP must include, but not necessarily be limited to, the following mitigation and protective measures:
 - i. Identifying a suitably qualified ECoW who will oversee the construction works in relation to ecology.
 - ii. A drawing identifying the ecological protection areas/buffer zones that require temporary protection fencing including buffers and RPZ for trees.
 - iii. A requirement for update surveys required prior to start of works, especially for reptiles, amphibians including GCN, birds including skylark and lapwing and badgers.
 - iv. Methods for the sensitive removal of hedgerow sections where agreed.
 - v. Reasonable Avoidance Measures (RAMs) for reptiles, amphibians including GCN, birds including skylark and lapwing and badgers.
 - vi. If construction lighting is required, a strategy must be included in the CEMP which clearly demonstrates no impacts on sensitive, retained habitat features.

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

8. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will demonstrate compliance with Ecology App G. Biodiversity Management Plan

prepared by Wychwood Biodiversity (31st January 2022) and Ecology App G. Habitat Establishment Map. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development.

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

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

9. Prior to construction commencing a scheme of monitoring focused on the key aspects of the Biodiversity Management Plan must be submitted to and approved by the Local Authority. The monitoring scheme should comprise the following:
 - i. Commitment to undertake surveys immediately following completion to a) establish how effectively the CEMP was followed and b) to fix the baseline for future monitoring.
 - ii. Identification of the key features to be monitored and methodology to be used.
 - iii. Monitoring targets with specific measurable thresholds for success for each key feature with remediation measures incorporated where necessary.
 - iv. Commitment to continue monitoring for the operational lifetime of the installation in years 1, 3, 5, 10, 25 and 40.
 - v. Commitment to prepare a report after each monitoring exercise, relating findings to those of previous years and the intended targets. The report will be submitted to the Local Planning Authority within 6 months of each monitoring visit.

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

10. The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:
 - i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
 - ii. A description of management responsibilities;
 - iii. A description of the construction programme;
 - iv. Site working hours and a named person for residents to contact;
 - v. Detailed Site logistics arrangements;
 - vi. Details regarding parking, deliveries, and storage;

- vii. Details regarding dust and noise mitigation;
 - viii. Details of other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
 - ix. Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.
- There shall be no burning undertaken on site at any time.

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

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

- i. the parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v. wheel washing facilities;
- vi. measures to control the emission of dust and dirt during construction;
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works;
- viii. measures for the protection of the natural environment.
- ix. hours of construction, including delivery schedules;
- x. traffic routeing signs and HGV turning warning signs (including signage drawing(s)), and associated trimming of vegetation (specifically at the Sevington Road/Rat Hill (C86) Junction to the north-west);
- xi. pre-condition photo survey;
- xii. details confirming the passing bays on Sevington Road to be fit for purpose, in terms of construction/surfacing and dimensions, including to show sufficient space to allow 2 HGVs to pass; and
- xiii. details for off site traffic management ensuring that the arrivals and departures of HGVs are controlled to avoid any conflict.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. In respect of (xii), should the approved details show that any/all of the passing bays need to be enlarged, then the works to construct/surface the enlarged bays shall be completed in accordance with the approved details prior to commencement of any other part of the development. 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.

- 12.No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4m metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 160 metres to the east and west from the centre of the access, in accordance with the approved plans. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 900mm above the level of the adjacent carriageway.

REASON: In the interests of highway safety.

- 13.No development shall commence on site until details of the proposed width of the access track, including passing bays, has been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety.

- 14.The development hereby permitted shall not be first commenced until the access track between the public highway and the site compound has been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety.

- 15.No part of the development shall be commenced until details have been submitted to and approved in writing for the widening of the first passing bay from the junction of Sevington Road with the C86 Rat Hill by 0.4m, and such widening of the passing bay has been formed in accordance with the approved details. The passing bay shall always thereafter be kept clear of obstructions and available for the passing of vehicles.

REASON: To enable vehicles to pass in the interests of highway safety.

- 16.No construction or operational artificial lighting shall be installed at the site unless otherwise agreed in writing by the local planning authority. No external lighting shall be installed on-site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals in their publication "The Reduction of Obtrusive Light" Guidance Note 01/21 (reference GN01/21), have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with

the approved details and no additional external lighting shall be installed.

