

AGENDA

Meeting: Strategic Planning Committee

Place: Council Chamber - County Hall, Bythesea Road, Trowbridge, BA14 8JN

Date: Wednesday 10 January 2024

Time: 10.30 am

Please direct any enquiries on this Agenda to Kieran Elliott of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718352504 or email tara.hunt@wiltshire.gov.uk

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

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Membership:

Cllr Howard Greenman (Chairman)

Cllr Ernie Clark

Cllr Adrian Foster

Cllr Sarah Gibson

Cllr Carole King

Vacancy

Cllr Christopher Newbury

Cllr Pip Ridout

Cllr James Sheppard

Cllr Elizabeth Threlfall

Cllr Robert Yuill

Substitutes:

Cllr Helen Belcher OBE

Cllr Richard Britton

Cllr Steve Bucknell

Cllr Clare Cape

Cllr Ruth Hopkinson

Cllr George Jeans

Cllr Dr Nick Murry

Cllr Andrew Oliver

Cllr Stewart Palmen

Cllr Nic Puntis

Cllr Jonathon Seed

Cllr Bridget Wayman

Cllr Stuart Wheeler

Cllr Graham Wright

Cllr Tamara Reay

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

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AGENDA

Part I

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

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (*Pages 5 - 40*)

To approve and sign as a correct record the minutes of the meetings held on 1 November (to follow) and 29 November 2023.

3 **Declarations of Interest**

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

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register **no later than 10.20am on the day of the meeting**. If it is on the day of the meeting registration should be done in person.

The rules on public participation in respect of planning applications are linked to in the Council's Planning Code of Good Practice. The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application, and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered. Representatives of Parish Councils are included separately in the speaking procedure, please contact the officer listed for details.

Members of the public will have had the opportunity to make representations on the planning applications and to contact and lobby their local member and any other members of the planning committee prior to the meeting. Lobbying once the debate has started at the meeting is not permitted, including the circulation of new information, written or photographic which have not been verified by planning officers.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on Wednesday 3 January 2024 in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on Friday 5 January 2024. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

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

6 **Planning Appeals and Updates**

To receive details of completed and pending appeals, and any other updates as appropriate.

Planning Applications

To consider and determine the following planning applications.

7 **PL/2022/05221 - Clackhill Yard, Bradenstoke (Pages 41 - 58)**

Change of use of land to private Gypsy / Traveller site and associated works.

8 **Urgent Items**

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

Part II

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

None

STRATEGIC PLANNING COMMITTEE

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 29 NOVEMBER 2023 AT COUNCIL CHAMBER - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr Howard Greenman (Chairman), Cllr Ernie Clark, Cllr Adrian Foster, Cllr Carole King, Cllr Christopher Newbury, Cllr Pip Ridout, Cllr Elizabeth Threlfall, Cllr Robert Yuill and Cllr Stewart Palmen (Substitute)

Also Present:

Cllr Nick Botterill, Cllr Nick Holder (Virtual) and Cllr Mike Sankey

65 **Apologies**

Apologies were received from Cllr Tony Trotman and Cllr Sarah Gibson. Cllr Gibson was substituted by Cllr Stewart Palmen for this meeting.

66 **Minutes of the Previous Meeting**

The Chairman explained that due to officer illness the minutes from the Strategic Planning Committee meeting held on 1 November 2023 would be received at the next meeting.

67 **Declarations of Interest**

There were no declarations of interest.

68 **Chairman's Announcements**

There were no Chairman's announcements.

69 **Public Participation**

The procedures for public participation were detailed and noted.

70 **Planning Appeals and Updates**

The Chairman confirmed that there was no report for this meeting on completed or pending appeals and any other updates.

71 **PL/2022/08155 - Land west of Semington Road, Melksham.**

Public Participation

Cllr John Glover (Melksham Without Parish Council) spoke in objection of the application.

Aaron Davidson office of Michelle Donnellan's office spoke in objection of the application.

Tamsin Almeida, Planning Manager, spoke in support of the application. Cllr Richard Wood (Melksham Without Parish Council) spoke in objection of the application as the representative of the council.

Ruaridh O'Donoghue (Senior Planning Officer) presented a report which recommended that the decision be deferred and delegated to the Head of Development Management to grant full planning permission subject to first completion of a Section 106 legal agreement and conditions set out in the report.

The officer showed the Committee the slides relating to the application, whilst explaining key details.

The site is located within Melksham Without Parish on land to the south of Melksham and is currently an agricultural field, unaffected by urban development and surrounded by popular Public Rights of Way, although none cross the site and the Kennett and Avon Canal towpath/Sustrans Route 4.

The main issues highlighted in the officers presentation and detailed in the report were the principle of development, Wiltshire Core Strategy and Joint Melksham Neighbourhood Plan, the five-year housing land supply and relevant appeal decisions, design, landscape, open space and visual impact, heritage impact, agricultural land, flood risk and drainage, environmental impact, ecological impact, highways and rights of way and the Community Infrastructure Levy.

The officer commented on the planning balance, the harms and benefits of the application and the neutral impacts. He concluded that the adverse impacts of granting planning permission (the conflict with Core Policy 1, 2 and 15 of the Wiltshire Core Strategy as well as Melksham Neighbourhood Plan policies 1 and 6) would not be significantly and demonstrably outweighed by the benefits (provision of 100% affordable housing and economic benefits), when assessed against the policies in this Framework taken as a whole.

Members of the committee then had the opportunity to ask technical questions of the officer. In response to the questions the officer explained that affordable housing was being delivered in line with the need in Wiltshire equating to 60%, along with some shared ownership and first homes; that land located in flood zone one was unlikely to flood and therefore the flood risk was acceptable; confirmed that the Melksham Neighbourhood Plan was over two years old; the allocation of affordable housing detailed in the Melksham Without Neighbourhood Plan; details about bat boxes and hedgehog highways were detailed in the suite of ecological conditions; technical objections are used against planning applications at appeal by officers to provide a more robust case; the number of different bedroom size homes depends on need; recycling bins for waste currently collected would be provided by the Council, any new collections for instance food waste would be by the Council in the future; and planning officers were not involved in the process for involving housing association.

Officers were asked to prepare a report to include (i) the breakdown of Planning Inspector decisions at appeal where there is a technical objection by officers, how inspectors analyse these at appeal, costs and how they are awarded against the Council, and (ii) the availability of affordable housing.

Members of the public then had the opportunity to present their views, as detailed above.

Cllr Mike Sankey spoke as a local member, along with a further local member Cllr Nick Holder. They commented on the site being outside the settlement boundary; the site being previously refused in May 2017 for 160 dwellings; lack of 5 year land supply; application is for 100% affordable housing, conflicting with the Core Strategy; loss of Grade 2 agricultural land; highway safety concerns and access to schools and lack of school places, and asked for the application to be refused. Some members of the Committee took exception to comments by Cllr Sankey about the type of housing being proposed.

In response to some of the comments from local members the officer explained that following concerns from highways on the previous application road safety improvements had been undertaken by the Council and there is a safe and suitable crossing points at the A350; the proposal was located on the edge of the town; it was noted that a number of large scale affordable housing scheme had been delivered across the Country and the officer referred to Core Policy 57 and design standards being the same for other schemes; referred to the developers obligations for play provision under S106 and potential for funding to be pulled together to provide a safe route to the new school.

The Chairman opened the item for debate and requested that the first Cllr to speak propose a motion to debate. Cllr Pip Ridout, seconded by Cllr Stewart Palmen, proposed that the officer recommendation to defer and delegate to the Head of Development Management be approved with conditions.

At the conclusion of the debate it was,

Resolved:

To delegate to the Head of Development Management to grant full planning permission subject to first completion of a Section 106 legal agreement to cover the matters set out in Section 11 of the report, and subject to the following conditions:

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. An application for approval of the reserved matters specified in Condition 3 below, must be made to the Local Planning Authority before the expiration of three years form the date of this permission.

REASON:

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

3. No development shall commence 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:
 - a. The scale of the development;
 - b. The layout of the development;
 - c. The external appearance of the development;
 - d. The landscaping of the site.

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

The reserved matters shall be submitted as a single phase, unless otherwise agreed by the Local Planning Authority.

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.

4. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
 - Dwg Reg: 3888 - 01A - Location Plan
 - Dwg Ref: MSW-BWB-ZZ-XX-DR-YE-0001_Ecological Parameters Plan_S2_P02 - Ecological Parameters Plan
 - Dwg Ref: 3888 - 02 Rev B - Parameters Plan

REASON:

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

5. The development hereby permitted shall be carried out in general accordance with the design and layout principles in the following:
 - Design and Access Statement dated August 2022

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

6. The development hereby permitted shall make provision for the following:

- (a) Up to 53 dwellings;**
- (b) Public open space to be sited, laid-out and equipped in accordance with the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD); and to include at least 1851.18 sq m of general public open space and at least 93.81 sq m of equipped play space. The 'layout of the development' (as to be submitted and approved under condition no. 3) shall accommodate the above in broadly in accordance with the Parameter Plan (no. 3888-02 Rev B).**

Prior to commencement of the development, a programme, or phasing plan, for the delivery and completion of the dwellings and the public open space(s) shall be first submitted to, and approved in writing by, the local planning authority. The dwellings and the public open space(s) shall then be delivered and completed in accordance with the approved programme.

REASON:

To ensure the creation of a sustainable development which is in character with its surroundings and in accordance with the terms of the planning application.

7. No development shall commence on site until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a. sensitivity analysis has been undertaken on the network considering surcharged outfall conditions;**
- b. overland exceedance routes have been shown on a drainage plan for flows in excess of the 1 in 100 year plus climate change (40%) rainfall event;**
- c. clear arrangements are in place for ownership and ongoing maintenance of SuDS over the lifetime of the development;**
- d. submit calculations which demonstrate that the proposed drainage design provides a sufficient level of water treatment; and,**
- e. Additional groundwater monitoring should be undertaken during the winter months to establish peak seasonal levels.**

REASON:

To minimise the risk to people and property during high return period storm events, to ensure that the surface water drainage performs as designed, to avoid flooding due to lack of maintenance and to prevent pollution of the receiving watercourse.

8. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include:

a) Long term objectives and targets in accordance with the Calculation of Biodiversity Net Gain using Defra Metric 3.1 report (Biodiversity Net Gain Assessment, Document Number: MSW-BWB-ZZ-XX-RP-LE-0004_BNGP2, Rev: P02, Date: October 2023 by BWB Consulting).

b) Management responsibilities and maintenance schedules for each ecological feature within the development for a period of no less than 30 years from the commencement of the scheme as identified in:

- Ecological Parameters Plan, Drawing ref: MSW-BWB-ZZ-XX-DR-YE- 0001, Rev: P02, Date: 26.10.2023 by BWB Consulting - Biodiversity Enhancement Management Plan (BEMP), Document Number: MSWBWB-ZZ-XX-RP-LE-0003_BEMP, Rev: P02, Date: 19/10/2023 by BWB Consulting

c) The mechanism for monitoring success of the management prescriptions with reference to the appropriate Biodiversity Metric target Condition Assessment Sheet(s).

d) A procedure for review and necessary adaptive management in order to attain targets.

e) Details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured.

The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON:

To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

9. The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of a construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction programme;
- iv. Site working hours and a named person and telephone number for residents to contact;
- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust mitigation;

- viii. **Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;**
- ix. **Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc;**
- x. **Details of how surface water quantity and quality will be managed throughout construction;**
- xi. **Details of the safeguarding measures to deal with the following pollution risks:**
 - **the use of plant and machinery**
 - **wheel washing and vehicle wash-down and disposal of resultant dirty water**
 - **oils/chemicals and materials**
 - **the use and routing of heavy plant and vehicles**
 - **the location and form of work and storage areas and compounds**
 - **the control and removal of spoil and wastes**
- xii. **Details of safeguarding measures to highway safety to include:**
 - **A Traffic Management Plan (including signage drawing(s))**
 - **Routing Plan**
 - **Details of temporary/permanent Traffic Regulation Orders**
 - **pre-condition photo survey - Highway dilapidation survey**
 - **Number (daily/weekly) and size of delivery vehicles.**
 - **Number of staff vehicle movements.**
- xiii. **In addition, the Plan shall provide details of the ecological avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:**
 - **Pre-development species surveys including but not exclusively roosting bats, otter, water vole and birds.**
 - **Phasing plan for habitat creation and landscape works including advanced planting proposals including pre-development provision of TBMS zones A and B and predevelopment provision of hedgerow mitigation/translocation along Firs Hill A361.**
 - **Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. protection fencing.**
 - **Method statement to include pollution prevention measures for construction of causeway over Lambrok Stream to minimise harm to the watercourse and protected and notable species with regular monitoring.**

- Working method statements for protected/priority species, such as nesting birds, reptiles, amphibians, roosting bats, otter, water vole, badger and dormice with regular monitoring.
- Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
- • Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

There shall be no burning undertaken on site at any time.

Construction hours shall be limited to 0730 to 1800 hrs Monday to Friday, 0730 to 1300 hrs Saturday and no working on Sundays or Bank Holidays.

The development shall subsequently be implemented in accordance with the approved details of the CEMP.

REASON:

To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, and detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase and in compliance with Core Strategy Policy 62.

10. No development shall commence on site until a Phase II Ground Investigation report has been submitted to and approved in writing by the Local Planning Authority. The report should address the issues raised in Section 9 of the Phase I Desk Study by Georisk Management dated July 2022.

REASON:

In order to reduce the risks associated with land contamination in accordance with Core Policy 56 of the Wiltshire Core Strategy.

11. Prior to the commencement of construction, an Air Quality Assessment (AQA) or Screening Assessment must be submitted to and approved in writing by the Local Planning Authority. This must quantify the effect of the development on existing local authority air quality monitoring locations and sensitive receptors as well as the proposed development. It must also identify and make adjustments for all core strategy-based development in the development's locality. Use of CUREd data in the AQA is expected along with any other currently accepted approaches to AQA.

REASON:

In order to comply with Core Policy 55 which states that development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

12. The development shall be carried out in accordance with the mitigation measures detailed in Section 5 of the submitted Noise Impact Assessment by BWB dated 22nd August 2022 and maintained as such in perpetuity.

REASON:

To protect the amenities of the future occupants of the development site from noise generated by the A350 (Western Way).

13. No residential unit shall be occupied until those parts of the Residential Travel Plan capable of being implemented prior to occupation have been implemented. Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied. The Residential Travel Plan Co-ordinator shall be appointed and carry out the identified duties to implement the Residential Travel Plan for a period from first occupation until at least 2 years following occupation of the last residential unit.

REASON:

In the interests of reducing the amount of private car movements to and from the development.

14. No residential unit shall be occupied until the vehicular access to Semington Road granted approval under planning permission 20/07334/OUT has been provided to base course level including its visibility splays. The access shall have been completed to wearing course level prior to occupation of the 50th dwelling served by it.

REASON:

In the interests of safe and convenient access to the development.

15. Prior to the occupation of the 20th dwelling unit hereby approved, a walking link 2 metres wide shall be provided between the roads on the development and Berryfield Lane, The link so provided shall thereafter be maintained and kept available for use.

REASON:

In the interests of good pedestrian accessibility.

16. The landscaping scheme submitted for the development shall include intensive and impenetrable landscaping on the northern boundary.

REASON:

To prevent indiscriminate access from the public open space on the northern side of the development to the A350 with its high traffic flows and lack of pedestrian facilities.

17. The dwellings shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

REASON:

The site is in an area of serious water stress requiring water efficiency opportunities to be maximised, to mitigate the impacts of climate change in the interests of sustainability, and to use natural resources prudently in accordance with the National Planning Policy Framework.

18. No new external artificial lighting shall be installed at the site unless otherwise agreed in writing by the local planning authority.

REASON:

In the interests of conserving biodiversity.

