

REPORT OUTLINE FOR AREA PLANNING COMMITTEES

Report No.

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| Date of Meeting | Wednesday 4 September 2019 |
| Application Number | 19/03152/OUT |
| Site Address | Peacock Grove (adjacent to Brook Drive), Corsham, Wiltshire, SN13 9AZ |
| Proposal | Outline Application for the Erection of up to 27 dwellings Following the Demolition of 2 No. Existing Dwellings and attached domestic garage, and associated Access and landscaping works. |
| Applicant | RST Corsham Ltd C/O PlanningSphere Ltd |
| Town/Parish Council | CORSHAM |
| Electoral Division | CORSHAM TOWN – Cllr Philip Whalley |
| Grid Ref | 387846 169689 |
| Type of application | Outline Application |
| Case Officer | Paul Galpin |

Reason for the application being considered by Committee

The application has been called in by the local Member in order to consider the scale of development, visual impact upon the surrounding area, relationship to adjoining properties, design – bulk/ height, general appearance, environmental or highway impact, flooding and affordable housing.

It is important to note that this application is outline with only access a matter to be considered at this stage.

Corsham Town Council object to the application.

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 consider the recommendation that authority is delegated to the Head of Development Management to grant outline planning permission, subject to conditions and completion of the Unilateral Undertaking within six months, or otherwise to refuse the application.

2. Report Summary

The main issues in considering the application are as follows:

- Principle of development;
- Impacts on local highways;

- Impacts on site drainage and flooding;
- Impacts on ecology;
- Impacts on landscape character;
- Relationship to the Great Western Railway;
- Impact on residential amenity; and
- S106 contributions

3. Site Description

The 2.07ha application site is located on the southeast fringes of Corsham, immediately northward of a well-established mid-C20th development of suburban housing at Brook Drive/Broadmead. The site is largely comprised of an embankment of made ground formed through the extraction of material to create the Great Western Railway cutting, which runs along the northern boundary, and extending to include 1 semi-detached dwellings and garage at the corner of Brook Drive.

There is a public right of way, CORM105, leading from this corner through to the area known as The Batters, a wooded green link to the town centre owned and maintained by the Town Council. The southern site boundary is marked by the Byde Mill Brook running across the end of the rear gardens of Brook Drive to a modest bridge and culvert at Ladbrook Lane, upward of which the site's embankment is populated by a mixture of self-seeded trees. The higher part of the site has largely been cleared of trees and comprises a grassland meadow, with further trees lining the railway cutting boundary. A single property – 'Highlands', a large bungalow with generous garden – occupies the eastern end of the site, taking access from both Ladbrook Lane; a relatively narrow country lane linking the Lacock Road and Melksham Road to the East of Corsham, and a modest slab bridge at the far end of Brook Drive. The site is located outside of, though immediately adjacent to, the saved development framework boundary for Corsham.

4. Planning History

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| N/95/01622/FUL | Extensions to dwelling extensions (27 Brook Drive) – Approved |
| N/88/03024/OUT | Residential development (20 no dwellings) - Refused |
| 14/01670/RWN | Reconstruction of Bridge Deck – Prior Approval granted |
| 15/11544/OUT | Outline Application for the erection of up to 31 dwellings. Following the demolition of 6. Existing Dwellings and associated works - Allowed at appeal |
| 18/07085/VAR | Variation of condition 4 (Revised vehicular access arrangement from Brook Road from – Refused with appeal pending |

5. The Proposal

An application for planning permission is made in respect of the erection of up to 27 no. dwellings following demolition of 2 no. existing dwellings and attached domestic garage and associated access and landscaping works.

This outline application follows the earlier grant of planning permission at appeal under 15/11544/OUT. That permission allows for the erection of up to 31 dwellings following the demolition of 6 No. existing dwellings and associated access.

Comparison with the 2015 permission won at appeal reveals the following differences:

- A movement of the alignment of the principal vehicular access from Brook Drive by approximately 10m to the west. The centre line is relocating west by approximately 10m. The new priority junction access has similar characteristics as the approved access after amendment: (i) a 5.5m carriageway width; (ii) a 8m kerb radii at the junction; (iii) a 2.0m footway on the east side only; and (iv) a 10% gradient and carriageway narrowing at the brook crossing. With a clear span bridge. The geometry of the proposed new priority junction is shown on the plan prepared by Condon Drew Associates (1054-SK05 dated 13.06.19)
- A reduction in the quantum of existing dwellings to be demolished from 6 to 2 (reflecting the change in the description of development from “up to 31” to “up to 27”). Ultimately, the proposal continues to seek permission for a net increase of up to 25 new dwellings. The extent of demolition comprises one dwelling at the corner of (19) Brook Drive (as well as the garage serving No.21 Brook Drive) in order to create vehicle access, together with the existing bungalow property known as Highlands within the application site itself.

