

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

Date of Meeting	01 November 2017
Application Number	17/07485/FUL
Site Address	Flats 49 to 60, Woodroffe Square, Calne, SN11 8PW
Proposal	Demolition of 12 Flats Over Garages and 36 garages at nos. 49 to 60 Woodroffe Square and replacement with 24 dwellings, car parking and landscaping.
Applicant	Westlea Housing Association
Town/Parish Council	Calne
Electoral Division	Calne Central – Cllr Ian Thorn
Grid Ref	400419 171039
Type of application	Full Planning
Case Officer	Mark Staincliffe

Reason for the application being considered by Committee

The application has been called into committee at the request of Cllr Ian Thorn who would like the Committee to consider the impact of the proposal on the local area. In particular he would like consideration of the development's impact on the character and appearance of the area, scale of development, design of the proposal, impact on adjoining properties, proposed parking arrangements and highway impact.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to delegate authority to the Head of Development Management to **GRANT** planning permission, subject to conditions and completion of a S106 legal agreement within three months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the originally defined timeframe to then delegate authority to the Area Development Manager to **REFUSE** planning permission for the following reason:-

The application proposal fails to provide and secure the necessary and required Services and infrastructure supporting the proposed residential development including Affordable Housing is therefore contrary to Policies CP3 and CP43 of the Wiltshire Core Strategy Adopted January 2015

2. Report Summary

The key issues in considering the application are as follows:

- Principle of the development.
- Impact on character and appearance of the area.
- Impact on highway safety

- Parking provision
- Impact on residential amenity

Calne Town Council object to the proposed development. ?? letters have been received objecting to the proposed development and 0 letters of support were received.

3. Site Description

The existing Flats Over Garages (FOGs) are of 1960s brick construction with render and UPVC cladding. They are located in four staggered blocks concentrated in the middle of the site, and have a broadly linear formation oriented north to south; the flats and garages are in poor state of repair. The last tenant has recently moved out.

Each block is configured to contain nine garages accessed directly off a private road at the centre, with three flats above. Individual pedestrian access to each of the flats is within the small private garden on the opposing side of the blocks facing out onto the existing properties on Woodroffe Square, from which they are separated by grassed amenity areas.

Lit footpaths link the northern and southern arms of this road whilst providing access to the frontage of the existing properties at nos. 27 to 48 to the west, and the rears of nos. 5 to 12 to the east of the site, and are also included.

4. Planning History

No relevant recent planning history

5. The Proposal

Demolition of 12 Flats and 36 garages and replacement with 24 dwellings, car parking and landscaping.

Following demolition, the proposal will change the layout of the site from its current condensed, linear form to a more open arrangement of buildings across the site, resulting in a net gain of 12 dwellings. The mix is defined in the following schedule:

- Bungalow x 1
- 2 Bed House x 10
- 3 Bed House x 4
- 2 Bed Flat x 9

Four of the properties (30% of the net gain in dwellings) are to be secured through a s106 agreement as affordable housing.

The houses are to be located around the perimeter, facing out onto Woodroffe Square and spreading out on to the existing grassed area to the east to complete the row of houses fronting Prince Charles Drive. They will be in runs of no more than four, with gaps between blocks to achieve vistas through the site, and each will have a private rear garden. The flats are to be located in a three storey block at the centre, with its main ground floor access on the southern elevation.

The positioning of the houses overlooking the road will bring a greater degree of natural surveillance than at present, which will be further assisted by placement of windows on the gable ends.

The internal road serving the garages will be removed, and the sections of the northern and southern arms of Woodroffe Square in the site altered in order to accommodate new car parking courts and turning heads along the outer edge of the development. The majority of

this new road will be constructed to adoptable standards, with small sections to remain private road, owned and maintained by the applicant.

