

AGENDA

Meeting: Eastern Area Planning Committee

Place: Wessex Room, Corn Exchange, Devizes, SN10 1HS

Date: Thursday 25 April 2013

Time: 6.00 pm

Please direct any enquiries on this Agenda to Samuel Bath, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718211 or email samuel.bath@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Jane Burton	Cllr Jerry Kunkler
Cllr Nick Fogg	Cllr Laura Mayes
Cllr Richard Gamble (Vice Chairman)	Cllr Jemima Milton
Cllr Charles Howard (Chairman)	Cllr Christopher Williams
Cllr Chris Humphries	

Substitutes:

Cllr Liz Bryant	Cllr Simon Killane
Cllr Nigel Carter	Cllr Christopher Newbury
Cllr Bill Douglas	Cllr Jeffrey Ody
Cllr Peggy Dow	Cllr Jonathon Seed
Cllr George Jeans	Cllr Stuart Wheeler

AGENDA

Part I

Items to be considered when the meeting is open to the public

1 **Apologies for Absence**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (*Pages 1 - 8*)

To approve and sign as a correct record the minutes of the meeting held on **04 April 2013**.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation and Councillors' Questions**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register in person **no later than 5.50pm on the day of the meeting**.

The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered. The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular,

questions on non-determined planning applications. Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda **no later than 5pm on Thursday 18 April 2013**. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 Planning Appeals Annual Update Report (Pages 9 - 10)

To receive details of completed and pending appeals for 2012.

7 Planning Applications

To consider and determine the following planning applications.

7a **E/2012/1459/FUL: The Wickets, Dragon Lane, Manningford Bruce, Pewsey, SN9 6JE (Pages 11 - 18)**

7b **E/2013/0092/FUL: The Little House, 24 The Fairway, Devizes, Wiltshire SN10 5DX (Pages 19 - 24)**

7c **E/2013/0171/OUT: Whittonditch Farm, Whittonditch, Ramsbury, SN8 2QA (Pages 25 - 32)**

8 Urgent items

Any other items of business which, in the opinion of the Chairman, should be taken as a matter of urgency

Part II

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

This page is intentionally left blank

EASTERN AREA PLANNING COMMITTEE

DRAFT MINUTES OF THE EASTERN AREA PLANNING COMMITTEE MEETING HELD ON 4 APRIL 2013 IN THE THE ASSEMBLY ROOM - DEVIZES TOWN HALL, DEVIZES, SN10 1BN.

Present:

Cllr Jane Burton, Cllr Richard Gamble (Vice Chairman), Cllr Charles Howard (Chairman), Cllr Chris Humphries, Cllr Jerry Kunkler, Cllr Jemima Milton and Cllr Christopher Williams

18. **Apologies for Absence**

Apologies were received from Councillor Laura Mayes.

19. **Minutes of the Previous Meeting**

The minutes of the meeting held on **21 February 2013** were presented for consideration. It was,

Resolved:

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

20. **Declarations of Interest**

There were no declarations.

21. **Chairman's Announcements: Committee Membership and Agenda Changes**

- 1) To note the following changes of membership to the Committee:

Councillor Trevor Carbin to be replaced by Councillor Chris Humphries as a full member of the Committee.

- 2) To note that Item 7b in the agenda pack – E/2012/1216/FUL: Land to the rear of Wilcot road, Pewsey – would not be considered by the Committee to allow completion of a noise survey to take place and would be withdrawn from the agenda with the agreement of the Committee.

- 3) The Chair gave details of emergency exits in the event of a fire.

22. **Public Participation and Councillors' Questions**

The Committee noted the rules on public participation.

There were no questions submitted.

23. **Highways Act 1980 and Wildlife and Countryside Act 1981 - The Wiltshire Council (Sheet SU 05 NW) Easterton 26 Diversion Order 2011 and Definitive Map Modification Order NO. 8, 2011**

Public Participation

Mrs Michelle Hayley spoke in objection to the order.

Mrs Emma Hodgson spoke in objection to the order.

Mr Bill Donald spoke in objection to the order.

Mr John Snook spoke in support of the order.

The Rights of Way Officer presented the report, which recommended that the order be forwarded to the Secretary of State for the Environment, Food and Rural Affairs, with the recommendation that the order be approved without modification. The history of the order being made, details of objections and the layout of the current and proposed bridleways were detailed.

The Committee then had the opportunity to ask technical questions of the officer. The presence of pigs alongside the bridleway routes was raised, and it was stated there were no regulations prohibiting pig sites being placed alongside the bridleway, but that the land owner was planning to move the pigs to a new location permanently in the summer. The width of the proposed bridleway was confirmed as 4m, and that the current bridleway had no recorded width.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

A debate followed, where the additional distance to be travelled along the highway under the proposed route was discussed, and it was stated Highways officers had raised no concerns. The viability of the historic bridleway was debated, taking into consideration the necessary measures to bring it into usage.

At the conclusion of debate, it was,

Resolved:

That “*The Wiltshire Council (Sheet SU 05 NW) Easterton 26 Diversion Order 2011 and Definitive Map Modification Order No.8, 2011*”, be forwarded to the Secretary of State for determination, with a

recommendation from Wiltshire Council that the Order be confirmed without modification.

24. **Planning Applications**

24.a E/2012/1536/FUL: Land adjacent to Swan Meadow, Pewsey

Public Participation

Mr Ffinlo Costain (Pewsey Environmental Action Group) spoke in objection to the application.

Mr Duncan Hartley spoke in objection to the application.

Mr Patrick Durnford spoke in objection to the application.

Mr Middleton, agent, spoke in support of the application.

Mr Stephen Dangerfield spoke in support of the application.

Mr Michael Fowler, agent, spoke in support of the application.

Cllr Marilyn hunt, Pewsey Parish Council, spoke in objection to the application.

The Planning Officer introduced the report which recommended approval, as well as drawing attention to and summarising late representations as attached to these minutes. The key issues were stated to include the designated limits of development under local planning policies, the principle of the development, and impact upon the character of the area. It was noted that 75 trees on the site had been granted Tree Protection Orders, and the site lay within the stated limits of development for Pewsey.

The Committee then had the opportunity to ask technical questions of the officer. The extent of construction in the area adjacent to the development site was raised, along with the extent of the private orchard currently occupying the site to be removed.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

The Local Member, Councillor Jerry Kunkler, then stated that he had brought the item to Committee for determination as a matter of public interest, and detailed some of the concerns the application raised, as well as mitigating measures put in place. He stated he would not vote on the application given his close involvement with all parties during the course of its application progression.

A debate followed, during which it was confirmed the site did not meet the minimum number of properties required for affordable housing provision to be legally obliged, and the presence of flooding in the area was discussed. The Committee further debated the impact of local, regional and national planning policies on the proposal.

At the conclusion of debate, it was,

Resolved:

That planning permission be GRANTED subject to a S106 legal agreement to secure financial contributions in lieu of on-site children's play space provision for the following reason and subject to the following conditions:

The site lies within the Limits of Development and hence there is no in principle objection to the site's development. The site represents a sustainable location for new development, and could be developed without any adverse landscape impact or harm to the setting of nearby listed buildings. Satisfactory designs and layout are proposed, with no adverse highway safety implications and with no material harm to the residential amenity of existing local residents. The applicant has demonstrated that there will be no harm to local biodiversity and that with appropriate flood risk mitigation measures, the development will not increase flood risk in the locality.

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 **INFORMATIVE TO APPLICANT:**

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated **.

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

REASON:

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

- 4 No development shall commence on site until the trees on the site which are protected by a Tree Preservation Order have been enclosed by protective fencing, in accordance with British Standard 5837 (2012): Trees in Relation to Design Demolition and Construction. Before the fence is erected its type and position shall be approved with the Local Planning Authority and after it has been erected, it shall be maintained for the duration of the works and no vehicle, plant, temporary building or materials, including raising and or, lowering of ground levels, shall be allowed within the protected areas(s).