All other elements of the proposal remain substantively similar to the extant permission including the drainage, ecology, noise and flood risk mitigation. A revised illustrative ‘concept masterplan’ is included to show the position of the revised access from Brook Drive, and also demonstrates in illustrative terms how 27 new build dwellings could be accommodated on the site along with the proposed provision of 2 No. surface car parking spaces to replace the existing attached garage to No. 21 Brook Drive. As before, whilst the Ladbrook Lane and slab bridge access to the existing bungalow are to be re-used, most of the units are to be accessed via a new road bridge at the northwest corner of Brook Drive. The erection of the 27 units is indicatively shown as a mixture of detached, semi- detached and terraced dwellings.

The application is submitted in outline only with all matters except means of access reserved for later consideration.

6. Planning Policy

Wiltshire Core Strategy (WCS):

Core Policies 1 (Settlement strategy), 2 (Delivery strategy), 3 (Infrastructure requirements), 11 (Spatial strategy; Corsham Community Area), 41 (Sustainable construction and low carbon energy), 43 (Providing affordable homes), 50 (Biodiversity and geodiversity), 51 (Landscape), 52 (Green infrastructure), 57 (Ensuring high quality design and place shaping), 60 (Sustainable transport), 62 (Development impacts on the highway network), 67 (Flood risk)

The draft Wiltshire Housing Site Allocations Plan (WHSAP) was submitted to the Secretary of State for Examination in July 2018. The Examination into the soundness of the WHSAP is currently underway; the hearing sessions were held between 2nd -16th April 2019.

North Wiltshire Local Plan 2011, saved policies as per Appendix A to the Core Strategy, Saved policy NE14 (Trees, site features and the control of new development)

The draft Corsham Neighbourhood Plan –

This is also at the Examination stage and can be given limited weight at this stage, does not propose any further changes to the settlement boundary or allocate the application site for housing development. It is understood that the CNP has not progressed significantly since the Inspectors decision letter in respect of 15/11544/OUT.

National Planning Policy Framework:

Sections 5 (Delivering a sufficient supply of homes), 12 (Achieving well designed places), 15 (Conserving and enhancing the natural environment)

7. Summary of consultation responses

Corsham Town Council – Objections – Principle objections outside settlement. Contrary to WCS, Policies 1, 2, 50,51, 57. Contrary to draft Neighbourhood Plan – Policies H1, H2, H4, HW1, HW4. Detail issues flooding, traffic, privacy, greenfield, wildlife, education, health affordable housing.

Spatial Planning – Objections - but notes extant permission 15/11544/OUT.

Highways – No objection, subject to conditions.

Drainage – No objection, subject to conditions.

Ecology – Extant consent. Previous application concerns citing harm to protected and non-protected species. Conditions 4 (Parameters) and 13 (LEMP) are recommended to cover ecology issues.

Landscape – Concerns raised of adverse impacts. No objection.

Trees – No objection, subject to conditions.

Environmental Health – No objection, subject to conditions.

Environment Agency – No objection, subject to conditions.

Network Rail – No objection in principle, subject to proper consideration of railway impacts in respect of planting, fencing, stability, drainage, access, lighting, amenity and construction.

NOTE: the relationship of the development site to the rail line remains unchanged from that already granted planning permission.

The Council consultees' responses where planning contributions are recommended are set out at the 'S106 Contributions' section below.

8. Publicity

The application was advertised by neighbour notification, press advert and site notice. 57 letters of objection were received from neighbours, local residents and a local interest group. Raising the following issues:

- Proposal not acceptable in principle (contrary CP1, CP2 and CP3)
- Need and Impact does not outweigh benefits
- Contrary to draft Corsham Neighbourhood Plan (E2, E4, HW1, HE3, H4)
- Corsham already provided its fair share of the housing allocation target

- Inadequate highways infrastructure and/or adverse impact on highways/ traffic/ safety
- Impacts on local drainage and flood risk
- Greenfield site with Impacts/ ecology loss and protected species / Sensitive site / lack infrastructure
- Loss of trees/green infrastructure/ wildlife corridor (bats)
- Impact on amenity of 21 Brook Drive
- Impacts on local character of estate
- Inadequacy of local infrastructure for new development (ie schools and doctor provision)
- Impact on residential amenity on Brook Drive residents to rear of site
- Overdevelopment of the site
- Adverse impact from railway (noise)
- Reiterate previous concerns 15/11544/OUT
- Buildings need to characterise area (1, 1.5 and 2 stories)
- Lack of information, clarity of drawings/ details (access road/ streetscene/ trees/)
- Land contamination

9. Planning Considerations

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.

