

<b>Date of Meeting</b>	24 August 2017
<b>Application Number</b>	17/01880/FUL
<b>Site Address</b>	Land adjacent 1 Longhedge Cottages Longhedge SP4 6BP
<b>Proposal</b>	Construction of 10 semi-detached houses with associated parking
<b>Applicant</b>	Heatherdene Properties Ltd
<b>Town/Parish Council</b>	LAVERSTOCK
<b>Electoral Division</b>	LAVERSTOCK, FORD AND OLD SARUM – Cllr McLennan
<b>Grid Ref</b>	414477 134066
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	Warren Simmonds

### Reason for the application being considered by Committee

The application has been called-in to Committee by Local Ward Member Cllr Ian McLennan due to concerns in respect of the scale of development, visual impact upon the surrounding area relationship to adjoining properties, design (bulk, height, general appearance), environmental/highway impact and car parking.

### 1. Purpose of Report

To consider the recommendation of the Area Development Manager that planning permission be **Granted, subject to a S106 Legal Agreement and subject to conditions.**

### 2. Report Summary

1. Principles and policies
2. Design and impact on wider area including heritage assets
3. Impact on Neighbour amenity
4. Highways and parking issues
5. Archaeology
6. Ecology and drainage
7. S106 heads of terms

Laverstock & Ford parish council object to the application on grounds of overdevelopment in the countryside, drainage and Highway concerns.

No third party representations were received

### **3. Site description**

The land subject of the application site constitutes a parcel of land of approximately XX ha, located to the south of Nos.1 & 2 Longhedge Cottages. The site is bounded on the western side by the A345, from which there is an existing vehicular access to the site.

The site is located between the A345 road and the field system to the south east and north east, which is allocated with the adopted South Wiltshire Core Strategy for 450 dwellings and other associated development. The Council has approved the development of 673 dwellings on this adjacent land, with associated community infrastructure. This significant development will also result in a new highway layout to the immediate north of the application site subject of this report, with the provision of a roundabout, new bus stops, and associated footways. This development has commenced.

A gas pipeline runs through the adjacent Longhedge site, and close to the application site.

To the east of this allocation, the Old Sarum development is continuing to grow, and has permission for some 811 dwellings which are currently being built out. The development will also have associated community infrastructure, including the existing school.

To the west, there is "Longhedge House", a Grade 2 listed building located opposite the site on the western side of the A345, and the adjacent "Longhedge Farm".

The wider environment remains currently characterised by open countryside, and the site forms part of the setting of the adjacent Old Sarum Scheduled Ancient Monument (SAM). The surrounding area has been the subject of a number of archaeological finds, and the adjacent agricultural land is also of some importance in ecological terms, including being within the catchment of the River Avon SSSI.

The site is located some distance from the adjacent Conservation Areas which cover the adjacent historic airfield and its buildings, as well as the Old Sarum SAM. The former toll house located at the roundabout with the Portway is also a listed property, although this is some distance from the site.

The site lies to the north of the established development including a Park and Ride facility, and the land to the south adjacent the airfield has also been allocated for development (See Core Policy 23 of the Wiltshire Core Strategy).

### **4. Relevant planning history**

Previous outline planning application ref 16/06154/OUT for four detached two storey dwellinghouses with detached garages on the site was approved by Members of the Southern Area Planning Committee on 3<sup>rd</sup> November 2016.

### **5. Proposal**

The application proposes the erection of 10 dwellings in the form of 5 x semi detached pairs of dwellings, with associated parking and internal layout, with access from the A345 as per the previous outline approval.

### **6. Relevant Planning Policy**

NPPF, NPPG

Wiltshire Core strategy policies:

CP1, CP2, CP3, CP20, CP23, CP24, CP41, CP43, CP45, CP48, CP50, CP51, CP52, CP57, CP58, CP60, CP61, CP62, CP67, CP68, and also the development template for the Longhedge site at appendix A.

