

Date of Meeting	16 December 2015
Application Number	15/04674/FUL
Site Address	Station Approach, St Margaret's Street, Bradford on Avon, BA15 1DF
Proposal	Erection of 4 x 2 bed terraced houses
Applicant	Sires Property
Town/Parish Council	BRADFORD ON AVON
Electoral Division	BRADFORD-ON-AVON SOUTH – Cllr Ian Thorn
Grid Ref	382538 160693
Type of application	Full Planning
Case Officer	David Cox

Reason for the application being considered by Committee

Councillor Ian Thorn has requested that this application be determined by Members in the interests of public debate and to allow members to discuss whether the three previous reasons for refusing application 14/07704/FUL (under delegated powers) have been satisfactorily overcome.

1. Purpose of Report

To consider the above application and to recommend that planning permission be approved, subject to the planning conditions

2. Report Summary

The main planning issues to consider are:

The Principle of Development; Standards of Amenity for Future Residents; Car Parking and Impact on Highway Safety; Design and Impacts on Heritage Assets; Impact on Neighbouring Amenity; Land Drainage; Community Infrastructure Levy Contributions and Sustainable Construction

3. Site Description

The application site is an irregular shaped piece of land that is accessed via Station Approach in Bradford on Avon. It is located to the north of the railway line and the station building and to the west of Frome Road. The site is currently occupied by a taxi office with associated parking. The site is at a lower level than the neighbouring properties on Frome Road and a grassed embankment separates the area currently used by taxis and the rear boundary of those neighbouring Frome Road properties. The site is within the Bradford on Avon Conservation Area and near to the Grade II listed railway station / platform buildings and the Three Horseshoes Public House which shares a rear boundary with the site.

4. Planning History

W/04/00845/FUL – Two-storey fitness centre of offices, Class D2 or B1 - Approved April 2005.

W/08/00988/FUL – Two-storey building for use as fitness centre, Class D2 offices, Class B1 or health clinic (class D1) with ancillary A1 retail use strictly for health associated products – Approved December 2008.

13/02870/FUL – Demolition of existing taxi kiosk and erection of a mixed use building to be used as a fitness centre, Class D2 offices, Class B1 or health clinic class D1 with ancillary associated A1 use – Approved October 2013. **Note: This permission expires on 25 October 2016.**

14/07704/FUL – Erection of 4 x 3-bed terraced houses. This was refused in February 2015 for the following three reasons;

- 1 The proposal fails to provide adequate standards of amenity for its future occupiers contrary to Core Policy 57 of the adopted Wiltshire Core Strategy and Paragraph 17 of the NPPF.
- 2 The proposal fails to provide adequate parking provision for the size and number of residential units proposed which would result in unacceptable parking pressure on the surrounding streets contrary to Core Policy 64 of the Wiltshire Core Strategy.
- 3 The proposed design/detailing fails to respect the established architectural character of the Bradford-on-Avon Conservation Area, and the setting of the GWR railway station contrary to Core Policy 57 and 58 of adopted Wiltshire Core Strategy and paragraph 132 of the NPPF.

5. The Proposal

This application proposes the erection of 4 x 2-bed two storey terraced houses with accommodation provided in the roof space. The rear of the properties would be built into the embankment and would appear single storey when viewed from Frome Road. The front elevation of the building would be positioned at an acute angle to the railway line and station platform building.

The two end dwellings would have their own private amenity space screened by soft landscaping. The two central units would have an irregular shaped communal amenity area. The proposed building would have vertical timber cladding under a slate roof and would be of a similar mass and bulk to the proposed building granted planning permission in 2013.

Revised plans were received following receipt of the Town Council's objections. Changes have been made to the design of the building, fenestration treatment and the applicant has re-introduced the continuous velux window/glazing on the northern rear roof elevation.