Principle of Development

Whilst the application site is located outside the limit of development indicated in the Wiltshire Core Strategy, at the time of determination of 15/11544/OUT, the Council could not demonstrate a 5 year supply of deliverable housing land, a consideration which weighed in favour of granting planning permission. In that context, the Inspector considering the subsequent appeal concluded that the proposal would comply with other policies within the Wiltshire Core Strategy and the NPPF; ultimately allowing the appeal in May 2017.

Planning permission 15/11544/OUT remains extant and capable of implementation. The existence of a planning permission for development of a substantive similarity (indeed quantum remains precisely the same) must be regarded as a significant material consideration weighing in favour of the proposal.

Unfortunately and in the above context, local objections based on the unacceptability of the principle of development, the need for housing or indeed a difference in the Council's five year land supply, cannot reasonably translate into reasonable grounds for the refusal of planning permission.

Highways

With regard to the alignment of the new access with Brook Drive, the Highways Officer is satisfied that this will not have a significant adverse impact on the wider highway network including on traffic flows through Broadmead/Brook Drive.

In detail, with regard to the existing planning consent, this proposal relocates the alignment, the centre line by approximately 10m. In the revised details, to address streetscene and amenity issues the alignment and radius of the revised access has been slightly tightened together with

the relocation of the proposed footway from the western side of the new carriageway to the eastern side. The parking spaces for No.21 has been raised as an issues by respondents and are set back sufficiently to provide a buffer between the carriageway and the parking spaces to facilitate a refuge for pedestrians accessing these parking spaces. These spaces are not considered a safety issue. The access has been demonstrated to adequately accommodate vehicle movement, with the submission of swept path analysis. The proposal will a require condition (9) in order that the structural integrity of both the bridge and the structure related to the carriageway is suitable.

On-street parking has been raised as a concern in representations received however this is a pre-existing situation borne in part out of the sporadic pattern of parking on either side of the road. With several private driveways enabling cars to pass one another where highway width and alignment is at its most restricted, it is not considered that the additional traffic generated will have a significant detrimental impact on highway safety or the living conditions of residents.

The potential impacts associated with the use of the Ladbrook Lane access has reduced as the number of dwellings served is only two and is the same as that associated with extant consent 15/11544/OUT. Similarly, the anticipated level of traffic and limited potential for conflict over the shared use of the existing Brook Drive slab bridge is not considered to be detrimental to the proposal subject to two units outlined. Both arrangements can be secured by planning condition, as can the upper limit on the number of dwellings served by either, and therefore no objection is raised in this respect.

As the layout and internal circulation of traffic is a reserved matter, no detailed consideration has been given to this at the current time. However, residential streets and parking should be provided in line with the adopted countywide standards. Conditions 4 and 7-9 cover highway issues.

Urban design and 21 Brook Drive

The application is submitted in outline only, with all matters other than means of access being reserved for later consideration. However, in view of the identified demolitions and location of the point of access, it is reasonable to reach conclusions as to the likely layout of development immediately adjacent to No.21.

Concern has been raised within representations regarding the potential impact of the access on the appearance of the streetscene and the amenity of property of 21 Brook Drive. However, the existing consent 15/11544/OUT includes erection of four new properties and it is reasonable to conclude that such an arrangement would lead to far more impact on the streetscene than that now proposed.

During the life of the application, the illustrative masterplan was amended. In comparison to that considered under 18/07085/VAR the arrangements next to No.21 are significantly altered, by relocating the footway from west to the east of the carriageway. The footway in proximity 21 Brook Drive provides additional physical space from the carriageway edge, now approximately 4m and is now considered suitable.

The footway and carriageway will be a raised structure. Representations have been received relating to its overbearing impact on the property of 21 Brook Drive. A detailed streetscene section has been supplied (Streetscene, B-B SK04 date June 2019). The detail supplied provides confidence that in planning terms, this is not a considered significant issue. It is considered no more intrusive than if there was a brick wall associated with a neighbouring property in this location. There is no window currently on ground floor, due to garage and the

existing window on the first floor is the landing. It is considered that it will create a reasonable boundary, although slightly raised in the front garden.