REASON:

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

- 5 All soft landscaping shown on drawing numbers 120516-102D and 120516-112 shall be carried out in the first planting and seeding season following the first occupation of the dwellings 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.

REASON:

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

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions to, or extensions or enlargements of any building forming part of the development hereby permitted.

REASON:

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

- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), the garages hereby permitted shall not be converted to habitable accommodation.

REASON:

To secure the retention of adequate parking provision, in the interests of highway safety.

- 8 No part of the development hereby permitted shall be first occupied until the accesses, turning areas and vehicle parking areas have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter. The first 7 metres of each access shall be surfaced in a well-bound consolidated material (not loose stone or gravel).

REASON:

In the interests of highway safety.

- 9 No part of the development shall be first occupied until the visibility splays shown on approved plan 120516-102D have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times

thereafter.

REASON:

In the interests of highway safety.

- 10 The mitigation measures detailed in Section 4 of the approved Flood Risk Assessment (February 2013 Issue 2, Cole Easdon Consultants) shall be carried out in full prior to the first occupation of the development.

REASON:

In the interests of flood prevention.

- 11 No development shall commence on site until detailed designs for both soakaways and permeable paving, along with soil percolation tests adhering to industry standard BRE 365 procedures, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

REASON:

In the interests of flood prevention.

- 12 The development shall be carried out in strict accordance with the recommendations made within the document "Ecological Appraisal including Mitigation and Enhancement Strategy, Final Report 15 February 2013" by Malford Environmental Consulting, in particular the site layout drawing on page 41 and as amplified in approved drawing 120516-112.

REASON:

To mitigate against the loss of existing biodiversity and nature habitats.

- 13 No development shall commence 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.

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

120516-103A received 30/01/13
120516-104A received 30/01/13
120516-105A received 30/01/13
120516-106A received 30/01/13
120516-107A received 30/01/13
120516-108A received 30/01/13
120516-109 received 30/01/13

120516-110A received 30/01/13
120516-112 received 26/02/13
120516-102D received 28/02/13

REASON:

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

24.b E/2012/1216/FUL: Land to the rear of Wilcot Road, Pewsey, SN9 5EL

The application was withdrawn from the agenda as detailed under Chairman's Announcements.

25. Urgent items

There were no urgent items.

(Duration of meeting: 6.00 - 7.45 pm)

The Officer who has produced these minutes is Kieran Elliott, of Democratic Services, direct line 01225 718504, e-mail kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

This page is intentionally left blank

Wiltshire Council

Eastern Area Planning Committee

25 April 2013

Appeal Performance 2012

1. Purpose of Report

To review the outcomes of decisions made by the Planning Inspectorate on appeals in the area covered by the Eastern Area Planning Committee in 2012.

2. Appeal Decisions

The Eastern Area Planning Committee met ten times and considered 30 applications in 2012. Ten of these were refused, of which 7 were refused against the recommendation of officers, whilst three were refused in accordance with the reason for refusal recommended by officers.

Out of these 10 decisions, five have currently been taken to appeal, four of which were on decisions taken against recommendation. Three decisions have so far been received, all of which have been allowed on appeal. Two of the appeals have resulted in cost awards against the Council (The Quakers Walk Care Village and 6, Oak Lane, Easterton). A list of the applications refused by the committee and the subsequent appeal decisions are set out in Table A.

Table A

Applications Refused by Eastern Area Planning Committee 2012

Reference	Parish	Location	Description	Appeal Decision	Officer Rec
E/2011/1139/OUT	Roundway	Quakers Walk	Care Village	Allowed	Approve
E/2012/0318/FUL	Easterton	6, Oak Lane	1 house	Allowed	Approve
E/2012/0359/FUL	Marlborough	Caffe Nero	Use as a coffee shop	Allowed	Approve
E/2012/0613/FUL	Aldbourn	Lower Upham	Hanger	Awaited	Approve
E/2012/0854/LBC	Aldbourn	The Green	PV panels	Awaited	Refuse
E/2012/0362/FUL	L Bedwyn	Church Street	1 house	Not appealed	Refuse
E/2011/1572/LBC	Baydon	Manor Farm	Demolish building	Not appealed	Refuse
E/2012/0786/FUL	Burbage	The Wharf	5 houses	Not appealed	Refuse
E/2012/0923/FUL	Marlborough	Bridewell St	Alteration to wall	Not appealed	Approve
E/012/1121/LBC	Marlborough	Bridewell St	Alteration to wall	Not appealed	Approve

During 2012, the Council received decisions on a further 16 appeals against refusals made under delegated powers in the area covered by the Eastern Area Planning Committee. Ten of these were dismissed, with the extensions on a further two also dismissed. Only 4 were allowed. There were no cost awards against the Council in any delegated decision. The list of appeal decisions made on delegated decisions is set out in Table B.

Table B

Appeal Decisions Received in 2012 on Applications Refused under Delegated Powers

Reference	Parish	Location	Description	Decision
E/2011/0968/FUL	Great Cheverell	The Orchard	1 house	Dismissed
E/2011/1388/FUL	Marlborough	2, Chapter Close	1 house	Dismissed
E/2011/1212/FUL	Milton Lilbourne	The Severalls	1 house	Dismissed
E/11/0667/FUL	Milton Lilbourne	Mayfield, Clench	Tennis court	Dismissed
E/2011/0881/FUL	Ludgershall	Old Rectory	Extensions	Dismissed
E/2011/1514/FUL	Potterne	49, Devizes Road	Extensions	Dismissed
E/2011/1438/FUL	Alton	Monks Hollow	Extensions	Dismissed
E/2011/1391/FUL	Mildenhall	Romans Halt	Extensions	Dismissed
E/2011/1392/LBC	Mildenhall	Romans Halt	Extensions	Dismissed
E/2011/1270/ADV	Roundway	Fussell Wadham	Pole Sign	Dismissed
E/2011/1207/LBC	West Overton	Down View Cottage	Extension	Split
E/2011/1208/FUL	West Overton	Down View Cottage	Extension	Split
E/2011/1636/FUL	Baydon	1, Ermin Street	1 house	Allowed
E/2011/1592/FUL	Burbage	Stibb Green	1 house	Allowed
E/2011/1443/FUL	Ogbourne SG	Crimea Cottage	Extension	Allowed
E/2012/0134/FUL	Roundway	Keep, London Rd	Condition	Allowed

Report Author – Mike Wilmott, Area Development Manager.

REPORT TO THE EASTERN AREA PLANNING COMMITTEE

Date of Meeting	25 April 2013
Application Number	E/2012/1459/FUL
Site Address	The Wickets, Dragon Lane, Manningford Bruce, Pewsey, SN9 6JE
Proposal	New Vehicular Access
Applicant	Mr John Palmer
Town/Parish Council	MANNINGFORD
Grid Ref	413691 159176
Type of application	Full Planning
Case Officer	Victoria Cains

Reason for the application being considered by Committee

The application has been called to committee at the request of the division member, Cllr Brigadier Robert Hall.

1. Purpose of Report

To consider the recommendation that the application be approved subject to conditions.

2. Report Summary

The main issue to consider is whether the new vehicular field access can be created so as not to cause harm in terms highway safety, visual amenity or increased surface water run-off.

3. Site Description

The application site lies within the village of Manningford Bruce, at Dragon Lane and within the wider landscape designation of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The site can be located by taking a left hand turning towards the village (signposted) when heading in an easterly direction on the A345 towards Pewsey. Dragon Lane can be found approximately 1.2 km (0.7 miles) on the left hand side of the road.