6. Local Planning Policy

Wiltshire Core Strategy Jan 2015:
Core Policy 1- Settlement Strategy
Core Policy 2- Delivery Strategy
Core Policy 3- Infrastructure Requirements
Core Policy 8- Spatial Strategy: Calne Community Area
Core Policy 51- Landscape
Core Policy 43- Providing affordable homes
Core Policy 45- Meeting Wiltshire's housing needs
Core Policy 50- Biodiversity and Geodiversity
Core Policy 51- Landscape
Core Policy 57- Ensuring high quality design and place shaping
Core Policy 62- Development impacts on the transport network
Core Policy 67- Flood Risk
Appendix D
Appendix E
Appendix G

Saved Policies of the North Wiltshire Local Plan:

NE18- Noise and Pollution
T5- Safeguarding
H4- Residential development in the open countryside
CF2- Leisure facilities and open space
CF3- Provisions of open space

National Planning Policy Framework 2012:

Achieving sustainable development – Core Planning Principles (Paragraphs 7 14 & 17)
Chapter 1- Building a strong, competitive economy (Paragraphs 18 & 19)
Chapter 6- Delivering a wide choice of high quality homes (Paragraphs 47, 49, 50 & 55)
Chapter 7- Requiring Good Design (Paragraphs 56, 57, 60, 61, & 64) Chapter 8- Promoting healthy communities (Paragraph 75)
Chapter 11- Conserving and enhancing the natural environment (Paragraphs 109, 112, 118 & 123)

7. Summary of consultation responses

Calne Town Council- Resolved to decline this application due to the lack of parking for residents and lack of public open space. It was felt this was an over development of the site

Calne Town Council (additional comments)- This application was brought back to allow members to consider the proposal in relation to the Core Strategy. A discussion took place about the application, background and history of the current properties on the site.

It was agreed to add the following comment to the application

The reasons for not supporting the application for 17/07485/FUL is that it does not meet Core policy 1.3 - "Protecting and Planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding the network of green infrastructure to support the health and wellbeing of communities"

Drainage- No objection subject to conditions

Wessex Water- No objection

Open Space- No comments received

Primary Education- The development generates a need for 3 primary places. Priestley Primary School is already set to be heavily over-subscribed.

In view of the high level of demand for primary places in Calne, we would normally require a developer contribution by S106 towards funding the 3 places that the proposed development generates a need for.

However, this is a small development with a commensurately small pupil product. In view of the S106 pooling restrictions imposed by CIL regulations, we will not be seeking a developer contribution towards the expansion of primary places for Calne, here.

Secondary Education- The John Bentley School is able to accommodate the additional pupils within current capacity and forecasts without the need for expansion. As a result, no secondary infrastructure requirement applies to this application.

Housing- No objection subject to the provision of affordable housing (3 x 2 bed 4 person affordable rented houses & 1 x 2 bed 4 person shared ownership house).

Tree Officer- Content of the content of the Arboricultural Survey, Impact Assessment, Protection Plan and Method Statement prepared by Barton Hyett dated 10.05.2017 noted.

The report highlights that eight trees have already been removed from site since the original tree survey was carried out. One more tree (T3 Ash) is highlighted for removal with the retention of three trees T2 (Ash), T4 (Lime) and T5 (Lime). Mitigated planting is proposed for the loss of these trees. The report and plan do indicate 11 replacement trees will be planted.

No foundations are anticipated within the RPAs of retained trees, although a small offset is likely to be required in location of tree protection barriers to enable the construction of Plot 9. This offset is minor and at the periphery of the RPA of T2. It is not considered that this encroachment is likely to result in any significant harm to the retained tree.

Public Protection- Whilst the findings reassure the LPA that there will not be any apparent AQ detriment through this development; officers are still keen to see new development make a contribution to the reduction of oxides of nitrogen in the locality. This is supported within the EPUK/LAQM guidance where it states ***“Even where the effect is judged to be insignificant, consideration should be given to the application of good design and good practice measures”*** and this is also quoted within the submitted AQA report.

It is noted that the location of parking spaces does not favour the installation of EV points at this development, has confirmed that the installation of one EV will be undertaken. They will also consider the possibility of infrastructure in the form of a wire in the ground approach or consumer units/boards at dwellings that will support the future use of EV. This is a positive step and the outcome would need to be submitted to the LPA for approval prior to the commencement of development. Subject to the provision of at least one EV point no objection is raised.