Concerns have also been raised relating to the visual appearance of the access arrangements in relation to the wider streetscene of Brook Drive. The carriageway and footway will be located in relative close proximity of the property but it does not raise highway and urban design objections. It is not considered that the proposal is contrary to any contemporary urban design or highway design guidance. Whilst it is acknowledged that in proximity the estate is laid out in relation to the 1960s era of design but this is not a substantive reason to refuse. In comparison it is not considered the tighter proximity of the access arrangements in streetscene or highway terms is an issue that would withstand appeal. In wider context, many access arrangements in contemporary housing estates will be laid out in this similar geometry compliant with guidance. In order that issues associated with the boundary treatment in terms of access, layout and appearance are thoroughly checked a condition is imposed to ensure that full technical details are supplied in order the boundary treatment are technically acceptable. This is covered in recommended condition 9.

Drainage

In allowing the appeal under reference 15/11544/OUT, the Inspector has in effect confirmed the acceptability of development on this site. There has been no change in circumstance with regard to drainage and flood risk since the grant of planning permission in 2017 and it would not be regarded as a reasonable matter upon which to base a reason for refusal of this new application. However, in light of local concerns raised, the matters of drainage, flood risk and the comments of relevant consultees are outlined below.

This is an understandable local concern due to the events in 2014 when several gardens on Brook Drive were flooded together with sections of Ladbrook Lane and the adjacent railway, both of which became temporarily impassable. Whilst there is evidence that a lack of maintenance of the downstream ditch/watercourse may have exacerbated these issues and it continues to be the case that surface runoff must be managed on site rather than relying upon any excess capacity in the downstream network.

The Environment Agency, has offered no objection subject to detail to properly manage flood risk. The Council Drainage Engineer has confirmed no objection subject to conditions requiring subsequent approval of suitable engineering details. Due to the constraints on the site, attenuation ponds are not appropriate in this instance and would be of limited efficacy in an extreme flood event. Instead, the applicant has indicated a tanking facility to be accommodated beneath a section of highway traversing the upper part of the site, from which flows can be piped through to the existing outfall at a controlled rate. It is this rate which needs to be agreed and this can be done via condition 16. It is considered that this offers a practical solution that will ensure a net reduction in peak runoff rates and suitable attenuation during extreme events.

In the above context, suggested conditions 15, 16 (surface water) and 17 are recommended to cover drainage and sewerage (Wessex). Condition 18, 19 and 20 cover Environment Agency issues associated with flood risk, water efficiency and remediation strategy.

Ecology

In allowing the appeal under reference 15/11544/OUT, the Inspector has in effect confirmed the acceptability of development on this site. Paragraphs 12-14 of his decision letter expressly considered the issue of biodiversity, concluding there to be no conflict with adopted local Plan Policy in this regard.

There is no evidence to suggest that the ecological value of the site has changed since the grant of planning permission in 2017 and, as a result, it would not be regarded as a reasonable matter upon which to base a reason for refusal of this new application.

The latest parameters plan (GOLD22344-15) is slightly adjusted which is not considered significant, where takes into account the alteration to access / reduced demolitions. The parameters plan continues to incorporate robust strategic landscaping proposals around the site periphery intended to achieve policy compliance in respect of conserving and enhancing priority habitats and species. The associated reduction in the developable envelope, which can be secured by condition, provides some degree of reassurance that the most sensitive ecological receptors can be conserved and other habitats mitigated/compensated within the site without the need to translocate species to a receptor site.

All previous conditions relating to ecology should be re-imposed on any new grant of planning permission.

Landscape

In allowing the appeal under reference 15/11544/OUT, the Inspector has, in effect, confirmed the acceptability of any impacts upon the landscape and vegetation at the site. In addition in quantum of development and above the new access point, the illustrative masterplan remains substantively similar that embedded within the 2017 permission and in such a circumstance, it would not be reasonable to base a reason for refusal on such matters. However, in light of local concerns raised, the general issue of landscaping, vegetation and the comments of relevant consultees are outlined below.

The supporting Landscape and Visual Impact Assessment (LVIA) provides a selection of viewpoints toward the application site. It is apparent from the reasonably limited public viewpoints that the site's wider visual impact would be most pronounced from surrounding private land and it is considered that the development would not be seen in any planned or important public views. The Council Landscape officer does raise concerns with the detailed supplied. However largely due to the Planning Inspector approval of the site, does not go forward to raise a landscape objection.