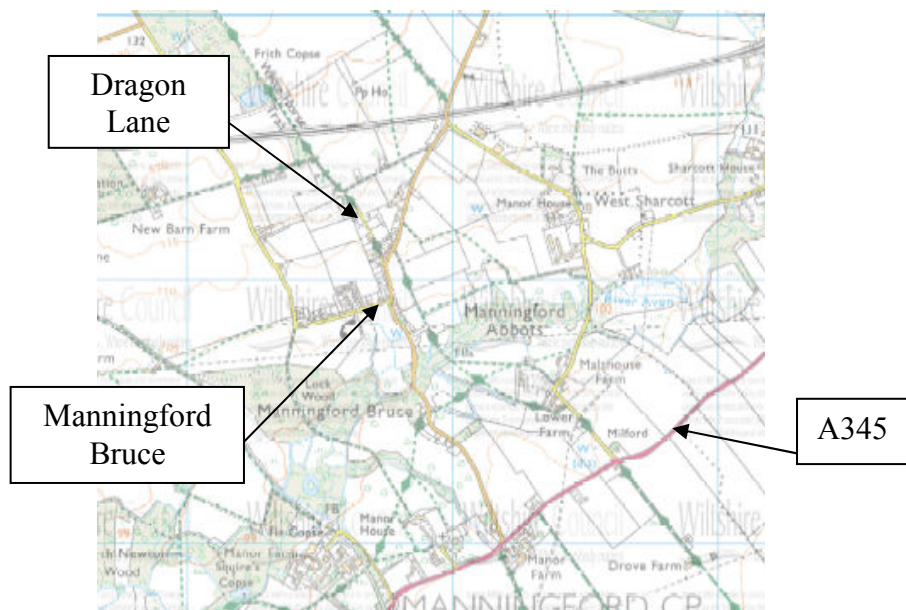


Plate 1: Location Plan (not to scale)

The application proposes a new access into the field adjacent the property known as The Wickets. The field does not form part of the residential curtilage of The Wickets and is a separate parcel of land that appears to have last been in some form of agricultural use (although this was presumably some time ago).



Plate 2: Plan showing application site

4. Planning History

There have been 3 historic applications for residential development within the field (K/79/0786 for 7 dwellings was refused; K/85/0311 for a single dwelling was refused and K/32271 was also refused and dismissed at appeal). There is no planning history relating to a vehicular access and the previous refusal reasons related to the principle of development, visual impact within the AONB and the increase in traffic movements associated with the increase in dwelling numbers.

5. The Proposal

This application proposes to create a vehicular access into the field for the purposes of maintaining the land. The agent for the applicant has stated that *“currently the main access is restricted from the wider property due to planted hedging and flowerbeds and its location (NW extremity of the plot). An additional access is required that would not replace the current driveway, but increase the ability to access the whole of the property”*. The scheme proposes the access only and does not seek any further development within the field – e.g. a track or hardstanding.

The scheme has been amended during its consideration through a reduction in its size (the opening being reduced from 10 to 8 metres in length and its depth being reduced from 7.5 to 5 metres) and the inclusion of a soakaway sump.

The access would be formed by excavating an area of bank to create the hardsurfaced access. A new mixed native hedge will replace the existing hedge that is to be lost and a soakaway is proposed to deal with the matter of increased surface water run-off.

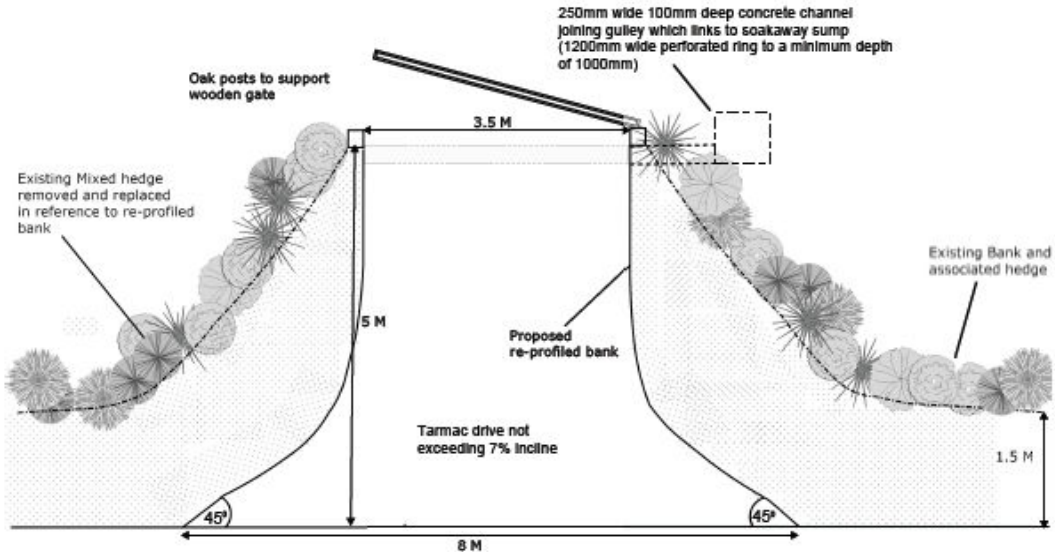


Plate 3: Proposed access details (not to scale)



Plate 4: Photograph of Dragon Lane (application site is on right hand side of picture)



Plate 5: Photograph of application site

6. Planning Policy

The development plan for the area comprises the Kennet Local Plan 2011 and the Wiltshire & Swindon Structure Plan 2016. The key local plan policy is PD1 "Development and Design". Structure Plan policy C8 covers development in AONBs. The National Planning Policy Framework (NPPF) is also relevant.

In due course the Wiltshire Core Strategy will replace the Kennet Local Plan as the statutory local plan for the East Wiltshire area. The Wiltshire Core Strategy Pre-Submission Document went out to public consultation in February 2012 and the Wiltshire Core Strategy was presented for examination in July 2012. However, it is not expected to be adopted until late 2013. Because the document is not in an advanced stage of preparation, it does not yet carry significant weight when making planning decisions.

7. Consultations

WC Highways: No objection subject to conditions regarding visibility, the gradient and surfacing of the access, the position of gates and the method of surface water disposal.

WC Land Drainage Engineer: No objection.

Manningford Bruce Parish Council: Objects.

"The proposal envisages the provision of a completely new entrance, which will require the removal of hedging and low banking and development of a sloping tarmac driveway leading to a wooden gate. The house itself is situated at the northern end of an estate of approximately one acre, mainly lawned with some landscaping. The Design Brief accompanying the application states that the objective is to provide vehicular access to land currently separate from existing access arrangements. The site is situated within the North Wessex Downs Area of Outstanding Natural Beauty and is outside the village defined limit of development. Dragon Lane is a narrow single track road approximately 2 metres in width for the most part.

"During the course of the visit to the site, it was noted that the existing entrance constructed during the building of this relatively new property approximately 3 years ago, provides unrestricted access to the remainder of the property. The applicant's claim that part of the estate is a separate entity from the remainder requiring separate vehicular access arrangements could therefore not be supported. This proposed development would also have a detrimental visual impact on the neighbourhood and tend to aggravate movement within Dragon Lane. Neighbouring properties have expressed their opposition to this development. For reasons given above, Manningford Parish Council objects to the application."

8. Publicity

Letters from 2 neighbouring properties have been received. The comments received are summarised as:

- As the lane is narrow and the bank high the entrance needs to be very wide. Our entrance opposite [Fairfield] is a full 13 metres wide and theirs will need to be wider still given the height of the bank. The rather sketchy drawing shows an entrance that seems to be narrower than ours, which will not be enough to allow proper access without swinging vehicles onto our driveway.
- The current drawings are too vague given the restricted space and permission should not be granted until more detailed drawings, to scale, are done, and the issue of turning circle and access can be properly addressed.
- The second issue is that this application is for a new vehicular access point from Dragon Lane. This surely encourages more traffic along the lane. The lane is only 2 metres wide at this point and is even narrower further down. Should we really be adding extra vehicular access here? I would like to see firm assurances that this new entrance will not increase the traffic on the lane, and that the access to the field will not be for extra activity but will supplant existing activity.