6. Planning Policy

Government Guidance - The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The National Planning Policy Framework (NPPF) acts as a principal material consideration in the determination of planning applications. It introduces the presumption in favour of sustainable development at paragraph 14 as a 'golden thread' running through plan making and decision taking

The Adopted Wiltshire Core Strategy (Jan 2015) - Strategic Objective 1 - Delivering a Thriving Economy; Strategic Objective 4 - Helping Build Resilient Communities; and Strategic Objective 5 - Protect and Enhance Natural, Built and Historic Environment. The following Core Policies are also relevant to this case:

CP1 – Settlement Strategy; CP2 – Delivery Strategy; CP7– Bradford on Avon Community Area; CP41 – Sustainable Construction and Low Carbon Energy; CP51 – Landscape; CP57 – Ensuring High Quality Design and Place Shaping; CP58 – Ensuring the Conservation of the Historic Environment; CP64 – Demand Management; CP67 – Flood Risk.

The adopted WCS also includes a number of policies carried over from the West Wiltshire District Plan 1st Alteration 2004 (as documented within Appendix D) – U1A Foul Water Disposal.

In May 2015, Wiltshire Council became a CiL charging authority and the following documents are relevant: Wiltshire's Community Infrastructure Levy – Planning Obligations Supplementary Planning Document (Planning Obligations SPD); Wiltshire's Community Infrastructure Levy - Charging Schedule (Charging Schedule) and Wiltshire's Community Infrastructure Levy - Regulation 123 List

7. Summary of consultation responses

Bradford on Avon Town Council – Objects for the following reasons:

- Not a high standard of design, contrary to NPPF and Core Strategy.
- Siting, layout and design are not in keeping with the character of the surrounding area.
- The size, location and form of the site is unsuitable for housing development.
- The dwellings would be subject to excessive levels of noise and disturbance.
- Lack of parking for residents or taxis will add congestion to an already congested area.
- Not enough amenity space for residents.
- Large windows and extensive use of timber cladding fails to preserve or enhance the character of the conservation area.
- Concern over the loss of employment space.
- The proposal repeats all the deficiencies of the previous proposal.
- The relationship between the proposal and the Grade II listed Brunel Station is poor.

Historic England – No objection.

Council's Conservation Officer – No objection.

Council's Highways Officer – No objection.

Council's Environmental Health Officer – No objection.

Council's Tree and Landscape Officer – No objection.

Wessex Water – No objection. If permission is granted, the applicant/developer would need to reach an agreement with Wessex Water regarding foul water and surface water drainage flows to the appropriate separate public networks as detailed in the report undertaken by IMA, dated November 2015.

Environment Agency – No objection subject to conditions.

Council's Drainage Officer/Lead Local Flood Authority – No objection.

Council's Estates Officer – No objection.

Network Rail – No objection but requires 24/7 access to railway infrastructure for maintenance. It is important that there is no obstruction of the access during construction works.

Wiltshire Fire and Rescue – Recommends a sprinkler system is installed to help reduce fire risk.

8. Publicity

The application was advertised by site notice/neighbour notification. Expiry date: 25 June 2015. The following is a summary of the points raised:

2 letters of objection were received raising the following concerns:

- Overdevelopment of the site in a very busy area and far too close to an iconic listed building - the IK Brunel station building, with no garden, no parking and loss of a valuable local taxi business.

Bradford on Avon Preservation Trust – Objects for the following reasons:

- Overdevelopment of the site.
- The height, design and materials would be out of scale and harmony with surrounding buildings to the detriment of the character and setting of the important Grade II Listed Brunel Station and Conservation Area.