It is important to note that unlike the previous application, this application does not include Landscaping as a matter to be considered at this stage. Therefore landscaping mitigation measures can be fully assessed at the reserved matters stage, in combination with the quality of layout and landscaping of the scheme. Due to the scale of the development, it is not considered that the proposals will have any significant impact on the setting of the Cotswolds AONB, the closest edge of which is some distance beyond the brow of the land north of the site that eliminate any direct inter-visibility between the two. Condition 10 is included to ensure soft and hard landscaping measures are detailed and mitigated at reserved matters stage.

Trees

The Council's Arboricultural Officer has assessed the details supplied and has recommended that further detailed information is submitted as part of the reserved matters application, included as part of condition 10 to ensure mitigation. It should be recognised that the site itself, despite the recent removal of a significant number of trees, remains of value as a piece of green infrastructure together with The Batters serving as a transitional section between Corsham town and the countryside to the East. The value of the tree buffer to the Western and Southern of the site has recently been recognised through the designation of an area Tree Protection Order, which may be revised to a group Order in respect of managed improvement of these elements.

Character

Whilst landscaping, layout, scale, and appearance remain reserved matters, the infrastructure detailed at this stage (indicative 'Masterplan' supplied) – include ecological mitigation planting, access and drainage – provides some indication of the constraints to the site perimeter and thus the likely residual developable area. This can in turn be used to provide some assurance as regards the general form of development in terms of overall density and, in some instances, orientation of units as necessary to secure appropriate treatments to bat commuting corridors. The most significant landscape buffers – to the West and South site edges – are to be maintained and improved, reinforcing a recognised local feature whilst protecting neighbouring properties along Brook Drive in particular from an abrupt change in built character. There will be some change in character due to the introduction of the road bridge and increased activity associated with the right of way however it must also be recognised that the site falls within/adjacent to the built envelope of Corsham where neither is particularly out of keeping with the role of the area.

The final density and form of new dwellings has been raised as a concern in a number of responses, this partly covered in condition 6 restricting potential height of buildings. It is agreed that three- storey dwellings and/or large blocks of flats are inappropriate for this site and therefore the reduction in the quantum of development is likely to alleviate pressure for the inclusion of such units within the final layout. It is not considered that a quantum of 25 units – is unreasonable even given the evident constraints of the site. On a less complex site, a higher number would be expected in light of the policy desire for layout efficiency however the current number makes a practical concession proportionate to the constraints.

Residential Amenity

Reflexive of the potential for the development to impact on the safe operation of the railway line in this location is the prospect of the railway in turn affecting the residential amenity of future occupants. In the immediacy, the Council's Environmental Health Officer previously has recommended that any final scheme incorporates suitable acoustic measures (condition 14). Whilst design features such as acoustic glazing may be appropriate, the benchmark for occupation without undue noise incursion from the railway should be the peaceful enjoyment of dwellings with windows open. Although with electrification of the GWR shortly the likely noise levels associated with the railway are unknown, this matter can be addressed by condition.

Concerns have been raised in respect of the prospective loss of residential amenity to the occupants of Brook Drive, who currently enjoy open aspects to their rear gardens as these are orientated toward the brook and embankment to afford a degree of enclosure. It is considered that the similar considerations would discourage front elevations in the reserved matters application.

S106 Contributions

The Council's Housing Officer previously confirmed a requirement for the provision of 30% on-site affordable housing, equating to 8no. units on the basis of the net figure. This should be dispersed through the site with a range of unit and tenancy types. The housing officer confirmed, the requirement for Affordable Housing would remain the same ie: 30% Affordable Housing at nil subsidy (8 units) to be provided on site with a tenure split of 60% Affordable Rent (5 units) and 40% Shared Ownership (3 units) - as detailed in Schedule 1 and Schedule 3 of the Deed of Undertaking dated 21.4.17. The Deed of Understanding also states that the Affordable Housing mix detailed is indicative and would be confirmed at the time of any Reserved Matters planning application in order to ensure it meets the current demonstrable need at that time.

The development should also provide 2280m² of public open space, of which 225m² should be dedicated play space. This should include a useable link between The Batters and Ladbrook Lane and should be offered in the first instance for adoption by the Town Council in line with the Officer's recommendations.