- How are they going to complete the work without driving earthmoving equipment onto our [Fairfield – opposite] driveway? The lane is only 2 metres wide at this point and they need to move a considerable amount of earth one way or another.
- There is the issue of drainage and water runoff. Dragon Lane has no drainage ditches and existing runoff washes down the lane and into the centre of the village, which only has small drainage runoff pipes along the road (supporting photos to follow by post). The works will punch a large hole in the earth bank on the east side of the lane, so promoting extra runoff from the large field behind. Surely the bank needs to be kept in order to contain the runoff.
- There is an alternative. They could use the land inside the boundary to provide access to the large field area from the existing entrance. A paved or gravel section could run parallel to the boundary to the field from the existing entrance. This would preserve the bank and reduce runoff, and would not require work to be done on the lane itself. It would not even take any more land to build than the current proposal, as the new entrance would need to be very large and intrude well into the field as per point 1. The existing wide entrance could then be used to provide vehicular access. Using the existing entrance would also reduce the amount of traffic turn-ins on the lane.
- As this site has been adequately managed for the last 3 years without vehicle access, one can only be very worried and speculate as to what future plans there are for this site if planning is granted.
- The design statement says the access will be tarmac. Visually this is not in keeping with other accesses in the immediate area which are either gravel or compacted soil and grass. Dragon Lane has a downward gradient, which in wet weather causes a stream of water all the way to the end. It carries silt and debris and flows naturally down the side where the site is. If tarmac is used there is a possibility that ground water from the site would add to the quantity of the flow especially as the site is 1.5m above the lane. The use of gravel would act as a natural soakaway for the surface water.
- Also of concern is the fact that this is the second pending planning application within a short area of the lane (see E/2012/1119/FUL). They are on the same side, both are for vehicle access and both require the removal of hedgerow. If planning is subsequently granted, the character of this ancient lane will be changed significantly.
- We note the drainage proposals on the amended plans but the success and efficiency of these is unproven until put into use. This will be of little comfort to those whose homes may subsequently be affected should they not work. The solution is not to have the access at all.
- The change in measurement of access width and length in no way mitigates the visual impact on the lane.

9. Planning Considerations

Dragon Lane is a narrow rural lane leading from the main route through Manningford Bruce to the countryside beyond. However, the southern stretch of this lane is characterised by a number of dwellings and their associated accesses built close to the roadside edge (as is shown on the photographs below).



Plate 6: Photographs looking south & north along Dragon Lane - examples of existing accesses

The proposed access will cut through the raised bank (see plate 5) but this is at a point close to the access to Fairfields and the allotments, both opposite. In this context, the new access will neither appear isolated in the rural context nor out of keeping with the character and appearance of the southern part of Dragon Lane. The access has been narrowed and the scheme proposes a mixed native hedge on the re-profiled bank. The narrow proportions and inclusion of landscaping helps to ensure that the access would maintain the rural character and appearance of this side of the lane and it is appropriate in scale to the field it serves. The use of tarmac is also considered acceptable as this is in keeping with other such tarmac entrances along the lane. The scheme is therefore considered visually acceptable and there will be no demonstrable harm caused to the scenic qualities or amenities of the AONB.

The highways officer is satisfied with the scheme in respect of highway safety and the narrower design has evolved in consultation with the Council's highways officer. The purpose of the access is to serve vehicles which are already required to access the site for maintenance purposes. Therefore, there will be no material increase in traffic using Dragon Lane.

The further concern raised by the objectors is the potential impact upon surface water run-off as a result of the sloping tarmac drive. Dragon Lane currently experiences problems of surface water run-off during periods of heavy rainfall. The Council's land drainage officer has visited the site twice and is satisfied that the drainage channel and soakaway shown on the amended plans will adequately address any increase in run-off that could be caused by the new access.

It is also considered that the use of the field access will not give rise to any adverse impact upon the reasonable living conditions of the neighbouring residents.

10. Conclusion

In conclusion, it is your officers' opinion that the new access is acceptable visually within the context of other vehicular accesses and it will not give rise to any highway safety implications nor any increase in surface water run-off. The scheme is therefore considered acceptable and a grant of planning permission is recommended.

RECOMMENDATION

That planning permission be GRANTED for the following reason and subject to the following list of conditions:

The Council is required to give a summary of the reasons for this decision and its conditions, and a summary of the development plan policies and proposals relevant to the decision and its conditions. These are set out below:

The decision to grant planning permission has been taken on the grounds that the proposed development would not cause any significant harm to interests of acknowledged importance and having regard to the National Planning Policy Framework, policy PD1 of the Kennet Local Plan 2011 and policy C8 of the Wiltshire & Swindon Structure Plan 2016.

In accordance with paragraph 187 of the National Planning Policy Framework, Wiltshire Council has worked proactively to secure this development to improve the environmental conditions of the area.

- 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 No development shall commence on site until a scheme of 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; and
 - c) a detailed planting specification showing all plant species, supply and planting sizes and planting densities.

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

- 3 All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the new access 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.

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

- 4 The access hereby permitted shall not be brought into use until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the nearside edge of the carriageway 25 metres to the north-west and 25 metres to the south-east 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.

- 5 The gradient of the access hereby permitted shall not at any point be steeper than 1 in 15 for a distance of 4.5 metres from its junction with the public highway.

REASON: In the interests of highway safety.

- 6 The development hereby permitted shall not be first brought into use until the first 4.5 metres of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

- 7 The gates shall be erected in accordance with the details shown on approved plan number NA/JP/cp08 (received on the 25th February 2013). The gates shall be set back 5 metres from the edge of the carriageway and shall open inwards only, in perpetuity.

REASON: In the interests of highway safety.

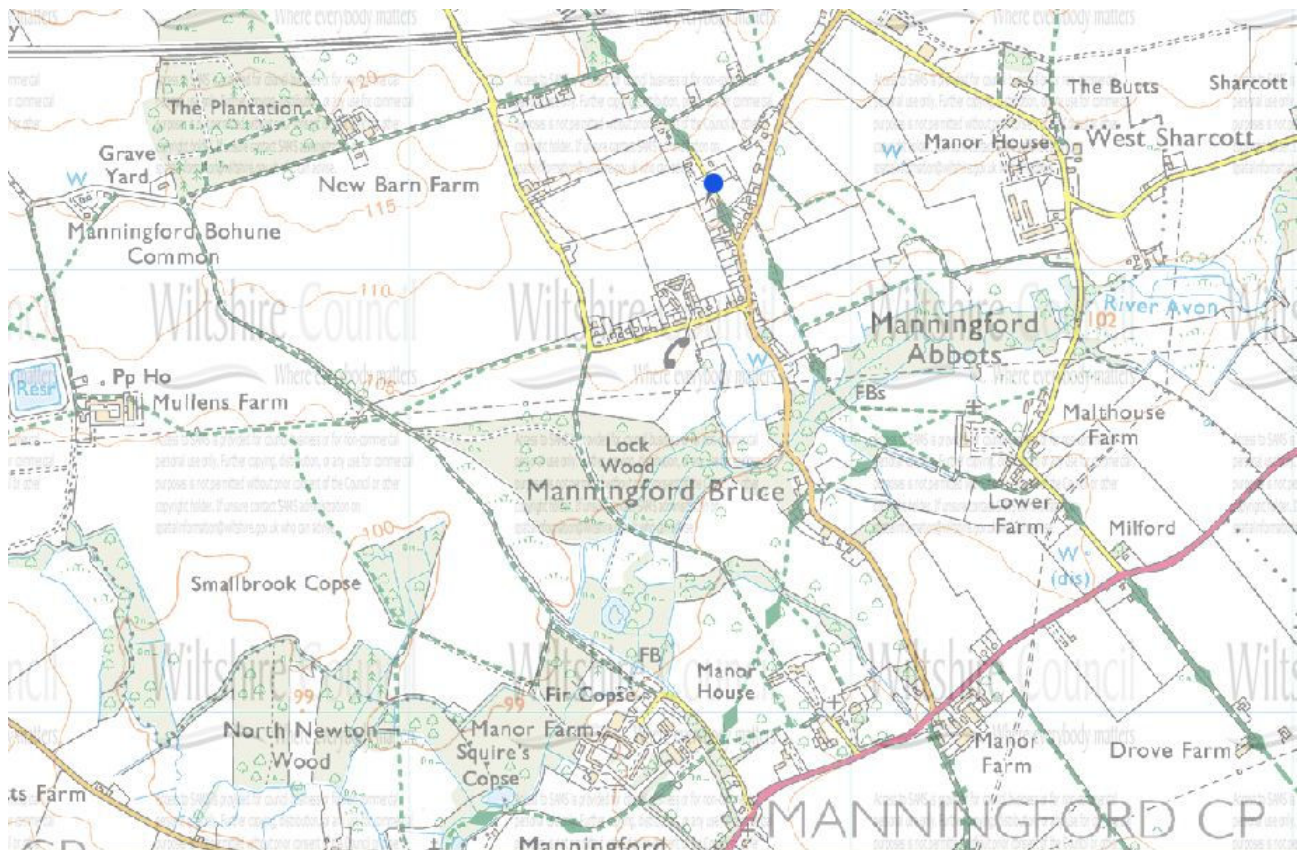
- 8 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan ref: Location plan, Date received: 26th November 2012;