9. Planning Considerations

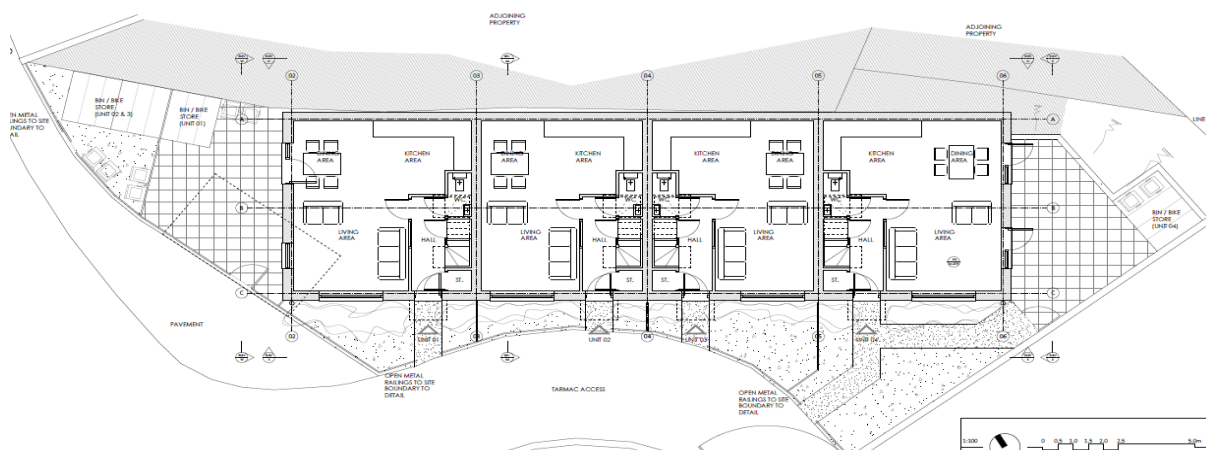
Principle of Development - The application site is within the limits of development for Bradford on Avon and therefore the principle of residential development is supported. The proposal includes the demolition of the existing taxi kiosk without a replacement which has drawn objections from the Town Council and from the neighbour notification. Whilst the loss of the taxi kiosk (as a service to the public) would be regrettable, there is no specific policy to support its retention. The applicant owns the site and rents the kiosk and could make a commercial decision to end any lease arrangement and remove the structure from the site.

Standards of Amenity for Future Residents – Mindful of the first reason for refusing application 14/07704/FUL, the first issue to acknowledge is that the size and position of the proposed building has not changed. However the application has changed from 4 x 3-bed units to 4 x 2-bed units and in addition to the two areas of garden being allocated at each end of the building, the applicant has introduced a communal area for the two central units.

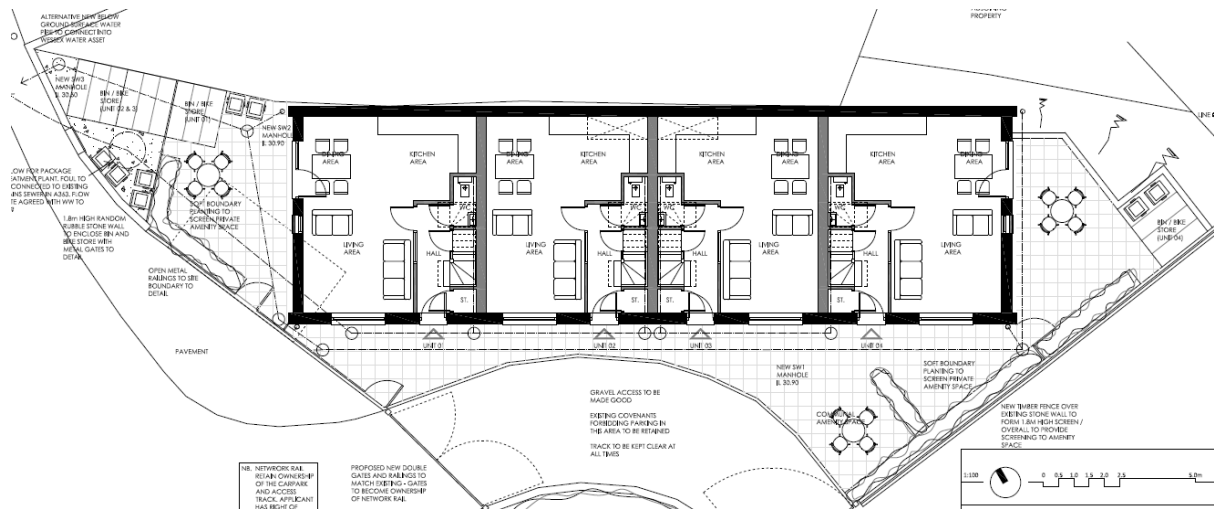
Whilst it is accepted that 2-bed homes are still capable of being occupied by a family, officers recognise that within the housing market, there are people who do not wish to have a large garden and are content sharing external amenity space. In this case, both of the end units would have their own private amenity space but the two mid terrace units would share the immediate outdoor space. Whilst this may not be sufficient space for a family to play, it is at least a basic space sufficient for the purposes of sitting outside and having a nominal amount of garden. As illustrated in the plan below, the two end units would each have outdoor space of at least 15m². The communal area would measure approximately 12m² to be shared between the two central units.