The Council's Education Officer has confirmed that the previous requirements is unchanged from that in 15/11544/OUT, as secured by the S106 on the 2015 application i.e. it still stands. The development generates a need for 9 primary and 7 secondary school places, requiring a contribution of £152,811 in respect of the primary places, with the secondary element to be funded by CIL.

In line with the Council's Waste Strategy, developer contributions of £91/dwelling will be required in order to secure the provision of on-site waste containers, equating to a total contribution of £2,275 in this regard.

The scheme will also be liable for contributions under the Council's adopted Community Infrastructure Levy (CIL) Charging Schedule, equating to £55/m² for eligible floor space.

It should be noted that the applicant has lodged an appeal against the Council's refusal of application 18/07085/VAR. As part of that appeal, the applicant is preparing a Unilateral Undertaking to deliver required infrastructure. It is understood that such a UU will also reference this new application, should the Northern Area Planning Committee resolve to grant planning permission.

10. Conclusion

Planning permission 15/11544/OUT remains extant and capable of implementation. The existence of a planning permission for development of a substantive similarity (indeed quantum remains precisely the same) must be regarded as a significant material consideration weighing in favour of the grant of planning permission for this new application. Whilst the Council is now able to demonstrate a 5 year supply of deliverable housing land, the existence of an extant permission is considered to be determinative in this instance.

The application is submitted in outline only, with all matters except means of access reserved for later consideration. Consideration of the application must be confined to the matter of principle only and the means of access.

The proposed access arrangements and the relationship to existing property No.21 Brook Drive are considered to be acceptable.

In the absence of any other change in circumstance that should prohibit the grant of planning permission, the proposal is considered to continue to meet the requirements of policies listed in section 6 to this report.

RECOMMENDATION

That authority is delegated to the Head of Development Management to GRANT outline planning permission, subject to completion of the Unilateral Undertaking within a period of six months and the conditions set out below, or otherwise to refuse the application 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; Waste; Public Open Spaces; Air Quality Management and is

therefore contrary to Policies CP3 & CP43 of the Wiltshire Core Strategy adopted January 2015 and Paras 7, 14 & 17 of the National Planning Policy Framework March 2012.

Conditions:

1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

The scale of the development;

The layout of the development;

The external appearance of the development;

The landscaping of the site;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

3. An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

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

- Site Location Plan, 1001 Rev A. July 2017, Received 08.04.19
- FMW1379 - GA02 rev A - Horizontal And Vertical 2.4m x 27m Visibility Splays Received 15 March 2016
- GOLD22344-15 – Parameters Plan, March 2018. Received 08.04.19
- GOLD 22344-14-A – Buffer Cross Section, March 2018. Received 08.04.19
- CDA Proposed Brook Drive Site Access Arrangements_1054-SK05 – Rev C, dated 13.06.19. Received 05.07.19
- UBD ACO107 Landscape Strategy Plan_SK03 June 2019. Received 28.06.19
- UBD ACO107 Street Section B-B _SK04 June 2019. Received 28.06.19
- CDA Proposed Brook Lane Swept Path Analysis - 1054-SK06 - Rev B 13.06.19. received 28.06.19
- CDA Site Access Vertical Profile - 1054-SK08. 25.06.19. received 28.06.19
- CDA Cross Section Detail X-PR-Cross section-A3. Received 28.06.19

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

5. The reserved matters application shall be broadly in accordance with the indicative masterplan.

- UDB Concept Masterplan_ACO107_4002_Rev E. June 2018. Received 05.07.19

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

6. No building on any part of the development hereby permitted shall exceed two storeys in scale or 9m in height relative to the adjacent ground level.

REASON: In the interests of amenity having regard to the characteristics of the site and surrounding development.

7. No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture have all been constructed and laid out in accordance with the approved details.

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 roads are laid out and constructed in a satisfactory manner.

8. No works shall commence on site until the access to Brook Drive has been provided in full accordance with the details contained in drawing 1054-SK05 C Proposed Brook Lane Site Access Arrangement, with the visibility splays being maintained free of obstruction at and above a height of 300mm at all times.

No dwellings reliant upon access from Ladbrook Lane shall be first occupied until the access, together with suitable turning areas as agreed pursuant to Condition 2, has been provided in full accordance with the details contained in drawing FMW1379 - GA02 rev A (Horizontal And Vertical 2.4m x 27m Visibility Splays, received 15 March 2016). Such areas shall be kept free of obstruction and maintained for those purposes at all times thereafter. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

9. Pursuant to condition 2, prior to the commencement of the development, details of the structural retaining wall and full details of the boundary treatment adjoining No.21 Brook Drive and the bridge over the brook, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include full plans, visual appearance details and supporting structural calculations.