Plan ref: NA/JP/cp06, Date received: 4th February 2013; and

Plan ref: NA/JP/cp08, Date received: 25th February 2013.

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



REPORT TO THE EASTERN AREA PLANNING COMMITTEE

Date of Meeting	25 April 2013
Application Number	E/2013/0092/FUL
Site Address	The Little House, 24 The Fairway, Devizes, Wiltshire, SN10 5DX
Proposal	Demolish existing garage and sheds. Erection of part two/part single storey extension to side, and single storey extension to the rear.
Applicant	Mr Keith Hudson
Town/Parish Council	DEVIZES
Grid Ref	400295 160209
Type of application	Full Planning
Case Officer	Jane Sanger

Reason for the application being considered by Committee

The application has been brought to committee at the request of the division member, Cllr. Jeffrey Ody.

1. Purpose of Report

To consider the recommendation that the application be approved subject to conditions.

2. Report Summary

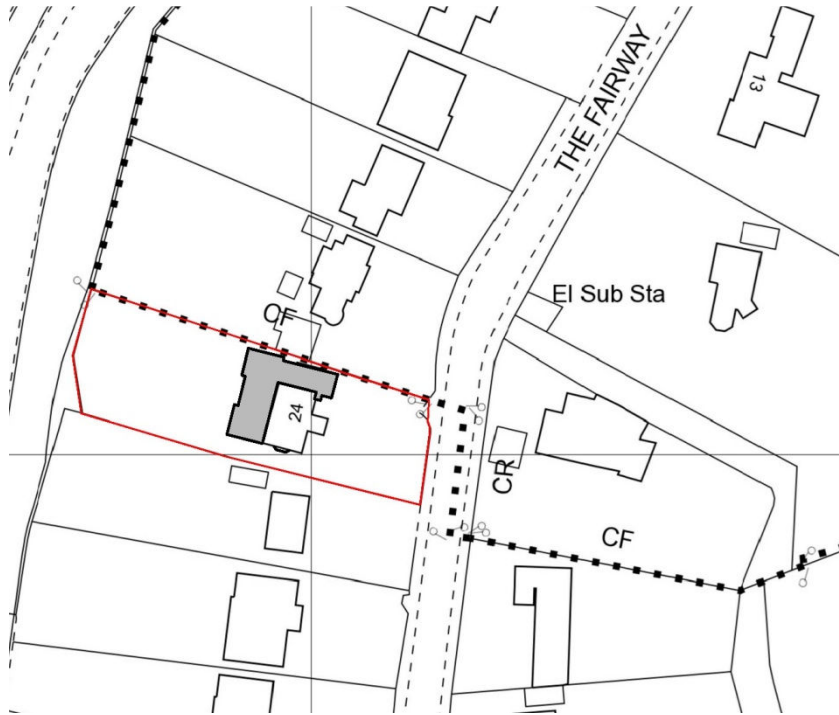
The main issues to consider are whether the proposals are satisfactory in terms of their impacts upon the character and appearance of the area and neighbour amenity.

3. Site Description

The Fairway is a private unadopted cul-de-sac off the Potterne Road in Devizes. When travelling out of Devizes Market Place follow the signs for 'A360 Salisbury' and head straight across two mini roundabouts (junctions with Southbroom Road and Wick Lane respectively). The Fairway is on the left hand side, just before the A360 dives into a cutting on the edge of Devizes.

The application property is a detached chalet style bungalow, built in brick with a tiled roof. The front of the property is almost symmetrical with a central two storey gable projection and flat roof dormer in the roof slope either side (see existing elevations below). There is a detached single garage to the north of the property, attached to the dwelling via a section of garden wall.

The property is set back from The Fairway behind a boundary of trees and vegetation. The sizeable residential plot backs onto the A360 which is at a lower level than the site itself and hidden from view behind tall trees.



Site Location Plan (proposed extensions highlighted in grey)

4. Planning History

There is no relevant planning history.

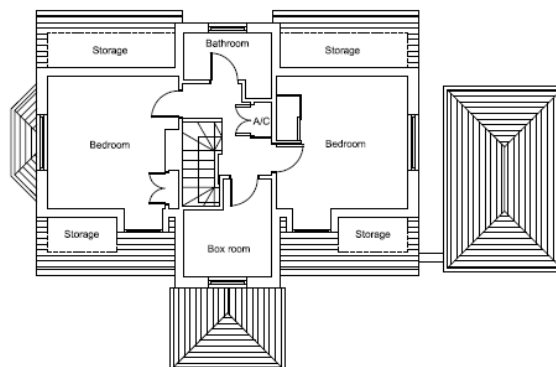
5. The Proposal

The proposal is to demolish the existing detached single garage and to construct a sizeable extension wrapping around the side and rear of the property. The extensions would accommodate a new ground floor one bedroom residential annexe to the side, together with additional ground floor accommodation for the main dwelling at the rear, a new first floor en-suite and an enlarged first floor bathroom. There would be a new dormer window in the rear roof slope to serve an existing first floor bedroom.

The plans also show alterations to the existing porch to move the door from the side to the front, but these alterations do not require planning permission.