19. The development will be carried out in strict accordance with the following documents:

- Ecological Parameters Plan, Drawing ref: MSW-BWB-ZZ-XX-DR-YE-0001, Rev: P02, Date: 26.10.2023 by BWB Consulting
- Biodiversity Enhancement Management Plan (BEMP), Document Number: MSW-BWBZZ-XX-RP-E-0003_BEMP, Rev: P02, Date: 19/10/2023 by BWB Consulting
- Biodiversity Net Gain Assessment, Document Number: MSW-BWB-ZZ-XX-RPLE-0004_BNGP2, Rev: P02, Date: October 2023 by BWB Consulting

REASON:

For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

20. The biodiversity mitigation and enhancement measures will be incorporated into the development in accordance with:

- Biodiversity Enhancement Management Plan (BEMP), Document Number: MSW-BWB-ZZ-XXRP-LE-0003_BEMP, Rev: P02, Date: 19/10/2023 by BWB Consulting

The installation of these features will be supervised by a professional ecologist and this part of the condition will be discharged when photographic evidence of installed features have been submitted to and approved in writing by the local planning authority. These measures will continue to be available for wildlife for the lifetime of the development.

REASON:

To mitigate for impacts to biodiversity arising from the development.

Informatives:

The applicant is encouraged to work with the developer of the adjoining land which also benefits from planning permission, this to achieve potentially better and comprehensively planned public open spaces, play areas, etc... Wiltshire Council would work proactively with both parties to facilitate such potential improvements to both developments.

Protected Species

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2017) it is an offence to disturb or harm any protected species including for example, breeding birds and reptiles. The protection offered to some species such as bats, extends beyond the individual animals to the places they use for shelter or resting. 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.

Artificial Lighting

The habitat within the proposed development site and the surrounding area is suitable for roosting, foraging and commuting bats. An increase in artificial lux levels can deter bats which could result in roost abandonment and/or the severance of key foraging areas. This will likely result in a significant negative impact upon the health of bat populations across the region. Artificial light at night can have a substantial adverse effect on biodiversity. Any new lighting should be for the purposes for safe access and security and be in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication GN01:2021, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2021), and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

Drainage MADD Factor

Within the calculations, the MADD factor / Additional storage volume must be set to zero. If a value other than 0m³/ha is selected for the MADD value, the applicant will need to provide quantitative evidence to demonstrate that this is appropriate.

Cllr Ernie Clark asked for his vote against the application to be recorded

Public Participation

Dean Plumley spoke in objection of the application.

Chris Beaver (agent) spoke in support of the application.

Ruaridh O'Donoghue (Senior Planning Officer) presented a report which recommended that the Head of Development Management be authorised to grant planning permission and listed building consent, subject to first completion of a planning obligation/Section 106 agreement covering the matters set out in the report and summarised in the recommendations and subject to planning conditions.

The officer showed the Committee the slides relating to the application, whilst explaining key details.

The site of approximately 4.07ha in area is located within Trowbridge Town Parish and comprises the whole former Bowyer's site with the exception of Nos. 5-9 Stallard Street. It is adjacent to Trowbridge town centre, with the Trowbridge Railway Station and branch line to the west of the site with housing and Stallard Recreation Field behind and the River Biss adjoining the western and northern boundary of the site with neighbouring industrial parks.

The main issues highlighted in the officers presentation and detailed in the report were the principle of development, both for the outline and full applications, the need, design, neighbour amenity, heritage impacts, landscape, open space and visual impact, flood risk and drainage, environmental impact, ecological impact, highways and rights of way, financial viability and developer contributions and the Community Infrastructure Levy.

The officer concluded that the substantial benefits of revitalising a site that has been a derelict eyesore for years outweighs its inability to delivery all the desired/required mitigation. Notably the following benefit:

- the regeneration of the site;
- the safeguarding of heritage assets;
- economic growth and expenditure; and,
- the provision of market housing.

In the context of paragraph 11d)ii of the report the officer concluded that the harm identified, does not significantly or demonstrably outweigh the benefits that this development would deliver.

Members of the committee then had the opportunity to ask technical questions of the officer. In response to the questions the officer explained that minimal weight should be given to the emerging Local Plan; the developments impact on traffic would have been considered if Bowyers was still trading, however, as the site is derelict there was no comparative data existing, part of the mitigation in this respect is that there were no objections from highways and Network Rail; a

dedicated bat roost was being supplied in the former brewery building; consideration would be given to light spill and appropriate planting alongside the River Biss and the railway corridor to facilitate bat movements; the bulk of historic buildings on site were due to be retained with appropriate conditions detailed in the recommendations of the report; the provision of housing would count as a significant material benefit of the scheme; high quality design would be achieved through suggested conditions and detailed consents; the Methodist Chapel was demolished some years ago and would have required conservation area consent if it was still on site; the costs listed in the presentation would only be used on obligations in the application if savings were subsequently made as the application progressed; and details of abnormal costs would be enforceable as with other planning applications.

Members of the public then had the opportunity to present their views, as detailed above.

One of the unitary division members for the application, Cllr Stewart Palmen, spoke to the item. Cllr Palmen welcomed the application, although he indicated that the site should have had an application much sooner. He felt that there was huge untapped potential in Trowbridge over the years and highlighted a number of sites around the town. His main concern related to an increase in traffic which needed to be addressed (highlighted by a number of other Committee members), especially with the building of the new leisure centre in Bythesea Road, Trowbridge. He appreciates the use of existing heritage buildings within the design and compliments the plans for the vacant Vauxhall garage on the opposite bank of the River Biss.

Cllr Nick Botterill referred to Strategic Planning as shaping the future of Wiltshire in line with the economic, social and environmental priorities set out in the Council's Business Plan and an enhanced strategic dimension and thinking about what we do highlighted in the recent Corporate Peer Challenge and Planning Peer Challenge. Cllr Botterill expressed his support for the application, the continued need for a regenerated Trowbridge and encourage Network Rail to consider an upgrade of Trowbridge railway station.

At the conclusion of the debate, it was,

Resolved:

That the Head of Development Management be authorised to grant planning permission and listed building consent subject to first completion of a planning obligation/Section 106 agreement covering the matters set out in this report and as summarised below, and subject also to the planning conditions listed further below.

Planning Obligations

- **Securing a review of the viability of the scheme prior to occupation of the 200th dwelling**

- **Safeguarding the provision of the Station Car Park link road and access to ensure no ransom strip is formed and that any land required to facilities it is transferred to the Council at nil cost.**
- **The setting up of a management company to manage all the public open space and strategic landscaping within the site as well as ensuring it is managed in accordance with the approved LEMP details.**

Full and Outline Planning Conditions

- 1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or, where relevant, 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. With regard to those elements of the application in outline form, no development shall commence on those parts of the site until details of the following (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:**
 - (a) The scale of the development;**
 - (b) The layout of the development;**
 - (c) The external appearance of the development;**
 - (d) The landscaping of the site;**
 - (e) The means of access to the site.**

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

REASON: The application was made in part 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. With regard to those elements of the application in outline form, 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 and documents:

Location, demolition and application type plans:

- Dwg Ref: Site Location Plan: 1249-E-001
- Dwg Ref: Demolition Plan: 1249/E/003
- Dwg Ref: Boundaries for the Application: 12149.E.002

Parameter Plans:

- Dwg Ref: Phasing Parameter Plan: 1249-P-005
- Dwg Ref: Parameter Plan: 128-005-P3
- Dwg Ref: Land Use Parameter Plan: 1249-P-003
- Dwg Ref: Height Parameter Plan: 1249-P-004

Access and Drainage Plans:

- Dwg Ref: Proposed Stallard Street Access: 18016-SK02 Rev C
- Dwg Ref: Proposed Drainage Plan: 13310-CRH-XX-XX-DR-C-5050-P

Innox Mills Building:

- Dwg Ref: 1249.2.IMW.01 Innox Mills Works Ground Floor Plan
- Dwg Ref: 1249.2.IMW.02 Innox Mills Works First Floor Plan
- Dwg Ref: 1249.2.IMW.03 Innox Mills Works Second Floor Plan
- Dwg Ref: 1249.2.IMW.04 Innox Mills Works Third Floor Plan
- Dwg Ref: 1249.2.IMW.05 Innox Mills Works Elevations

Innox Place Building:

- Dwg Ref: 1249.3.IPW.01 Innox Place Works Ground Floor Plan
- Dwg Ref: 1249.3.IPW.02 Innox Place Works First Floor Plan
- Dwg Ref: 1249.3.IPW.03 Innox Place Works Second Floor Plan
- Dwg Ref: 1249.3.IPW.04 Innox Place Works Elevations

The Brewery and Dyehouse Buildings:

- Dwg Ref: 1249.4.FBW.01 Factories Building Works Ground Floor Plan
- Dwg Ref: 1249.4.FBW.02 Factories Building Works First Floor Plan
- Dwg Ref: 1249.4.FBW.03 Factories Building Works Second Floor Plan
- Dwg Ref: 1249.4.FBW.04 Factories Building Works Elevations
- Dwg Ref: 1249.4.FBW.05 Bat Mitigation Proposal

The Cloth Factory Building:

- Dwg Ref: 1249.5.CFW.01 Cloth Factory Existing Ground Floor Plan
- Dwg Ref: 1249.5.CFW.02 Cloth Factory Existing First Floor Plan
- Dwg Ref: 1249.5.CFW.03 Cloth Factory Existing Second Floor Plan
- Dwg Ref: 1249.5.CFW.04 Cloth Factory Existing Elevations

The Gateway Building:

- Dwg Ref: 1249.HT.BlockA 100 Gateway Building – Lower GND Floor Plan
- Dwg Ref: 1249.HT.BlockA 101 Gateway Building – Upper GND Floor Plan
- Dwg Ref: 1249.HT.BlockA 102 Gateway Building First Floor Plan
- Dwg Ref: 1249.HT.BlockA 103 Gateway Building Second Floor Plan
- Dwg Ref: 1249.HT.BlockA 104 Gateway Building Third Floor Plan
- Dwg Ref: 1249.HT.BlockA 200 - Gateway Building Front Elevation
- Dwg Ref: 1249.HT.BlockA 201 - Gateway Building Rear Elevation
- Dwg Ref: 1249.HT.BlockA 202 - Gateway Building Side Elevations
- Dwg Ref: 1249.HT.BlockA 203 - Gateway Building Stallard Street Elevation

The Old Chapel Building:

- Dwg Ref: 1249.HT.OC.100 Old Chapel Floor Plans
- Dwg Ref: 1249.HT.OC.200 Old Chapel Proposed Elevations

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

5. Those elements of the application subject to the outline application shall be carried out in general accordance with the design and layout principles in the following:

Dwg Ref: Innox Mills Design and Access Statement (August 2021)
Dwg Ref: 1249.P001 Illustrative Masterplan

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

6. The development hereby permitted shall make provision for the following:

- (a) Up to 255 dwellings;
- (b) Up to 4078 sqm of commercial space;

- (c) Public open space to be sited, laid-out and equipped in accordance with the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD); and to include at least 6,727.3 sq m of general public open space and at least 430.11 sqm of equipped play space.**

The 'layout of the development' (as to be submitted and approved under condition no. 2) shall accommodate the above broadly in accordance with the Illustrative Masterplan (no. 1249.P.001) and the Parameter Plan (128-005).

Prior to commencement of the development, a programme, or phasing plan (in accordance with drawing No. 1249.P.005 – Phasing Parameter Plan), for the delivery and completion of the dwellings, the commercial space and the public open space(s) shall be first submitted to, and approved in writing by, the local planning authority. The dwellings, the commercial space and the public open space(s) shall then be delivered and completed in accordance with the approved programme.

REASON: To ensure the creation of a sustainable development which is in character with its surroundings and in accordance with the terms of the planning application.

- 7. 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:**
- i) A preliminary risk assessment which has identified:
 - a. all previous uses**
 - b. potential contaminants associated with those uses**
 - c. a conceptual model of the site indicating sources, pathways and receptors**
 - d. potentially unacceptable risks arising from contamination at the site****
 - ii) 2. 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.**
 - iii) 3. The results of the site investigation and the detailed risk assessment referred to in (ii) 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.**

- iv) **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 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.

- 8. **Prior to any phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.**

REASON

To protect the water environment from pollution in line with paragraph 170 of the National Planning Policy Framework.

- 9. **If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.**

REASON

To protect the water environment from pollution in line with paragraph 170 of the National Planning Policy Framework.

- 10. **No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.**

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

REASON

To protect the water environment from pollution in line with paragraph 170 of the National Planning Policy Framework.

12. Piling and other foundation methodologies using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

REASON

To protect the water environment from pollution in line with paragraph 170 of the National Planning Policy Framework.

13. No development shall commence until a management plan for the treatment and monitoring of Japanese knotweed on the site has been submitted and approved by the LPA. The plan shall be submitted as agreed.

REASON

It is an offence to allow the spread of Japanese knotweed in the wild (Wildlife & Countryside Act, 1981 as amended).

14. No development shall commence until a detailed management plan for the enhancement of the River Biss and its corridor is submitted and approved by the Local Planning Authority, in consultation with the Environment Agency. This shall include the provision of an 8m wide buffer strip alongside all banks of the river within the site. The management plan shall be implemented as agreed.

REASON

To improve the biodiversity value of the river and its corridor, and contribute to biodiversity net gain.

15. No development approved by this permission shall be commenced until plans and cross-sections, to demonstrate that finished floor levels across the site are set to at least 300mm above the 100yr 35% climate change flood level, have been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency. The agreed plans shall be fully implemented in any timescales agreed.

REASON

To reduce the risk of flooding to people and property.

16. There shall be no development or ground raising on existing land within the flood zone 3 35%cc outline as per the submitted model outputs. If ground raising or reprofiling is necessary no

development approved by this permission shall be commenced until an updated flood risk model and detailed plans are submitted to, and approved in writing by the local planning authority, in consultation with the Environment Agency. The agreed plans and ground treatment shall be implemented as agreed.

REASON

To ensure flood risk is not increased.

INFORMATIVE - Environmental permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit

<https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

17. No development approved by this permission shall be commenced until plans, drawings and cross-sections showing a vehicular access point, including a suitable ramp down to the River Biss channel, have been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency. The approved plans/drawings/cross-sections shall be implemented as agreed.

REASON

To allow the Environment Agency to safely maintain the River Biss channel in order to prevent any increase in flood risk to the development site and surrounding areas.

INFORMATIVE

- Access must be for Environment Agency vehicles via a road through the development and must be available/accessible 24 hours a day, every day of the year
- Access must be at least 5 metres wide
- The ramp gradient must have a 1 in 12 slope
- Surfacing must be grasscrete down to below-normal river level
- Edge protection fencing must be provided
- Access to the river channel should be for use by the Environment Agency only. We would prefer it to be gated off and locked with our padlock.

We would encourage the developer to work with our Asset Performance team on the details of the design at an early stage. The developer should first email Sustainable Places on swx.sp@environment-agency.gov.uk to arrange contact.

18. The dwellings shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

REASON:

The site is in an area of serious water stress requiring water efficiency opportunities to be maximised, to mitigate the impacts of climate change in the interests of sustainability, and to use natural resources prudently in accordance with the National Planning Policy Framework.

INFORMATIVE

The development should include water-efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered.

19. The development hereby permitted shall be carried out in accordance with the Parameters Plan (PP) Drawing no. 128-005. P1 (Greenhalgh, 21.12.2023). This document will form the basis for the site layout and will not be altered at Reserved Matters without detailed justification based on additional habitat and wildlife species surveys.

REASON:

To protect the ecology on the site

20. As Building E will be demolished under an EPS Mitigation Licence, an artificial roost has been designed into an adjacent building (Building D). This replacement bat roost in Building D which is

located within the River Biss 15m buffer zone will take place prior to the commencement of demolition of the existing roost.

The lesser horseshoe and common pipistrelle bat roost will be incorporated into the development in accordance with Bat Mitigation Proposal Drwg. No. 1249.4.FBW.05 (Keep Architecture, 26/07/2021) and Appendix 4 Artificial Briefing Note of the Ecological Mitigation Strategy (Engain, 13th October 2021) or as otherwise specified in a relevant European Protected Species Licence superseding this permission. The installation of these bat roosts and access features will be supervised by a professional ecologist and this part of the condition will be discharged when photographic evidence of installed features have been submitted to and approved in writing by the local planning authority. These bat roosts and access points will continue to be available for bats for the lifetime of the development.