Adopted Supplementary Planning Guidance “Creating Places”

## **7. Consultation responses**

WC Highways – No Highway objection, subject to Conditions  
WC Waste Management Team – No objections  
Environment Agency – No objection, subject to Conditions  
Ecology – No response received, previously no objection subject to Conditions  
WC Education – A financial contribution (secured by a S.106 legal agreement) will be required for the proposed development in respect of 3 x primary school places  
Public protection – No objection, subject to Conditions  
Spatial planning – No response received  
Archaeology – Support, subject to Conditions  
Landscape officer – No objections, comment re maintaining hedge  
ROW – No response received  
Drainage – Comments and concerns  
MOD – No safeguarding concerns  
Wessex Water – Standard letter of advice received  
Laverstock & Ford parish council object to the application on grounds of overdevelopment in the countryside, drainage and Highway concerns

## **8. Third Party/Neighbourhood responses**

No third party/neighbourhood responses have been received

## **9. Planning Considerations**

### **9.1 Principle and policy**

The land subject of the current application does not form part of the adjacent Longhedge allocation, and consequently, the site is not allocated for future development as part of the WCS, and is therefore for the purposes of planning, located within the open countryside, where the development of land for dwellings not associated with agriculture, forestry, or similar rural enterprises, is strictly controlled by planning policy. As a consequence, this application scheme is contrary to the aims of policy CP1, CP2, CP45, CP48 & CP51 of the Wiltshire Core Strategy in that the site falls outside the Longhedge application.

The NPPF states (at para 12) that development which conflicts with development plan policies should be refused unless material considerations indicate otherwise. Therefore, on pure policy grounds, applications for housing development outside of the defined limits of development (as defined by the WCS policies maps) and which do not meet the exceptions criteria set out within the Core Strategy should ordinarily be refused.

However, in the case of this application site, with the approval and subsequent commencement of a major new development on the neighbouring site, this application site is now a rather unusual and unique case, and there are material considerations which were previously considered by Members to outweigh the local plan policies (leading to the granting of outline planning permission for four dwellings on the site in 2016 under planning reference 16/06154/OUT). These considerations included:

1. The adoption of the Wilshire Core Strategy in 2015 providing an allocation for the neighbouring land (since the first refusal)
2. The granting of both outline and RM approval of the surrounding development and associated highway works earlier this year
3. The construction of the roundabout to the north of the site on the A345
4. A new speed limit imposed in this section of the A345
5. The commencement of the approved housing/mixed use development on the neighbouring site

In terms of the site's location, it is considered that recent approvals have resulted in significant development within the immediate vicinity of the site and, when fully developed, the area will contain a new primary school and neighbourhood centre together with a significant area of public open space. It is considered that these new features will result in the application site being located within a sustainable location with good access to services and other facilities including public transport.

In these respects, it is considered by officers that the principle of the redevelopment of the application site for housing has been established by the granting of the previous outline planning consent (which remains extant). The principle of the proposed development is therefore considered acceptable.

However, notwithstanding the principle of developing housing outside allocated sites, the potential impacts of the proposed development on the character of the countryside and the setting of the Old Sarum Conservation Area and associated landscape remains a material consideration, as does the potential impact of the development on the highway system, and these matters are considered in the following paragraphs.

## **9.2 Design and landscape impact on wider area including heritage assets**

The area surrounding the application site contains numerous historical features of interest, including the Old Sarum Ancient Monument and Conservation Area, and the Old Sarum aerodrome and conservation area. There are other listed buildings in the immediate and wider vicinity, including the adjacent Longhedge House. Adopted WCS policies CP57 & 58 are therefore relevant. These indicate that:

*“CP57 A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire.”* (Criteria are listed in the policy).