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

17. Notwithstanding the details hereby approved, the finished colour for all cabins, substation containers, fencing and any other structure that forms a part of this development shall be finished in a dark green (RAL 6007) and shall be maintained as such thereafter.

REASON: In the interests of preserving the character and appearance of the area.

18. Landscape Planting shall be undertaken in accordance with the Leigh Delamere Planting Plan TOR-XX-XX-P-L-001 Revision K and maintained as such thereafter.

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner, or in accordance with a programme to be agreed in writing with the Local Planning Authority.

All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.

All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features and to ensure that the site is satisfactorily landscaped in order to support protected species and their habitats and to protect the National Highways estate and in the interest of the safe and efficient operation of the strategic road network.

19. 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.

20.In the event that contamination is encountered at any time when carrying out the approved development, the Local Planning Authority must be advised of the steps that will be taken by an appropriate contractor; to deal with contamination and provide a written remedial statement to be followed by a written verification report that confirms what works that have been undertaken to render the development suitable for use.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

21.Access to the development site shall be provided via Sevington Road only. There shall be no access to the development site from the M4 Leigh Delamere Motorway Service Area.

REASON: As required by 'National Highway' recommendation in the interest of the safe and efficient operation of the strategic road network.

Informatives:

22.Informative:

Survey results confirm that there is a risk that great crested newts could occur on the application site. These species and their resting places are legally protected and planning permission does not provide a defence against prosecution. In order to minimise the risk of these species occurring on the site, the developer is advised to adhere to recommendations made in the Full Ecological Assessment (Wychwood Biodiversity, 03/03/2022) and follow advice from an independent ecologist.

23.Informative:

A photographic pre-condition highway survey to be carried out to the section of highway of Sevington Road from the junction with C178 to the access to the application site, and copies of pre and post condition survey to be supplied to Wiltshire Council. 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.

24.Informative:

The applicant should note that the costs of carrying out an archaeological investigation will fall to the applicant or their successors in title. The Local Planning Authority cannot be held responsible for any costs incurred.

25.Informative:

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.

26.Informative:

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.

Note: Cllr Christopher Newbury requested that his vote was recorded. Cllr Newbury voted against the motion.

At 2.00pm the meeting was adjourned for a short break. The meeting reconvened at 2.15pm.

117 **20/06554/FUL: Land at Empress Way, Ludgershall, Wiltshire**

Public Participation

Luke Vallins spoke in support of the application.

Cllr Owen White of Ludgershall Town Council spoke in objection to the application.

Andrew Guest, Head of Development Management presented a report which recommended that subject to the completion of a Section 106 covering the matters set out in the report, the Head of Development Management be given delegated authority to then grant planning permission, subject to conditions for the erection of 190 dwellings, car parking, access including extension to Empress Way, green infrastructure including open space and landscaping, infrastructure, drainage, utilities and engineering works. Off-site highway works at junction of Astor Crescent / Empress Way and Tidworth Road. Land reserved for 2-form entry primary school.

The officer drew attention to a correction to condition 20 which should read "Prior to first occupation of the 160th dwelling hereby permitted the extension of Granby Gardens..." rather than Empress Way.

The officer explained that the application was being considered by the Committee as it had already been called in by Cllr Christopher Williams, who used to be the local division Member. Due to the Local Government Boundary Commission for England boundary review which came into effect in 2021, the

unitary division Member was now Cllr Tony Pickernell. Both councillors had now withdrawn the call-in as they were satisfied with the mitigations proposed by the applicant. As a matter of procedure, because the agenda had already been published when the call-in was withdrawn, the application still had to come to the Committee as advertised. If the call-in had been withdrawn prior to agenda publication the application would have been determined by officers.

Key details were stated to include the following, the principle of development; impact upon the area and wider landscape; flooding and drainage; biodiversity; archaeology; nutrient neutrality; neighbouring amenity; highway Impacts; S106 contributions (Affordable Housing, Education, Air Quality, Public Art, Public Open Space, 2nd access, Waste, Biodiversity and Nutrient Neutrality).