REASON: To mitigate for impacts to bats arising from the development

21. The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- i.** An introduction consisting of a construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii.** A description of management responsibilities;
- iii.** A description of the construction programme;
- iv.** Site working hours and a named person for residents to contact including telephone number;
- v.** Detailed Site logistics arrangements;
- vi.** Details regarding parking, deliveries, and storage;
- vii.** Details regarding dust mitigation;
- viii.** Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;
- ix.** Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc;
- x.** Details of how surface water quantity and quality will be managed throughout construction;
- xi.** Details of the safeguarding measures to deal with the following pollution risks:
 - the use of plant and machinery
 - wheel washing and vehicle wash-down and disposal of resultant dirty water

- oils/chemicals and materials
 - the use and routing of heavy plant and vehicles
 - the location and form of work and storage areas and compounds
 - the control and removal of spoil and wastes
- xii. **Details of safeguarding measures to highway safety to include:**
- A Traffic Management Plan (including signage drawing(s))
 - Routing Plan and vehicle log and means to submit log to the Highway Authority upon request
 - Details of temporary/permanent Traffic Regulation Orders
 - pre-condition photo survey - Highway dilapidation survey
 - Number (daily/weekly) and size of delivery vehicles.
 - Number of staff vehicle movements.
- xiii. **In addition, the Plan shall provide details of the ecological avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:**
- Pre-development species surveys including but not exclusively roosting bats, otter, water vole and birds.
 - Phasing plan for habitat creation and landscape works including advanced planting proposals including pre-development provision of TBMS zones A and B and predevelopment provision of hedgerow mitigation/translocation along Firs Hill A361.
 - Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. protection fencing.
 - Method statement to include pollution prevention measures for construction of causeway over Lambrok Stream to minimise harm to the watercourse and protected and notable species.
 - Working method statements for protected/priority species, such as nesting birds, reptiles, amphibians, roosting bats, otter, water vole, badger and dormice.
 - Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
 - Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).

- **Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.**

There shall be no burning undertaken on site at any time.

Construction and demolition hours shall be limited to 0730 to 1800 hrs Monday to Friday, 0730 to 1300 hrs Saturday and no working on Sundays or Bank Holidays.

The development shall subsequently be implemented in accordance with the approved details of the CEMP.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, and detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase and in compliance with Core Strategy Policy 62.

INFORMATIVE: PRE CONDITION SURVEY

A photographic pre-condition highway survey to be carried out and copies of pre and post condition survey to be supplied to WC.

The applicant should be informed that the Highway Authority will pursue rectification of any defects identified by the highway condition survey which can be attributed to the site construction traffic under the provision of S59 of the Highways Act.

- 22. Prior to the commencement of development, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Reptile Mitigation and Translocation Strategy shall be submitted to the local planning authority for approval.**

REASON:

To protect the ecology on the site.

- 23. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long-term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring the success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.**

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON:

To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

24. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication GN01:2011, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2011), and Guidance note GN08-18 "Bats and artificial lighting in the UK", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

Where light spill has the potential to impact bat habitat, a lighting impact assessment must be submitted with the reserved matter application(s) to demonstrate the requirements of section 8.3 of the Trowbridge Bat Mitigation Strategy (adopted February 2020) are met.

The approved lighting shall be installed and maintained in accordance with the approved details and no additional external lighting shall be installed.

This condition will be discharged when a post-development lighting survey conducted in accordance with section 8.3.4 of the Trowbridge Bat Mitigation Strategy has been submitted to the Local Planning Authority demonstrating compliance with the approved lighting plans, having implemented and retested any necessary remedial measures.

REASON:

In the interests of the amenities of the area, the appearance of the heritage assets on the site, and to minimise unnecessary light spillage above and outside the development site and to ensure lighting meets the requirements of the Trowbridge Bat Mitigation Strategy.

25. Prior to the commencement of development the buildings referred to as Innox Mills, Innox Place, The Dye House and The Brewery on the Illustrative Masterplan (ref:1249.P.001) shall be made wind and

water tight with protection in place to prevent damage during construction.

REASON:

To prevent further decay of the heritage assets on the site.

26. The buildings referred to as Innox Mills, Innox Place, The Dye House and The Brewery on the Illustrative Masterplan (ref: 1249.P.001) shall be fitted out to a standard capable of occupation in accordance with the following timetable:

- prior to occupation of the 50th dwelling for Innox Place
- prior to occupation of the 100th dwelling for the Brewery
- prior to occupation of the 150th dwelling for the Dye House
- prior to occupation of the 200th Dwelling for Innox Mills

REASON:

To ensure the heritage benefits associated with the application are delivered alongside the outline planning consent in the interests of securing the vitality and viability of the heritage assets in the long term.

27. No development shall commence on each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) above ground floor slab level until details and samples of the new materials have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON:

In the interests of the visual amenities of the area and preserving the character, appearance and setting of heritage assets subject to and/or affected by this proposal.

28. No development shall commence on each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) until a sample wall panel/s for all new brick work, not less than 1 metre square, has been constructed on site, inspected and approved in writing by the Local Planning Authority. The panel shall then be left in position for comparison whilst the development is carried out. Development shall be carried out in accordance with the approved sample.

REASON:

In the interests of the visual amenities of the area and preserving the character, appearance and setting of heritage assets subject to and/or affected by this proposal.

29. No development shall commence on each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) until

large-scale details of architectural features including parapets, windows, (including elevations and sections of the windows, head, sill and window reveal details), external doors, vents and extracts, rainwater goods have been submitted to and approved in writing by the Local Planning Authority.

REASON:

In the interests of the visual amenities of the area and preserving the character, appearance and setting of heritage assets subject to and/or affected by this proposal.

30. No new signage or wayfinding shall be erected on each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) until details have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON:

In the interests of the visual amenities of the area, preserving the character, appearance and setting of heritage assets subject to and/or affected by this proposal, and in the interests of sustainable development.

31. No development on each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) shall commence until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;

REASON:

To ensure a satisfactory landscaped setting for the development in the interest of visual amenity and the character and appearance of the area.

INFORMATIVE:

The central spine road on the parameter plan (128-005) is situated over a Wessex Water easement. It is shown with limited to no tree planting as a result. There are a number of ways to successfully integrate tree planting into utility wayleaves which use industry standard best practice. The Trees and Design Action Group (<https://www.tdag.org.uk/>) is a cross industry organisation that

provides detailed guidance on the design of tree pits and tree trenches to successfully integrate them into the urban realm. Of particular use would be their guidance on 'trees in hardscape' (https://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_tihl.pdf) along with 'Trees in the Townscape' (https://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treestownscape2021.pdf).

The Local Planning Authority would expect any detailed landscaping plans to consider tree planting within this easement in line with the advice above, unless it is demonstrated not to be feasible in consultation with Wessex Water.

32. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following:

- a) the first occupation of the building(s) of a particular phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)); or,**
- b) the completion of each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005));**

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 for each phase of the development (as per the phasing plan (Dwg Ref: 1249.P.005)) shall be carried out in accordance with the approved details prior to the occupation of any part of that phase 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 in the interest of visual amenity and the character and appearance of the area.

33. Prior to the commencement of development, a scheme for the delivery of public art across the site shall be submitted to and approved in writing by the local planning authority. The scheme can comprise but is not limited to, bespoke street furniture, hard surfacing materials and boundary treatments and/or stand-alone art installations, and should be reflective of the history of the site (as indicated in section 7.4 of the Design and Access Statement). The scheme shall also include a programme for delivery which should

be set out to ensure public art is delivered in line with each phase of the development. The development shall be carried out in accordance with the approved scheme and programme for delivery. **REASON:** To ensure an integrated approach to the delivery of public art across the site in the interests of good design and place-shaping, to enable harmonious treatment of the public realm and to respect the character and setting of the heritage assets on the site.

- 34.** No development shall commence on site until a final drainage strategy incorporating sustainable drainage details has been submitted to and approved in writing by the Local Planning Authority. No phase of the development (as set out on the phasing parameters plan ref: 1249.P.005) shall be first occupied until the means of drainage for that phase has been constructed in accordance with the approved strategy.

REASON: To ensure that surface water runoff from the site can be adequately drained with no flooding on site for a 1 in 100 year plus climate change rainfall event and that the flood risk from all sources will be managed without increasing flood risk to the development itself or elsewhere.

- 35.** With regards to those elements of the application in full form, no development shall commence until a plan is provided demonstrating overland exceedance flow routes overlaid onto the finalised development masterplan. The plan shall include topographical and finished floor levels in order to demonstrate that overland exceedance will be safely managed on-site.

REASON: To minimise the risk to people and property during high return period storm events.