Members are also advised that near to the site there is a development under construction opposite the train station on St Margaret's Street for the a mixed use redevelopment to include 13 flats (approved under ref. W/08/00196/FUL), which includes a communal garden measuring approximately 158m². This represents approximately 12m² per flat. There is, therefore some local precedent regarding shared communal space. Officers would also argue that two properties sharing a smaller outdoor space located immediately in front of the terraced block would very likely afford more of a sense of ownership than the 13 flat outdoor space would.

14/07704/FUL – Refused Layout



15/04674/FUL – Proposed Layout



Given the location of the site, there are other considerations officers submit should be taken into account. The site is less than a 5 minute walk to the Culver Close playing fields and River Avon footpaths which would provide future residents with quality outdoor amenity space. Additionally, officers appreciate that not everyone wants to have to maintain a garden. Officers recognise that the external amenity provision would be low, however, in this central town location with good access to a range of amenities, officers no longer wish to maintain a concern about the proposed amenity provision (as a reason for reason).

Any potential overlooking of the end terrace unit by train passengers could be reasonably overcome by various on-site mitigation works to provide enhanced privacy without erecting a fence. To the rear of the site, the public house beer garden is screened by a 2 metre tall fence which would satisfactorily prevent any overlooking of the other end terrace unit.

In assessing the previous refused application, the case officer commented that the rear bedrooms would have no outlook and would rely only on high level roof lights. Under this application, the number of bedrooms has been reduced from 3 to 2 leaving the upper floor bedrooms having their own windows on the front elevation. This would leave only the bedrooms (provided within the roof space) being served by roof lights that would be easily accessible. It is common for attic bedrooms to only have access to roof lights and no objection is therefore raised.

Consistent with previous decisions, it is submitted that noise from the public house, railway station and railway line can be addressed through the use of sound insulation mitigation. The same would apply to any noise from the adjacent ironmongery/blacksmiths. As reported above, the Council's Environmental Health Officer has raised no objection subject to condition(s).

Officers acknowledge that the proposed level and quality of external amenity space is quite low, however, due regard is given to the reduced number of bedrooms provided for each each unit, the amount of individual and communal amenity space being proposed as well as appreciating the level of amenities available within the town, including access to public open space and river walks. Officers duly submit that there would be sufficient amenity for future residents.

Car Parking and Impact on Highway Safety – It should be noted that the Council's Highways team withdrew their initial objection following discussions held with the applicant and case officer. The reduced number of bedrooms would not reduce the required level of parking as the adopted Car Parking Strategy requires 2/3 bedroom dwellings providing 2 off road parking spaces each. With the position change of the highways authority and mindful of NPPF paragraph 32, officers no longer recommend refusal on lack of parking provision. Whilst the lack of car parking is contrary to the requirements expressed within the Local Transport Plan (LTP), officers recognise that the site

is located within a highly sustainable location positioned adjacent to a railway station and several bus stops – which offer a range of public transport service options future occupants could use.

Should future residents have their motor vehicles, officers appreciate that the nearby public car park could be used either for short term parking needs or there could be the option for applying for resident permits. In accordance with NPPF para 32, the applicant and officers have considered the sustainability of the site, “*the opportunities for [accessing] sustainable transport modes*”, and it is duly submitted, the proposed development would not result in having severe residual cumulative harm.

Should members be concerned about future changes made to the site to accommodate on-site parking (which would diminish the amount of external amenity space), the applicant has expressed a willingness to draft up a private covenants to prevent future residents creating vehicular access(es) / parking spaces on the site. Officers appreciate that there would be difficulties creating such accesses/parking space allied to the restrictions imposed by Network Rail regarding a parcel of land near to the railway line. Should members be supportive of this application, a planning informative could be imposed to encourage the applicant to set up legally binding covenants.