The proposal was for 190 houses on land allocated in the Wiltshire housing site allocation plan. Slides were displayed showing the location of the site and that part of the parcel of land allocated for housing already had planning permission and the build had started. The rest of the site allocation comprised of this proposal. The layout of the proposal was typical for a new residential area and there was a large open space in the middle of the site, this would support a play area and some of the drainage systems. There was also land reserved for a school. The road to the north, Empress Way, would be extended to serve the site and there would also be a second access via Granby Gardens. The Highways officer had no objections to the proposal. Hedgerows would provide screening and nearby junctions would be upgraded. Funding would also be provided for improvements in Ludgershall.

The officer explained that there had been a late representation regarding the access arrangements at Granby Gardens, stating that no notice had been served on the owner of a strip of land which the access would cross and no agreement reached. The officer noted that the land in question was outside the application site, so no notice was required and that the party had already been aware of the application. It was anticipated that the applicant and landowner would have reached an agreement before the trigger point for the second access was reached.

Members of the Committee then had the opportunity to ask technical questions of the officer. The officer confirmed that the application was only before the Committee as a technicality as at the time the call-in was withdrawn, the agenda was published, interested parties notified and people had registered to speak at the meeting. The call-in was withdrawn as the Highways objection had been removed through negotiation and mitigation. Questions were asked regarding the land reserved for the school site, which would be covered by the Section 106. Further questions were asked regarding the odour assessment, condition 21, maintenance and traffic speeds through the site. It was confirmed that in theory some sort of traffic calming could be added as a condition.

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

Cllr Adrian Foster proposed the officer recommendation to approve as detailed in the agenda with the addition of an extra condition to require traffic calming. Cllr Bridget Wayman stated that she would be happy to second the motion if the condition went further and included a 20mph speed limit.

Officer advice was sought, and it was explained that the condition could not include the 20mph speed limit as Wiltshire Council would be unable to enforce that. A condition to include traffic calming, with an informative to suggest that the result of the traffic calming should be to keep speeds at no more than 20mph may be the best way to achieve what Members wanted. That motion as suggested was agreed by the proposer and seconder. This was put to the vote and it was,

Resolved:

That subject to the completion of a Section 106 covering the matters set out below and in the Committee report, the Head of Development Management be given delegated authority to grant planning permission, subject to the conditions listed below.

Planning Policy Framework. Draft Section 106 Heads of Terms legal agreement (July 2022) to secure the following:

- **Air Quality monitoring - £10,000**
- **Waste & Recycling Facilities – £17,290**
- **Highways and Transport - £90,820**
- **2nd Access**
- **Public Art - £57,000**
- **Sports -£77,976**
- **Early Years / Nursery education provision - £385,484**
- **Nutrient Neutrality - £831,850**
- **Affordable Housing Provisions:-**
 - **60% of all affordable homes on-site (34) shall be provided as affordable rent tenure.**
 - **40% of all dwellings on-site (23) shall be provided as shared ownership tenure.**
 - **Tenure to be as defined in the planning obligation, or otherwise agreed in writing.**

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 listed in Procedures for maintaining good public relations including complaint management, public consultation and liaison schedule [INSERT name or number & date of schedule of plans]

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

3. No development shall commence until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the local planning authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Arrangements for liaison with the Council's Public Protection Team
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Construction traffic routing details

No burning of waste or other materials shall take place on the development site during the construction phase of the development.

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

4. The development shall be carried out strictly in accordance with the approved Flood Risk Assessment and Drainage Strategy dated 3rd March 2022, Reference 15675-HYD-XX-XX-RP-D-5001.

Prior to commencement of development the following additional drainage information shall be submitted to the local planning authority for approval in writing –

- calculations which demonstrate that the proposed drainage design provides a sufficient level of water treatment to prevent pollution of the receiving groundwater. This can be undertaken based on the Simple Index Methodology outlined within the CIRIA SuDS Manual.
- revised hydraulic modelling calculations setting the MADD value to 0m³/ha in order to ensure that the on-site attenuation storage is not overestimated. If the applicant believes that a value of 20m³/ha is appropriate, quantitative justification should be provided to support this.
- evidence of the applicant's engagement with the Water Company for the adoption of Sustainable Drainage Features.
- plans showing finished floor levels (FFL) and threshold levels set to minimum FFLs at 150mm above adjacent infrastructure thoroughfare levels.

The development shall be carried out in strict accordance with the approved additional drainage information.