Landscape- No objection

Highway Engineer – No objection subject to conditions (see “highway issues” section below).

8. Publicity

The application was advertised by neighbour letter, site notices and press advert.

The application has generated 27 letters of objection and 0 letters of support. A summary of these comments is set out below:

- Lack of privacy
- Reduction in public open space
- Overbearing impact of the development
- a three story building which will allow the occupants to overlook new and existing properties,
- The proposed development of this area fails to show parking for existing residents
- Since Green Square has taken away the use of the garages, parking for all residents has become an absolute nightmare.
- natural light to properties will be lost
- flats need improvement/replacing but the idea that so many house will fit into the space without any problems is unfounded.
- The lack of green space in the proposals
- Too many units proposed - overdevelopment of the site
- Extra traffic a problem
- Emergency vehicles may struggle to get to the site
- Proposal fails all three threads of sustainable development as set out in the NPPF
- Proposal also conflicts with the PPG and Core Strategy
- Proposal is in conflict with the draft neighbourhood plan
- Insufficient school places
- No GPs or other local facilities for the new residents
- Many people have been evicted from the garages proposed for demolition
- Loss of wildlife
- Poor Layout and high density

A petition requesting the applicant to withdraw the application was also received by the Council, this contained 64 signatures from 37 individual properties. The signatories consider the current application to be overdevelopment of the site, would result in the loss of green space and loss of parking for local residents.

9. Planning Considerations

Principle of development

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications

must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

In this case, the Wiltshire Core Strategy, including those policies of the North Wiltshire Plan saved in the WCS, forms the relevant development plan for the Calne Community Area.

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are material considerations which can be accorded substantial weight.

The site is located within the urban area of Calne therefore the principle of residential development in this location is acceptable subject to the suitability of the highways matters, layout, landscaping, appearance and scale of the development.

Stopping up of the Highway

To provide some of the additional parking spaces it will be necessary for the applicant to request for the stopping up some of the highway. The submitted drawings clearly show some of the land for the additional parking to be beyond the red outline of the application site.

This matter will be controlled by condition and it will be necessary for this action to be undertaken prior to the commencement of development. The development does not therefore conflict with CP61 or CP63 of the Core Strategy or the NPPF.

Drainage

The Council's drainage team originally objected to the proposed drainage solution. Additional information has been provided by the applicant and these have overcome the council's concerns. Subject to conditions officers are satisfied that the development will not have an adverse impact on drainage within the locality and is therefore in accordance with the NPPF and CP67 of the Core Strategy.

Highway matters

The applicant has confirmed that there is no legal or planning tie between the garages and neighbouring properties. The garages have been let on agreement, which have all been served notice on and keys returned. The applicant stated:

“A total of 28 notices were served; of the other 8 garages, 5 were vacant (but available to rent at any time – there was no reason for vacancy other than lack of interest) and 3 were tied with individual flats which came to an end when those tenancies were ended and the tenants relocated. Of the 28 notices served 1 was associated with a flat within 49-60 WS, 13 separate households from the vicinity of the site were served notice for 14 garages and 13 for households located further afield.”

Whilst no precise information has been supplied as their internal dimensions, the Council's Highway Engineer is of the opinion that the garages are likely small and to be used for storage. Such assumptions about size and use are realistic given the garages' age and arrangement.

The Council's Highway Engineer confirms that car parking for proposal satisfies the Wiltshire Parking strategy. Two spaces per unit (48 spaces) Plus 4 spaces. There are other Greensquare and highway car parking spaces available in the locality. In the 'North' area - Currently, there are 11 approximately allocated spaces, whilst proposed 7 unallocated spaces 'Greensquare spaces' will be allocated and 3 visitor spaces. In the 'South' area - Currently there are 11 highway spaces, 3 Westlea. Whilst all spaces are being retained, but

5 being re allocated. In their comments, the Council's Highway Engineer confirms that, in his opinion, the 5 Wiltshire Council controlled spaces can be gifted to Greensquare on the condition, that they space remain available for public use only. There is no reason to disagreed with their conclusions.