Following the withdrawal of the objection from the highways authority and having due regard to the above commentary, officers no longer wish to maintain an objection based on the lack of on-site parking provision.

Design and Impact on Heritage Assets – Above the various tiers of planning policy and guidance is the over-arching statutory requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 to give special regard to the “*desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*” (S16 and 66). In addition Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

Paragraph 132 of the NPPF furthermore states that “*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. Significance can be harmed or lost through development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.*”

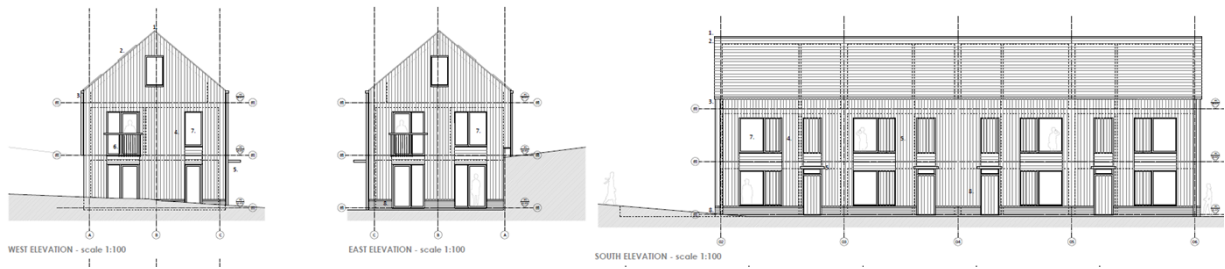
Core Policy 58 of the Wiltshire Core Strategy echoes the above national policy in seeking the protection, conservation and, where possible, enhancement of heritage assets.

To fully assess the impacts, it is important to be appreciative of the site’s planning history to allow for a comparison between the approved and refused applications and to record the difference between the superseded and revised plans submitted for in this live application; and assess the heritage impacts.

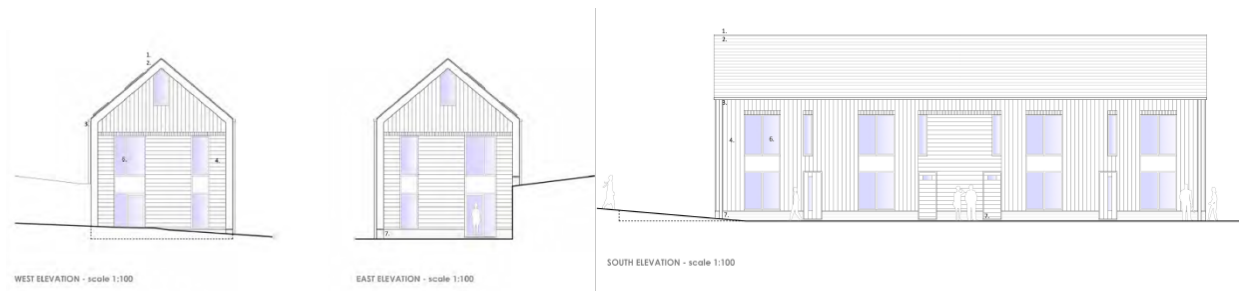
Approved Application 13/02870/FUL (Plan 1)



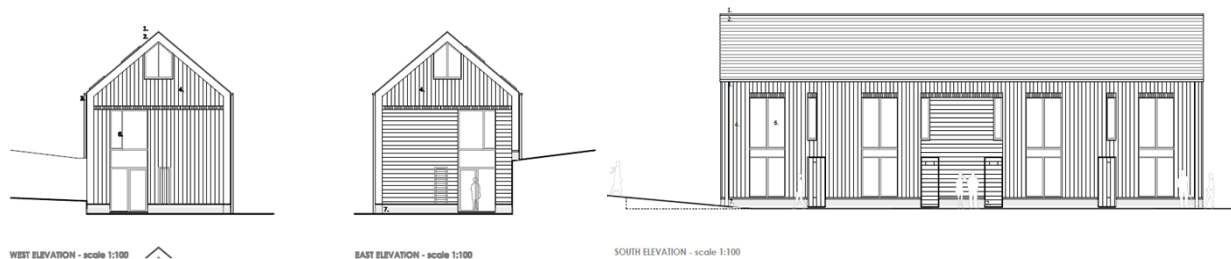
Refused Application 14/07704/FUL (Plan 2)