REASON: To ensure the construction does not have an adverse impact on the structural integrity of the proposed highway and the appearance of streetscene.

10. Applications for reserved matters shall be supported by full details of both hard and soft landscape works and (Landscape Assessment), including a programme for implementation, have been submitted to and approved in writing by the local planning authority. These details shall include proposed finished levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structures such as street furniture, refuse or other storage units.

The details shall also include the location, size and condition of existing trees and hedgerows, shall identify those to be retained together with measures for their protection during construction and shall show details of new planting areas, tree and plant species, numbers and planting sizes.

- Plan to show trees to be retained and removed. Please highlight any trees that are planned for removal which are protected under TPO 2016/00009/MIXED;
- Plan to show all trees to be retained along with the canopy spread and root protection areas shown on the proposed layout;
- Detailed Arboricultural Method Statement;
- Tree Protection Plan.

The works shall be carried out as approved in accordance with the approved programme.

REASON: In order to secure a suitable landscaped setting to the development and in the interests of protecting retained trees and landscape features.

11. Applications for reserved matters shall be supported by a ground stability assessment and lighting modelling (including lux plots) in order to demonstrate that detailed proposals meet the requirements of the submitted Parameters Plan, Lighting Strategy, Ecology and Landscape Strategy, and Appropriate Assessment.

All details of landscaping submitted for approval as part of any reserved matters application shall be in accordance with the mitigation measures set out in the Appropriate Assessment, including advanced planting of the northern buffer area and restoration of woodland habitats following construction of the road and bridge.

REASON: In the interests of protected species, to mitigate against the loss of existing biodiversity and nature habitats.

12. Prior to commencement of development (including demolition, ground works, vegetation clearance), a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not necessarily be limited to, the following:

Risk assessment of potentially damaging construction activities including those highlighted in the Appropriate Assessment

Identification of construction excluding zones including the ecological buffers shown on the parameters plan

Detailed construction methods to be employed to avoid or reduce impacts during construction

Use of protective fences, exclusion barriers and warning signs, including advanced installation and maintenance during the construction period

Details of reptile mitigation measures including translocation, habitat manipulation / clearance and receptor areas

Measures to avoid damage or destruction of nesting birds

Details of an appointed Ecological Clerk of Works

Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by the appointed Ecological Clerk of Works certifying that the required mitigation measures identified in the CEMP have been completed to their satisfaction, and detailing the results of site supervision and any necessary remedial works undertaken or required, shall be submitted to the Local Planning Authority for approval within 3 months of the date of substantial completion of the development or at the end of the next available planting season, whichever is the sooner. Any approved remedial works shall subsequently be carried out under the strict supervision of a professional ecologist following that approval.

REASON: To ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

13. Applications for reserved matters shall be supported by Prior to commencement of development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The approved LEMP shall include, but not necessarily be limited to, the following information:

- a) Full specification of habitats to be created, including locally native species of local provenance and locally characteristic species
- b) Description and evaluation of features to be managed; including location shown on a site map
- c) Landscape and ecological trends and constraints on site that might influence management
- d) Aims and objectives of management
- e) Appropriate management options for achieving aims and objectives;
- f) Prescriptions for management actions;
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward)
- h) Details of the body or organisation responsible for implementation of the plan;
- i) Ongoing bat and habitat monitoring and remedial measures;
- j) Timeframe for reviewing the plan

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP shall be implemented in full in accordance with the approved details.

REASON: To ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

14. The reserved matters submitted pursuant to Condition 2 shall be accompanied by a suite of acoustic measures in respect of all dwellings adjacent to the Great Western Railway (i.e. unobstructed by other buildings). These measures shall include those detailed in the "Noise Assessment dated 16 Nov 2015 (RMA-C1398) for both the construction phase and the development phase and shall demonstrate that ingress of external noise can be reduced to a level whereby the Good standard of BS8233 for internal noise criteria can be achieved.

The development shall be carried out in accordance with the scheme prior to the first occupation of any affected unit and shall be maintained in accordance with the approved details at all times thereafter.

REASON: To ensure the creation of an environment free from intrusive levels of railway noise and activity in the interests of residential amenity.