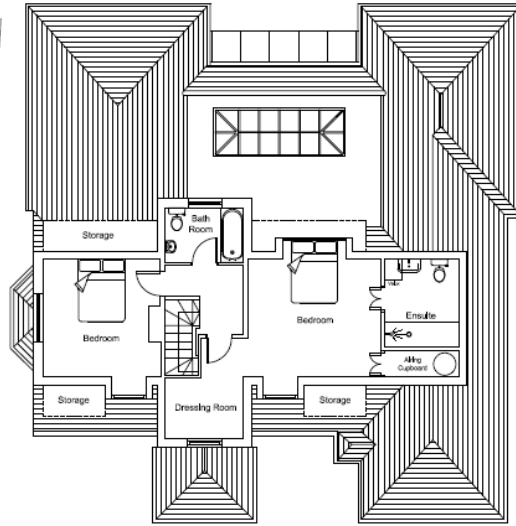
Existing Ground Floor Plan



Existing First Floor Plan



Proposed Ground Floor Plan



Proposed First Floor Plan



Existing Front (East) Elevation



Existing Side (North) Elevation



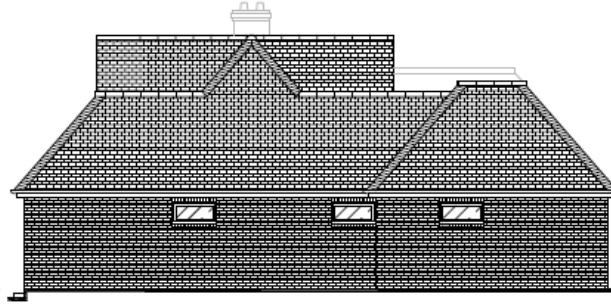
Existing Rear (West) Elevation



Existing Side (South) Elevation



Proposed Front (East) Elevation



Proposed Side (North) Elevation



Proposed Rear (West) Elevation



Proposed Side (South) Elevation

6. Planning Policy

Policy PD1 of the Kennet Local Plan 2011 is relevant to the consideration of this application.

Government policy contained in the National Planning Policy Framework (NPPF) 2012 is also a material consideration.

7. Consultations

Devizes Town Council – no objection.

Roundway Parish Council – no objection.

8. Publicity

One representation of objection has been received from the neighbour at 26 The Fairway to the south of the application site. The following concerns are raised:

- The mass and scale of the proposals would result in overdevelopment of the site, wholly out of character and not acceptable within the context of the site;
- Building upwards and not outwards would lessen the impact of the proposals;
- The rear extension would project beyond the building line of neighbouring properties, resulting in an obtrusive and harmful impact on the rear garden aspect;
- The drawings only show one door directly accessing the rear garden and due to its location on the south elevation and proximity to the objector's property, this would result in loss of privacy;
- Access to the rear garden can be easily achieved from the west (rear) elevation, therefore there should be no windows/doors off the southern elevation to safeguard the objector's privacy and prevent any noise disturbance;
- Increasing the height of the fencing on the southern boundary of the site would alleviate the noise disturbance from the use of the personnel door aforementioned;
- It is suggested that the proposals are revised, decreasing the projection of the rear extension by half, more in keeping with other properties, less dominant/obtrusive and more acceptable.

9. Planning Considerations

The key planning issues to consider are the impacts upon the character and appearance of the area and neighbour amenity. Policy PD1 of the Kennet Local Plan requires that all development proposals should demonstrate a high standard of design which has regard to its townscape context and impact upon residential amenity.

9.1 Impact on the character and appearance of the area

The proposals would not be out of character with the area as The Fairway features a variety of architectural styles and a number of properties have already been significantly extended. The main public views of the proposed extensions would be from The Fairway itself (although it should be noted that this is a private unadopted road). From this angle, glimpsed through the trees and vegetation, the extensions would appear relatively modest - basically a side extension to replace the existing detached single garage, with a similar roof form to the host dwelling and no increase in overall height. The extensions to the rear would be more extensive in scale and footprint but these would not be visible from public vantage points, therefore they would have little or no impact upon the wider area.

9.2 Impact on neighbour amenity

Whilst the proposed extensions would be large in comparison to the host property, it is not considered that their scale or bulk would be harmful to either neighbour. The extensions would lie immediately to the north of the objector's property (26 The Fairway) and therefore they would not affect the levels of sunlight reaching her property or garden. The rear extensions would be set 3.5m off the boundary and this distance would be sufficient to ensure that the extensions are not overbearing for the neighbour; helped by the fact that the extensions are single storey with the roof pitching away from the boundary. The impact on the objector would also be mitigated by the fact that her property is set away from the boundary with an intervening shed (in the objector's garden) to provide some screening / visual buffering. An existing timber fence with vegetation on it would provide additional screening along the boundary and prevent loss of privacy for the neighbour.

Officers have discussed with the applicant whether he would be prepared to revise the scheme to address the neighbour's concerns, but the applicant has declined to make any amendments and he has requested that the application be determined as submitted. It is not considered that a refusal of planning permission on neighbour amenity grounds could be substantiated on appeal.

RECOMMENDATION

That planning permission should be GRANTED for the following reason and subject to the attached list of planning conditions:

The Council is required to give a summary of the reasons for this decision and its conditions, and a summary of the development plan policies and proposals relevant to the decision and its conditions. These are set out below:

The decision to grant planning permission has been taken on the grounds that the proposed development would not cause any significant harm to interests of acknowledged importance and having regard to the National Planning Policy Framework and the following policies and proposals in the Kennet Local Plan 2011 namely: policy PD1.

In accordance with paragraph 187 of the National Planning Policy Framework, Wiltshire Council has worked proactively to secure this development to improve the environmental, social and economic conditions of the area.

- 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 provision of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match in material, colour and texture those used in the existing dwelling.

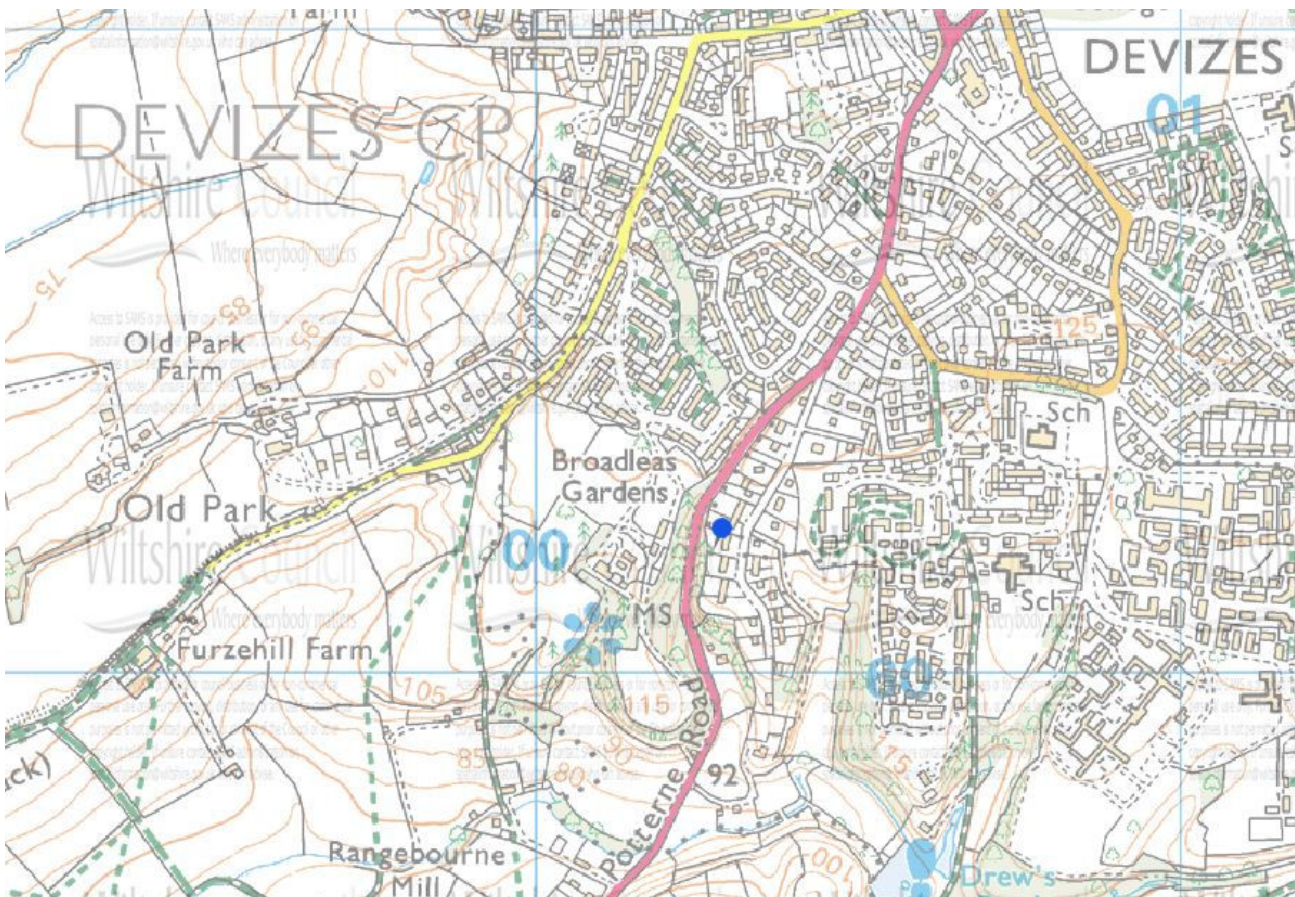
REASON: In the interests of visual amenity and the character and appearance of the area.