REASON: To comply with Core Policy 67: Flood Risk within the Wiltshire Core Strategy (adopted January 2015) and to ensure that the development can be adequately drained without increasing flood risk to others.

DRAINAGE INFORMATIVES:

1. Occupation of the development should be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development. The applicant should note that if the intention is to offer the roads for adoption, the LLFA does not provide for the approval of drainage suitable for adoption by the Highway Authority. Further approval should be ascertained from the Highway Authority. To find out more about the processes required to secure road adoption, contact the Highway Authority at HighwaysDevelopment@wiltshire.gov.uk
2. The applicant should note that new Sewerage Sector Guidance (published 1st April 2020) enables Water Companies to adopt SuDS features as part of the surface water drainage network.
3. If the intention is to offer the drainage scheme up for adoption the applicant will need to consult with Southern Water, prior to the submission of any drainage scheme details to the local planning authority, to ensure compliance under the new adoption codes and to formally commence the adoption process.
4. Applicants should contact Southern Water for further information/discussion.
The Lead Local Flood Authority will support any applications brought forward through the Southern Water adoption process.
5. There must be no interruption to the existing surface water and/or land drainage arrangements of the surrounding land as a result of the

operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively.

6. Wiltshire Council is the land drainage authority under the Land Drainage Act 1991. Land drainage consent is required if a development proposes to discharge flow into an ordinary watercourse or carry out work within 8m of an ordinary watercourse. An ordinary watercourse is a watercourse that does not form part of a main river. The term watercourse includes all rivers and streams and all ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers within the meaning of the Water Industry Act 1991) and passages, through which water flows.
 7. Wiltshire Council's land drainage bylaws can be downloaded [here](#). The land drainage consent application form and guidance notes can be found on our website [here](#).
 8. There are private soakaways proposed in the boundaries of properties. Homeowners will need to be made aware of their maintenance responsibilities and this should be written into the deeds of the properties
 9. It is noted that if surface water drainage will be offered for adoption by Wiltshire Council and the Water Company; the applicant will need to apply for adoption of these assets separately to this planning application.
 10. The application states that foul drainage will discharge to a public sewer. This requires consultation with the sewerage undertaker for the area.
5. 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 and any improvements required to off-site sewerage treatment works (and any related programme for delivery) have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved sewerage details have been fully implemented in accordance with the approved plans and related programme.

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

6. No development shall commence on site 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:-
 - location and current canopy spread of all existing trees and hedgerows on the land;

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

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

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

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

8. Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval in writing. The Plan will align with recommendations in Section 5 and Appendix IX of the submitted Ecological Appraisal and Phase 2 Surveys. Land Off Empress Way, Ludgershall, Wiltshire (Lyndsay Carrington Ecological Services, March 2022) and shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

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

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

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

- 9. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will align with recommendations in Sections 5.3, 5.8 and 5.9 and Appendices XII and IX of the submitted Ecological Appraisal and Phase 2 Surveys. Land Off Empress Way, Ludgershall, Wiltshire (Lyndsay Carrington Ecological Services, March 2022). It will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.

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

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

- 10. Prior to construction commencing details of existing and proposed new lighting shall be submitted to and approved by the Local

Planning Authority in writing. The submitted details must demonstrate that a level of 0.5Lux or less can be achieved at the edges of sensitive habitat features as defined in Section 4.2.2 and displayed on Appendix VII of the Ecological Appraisal and Phase 2 Surveys prepared by (Lyndsay Carrington Ecological Services (March 2022) including, but not exclusively; H2 along the northern boundary, H1 along the south western boundary, retained woodland shelter belts and new planting at the eastern and southern boundaries.

REASON: To avoid illumination of habitat used by bats.

- 11. Prior to the commencement of development, a Plan shall be submitted to and approved in writing by the Local Planning Authority of: integral bat roosting and integral swift bricks within buildings. The agreed Plan shall show the specification of the swift bricks and bat roosting features to be provided on a minimum of 20% of the new dwellings (approximately 38) and where they will be located, together with a timetable for implementation.**

Reason: to maintain and enhance biodiversity in accordance with Wiltshire CP50, NPPF, and BS 42020:2013.