*“CP58 Development should protect, conserve and where possible enhance the historic environment.*

*Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:*

- i. Nationally significant archaeological remains*
- ii. World Heritage Sites within and adjacent to Wiltshire*
- iii. Buildings and structures of special architectural or historic interest*
- iv. The special character or appearance of conservation areas*
- v. Historic parks and gardens*

vi. *Important landscapes, including registered battlefields and townscapes.*

*Distinctive elements of Wiltshire’s historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57.*

*Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications.”*

9.2.1 Impact on character of countryside

Given the linear and narrow nature of the site, the proposed dwellings are uniformly laid out in a row, accessed via a single access point driveway off the main A345:



With the development of the neighbouring Longhedge site, the character surrounding the application site will change significantly and permanently, with more urbanised development located directly adjacent its rear boundary. The existing pair of dwellings known as 1 & 2 Longhedge Cottages are a semi-detached pair of two storey dwellings. The proposed

development consists of five additional pairs of two storey dwellings with a similar aspect and set back a similar distance from the A345 as the existing dwellings. The significant roadside hedge along the A345 is to be retained and has been supplemented with tree planting at regular intervals along its length (which in due course will mature and increase the natural screening of the application site from the perspective of views from the West and South West.



View from A345 looking North East

Consequently it is considered the visual impact of the proposed development for 10 dwellings is unlikely to have any undue impacts on the existing character of the surrounding landscape.

The Council's Public Protection department has stated in their consultation response:

*'Given that there will be a reduction in the traffic speed along the A345 and that the B1 commercial units will be commensurate with residential and having reviewed our previous response from this department on the outline application (15/03272/OUT) we do not have grounds to support an objection.'*

The Public Protection officer therefore raises no objection to the proposed development, subject to Conditions in respect of the approval of a scheme of acoustic insulation for the proposed dwellings from road traffic noise and from the B1 units to be constructed on the neighbouring Longhedge development.

#### 9.2.2 Impact on Old Sarum Ancient Monument/Conservation Area

The site is located some distance to the north of the SAM, which is surrounded by a Conservation Area. However, whilst the proposed development (in isolation) would be visible from the SAM, and the comments and concerns of the conservation officer in terms of the roof forms of the proposed dwellings are noted, the proposal would be seen at some considerable distance, and would be seen in the context of the existing development going on to the immediate north and east of the application site. Once the approved Longhedge development is built out, it is considered the proposed development would not be prominently visible from the SAM, or have any undue impact on the setting or character of the heritage asset.

### 9.2.3 Impact on Old Sarum Aerodrome Conservation Area

The site is also located to the west of Old Sarum Aerodrome Conservation Area, and is located on higher ground. The existing property and land is currently visible from the lower land to the east (Old Sarum area). The larger Old Sarum development and the Longhedge development (once built) would largely interrupt any views or visual interrelationship with the application site. Furthermore, the Aerodrome conservation area is slightly unusual in that it was designated due to the historic nature of the airfield and its buildings, and not as would normally be the case, because of the attractive historic character of the area in a visual sense.

As a result, and given that the proposal will be located adjacent to a modern housing development, and somewhat divorced from the conservation area, it is considered that the proposal would not have an adverse impact on the existing character of the conservation area, nor would it adversely affect the historic reasons for its designation.

### 9.2.4 Impact on Longhedge House

This property and its setting is already significantly affected by the construction works associated with the approved Longhedge development, particularly due to the proposed roundabout works, which significantly alter the more rural character of the A345 at this point. The proposed four dwellings suggested by this current application are therefore considered unlikely to have any greater impact on this heritage asset as the approved Longhedge development is constructed.

### 9.2.5 The Beehive Toll House

This grade 2 listed building is located some distance to the south of the application sites. Its immediate setting and context was altered significantly a number of years ago with the construction of the park and ride complex and the associated roundabout and access junctions. Given this, and the distance from the application site, from which it will be largely screened by mature landscaping and other features, it is considered that the character and setting of the building is unlikely to be adversely affected.

### Summary

It therefore remains officers' advice on this matter that a refusal based on a significant landscape or heritage asset harm would be difficult to justify, and the proposed development can be considered acceptable in terms of its impacts on the landscape and associated heritage assets, as outlined above.

## 9.3 Impact on residential amenity

The previous application granted outline planning permission for the residential development of the site.