Live Application 15/04674/FUL – Superseded Plans (Plan 3)



Live Application 15/04674/FUL – Revised Plans (Plan 4)



The typical architectural character of a railway goods building characterised by ground-eaves vertically emphasised glazing and cladding, avoidance of uniform or domestic sized window openings and securing a high quality palette of materials (as illustrated in Plan 1) was central to the design concept of approved application 13/02870/FUL. Indeed, it should be noted that the modern interpretation was fully supported by both the Conservation officer and Historic England (previously known as English Heritage). Moving forward, officers voiced concern and recorded grounds for refusal about the proposed changes made under 14/07704/FUL (Plan 2) which would have introduced a building with inappropriate fenestration, and removed the vertical emphasis leaving a building with little or no obvious link with railway architecture; and, officers concluded that it would “fail to respect the established architectural character of the Bradford-on-Avon Conservation Area, and the setting of the GWR railway station contrary to Core Policy 57 and 58 of adopted Wiltshire Core Strategy and paragraph 132 of the NPPF”.

Railway goods buildings traditionally have openings to the side of the end elevations, to allow for a train line in and out of the building, to then allow for maintenance works to be carried out inside. Under application 13/02870/FUL such openings were expressed in a modern way, but there was a clear design treatment which appeared respectful. Under application 14/07704/FUL the design

approach was abandoned with a traditional residential fenestration design introduced – which officers could not support.

As far as the live application is concerned, the superseded plans (Plan 3) introduced a uniform domesticated fenestration treatment similar to the details enshrined within refused application 14/07704/FUL. Following concerns expressed by officers, the applicant produced revised plans (Plan 4) promoting ground-ceiling glazing for both gables. On the front elevation, the space between the ground and first floor windows was reduced to enhance (and re-impose) the vertical emphasis to the elevation. The use of the narrow vertical windows (to serve the landings) also helps promote the sense of vertical alignment.

On the rear elevation, the revised plans re-introduced a continuous roof light row across the roof slope, which was approved by application 13/02870/FUL, and is considered to be an appropriate roof feature in keeping with the industrial appearance of a railway goods building. The revised plans have kept a few higher level roof lights, which would be domestic in appearance, but it is not considered that these few roof lights would cause sufficient harm or detract significantly from the 'railways goods building' or character or appearance of the Conservation Area/nearby listed buildings.

Officers are more supportive of the design treatment as expressed in Plan 4 which is more consistent with what was approved under 13/02870/FUL – a permission which remains extant.

The Council must however still assess the significance of the heritage assets (the conservation area and adjacent listed buildings) and identify any consequential level of harm. In liaison with the Council's conservation officer, the following commentary represents an officer's view on heritage matters.

The north and south platform buildings of the train station are both grade II listed buildings. They are impressive stone built structures under slate roofs, although they are both quite small buildings in comparison with the overall size of the platform. The setting of the south platform is characterised by the residential development behind it and won't be adversely affected by the proposal. The setting of the north platform building (which would be very close to the proposed development) is characterised by the railway line itself and the car parking and road circulation space in front. It is acknowledged that the proposed development would be close to the north platform building and would have an impact on its setting. However, the design has been carefully considered so it now resembles more of a railway goods building rather than a domestic terrace. The use of vertical timber cladding and slate roof would also not visually 'compete' with the appearance and character of the stone station building. The site is in an awkward position set below the A363 and the public house but due to the proposed orientation, it would mean that upon entering the railway car park and approaching the station, the listed buildings would remain the main focus of the area. The proposed building would face the station at an angle and would have its end elevation with the mock train opening facing the car park. This would help retain the key focal point of the adjacent listed buildings.

It is also important to stress that the existing taxi rank is a timber building which detracts from the setting of the listed building. Its loss in heritage terms, would bring about a positive change.