Whilst it is apparent that the proposal will result in a loss of the opportunity for a small number of vehicles to park on the Public Highway in sections of Woodroffe Square north and south, parking on the Public Highway is not a right. Due to the layout, the car parking will result in the loss of the opportunity for 2-3 cars at the north and south to casually park on the highway. The Council's Highway Engineer considers it a reasonable compromise that 3 more car parking spaces could be provided in front of the flats (16 to 24). Suitably worded planning conditions can adequately control this situation.

Given the compliance with car parking standards, re-allocation of the off street car parking and the legal/ planning situation with the garages, and based upon the Council's Highway Engineer's conclusions, it is not considered that there are significant highway grounds to object to the proposals on highways grounds – a conclusion which is reached with particular regard to NPPF paragraph 32, which states that development should only be prevented or refused on transport grounds where the residual impacts of development are severe. Whilst the proposal would be likely to increase on-street parking by a moderate amount, it is not considered that those residual impacts of this would be severe

It is evident that the development / car parking provision will be reliant on the stopping up of the Public Highway. This will need to take place under section 247 of the Town and Country Planning Act, prior to any development taking place. This should be conditioned. It is important to note that there are no guarantees of successful completion of this process due to issues whether it is appropriate for highways to stop-up (ie. utilities within the public highway). The applicant will need to demonstrate that they own the sub-soil, the land can only revert to the original owner.

Impact on Residential Amenity

The layout of the development is fixed and a full assessment relating to impact on residential amenity of adjoining properties can therefore be undertaken.

Taking into consideration the existing character of the area and other surrounding residential developments it is considered that the proposal will not have a significant adverse impact on the residential amenities of adjoining properties in terms of loss of sunlight daylight or privacy.

It is acknowledged that there will be an impact on some properties' outlook but the separation between existing and proposed dwellings) would be sufficient to ensure that there will not be a conflict with CP57 (vii) and the NPPF and will not be overbearing. Furthermore there is already mutual overlooking of many of the properties and it is considered that the proposal will not result in any greater harm than the current situation.

It is acknowledged that a large block of flats is to be located within the central part of the site and this building is higher than the surrounding properties. Taking into consideration the existing mutual overlooking of properties within the street and the separation between the block of flats and the nearest residential properties it is considered that the proposal will not be over bearing or result in an wholly inadequate level of privacy such that development ought to be refused on this basis. The development is therefore considered to confirm with CP57 (vii) of the Core Strategy.

Character and appearance of the area

It is acknowledged that the density of development is far greater than the existing situation. However, the density and the average plot size of the new units is far greater than the character of the existing surrounding properties. It is therefore considered that the proposal will not be on conflict with CP57 (i & vi) as it preserves the character and appearance of the street scene and makes efficient use of the site in accord with the requirements of the policy.

Though the dwellings would be of a slightly different design and appearance to the existing street and the buildings they replace, the proposed dwellings would be of traditional proportions both vertically and horizontally and their fenestration would have a strong vertical emphasis. At second floor level this would include windows, which would be consistent with the modest sized windows on other properties within the locality. Similarly, the proposed pitched roofs would pick up on the design characteristics within varied designs of the surrounding locality. Furthermore, the proposal is similar in design and style to the properties recently approved and constructed at a former garage court off Abberd Way and it is considered that the proposal would be high quality and therefore in accordance with CP57.

Overall the proposed dwellings would respect the topography of the street, the character of the area, and would improve the visual character of the area. In this instance the scheme is considered to be high quality. It is considered that the design and materials proposed responds to local character and reflects the identity of local surroundings.

Provided the development is constructed in accordance with the approved plans it would make a positive contribution to the character and appearance of the Area including long distance views. This enhancement is a positive aspect of the development, this is a matter that weighs in favour of the development and it is considered that the development would comply with the National Planning Policy Framework and Core Strategy policy CP57.

It is acknowledged that the loss of this green area is not ideal and the proposal does not seek to provide any additional public open space. The loss of this green area would result in minor adverse visual effects, particularly for nearby residents and people using public footpaths. To this extent the proposal would have minor harm but this is not considered to be significant enough to warrant a reason for refusal, particularly in the context of the benefits of development.