- 3 The extension hereby permitted off the northern elevation of the existing dwelling shall not be occupied at any time other than for the purposes ancillary to the residential use of the main dwelling, known as The Little House, 24 The Fairway, Devizes and it shall remain within the same planning unit as the main dwelling.

REASON: The additional accommodation is sited 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 a wholly separate dwelling.

- 4 The development hereby permitted shall be carried out in accordance with the following approved plans: Application Form, Design & Access Statement, Drawings Nos. 12.24TF.P.01, 12.24TF.P.02, 12.24TF.P.03, 12.24TF.P.04, 12.24TF.P.05, all received on 08.01.2013. Drawing No. 12.24TF.P.SITE.01A, received on 29.01.2013.

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



REPORT TO THE EASTERN AREA PLANNING COMMITTEE

Date of Meeting	25 April 2013
Application Number	E/2013/0171/OUT
Site Address	Whittonditch Farm, Whittonditch, Ramsbury, SN8 2QA
Proposal	Demolition of buildings and erection of 4 dwellings, plus retention and renovation of roadside barn, and associated works.
Applicant	Mr J Hosier
Town/Parish Council	RAMSBURY
Grid Ref	428960 172393
Type of application	Full Planning
Case Officer	Peter Horton

Reason for the application being considered by Committee

The application has been called to Committee at the request of the Division Member, Cllr. Chris Humphries.

1. Purpose of Report

To consider the recommendation that the application be refused on the grounds of: (a) the site being an unsustainable location for the siting of new dwellings, and; (b) the proposal makes no provision for affordable housing.

2. Report Summary

The main issue to consider is whether this site in the countryside, well outside the Ramsbury Limits of Development (LOD), represents a sustainable location for new residential development. In addition, should there be an insistence that a 50% provision of affordable homes be accommodated within the site?

3. Site Description

Whittonditch is a small hamlet located to the north east of Ramsbury on the B4192 Aldbourne to Chilton Foliat road, roughly half way between the two villages. The site is a complex of mainly utilitarian farm buildings located on the eastern side of the road adjacent to the crossroads where the Whittonditch Road from the village of Ramsbury crosses the B4192 before heading on to Witcha and Membury. To the north lies Whittonditch House, set back from the road and approached via a curved drive. To the east, overlooking the site is a pair of semi detached properties, with a further detached dwelling to the south. One of the farm buildings has a brick and flint wall bordering the site with a cement fibre roof. In total there are 7 farm buildings, 5 of which are of comparatively modern construction.



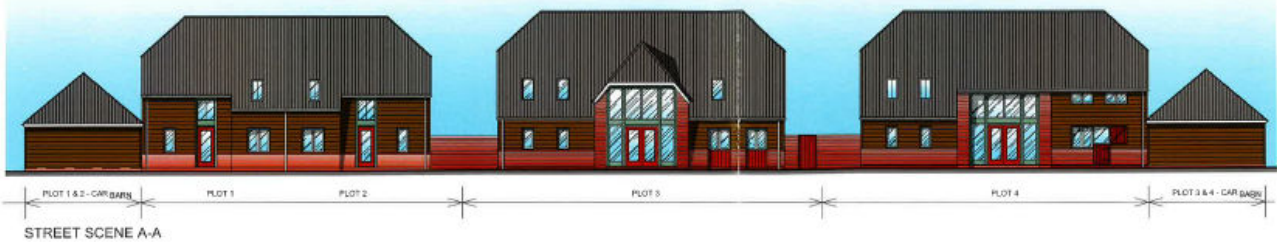
4. Planning History

K/42007: This mixed use application to convert the 2 older farm buildings (one to B1 and one to residential), to demolish the rest and to erect 2 new dwellings was refused in 2001 on the grounds of the new dwellings being contrary to countryside policy and reliant on the private car.

K/42492: Planning permission was granted in 2002 to demolish 2 of the farm buildings and to convert the remainder to employment uses. The largest building would be given over to B8 uses and the remainder to B1. The agent for the current application claims that the change of use of the largest building to B8 has been implemented and therefore argues that the permission is extant. Furthermore, one of the buildings has been demolished and the southernmost access has been closed off (as required by condition). However none of the pre-commencement conditions have been discharged, so the permission has not been lawfully implemented.

5. The Proposal

The current proposal is an outline with all matters reserved for subsequent approval. It is proposed to demolish all the buildings except the brick and flint walled building along the main road frontage. Four dwellings in the style of converted agricultural barns are proposed (illustrative elevations have been provided), two detached and one pair of semi-detached, as well as two detached car barns. The retained building along the road frontage would be restored and sub-divided to provide work from home space for the proposed dwellings.



A draft unilateral undertaking has been submitted with the application which proposes to pay: (a) an unspecified amount as an affordable housing contribution towards the cost of providing affordable housing within the Marlborough Community Area; (b) a £4,500 contribution towards the cost of providing play facilities within Ramsbury; and (c) a £25,000 highways contribution towards the cost of providing a pedestrian link between the site and Ramsbury.

6. Planning Policy

The site is located well outside the Limits of Development (LOD) defined for Ramsbury in the Kennet Local Plan, so in planning policy terms it lies in the countryside. The key local plan policy is therefore HC26. This policy states that the only new build residential development which is permissible in the countryside is where it is to provide accommodation for the essential needs of agriculture or other employment essential to the countryside.

Other relevant local plan policies are HC32 (which requires the equivalent provision of general market and affordable homes in rural areas), NR6 (which generally restricts development to within LODs), NR7 (which seeks to resist development which is likely to have an adverse effect upon the landscape) and PD1 (which states out general principles for development which all development proposals have to satisfy). Policy HC35 "Recreation provision on small housing sites" does not apply to sites of less than 5 units.

Structure Plan policy DP1 seeks to promote a pattern of land-uses and associated transport links which minimise the need to travel and support the increased use of public transport, cycling and walking.

The NPPF paragraph 55 states that new isolated homes in the countryside should be avoided unless there are special circumstances. NPPF Chapter 4 promotes a pattern of development which facilitates the use of sustainable modes of transport. The glossary definition of “previously developed land” in the NPPF Annex 2 excludes “land that is or has been occupied by agricultural buildings”.

The site lies in the AONB. NPPF paragraph 115 states that great weight should be given to conserving landscape and scenic beauty in AONBs.

7. Consultations

Ramsbury Parish Council: Supports the application. This derelict site has been underutilised for many years. It is surrounded by other houses, is on a bus route and is within walking distance of the village.

North Wessex Downs AONB Unit: Objects to the proposal. This is an unsustainable countryside location and despite the bus link, the residential accommodation would be car focused. The proposal therefore fails to meet the requirements of the NPPF. In addition, does not agree that the existing site is in some way harmful to the character and qualities of the AONB and therefore needs “enhancement”. It is typical of many small farm yards that actually create the character of the AONB – whilst new small sporadic housing developments in the open countryside will only have a negative impact. Although the proposed dwellings have been designed in an agricultural style, the overall similarity between each building will result in the development still appearing as a group of houses with related gardens and parking.