The application site would be located directly adjacent to No. 1 & 2 Longhedge Cottages, opposite Longhedge House, and located to the west of the emerging Old Sarum housing development and Longhedge development. However, the site is divided from Longhedge House by the A345 and tree screening. Furthermore, given the approved layout of the adjacent Longhedge development, only B1 commercial units are to be located directly adjacent to the boundary of the property subject of this application. (With regards these commercial units, restrictive conditions have been imposed upon the operation of these units

restricting their use to B1 only, and therefore it is unlikely that their operation would have a significant impact on the amenities of the dwellings suggested by this application).

Given the relatively modest scale of the development, in officers' opinion, the scheme is unlikely to have wider amenity impacts, other than in relation to the amenities experienced by any occupiers of the adjacent Longhedge cottages.

The Public Protection officer has recommended a working hours Condition to safeguard the amenity of adjoining residents.

Following construction, the addition of 10 dwellings on this site are likely to reduce the privacy and isolation currently experienced by existing occupiers of both Longhedge cottages, mainly due to the increased traffic movements and general noise and disturbance. Whilst such a change may be noticeable compared to the existing situation, it is considered that in terms of overlooking/loss of privacy and overshadowing, the impacts of the new houses would not in officers opinion be so significant as to warrant refusal.

No objections or representations have been received in respect of the application from third parties. In officers' opinion, the proposed development accords with the requirements of Core Policy 57.

#### **9.4 Highways and parking issues**

The scheme proposes the retention and enhancement of the existing access off the A345, which would then serve ten proposed dwellings with the existing dwellings (numbers 1 & 2 Longhedge Cottages) retaining their own separate accesses to/from the A345.

The existing A345 road is currently unlit along this section, and permitted traffic speeds have been reduced to 40MPH and a large new highway feature has been introduced to the north of the site and indeed overall the neighbouring development would create:

- The construction of the site access roundabout including street lighting of the roundabout.
- Construction of a footway along the A345 frontage of the site.
- Construction of 2 bus laybys on the A345 including shelters and real time bus time information electronic display boards.
- Implementation of a 40 mph speed limit on the A345 between the site access and the Beehive roundabout.

Furthermore, the site itself would cease to be isolated in traffic terms, and would benefit from the sustainable transport initiatives created by the improved works associated with the larger development.

The Highways officer has assessed the proposal and provides the following consultation response:

*'The access arrangement, visibility splays and parking are considered acceptable.'*

*'I note that swept paths have been shown however I am not convinced that a sufficient length refuse collection vehicle has been used and this may impact on the area around the turning head. Please see the attached Waste Collection Guidance p44 for collection vehicle dimensions. I also wish to see swept paths for a collection vehicle passing through the access from the A345.'*



It is noted the Waste officer in his consultation response raises no objection to the proposal and comments that vehicle access and tracking looks good.

The existing footway running along the A345 is to be extended to connect with the access to the proposed development (as with the previously approved outline consent, thereby creating a pedestrian link between the proposed development to the services and facilities within the adjacent Longhedge development) the proposed development is considered acceptable in terms of access, parking provision and would not be detrimental in terms of Highway safety.

In terms of the strip of land immediately adjacent to the Eastern side carriageway edge of the A345 (excluded from the red line of the application site), consideration has previously been given to preserving this strip to provide a future option of further extending the pavement (or a shared pedestrian and cycle path) southwards. Investigation undertaken by the LPA and Wiltshire Highways has shown the strip of land in question is in the ownership of Wiltshire Council and therefore it would not be necessary to require the applicant to enter into any agreement to preserve this strip of land.



### **9.5 Aircraft safety**

The application site is located a significant distance away from the Old Sarum airfield landing strip, and separated from it by the larger Longhedge development, the Old Sarum site, and a number of larger commercial buildings including hangers. It is therefore considered unlikely in this instance that the proposed development would have an adverse affect of aircraft safety.

The Ministry of Defence has assessed the proposal and confirms there are no safeguarding concerns.

### **9.6 Ecology/drainage**

The site is located within 2km of the River Avon SSSI. Hence the area is generally sensitive in terms of development which may affect the water systems and drainage.