- 36.** With regards to the elements of the application proposed in full form, no development shall commence until the applicant has submitted calculations which demonstrate that the proposed drainage design provides a sufficient level of water treatment / pollution control for those parking bays that drain to the storage tank and are not designated as permeable paving.

REASON: Based on the masterplans submitted, it appears that some of the proposed parking throughout the development will not be drained via permeable paving and this matter is required to be agreed prior to the commencement of development to prevent pollution of the receiving watercourse.

- 37.** Notwithstanding the diversion details of the Strategic Wessex Water Sewers crossing the site that are shown on the Proposed Drainage Strategy (ref: 13310-CRH XX-XXDR-C-5050-P5), no development shall commence until an alternative diversion route, strategy and timetable for implementation is submitted to and agreed in writing

by the Local Planning Authority. The details shall include the provisions for access to the infrastructure for maintenance and repair purposes. Development shall be carried out in accordance with the agreed details, strategy and timetable.

REASON: To ensure Wessex Water's existing customers are protected from a loss of service and sewer flooding, to ensure Wessex Water have suitable access arrangements to maintain their infrastructure on site, and to ensure there is no pollution to the River Biss.

38. Prior to use commencing in any non-residential building an assessment of the acoustic impact arising from the operation of the use and any externally mounted plant shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

- be undertaken in accordance with BS 4142: 2014+A1:2019; and,
- include a scheme of attenuation measures to demonstrate the rated level of noise shall be -5dB (LAeg) below typical background (LA90) level at the nearest noise sensitive location.

If the precise detail of the scheme, such as specific use or plant specifications, is not known, then likely worst-case scenarios with respect to noise impact on residential premises should be assumed. Development shall be carried out in accordance with the approved details prior to the use commencing.

Background levels are to be taken as a LA90 1 hour and the ambient noise levels shall be expressed as a LAeq 1 hour during the daytime (0700 – 2300) and shall be expressed as an LA90 and LAeq 5 minutes during the night (2300 – 0700) at the boundary of the nearest residential noise-sensitive receptor.

REASON:

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

39. Prior to use commencing in any non-residential building that requires mechanical air extraction or ventilation systems, a scheme of works for the control and dispersal of any atmospheric emissions from them, including odours, fumes, smoke & other particulates, shall be submitted to and approved in writing by the Local Planning Authority. The works detailed in the approved scheme shall be installed in their entirety before the operation of the use hereby permitted. The equipment shall thereafter be

maintained in accordance with the manufacturer's instructions for the lifetime of the development.

The scheme must include full technical details and a risk assessment in accordance with Appendix 2 and 3 respectively of the EMAQ “Control of odour and noise from commercial kitchen exhaust systems” Guidance (Gibson, 2018).

REASON:

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

INFORMATIVE:

In discharging this condition we recommend the applicant ensures that the ventilation system discharges vertically at a height of at least 1m above the heights of any nearby sensitive buildings or uses and not less than 1m above the eaves.

- 40. Prior to occupation of the first non-residential building, a schedule of opening hours for each commercial unit on the site shall be submitted to and approved in writing by the Local Planning Authority. The non-residential uses on the site shall be operated in accordance with the approved schedule of opening hours.**

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

- 41. Deliveries and collections for all non-residential uses on the site shall be restricted to 08:00 – 21:00 Monday to Sunday (including Bank Holidays). No deliveries or collections shall take place outside of these hours.**

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

- 42. No development shall commence on site until an Acoustic Design Scheme for the protection of the proposed dwellings from road traffic noise, railway noise and ground borne vibration is submitted to and approved in writing by the Local Planning Authority. The Acoustic Design Scheme shall use Good Acoustic Design (in accordance with the Professional Practice Guidance: Planning and Noise New Residential Development (May 2017 or later versions)) to achieve the following noise limits:**

- a) bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A) and an L_{max,F} of 45dB**

- b) living rooms and dining rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
- c) external noise levels within private external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300)

The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained. For the avoidance of doubt, using closed windows to achieve the internal noise level target shall only be considered once all other good acoustic design acoustic mitigation measures have been utilised. Should windows need to be closed to meet the noise criteria above full details of the ventilation scheme will be included with the assessment.

A post completion report, prepared by the acoustic consultancy who designed the Acoustic Design Scheme or other suitably qualified expert, shall be submitted to the LPA to a timetable as detailed within the approved Acoustic Design Scheme to confirm compliance with the approved scheme and approved in writing by the LPA. Any additional steps required to achieve compliance shall be taken, as necessary. The report shall provide evidence that the approved Acoustic Design Scheme has been fully implemented.

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

INFORMATIVE:

A good acoustic design process should be followed to ensure that the internal noise criteria are achieved with windows open. Using closed windows to achieve the internal noise level target shall only be considered once all other good acoustic design acoustic mitigation measures have been utilised. When relying on closed windows to meet the internal guide values, there needs to be an appropriate method of ventilation that does not compromise the façade insulation or the resulting internal ambient noise level.

43. Notwithstanding the submitted details, no works shall commence on site until details of the Railway Station access road have been submitted to and approved by the Local Planning Authority. The road shall be no less than 6.5m wide with segregated footway/cycleway provision as necessary in broad compliance with the 'main road' detail within the submitted masterplan. The details shall include full construction and geometric details including vehicle swept path analysis for a 11.3m refuse truck and Coach Rail Replacement. Prior to occupation of the first dwelling unit served from the road, the road shall be completed in all respects with the approved details up to the site boundary with the railway station and maintained as such thereafter.

REASON:

To ensure satisfactory and safe vehicular access is provided to the railway station in the interests of highway safety, highway capacity enhancement and in compliance with Core Strategy Policy 60, 61 and 62.

44. Prior to commencement of development full design and construction details of the proposed vehicular access shall be provided to and approved by the local planning authority. Prior to first occupation, the access shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

REASON:

To ensure a safe and sufficient vehicular access is provided in the interests of highway safety and in compliance with Core Strategy Policy 60, 61 and 62.

45. Prior to commencement of works a walking and cycling movement framework plan shall be submitted to and approved by the Local Planning Authority. The walking and cycling movement framework plan shall include full details of route design, construction and material treatment, with all cycle and pedestrian routes complying with current national and local guidance as appropriate. The walking and cycling movement framework plan shall consider the treatment, alignment and diversion as necessary of on-site Public Rights of Way and any necessary connectivity works to external networks, including the railway station. All routes shall be designed to accommodate all abilities, with change of level, including steep ramps or steps avoided unless agreed by the Local Planning Authority. The walking and cycling movement routes, as identified in the approved plan, shall be completed in all respects in accordance with the approved plan and maintained as such thereafter.

REASON:

To ensure safe and convenient walking and cycling routes to the site are provided in the interests of highway safety and sustainability in compliance with Core Strategy Policy 60, 61 and 62.

46. Notwithstanding the submitted detail, no works shall commence on site until a strategy for Electric Vehicle charging points has been submitted to and approved by the Local Planning Authority. The strategy shall seek to avoid delivering dwellings that may not be directly served by a charging point. Prior to first occupation of each individual dwelling unit allocated a charging point, the dwellings charging point shall be made operational and ready for use.

REASON:

In the interests of mitigating the impact of the development on the environment in accordance with Core Policy 60(vi).

47. Prior to commencement of development a phasing and specification plan for a Mobility Hub shall be submitted to and approved by the Local Planning Authority. The Mobility Hub shall include as a minimum real time information for bus and rail transit, cycle parking including electric cycle charging points, electric vehicle fast and rapid charging points and car share parking bay. The Mobility Hub shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

REASON:

to ensure that a Mobility Hub is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

48. Prior to first occupation of the first residential dwelling, a Residential Travel Plan, in broad compliance with the Framework Travel Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall include measures to reduce vehicle trips by residents and these shall include but not be exclusive to Green Travel Vouchers, travel information, offer of personal travel planning, the employment of a Travel Plan Coordinator and the monitoring of travel arrangements through agreed survey methods on every anniversary of first occupation, up to and including the fifth anniversary providing agreed travel targets are met – additional surveys and measures may be required. Survey methods shall include but not be exclusive to the provision of Permanent Automated Traffic Counters at the vehicle access and pedestrian cycle counters at pedestrian and cyclist access points. All survey materials to be provided to the Council within two calendar months of each anniversary, with a summary of success or failure to hit agreed targets and all proposed remedial measures to be implemented against and agreed programme.