The revised plans have satisfactorily addressed the previously raised heritage concerns. The scheme would result in less than substantial harm to the Conservation Area and the settings of nearby listed buildings and any minor harm would be mitigated by bringing this unsightly site into a viable use. The design is very similar to that of the 2013 approval for this site (13/02870/FUL) which remains extant. Consequently it is considered that the current proposal is acceptable in terms of the impacts it would have on the setting and significance of the special character and appearance of the Conservation Area; and officers therefore no longer wish to raise a heritage based objection.

Impact on Neighbouring Amenity - The site does not have any immediate residential neighbours to overlook. However, there is an Ironmongery/blacksmith business adjacent to the public house which would be overlooked by the second floor bedroom windows of the mid terrace units. However, this would not cause adverse harm to warrant the refusal of the application.

Drainage – The drainage of foul and surface water from the site has been the subject of very detailed discussions between the Council, Wessex Water and the applicant's consultants (IMA); and it has been the reason this application has taken so long to reach this stage in the determination process. Initially the application failed to explain how foul and surface water connections were to be made, which raised an objection from the lead local flood authority.

After much discussion and detailed consultation discussing a range of options available to the applicant, connections are proposed to Wessex Water infrastructure to deal with foul and surface water drainage. The surface water would have a gravity connection to a storm pipe in the car park. The foul sewer connection would require a below ground pump accessed via a manhole, which would connect to a foul sewer under St Margaret Street on the A363.

Wessex Water has confirmed that in principle, these connections are acceptable and are achievable. Wessex Water have not requested conditions to this effect; however given the importance of having the surface and foul water drainage connections formally agreed it is considered necessary to recommend pre-commencement planning conditions so that the Council agrees to any detailed means of connection.

The Council's drainage engineer within the flood authority has been central to extensive discussions and is satisfied with the proposals. The Council's Estates management team have been party to the proposed drainage connections in recognition that Wessex Water assets are located underneath Council land; and have also raised no in principle opposition. However, in line with the recommendation to have planning conditions, should permission be granted, the applicant/developer would need to agree with the Council's legal/assets team should Council land be affected by the proposed drainage works.

Community Infrastructure Levy - The Council adopted CIL on 18 May 2015 and since this application seeks to deliver four additional dwellings for the open market, the proposal is CIL liable and a planning informative is necessary.

Sustainable Construction – WCS Core Policy CP41 requires all new dwellings to achieve Code 4 for Sustainable Homes. Should members be minded to approve the application, a planning condition is required to secure energy standards.

10. Conclusion (The Planning Balance)

The previous reasons for refusal have been satisfactory overcome by reducing the number of bedrooms from 3 to 2 and by introducing a communal amenity area. The highway concerns and lack of parking have been thoroughly evaluated and as reported, no objection is now raised to the lack of on-site parking. The design treatment has been significantly negotiated reverting back to the design principles set out in the approved and still extant permission of 13/02870/FUL. Officers are now supportive of the application and recommend permission.

RECOMMENDATION: Approve subject to 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:

Existing Survey Plan – Received 13 May 2015
Transport Assessment - Received 13 May 2015
Analysis Report - Received 13 May 2015
Noise Report - Received 11 June 2015
Revised Design and Access Statement - Received 11 June 2015
Revised Location Plan and Block/Roof Plan – Received 12 October 2015
Revised Front and Rear Elevations Plan - Received 12 October 2015
Revised Side End Elevations Plan - Received 12 October 2015
Revised Ground Floor and Layout Plan (169 P103 Rev N) - Received 01 December 2015
Revised Proposed First and Second Floor Plan - Received 12 October 2015
IMA-15-061- Drainage Strategy – Received 30 November 2015
Sewerage Pump Details – Received 01 December 2015

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

3. No development shall commence on site until details and samples of the materials to be used for the external walls (including confirmation of the width/size of the timber wall cladding and its finish) and the roof slates to be used on the development 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: The application contains 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, in the interests of visual amenity and the character and appearance of the conservation area and adjacent listed buildings.

4. 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;
- * means of enclosure;
- * all hard and soft surfacing materials;

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

5. 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.

6. 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 occupied until surface water drainage has been constructed in accordance with the approved scheme.

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 development can be adequately drained.