However, the Environmental Statement (ES) which covers the adjacent Longhedge site concludes that there is unlikely to be significant impacts from this larger development, subject to conditions. The EA were consulted on the previous 4 dwelling scheme, but have previously chosen not to raise any objections in terms of its likely impacts over and above those of the adjacent development.

The applicant now proposes to connect foul drainage to the existing main sewer (which satisfies the Drainage officer's initial concerns). Surface water drainage methodology can be agreed by Condition.

The Council's ecology officer has previously offered no objections to the residential redevelopment of the site, subject to standard conditions to protect any natural habitat.

Subject to standard conditions related to these matters, it is therefore considered that the scheme is unlikely to cause any significant harm.

### **9.7 Archaeology**

The Council archaeology department has indicated that the area may have significant archaeological potential, and has recommended that archaeological evaluation works take place before construction. The applicant has submitted a Written Scheme of Investigation which the Archaeologist accepts. A Condition is required to ensure the programme of archaeological watching brief detailed in the submitted Written Scheme of Investigation (Thames Valley Archaeological Services, 17e17wb, January 2016) will be undertaken in line with that document.

### **9.8 S106 Heads of Terms**

#### **Affordable Housing**

The Council's adopted WCS policy CP43 does not require small scale proposals (ie of 10 dwellings or less) to make provision or contributions in respect of affordable housing.

#### **Open space**

Housing schemes of less than 10 dwellings are no longer subject to a financial contribution. As the CIL charging regime has now come into force, the open space tariff payment would be secured via this process, not through S106.

#### **Highway improvements**

The scheme benefits from Highway improvements already secured by immediate neighbouring development schemes. Other than the measures required by the Highways officer by Condition, a small extension to the existing footway (currently terminating in front of number 1 Longhedge Cottages) is required to create a pedestrian link between the proposed development to the services and facilities within the adjacent Longhedge development. As this area of land is outside of the ownership or control of the applicant, it is considered a Grampian Condition can be imposed to secure the provision of the required footway link.

#### **Education**

The Council's Education officer has confirmed that pupils (3 x primary) from this development will need to be accommodated at the neighbouring new primary, Longhedge. A full developer contribution will be required towards providing these new places at Longhedge. Using the current (but soon to be updated for the 2017/18 financial year) cost multiplier per place of £16,979 x 3 = **£50,937** (subject to indexation). This contribution is to be secured via a Section 106 Agreement, to which the Council's standard terms will apply.

No Early Years or Secondary education contributions will be required for the proposed development, as these will be met by CIL.

## **10. Conclusion**

The development of new dwellings in the open countryside without justification would normally be contrary to planning policy, particularly policy CP2 and discordant with the established national presumption against isolated and unsustainable housing development in the open countryside.

However, in the case of this application site, with the approval and subsequent commencement of a major new development on the neighbouring site, this application site is now a rather unusual and unique case, and there are material considerations which were previously considered by Members to outweigh the local plan policies (leading to the granting of outline planning permission for four dwellings on the site in 2016 under planning reference 16/06154/OUT).

In terms of the site's location, it is considered that recent approvals have resulted in significant development within the immediate vicinity of the site and, when fully developed, the area will contain a new primary school and neighbourhood centre together with a significant area of public open space. It is considered that these new features will result in the application site being located within a sustainable location with good access to services and other facilities including public transport.

In these respects, it is considered by officers that the principle of the redevelopment of the application site for housing has been established by the granting of the previous outline planning consent (which remains extant). The principle of the proposed development is therefore considered acceptable.

Furthermore, the now commenced development of the neighbouring Longhedge site inevitably has a considerable impact on the character of the area immediately surrounding the application site. For this reason, in officers' opinion it would be difficult to defend a reason for refusal based on the likely visual harm caused by 10 additional semi-detached dwellings over and above the impact of 673 dwellings. It is considered that the landscape impact of the scheme particularly in terms of the setting of the heritage assets, when weighed against the already developing character of the area; the visual impact of the allocated site being built out, would not be so sufficiently harmful as to warrant refusal of the scheme on the basis of landscape or heritage impacts.