REASON:

In the interests of road safety and reducing vehicular traffic to the development.

49. Prior to first occupation of the first employment unit, an Employment Travel Plan, in broad compliance with the Framework Travel Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall include measures to reduce vehicle trips by employees of the site and these shall include travel information, offer of personal travel planning, the employment of a Travel Plan Coordinator and the monitoring of travel arrangements through agreed survey methods on every anniversary of first occupation, up to and including the fifth

anniversary providing agreed travel targets are met – additional surveys and measures may be required. All survey materials to be provided to the Council within two calendar months of each anniversary, with a summary of success or failure to hit agreed targets and all proposed remedial measures to be implemented against and agreed programme.

REASON:

In the interests of road safety and reducing vehicular traffic to the development.

Listed Building Consent Conditions

1. The works for which Listed Building Consent is hereby granted shall be begun before the expiration of three years from the date of this consent.

REASON:

To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Dwg Ref: Site Location Plan: 1249-E-001
 - Dwg Ref: Demolition Plan: 1249/E/003
 - Dwg Ref: Boundaries for the Application: 12149.E.002
 - Dwg Ref: 1249.2.IMW.01 Innox Mills Works Ground Floor Plan
 - Dwg Ref: 1249.2.IMW.02 Innox Mills Works First Floor Plan
 - Dwg Ref: 1249.2.IMW.03 Innox Mills Works Second Floor Plan
 - Dwg Ref: 1249.2.IMW.04 Innox Mills Works Third Floor Plan
 - Dwg Ref: 1249.2.IMW.05 Innox Mills Works Elevations
 - Dwg Ref: 1249.3.IPW.01 Innox Place Works Ground Floor Plan
 - Dwg Ref: 1249.3.IPW.02 Innox Place Works First Floor Plan
 - Dwg Ref: 1249.3.IPW.03 Innox Place Works Second Floor Plan
 - Dwg Ref: 1249.3.IPW.04 Innox Place Works Elevations
 - Dwg Ref: 1249.HT.OC.100 Old Chapel Floor Plans
 - Dwg Ref: 1249.HT.OC.200 Old Chapel Proposed Elevations

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

73 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.30 am - 1.50 pm)

The Officer who has produced these minutes is Stuart Figini of Democratic Services,
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Press enquiries to Communications, direct line 01225 713114 or email
communications@wiltshire.gov.uk

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	10 January 2024
Application Number	PL/2022/05221
Site Address	Clackhill Yard, Bradenstoke
Proposal	Change of use of land to private Gypsy / Traveller site and associated works
Applicant	A Dolan
Town/Parish Council	Lyneham and Bradenstoke
Division	LYNEHAM (Cllr Allison Bucknell)
Type of application	Full Planning
Case Officer	Callan Powers

Reason for the application being considered by Committee

The application is before the Strategic Planning Committee at the request of Councillor Alison Bucknell. This is to consider the visual impact on the surrounding area; the environmental/highway impact; the foul drainage arrangements; and the stability of the land.

1. Purpose of Report

The purpose of this report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the Officer's recommendation that planning permission be granted subject to conditions.

2. Report Summary

The application seeks planning permission for a single traveller pitch at the site. The key planning matters to be considered are:

- The principle of development;
- The landscape impact; and
- Highways matters and access.

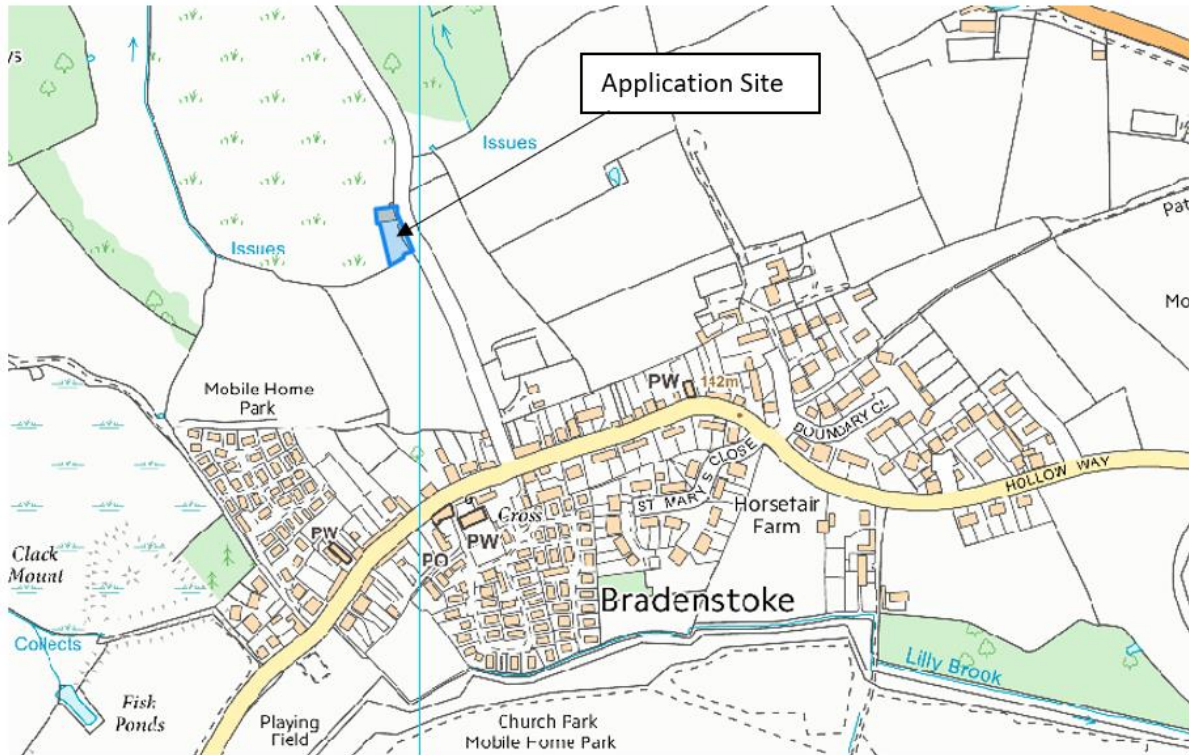
Lyneham and Bradenstoke Parish Council have objected to the proposed development; 39 objections have been received from interested third parties.

3. Site Description

The application site comprises a hillside, rectangular parcel of land located close to the small village of Bradenstoke. It is accessed via Clack Hill, a narrow, single carriageway road currently restricted to one-way traffic following the closure of the main road leading from Dauntsey up the escarpment to Lyneham.

The site is roughly rectangular, set on a slope characteristic of its hillside position. Close to the northern boundary, at the lowest point of the site, there is an existing shed of metal construction, currently used for storage and the keeping of horses.

The site is relatively unconstrained, being unaffected by heritage or landscape designations. There are, likewise, no known ecological designations affecting the site.