7. The development hereby permitted shall not be occupied until the sewage drainage connections have been completed in accordance with the approved details.

REASON: To ensure that the development is provided with a satisfactory means of drainage.

8. 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 or not 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 has been 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: The application contains 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.

9. No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contains 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 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.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no window, dormer window or roof light, other than those shown on the approved plans, shall be inserted in any roof slope(s) of the development hereby permitted.

REASON: In the interests of residential amenity and privacy and the character, appearance and setting of the conservation area and adjacent listed buildings.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations made to the hereby approved building, unless otherwise approved under a separate future application.

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 external alterations.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no buildings or structures, or gate, wall, fence or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere on the site on the approved plans, unless otherwise approved under a separate future application.

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

13. The dwellings hereby approved shall achieve a level of energy performance at or equivalent to Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until evidence has been issued and submitted to, and approved in writing by, the local planning authority certifying that this level or equivalent has been achieved.

REASON: To ensure that the objectives of sustainable development equal or equivalent to those set out in Policy CP41 of the Wiltshire Core Strategy are achieved.

14. No works shall commence on site until details of all new rainwater goods (which shall be of cast metal construction and finished in black) and their means of fixing to the building have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

REASON: The application contains 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, in the interests of preserving the character and appearance of the listed building and its setting.

15. No development shall commence on site until a scheme of acoustic insulation and noise control have been submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures to be put in place to prevent and control the emission of noise from the development including noise from The railway and entertainment noise from the Three Horseshoes Pub. The approved scheme shall be implemented in full before the development is occupied/use commences appropriate and maintained at all times thereafter

REASON: To ensure a satisfactory standard of living environment for incoming occupiers.

16. No pedestrian access shall be created from the site onto the Frome Road.

REASON: In the interests of highway safety so as not to encourage vehicles to stop on Frome Road.

Planning Informative(s):

1. The applicant is advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. A separate Community Infrastructure Levy Liability Notice will be issued by the Local Planning Authority. Should you require further information with regards to CIL please refer to the Council's Website

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

2 The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered. An appropriate submitted scheme to discharge the condition will include a water usage calculator showing how the development will not exceed a total usage level of 110 litres per person per day.

3. Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

The applicant should refer to the Environment Agency's Pollution Prevention Guidelines at:

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

4. The applicant/developer is encouraged to adopt a site waste management plan (SWMP) for all new construction projects worth in excess of £300,000. The level of detail that any SWMP should contain depends on the estimate build cost (excluding VAT). The applicant/developer has a duty of care for waste since all waste movements require to be recorded in one document. Having a detailed SWMP shall assist with legal obligations. Further information can be found at <http://www.netregs.co.uk>

5. The applicant is strongly advised to ensure that the development proposal does not conflict with any existing legal covenant affecting the land. Also, the applicant should ensure that the construction method statement as required by condition (no. 9) and any commencement of works thereafter do not compromise Network Rail's ability to access their land and infrastructure at all times.

6. The applicant is advised that any future approvals from Wessex Water will be dependent upon further consultation to agree suitable discharge rates for both the foul water and storm/surface water based upon the current adequacy of the receiving public systems at the detailed design stage as not to seek to increase the risk of surface or sewerage flooding or pollution occurring within the downstream catchment. All proposed and intended new connections to the existing public networks are to be further appraised and consented by Wessex Water under the Section 106 WIA 91. Furthermore, the developer is fully responsible for obtaining consent from Wiltshire Council to the additional volume of SW flows that will seek to be discharged to the River Avon from the site via the existing 900mm diameter SWS and public outfall to the West of the proposed development.

7. The applicant/developer is encouraged to consider setting up a private covenant to ensure that no future occupier can accommodate on-site parking or create an access onto the site.

8. The applicant/developer is encouraged to contact the Council's asset management team to appreciate the implications and potential financial obligations and agreements that would be required, should the drainage works interfere with Council owned land. the Council's Assets management team can be contacted as follows: The Assets Portfolio Manager (Estates) Strategic Asset & Facilities Management, People & Business, Wiltshire Council, County Hall, Trowbridge BA14 8JN. Telephone 01225 713237.