Highway Authority: Considers that the proposed development would be overly reliant on the use of the private car, would be unsustainable and would represent isolated development in the countryside contrary to the NPPF. Whilst there is a reasonable bus service, the development is located well away from most services and employment facilities and it is unlikely that public transport, walking and cycling would be employed for the majority of transport trips to and from the site. Therefore recommends refusal for the following reason:

“The proposed development located remote from services and employment facilities, would be highly dependent on the private car, and is contrary to the guidance in the NPPF which seeks to encourage development to make the fullest possible use of public transport, walking and cycling and to be in locations which are or can be made sustainable.”

Also originally recommended refusal for the following additional reason: *“The B4192 from which the site takes access and the class III road between the site and the village of Ramsbury would form a desire line for pedestrians to and from the development to access Ramsbury services but are both unsuitable by reason of their lack of pedestrian facilities to safely and conveniently cater for the pedestrian movements which would be generated by a development of 4 dwellings.”*

However, the agent has subsequently verbally offered to provide a footway to highway adoptable standards over the majority of the route between Whittonditch crossroads and the edge of Ramsbury. The first section where there is an existing permissive path within the field would only be accepted by the landowner as a stoned path (not tarmac) and would remain as a permissive path which could therefore be withdrawn at some future time. Given the desirability of achieving a continuous pedestrian route from Whittonditch to Ramsbury, the Highway Authority is prepared to accept this limitation. Over the much longer section where an adoptable highway footway would be provided on the existing highway verge, some sections are too narrow to achieve a full width (2m) footway. Some short sections would narrow to about 1.2 metres – which again the Highway Authority is prepared to accept.

In the event that planning permission is granted for the development, the Highway Authority would want conditions attached to ensure the provision of the proposed pedestrian footway to the village prior to the first occupation of the development.

Principal Development Officer, New Housing: Local plan policy HC32 still applies: draft Core Strategy policy 43 does not yet carry much weight. There is sufficient evidence of need for affordable housing in this area, therefore 2 out of the 4 proposed dwellings should be affordable. The submitted draft unilateral undertaking does not allow for the provision of affordable units on the ground, only for a commuted sum in lieu. This is not acceptable. If planning permission is to be granted, this should be with a bilateral S106 agreement providing affordable units on the site.

County Ecologist: No objection subject to a condition requiring the demolition of the existing buildings to be carried out in accordance with the recommendations given in the submitted ecological report.

Landscape Officer: No objection. Development of the proposed scale and form will not result in any significant negative landscape or visual effect. However, it will be important to carefully control the appearance of the final development.

Environmental Health: Require the imposition of a contaminated land condition.

8. Publicity

The occupier of Whittonditch House has no objection to the proposal. However he has existing highways safety concerns and advocates speed restrictions along the B4192.

9. Planning Considerations

The site is occupied by a set of redundant agricultural buildings. Notwithstanding the agent's claim that the 2002 planning permission for change of use to commercial was implemented (it is claimed that the large building is in active B8 use), none of the conditions attached to that permission were discharged and so it was not lawfully implemented. The permission is therefore not considered to be extant. Rather than being a 'brownfield' or 'previously developed' site as is claimed, the site is considered to fall outside of the NPPF definition of 'previously developed land', being 'land that is or has been occupied by agricultural buildings'.

Whilst it is appreciated that the buildings (with the exception of the brick and flint wall of the roadside building) are not intrinsically attractive, officers agree with the assessment of the AONB unit that the existing site is not harmful to the character and qualities of the AONB and therefore does not need "enhancement." It is typical of many small farm yards that actually create the character of the AONB. It is acknowledged that the buildings are prominent when seen from the highway and that they are utilitarian in appearance. However they are characteristic of the rural landscape and are not inappropriate in their context.

In planning policy terms the site lies in the countryside, being situated well outside the Ramsbury LOD. Longstanding local and national planning policies have indicated that proposals for isolated new dwellings in the countryside should be resisted. The proposal is clearly contrary to local plan policy HC26 since no case has been made that the proposed dwellings would meet an essential agricultural need. It is also contrary to the requirement of NPPF paragraph 55 to avoid isolated new homes in the countryside, the proposed four new build dwellings not equating to any of the special circumstances listed in the paragraph.

The proposed location is essentially unsustainable, providing occupants of the proposed dwellings with no ready access to services such as shops and schools, or to employment opportunities. Such occupants would inevitably have to access these facilities by private car, contrary to the long standing tenet of national planning policy of seeking to concentrate new development in existing settlements which are well served by public transport. Although the applicant makes a case that the site is located on 3 bus routes, the services are infrequent and the bus stops are some 120m away on Whittonditch Road. As a consequence, occupiers of the proposed dwellings would in reality be heavily reliant on the private car. This is contrary to the NPPF paragraph 34 which states: "plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."

Even if occupiers of the dwellings were to contemplate accessing Ramsbury services by foot, there are severe highway safety implications of them doing so which would deter them, namely there is no separate pedestrian access. The Highway Authority had misgivings about this scenario such that they initially recommend refusal on the grounds of lack of pedestrian facilities.

The draft unilateral undertaking offers to provide £25,000 towards the cost of providing a pedestrian link between the site and Ramsbury. This offer has in effect been superseded by the agent's verbal offer to provide a footway to highway adoptable standards over the majority of the route between the Whittonditch crossroads and the edge of Ramsbury (which would cost considerably more than £25,000). Although the width of the footway would in places be substandard, the Highway Authority would be content with this proposal, subject to conditions requiring the provision of the footway prior to occupation of the dwellings, and requiring details of the footway to have been agreed.

If planning permission were to be granted, there would be a requirement under policy HC32 for 2 of the 4 units to be affordable. However, the submitted draft unilateral undertaking makes no provision for this. Instead it makes reference to an unspecified "affordable housing contribution". This may well turn out to be the approach to be adopted on small sites by Core Strategy Policy 43. However there is not currently a mechanism (or an agreed tariff) to secure this and hence in this particular instance affordable housing on the ground is required. But this has not been offered.

The buildings offer negligible opportunities for bat roosting or barn owl roosting/nesting. However, there are old birds nests in some of the buildings and hence if planning permission was granted, a condition would be required to avoid disturbance to nesting birds.

Because less than 5 units are proposed, there is no requirement under policy HC35 for a commuted sum towards children's recreation to be provided. Hence notwithstanding the offer in the draft unilateral undertaking to provide such a payment, this is not something that can be insisted upon.

10. Conclusion

In planning policy terms the site lies in the countryside well outside the Ramsbury Limits of Development. As such it is considered to be an unsustainable location for new residential development, being remote from services and employment facilities and with occupants of the proposed dwellings inevitably being reliant on the private car. Even if the site was considered suitable for residential redevelopment, the application fails to make adequate provision for affordable homes in an area of housing need.

RECOMMENDATION

That outline planning permission be REFUSED for the following reasons:

- 1 The proposed development occupies a countryside location located remote from services and employment facilities, would be highly dependent on the private car, and is contrary to long standing national and local planning policy which seeks to encourage development to make the fullest possible use of public transport, walking and cycling and to be in locations which are or can be made sustainable. As such the proposal is contrary to policy HC26 of the adopted Kennet Local Plan 2011, to policy DP1 of the Wiltshire and Swindon Structure Plan 2016 and to government planning policy in the NPPF.
- 2 The proposal fails to make adequate provision for affordable homes in an area of housing need. As such the proposal is contrary to policy HC32 of the adopted Kennet Local Plan 2011 and to government planning policy in the NPPF.

This page is intentionally left blank