15. The reserved matters and details submitted pursuant to Conditions 2 and 16 shall be accompanied by a suitable engineering design for the creation of any subterranean surface water attenuation/storage to be provided on site. The said design shall incorporate ground stability information as necessary and ensure that any associated operations can and will be implemented in such a way as to comprise the extraction of material and shoring up in a vertical section not requiring additional cutting/backfilling.

The relevant works shall be carried out in full accordance with the approved details.

REASON: In the interests of ecological protection and ground stability.

16. 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 (together with any required off-site works to prevent any increased risk of flooding to downstream properties and any required permissions for connections to private drainage systems/land drainage consents), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage, including any off-site works, has been constructed in accordance with the approved scheme and as built drawings (CAD format) have been submitted to the Local Planning Authority.

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 and that such systems installed will be adequately maintained to the standard required to meet the requirements of the submitted design and thus prevent any increased risk of flooding to properties on/off the site due to lack of maintenance. To comply with Core Policy 67: Flood Risk within Wiltshire Core Strategy.

17. No development shall commence on site until a foul water drainage strategy is submitted and approved in writing by the local Planning Authority in consultation with Wessex Water acting as the sewerage undertaker. The Strategy shall include a drainage scheme providing detailed arrangements for the means of connection to the main sewer network and the capacity improvements required to serve the proposed development, including any phasing.

No dwelling shall be first occupied or other building brought into use until the drainage scheme has been completed in full, in accordance with the approved details and to a timetable agreed with the local planning authority.

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

to ensure that the 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.

18. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) and Drainage Strategy –Proposed residential development Peacock Grove, land off brook drive, Corsham, Wiltshire, Prepared by GoldDev Limited, project number RMA-CA1948, RMA Environmental, 28th February 2019, and Drawing No's 1054-SK04 Rev B and 1054-SK03 Rev B and the following mitigation measures detailed within the FRA:

1. Finished flood levels are set no lower than 71.39 metres above Ordnance Datum
2. That the clear span bridge has a soffit level no lower than 70.8 metres above Ordnance Datum and a deck level of no lower than 72 metres above Ordnance Datum

The mitigation measure(s) shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To reduce the risk of flooding from blockages to the bridge and to ensure that the bridge is at an adequate height to not cause an increase in flooding to the development or surrounding area. To reduce the risk of flooding to the proposed development and future occupants.

19. No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON: In the interests of sustainable development and climate change adaptation.

20. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

- (a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
- (b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- (c) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

21. No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;
- An assessment of the potential risks to
 - o human health
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - o adjoining land,
 - o groundwater and surface waters,
 - o ecological systems,
 - o archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report (referred to in PPS23 as a validation report) must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above.

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

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

22. 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) measures detailing drainage arrangements during the construction phase, The plan must make provision for the installation of attenuation storage prior to the installation of any upstream drainage infrastructure (for approval of LPA in consultation with Lead Local Flood Authority and sewerage undertaker

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.

23. No construction activity whatsoever, including deliveries, shall take place outside the hours of 0730 and 1800 from Mondays to Fridays. No such activity shall take place at any time on Saturdays, Sundays and Bank or Public Holidays.

REASON: To ensure the retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

24. 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.

INFORMATIVE TO APPLICANT:

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

FENCING - If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the

fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

DRAINAGE - Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Full details of the drainage plans are to be submitted for acceptance to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

SAFETY - Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. assetprotectionwestern@networkrail.co.uk

SITE LAYOUT - It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

FOUNDATIONS - Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

PILING - Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

EXCAVATIONS/EARTHWORKS - All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

SIGNALLING - The proposal must not interfere with or obscure any signals that may be in the area.

NOISE - Network Rail would remind the council and the applicant of the potential for any noise/vibration impacts caused by the proximity between the proposed development and the existing

railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary.

The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains.

There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running which can lead to increased levels of noise.

We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

LANDSCAPING - It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

PLANT, SCAFFOLDING AND CRANES - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

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.

INFORMATIVE TO APPLICANT:

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

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:

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to

commencing works. Please see Natural England's website for further information on protected species.

INFORMATIVE TO APPLICANT:

Any works within 8 metres of the Main River will need a Flood Risk Activity Permit to be granted by the Environment Agency, before works begin. The applicant can contact blandford.frap@environment-agency.gov.uk for further advice on applying for the Permit.

INFORMATIVE TO APPLICANT:

The development should include water efficient systems and fittings. These should include dualflush 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 (internal and external) usage level of 110 litres per person per day.