It is also necessary to acknowledge that the development would be CIL liable. CIL receipts received by the Town Council can be used to provide additional public open space or to improve the quality of existing space.

The NPPF indicates that good design is fundamental to using land efficiently. For the reasons set out above the development is considered to be acceptable and to accord with Core Policy CP57 and CP51.

Amenity Space

Concerns have been raised by local residents with regards to the level of private amenity space for the proposed dwellings.

Furthermore, there is no national or local requirement for minimum garden sizes, the rear garden areas of the proposed development is, considered to be acceptable and in accordance with CP57 of the CS.

10. Conclusion

The application site is located within the urban area of Calne and sustainably located in relation to Calne's facilities, local services and employment opportunities. It is considered that the scheme will have an overall minor adverse landscape impact due to the loss of some green areas of land which is a matter that weighs against the proposal.

Taken in the context of the presumption in favour of sustainable development and the fact that this is not a designated or important landscape as defined by the NPPF and WCS and in terms of the planning balance, however, these considerations are outweighed by the benefits of development, which include, the delivery of housing and affordable housing, improvement in the visual appearance of the area. All other matters have been sufficiently addressed, with technical details capable of resolution by planning condition. On balance, therefore, it is considered that the proposal is acceptable in planning terms and in accordance with the Core Strategy and NPPF.

RECOMMENDATION

Delegate authority to the Head of Development Management to **GRANT** planning permission, subject to conditions and completion of a S106 legal agreement within three months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the originally defined timeframe to then delegate authority to the Area Development Manager to **REFUSE** planning permission for the following reason:-

The application proposal fails to provide and secure the necessary and required Services and infrastructure supporting the proposed residential development including Affordable Housing is therefore contrary to Policies CP3 and CP43 of the Wiltshire Core Strategy Adopted January 2015

- 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 part of the development shall be occupied until all the existing buildings on site have been permanently demolished and all of the demolition materials and debris resulting there from has been removed from the site.

REASON: In the interests of the character and appearance of the area and neighbouring amenities.

- 3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those specified on the approved plans and application form.

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

- 4 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.

- 5 No demolition, site clearance or development shall commence on site, and; no equipment, machinery or materials shall be brought on to site for the purpose of development, until a Tree Protection Plan showing the exact position of each tree/s and their protective fencing in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction -Recommendations"; has been submitted to and approved in writing by the Local Planning Authority, and;

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

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

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

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

REASON: To ensure the protection of trees and in the interests of the amenity of the area.

6 No dwelling hereby permitted shall be occupied until the access, turning area 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.

7 No development shall take place until details of 3 additional car parking spaces in front of flats 16-24 have been provided. Details of those parking spaces shall have been submitted to, and approved in writing by, the Local Planning Authority beforehand. No part of the development shall be occupied until the car parking spaces have been provided in accordance with the approved details. This bay(s) shall be kept clear of obstructions and available for the car parking of vehicles (visitor spaces) at all times thereafter.

REASON: To enable vehicles to satisfactory car parking provision.

8 The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

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

9 No part of the development hereby permitted shall be first brought into use until the access, turning area 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.

10 No development shall commence on site until details of the Stopping up of the public highway/ re-allocation of car parking provision, have been submitted to and approved in writing by the Local Planning Authority. That stopping up shall take place in accordance with the approved details prior to the commencement of the development.

REASON: In the interests of highway safety.

- 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), no window, dormer window or rooflight, other than those shown on the approved plans, shall be inserted in any roofslope of the development hereby permitted.

REASON: In the interests of residential amenity/privacy and to ensure that there is sufficient offstreet parking.

- 12 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/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.

- 13 No development shall commence on site until details of the works for the disposal of sewerage including the point of connection to the existing public sewer have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved sewerage details have been fully implemented in accordance with the approved plans.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

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

To be advised.

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

15 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) 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 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 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.

INFORMATIVE TO APPLICANT:

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

INFORMATIVE TO APPLICANT:

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

INFORMATIVE TO APPLICANT:

Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.

INFORMATIVE TO APPLICANT:

Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.