- 12. Following completion of the dwellings and prior to their first occupation, a report from an appropriately qualified ecologist confirming that all integral bat roosting and integral swift brick features have been installed as per previously agreed specifications and locations together with photographic evidence shall be submitted to and approved in writing by the Local Planning Authority.**

REASON: To demonstrate compliance with Wiltshire CP50, NPPF and BS 42020:2013.

- 13. No development shall commence within the red line boundary of application 20/06554/FUL until:**

a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

This is in accordance with Paragraph 205 of the NPPF, which states that ‘Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible’.

The programme of archaeological work should provide for the investigation in advance of the commencement of development of an area in the north-east of the application area where exploratory geophysical survey and archaeological investigation identified evidence for Roman settlement. This should be followed by a programme of assessment, analysis, reporting, publication, and archiving commensurate with the significance of the results to achieve the public benefit of the exercise.

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

Step (i) A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site for at least the last 100 years and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether it is likely that contamination may be present on the site.

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

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

REASON: To ensure that land contamination can be dealt with adequately prior to the use of the site hereby approved by the Local Planning Authority.

15. Prior to the commencement of development the applicant shall undertake an Air Quality Assessment (AQA) or Screening Assessment, to be approved in writing by the Local Planning Authority prior to commencement of construction. This must quantify the effect of the development on existing local authority air quality monitoring locations and sensitive receptors as well as the proposed development. It must also identify and make adjustments for all core strategy based development in the developments locality. Use of CURED data in the AQA is expected along with any other currently accepted approaches to AQA. Any recommended measures to effectively mitigate emissions shall be implemented in accordance with the AQA.

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

16. No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to the LPA. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

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

17. Within 6 months of first occupation of the development hereby approved a full travel plan shall be submitted based on the framework travel plan. The full travel plan when approved shall be implemented including the appointment of a travel plan co-ordinator for three years from the date of first appointment.

REASON: In the interests of promoting sustainable patterns of travel to and from the development.

18. Prior to first occupation of any dwelling hereby permitted the access from the development to the extension of Empress Way shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access

from the carriageway edge, to a point on the nearside carriageway edge 90 metres to the west. The visibility so provided shall thereafter be maintained.

REASON: In the interests of safe and convenient access.

19. Prior to first occupation of any dwelling hereby permitted the extension of Empress Way including its verges and footways as detailed on plan number ITB15328-GA-005/F, to provide access to the development, shall have been provided to base course level and lit by street lighting.

REASON: In the interests of safe and convenient access.

20. Prior to first occupation of the 160th dwelling hereby permitted, the proposed link between the site and Moyne Drive (Granby Gardens) / Roberts Road / Simonds Road, including its carriageway and footways as detailed on plan number ITB15328-GA-022 Rev A – to provide a second vehicular and pedestrian access to the site – shall have been constructed/completed (surfaced in final tarmacadam wearing course).

REASON: In the interests of good planning and to ensure resilience in the highway network achieved by a second vehicular access.

HIGHWAYS INFORMATIVE:

Public footpath LUDG2 runs through part of the development. The rights of way users must be safeguarded: the current route of the footpath must not be obstructed, except where temporary closures or diversions are required to construct the second point of access, or a diversion order must be achieved to divert the footpath to an unobstructed route. The legal line of the PROW route must be kept open at all times, except where temporary closures or diversions are required to construct the second point of access. The definitive (legal) width of the route is 1m but a corridor of at least 2m must be kept open at all times, except in the above circumstance.

21. The 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). Within 3 months of each phase being completed and the development brought into use, a post construction stage certificate certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

REASON: To ensure that the development will be nutrient neutral.

22. Prior to commencement of construction of the new section of road passing east-west through the open spaces on the site, a scheme for the traffic calming of this section of road shall be submitted for

approval in writing by the local planning authority. The scheme shall be implemented and completed in advance of this section of road being first used by non-construction traffic or in accordance with a programme to be first agreed by the local planning authority.

REASON: In the interests of highway safety and amenity.

INFORMATIVE: The traffic calming scheme shall be designed to achieve traffic speeds on the road no greater than 20mph.

118 **Urgent Items**

There were no urgent items, so the Chairman thanked everyone for attending and closed the meeting.

(Duration of meeting: 10.30 am - 2.45 pm)

The Officer who has produced these minutes is Tara Shannon of Democratic Services, direct line 01225 718352, e-mail tara.shannon@wiltshire.gov.uk

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