Whilst the addition of 10 dwellings adjacent to the existing Longhedge cottages may potentially alter the level of amenity enjoyed by existing residents, Conditions can be imposed which provide adequate mitigation against undue impacts.

The application is therefore recommended for Approval subject to Conditions and the landowner entering into a legal agreement with the Council to provide the requisite financial contribution towards Primary education places.

**RECOMMENDATION: That subject to all parties entering into a S106 legal agreement which secures the following:**

- **A financial contribution towards Primary education places of £50,937.00**

**Then delegate to the Head of Development Mangement to APPROVE subject to the following conditions:**

01. 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.

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

Drawing number M293-200 Revision P5 dated Feb'17, as deposited with the local planning authority on 22.06.17, and

Drawing reference 'Proposed site plan, revision F' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Plots 1 & 2 proposed floor plans and elevations, revision B' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Plots 3 & 4 proposed floor plans and elevations, revision B' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Plots 5 & 6 proposed floor plans and elevations, revision B' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Plots 7 & 8 proposed floor plans and elevations, revision B' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Plots 9 & 10 proposed floor plans and elevations, revision B' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Proposed site sections, revision C' dated Feb'17, as deposited with the local planning authority on 26.05.17, and

Drawing reference 'Site location plan, revision C' dated Feb'17, as deposited with the local planning authority on 26.05.17.

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

03. No part of the development hereby permitted shall be first occupied until the turning areas and parking spaces 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.

REASON: In the interests of highway safety.

04. No part of the development shall be first brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 0.9m 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

05. No development shall commence on site until details of the access including improved junction radii, kerbs, surfacing (not loose stone or gravel), drainage and an extension to the existing footway have been submitted to and approved in writing by the Local Planning

Authority. No part of the development shall be occupied until the access improvements detailed above have been provided in accordance with the approved details.

Reason: To ensure that the development is served by an adequate means of access.

06. No development shall commence on site until a scheme of acoustic insulation for the purposes of preventing the ingress of road traffic noise and noise from the proposed business park has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of acoustic glazing and ventilation systems. Any works which form part of the approved scheme shall be completed prior to the premises being occupied and shall be maintained in accordance with the approved details at all times thereafter.

REASON: In the interests of the amenities of future occupiers of the proposed dwellings.

07. No construction work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: In order to limit the impact of works on residential amenity

08. No burning of waste shall take place on the site during the construction phase of the development.

REASON: In order to limit the impact of works on residential amenity

09. The programme of archaeological watching brief detailed in the submitted Written Scheme of Investigation (Thames Valley Archaeological Services, 17e17wb, January 2016) will be undertaken in line with that document. The approved programme(s) of archaeological work will be carried out in accordance with the approved details and all post-excavation and reporting completed within six months of the archaeological field work being completed.

REASON: To safeguard the identification and recording of features of archaeological interest.

10. Before development commences, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority which secures protection of habitats and species during the construction period, including pollution prevention measures. The development shall be carried out in accordance with the agreed CEMP.

REASON: In order to prevent pollution of the water environment and to protect habitats and species during the construction period so as to limit the impacts of the development.

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

REASON: To ensure that the development can be adequately drained

12. The development authorised by this permission shall not begin until the local planning authority has approved in writing a full scheme of works for the creation of an appropriately kerbed, surfaced and finished new section of footway to link the entrance of the application site to the existing surfaced footway along the A345. The occupation of any part of the

development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

Reason: To ensure the construction of a new section of footway linking the application site to the existing footway along the A345, in the interests of Highway/pedestrian safety and sustainability.

13. No development shall commence on site until details of the external materials to be used for the walls and roofs of 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: In the interests of visual amenity and the character and appearance of the area.

14. No occupation of the development shall take place until the foul drainage serving the dwellings has been successfully connected to the mains foul sewer.

REASON: To prevent pollution of controlled waters. The site is within a source protection zone 1 and very close to a public drinking water borehole. This condition is necessary to ensure that no pollution of the local groundwater, and thus the borehole, occurs.

### **Informatives**

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 Wiltshire Council. Should you require further information with regards to CIL please refer to the Council's website.