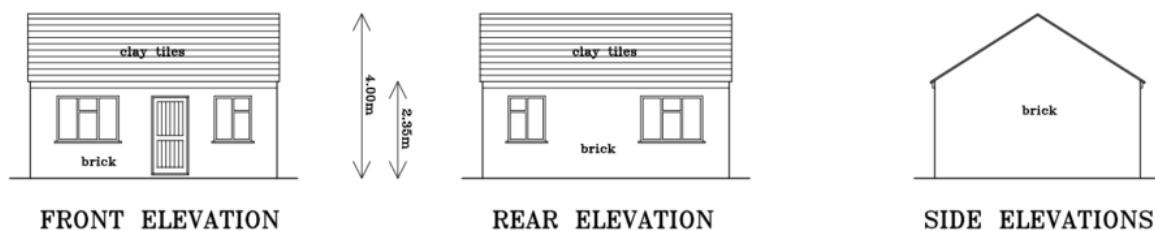
4. Planning History

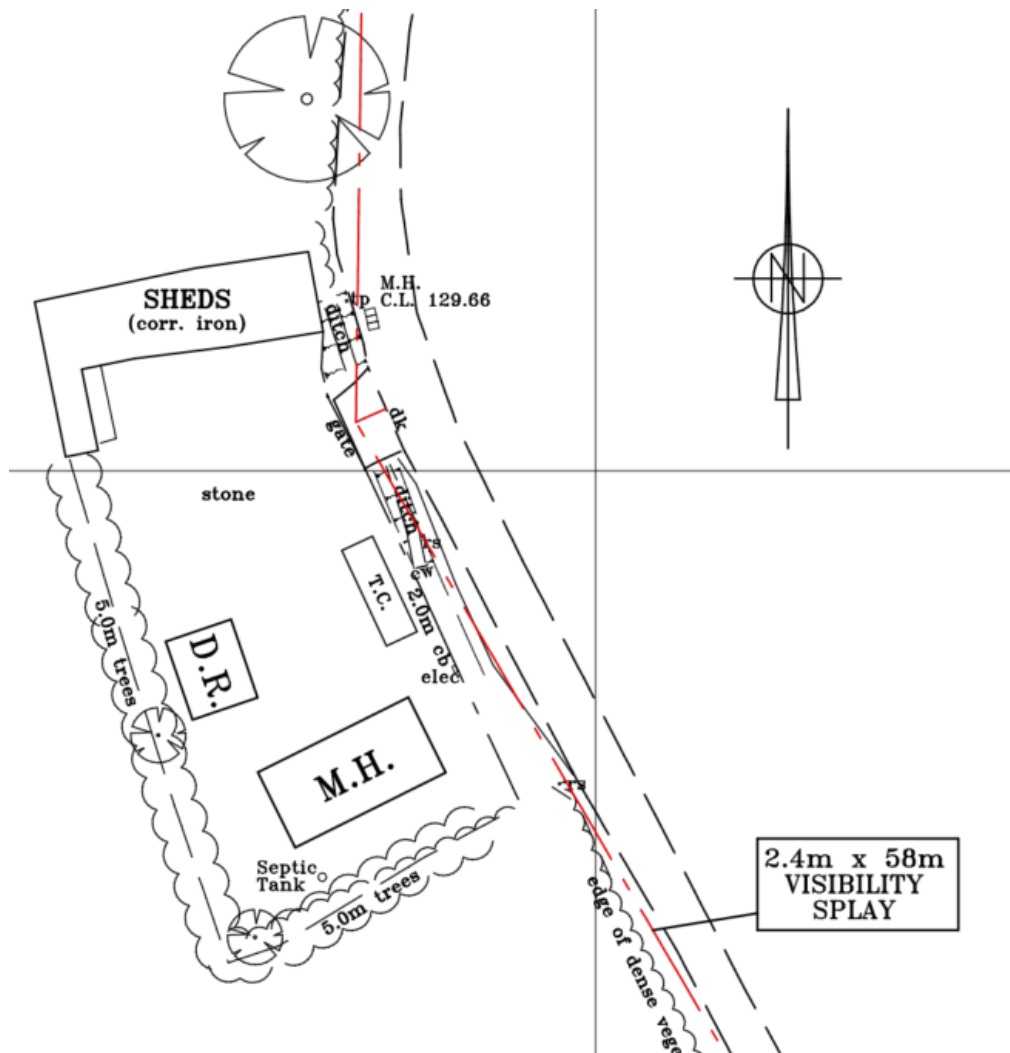
N/02/02227/FUL: Erection of a stable block and tack room. Refused 06 December 2002

N/05/01179/S73A: Retention of mobile home and two touring caravans and erection of a utility room for a gypsy family. Refused 29 June 2005

5. The Proposal

This application is for the change of use of the site to a private gypsy/traveller site with associated works, to provide one pitch. This includes the siting of one mobile home and one touring caravan. A day room would also be constructed of brick with a clay tiled roof. The surface of the site would be finished with stone.





6. Planning Policy

Development plan policies

Wiltshire Core Strategy (WCS) adopted January 2015:

Core Policy 1 – Settlement Strategy;

Core Policy 2 – Delivery Strategy;

Core Policy 19 – Spatial Strategy: Royal Wootton Bassett and Cricklade Community Area;

Core Policy 47 – Meeting the needs of gypsies and travellers;

Core Policy 51 – Landscape;

Core Policy 57 – Ensuring high quality design and place shaping;

Core Policy 58 – Ensuring the conservation of the historic environment;

Core Policy 60 – Sustainable Transport; and

Core Policy 61 – Transport and Development.

North Wiltshire Local Plan (saved policies) adopted June 2006:

None relevant

Wiltshire Housing Site Allocations DPD adopted February 2020:

None relevant

Emerging Wiltshire Local Plan:

According to the NPPF, local planning authorities may give weight to relevant policies in emerging plans according to, notably, the stage of preparation of the plan (“*the more advanced its preparation, the greater the weight that may be given*”). As the emerging Wiltshire Local Plan is still at a very early stage, limited, if any weight, can be given to it at this time.

Other material considerations

National Planning Policy Framework (NPPF), published 20 December 2023 – Paragraphs: 2, 4, 10, 11, 38, 47, 63, 127 & 131

Paragraph 4 states the following:

The Framework should be read in conjunction with the Government’s planning policy for traveller sites, and its planning policy for waste. When preparing plans or making decisions on applications for these types of development, regard should also be had to the policies in this Framework, where relevant.

Planning Policy for Traveller Sites (PPTS), published August 2015 (updated 19 December 2023) – Paragraphs: 2, 3, 4, 14, 22, 23, 24, 25, 26 & 27.

The 2023 update reverts the definition of Gypsies and Travellers (as set out in Annex 1 of the PPTS) to that adopted in 2012, as follows:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

7. Consultations

Lyneham and Bradenstoke Parish Council – Objection, as follows:

4 Councillors object 1 Councillor abstained.

Clack Hill is in a Green Belt area and:

Policy E: Traveller sites in Green Belt:

16. Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm to establish exceptional circumstances.

17. Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application. If the land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.

Housing Allocation:

Clack Hill is in a Green Belt area and within the Parish of Lyneham and Bradenstoke. The Parish Neighbourhood plan has used its allocation of new houses and mobile homes for the foreseeable future (2030). The Wiltshire Housing allocation plan which is part of the Wiltshire Core Strategy also states that Lyneham has used its allocation of housing.

Site Limitations:

Clack Hill is a minor road which is very narrow in places. At present, due to the closure of the Lyneham Banks Road, it has increased usage. There is insufficient room for a footpath and so is very dangerous for pedestrians. Giving planning permission for this site will put those using the site in extreme danger.

For the above reasons (and please note there are no exceptional circumstances) the planning application should be declined.

WC Spatial Planning – No objection, relevant extracts from response as follows:

Pitch requirements –

The emerging Gypsies and Travellers Plan is at an early stage in the plan-making process.

The Housing Act 1985 (as amended) states that local authorities should periodically assess the accommodation needs of persons residing in caravans and houseboats within the district. Planning Policy for Traveller Sites (DCLG, August 2015) provides that local planning authorities should make their own assessment of need for the purposes of planning (para 4b); use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions (para 7c); and that local planning authorities should set pitch targets for gypsies and travellers as defined in Annex 1 and plot targets for travelling showpeople as defined in Annex 1 which address the likely permanent and transit site accommodation needs of travellers in their area (para 9).

Wiltshire Council commenced a GTAA in the spring of 2019. It was completed in June 2020. The study was conducted by Opinion Research Services (ORS) on behalf of the Council and published on the Council's website in October 2020. The study informed the pitch and plot requirements set out in the Regulation 18 consultation on the draft Gypsies and Travellers Development Plan Document (DPD), which took place between January and March 2021. The consultation document, and the consultation report, are available on the Council's website.

The 2020 GTAA has now been superseded by a March 2022-based GTAA, also available on the Council's website. The 2022 GTAA now forms the most up to date assessment of accommodation need of gypsies and travellers and travelling showpeople in Wiltshire.

The 2022 GTAA covers the period 2022 to 2038. It proposes pitch requirements for gypsies and travellers, and plot requirements for travelling showpeople. The requirements are for households who meet the definitions in PPTS Annex 1; households who do not but may be protected under equality legislation; and households who could not be determined due to absence or refusal to engage with the assessment. The GTAA also makes recommendations how to meet temporary accommodation requirements.

For gypsies and travellers that meet the planning definition in Annex 1 to PPTS, a total of 120 pitches are needed between 2022 and 2038. For the first five years (2022-27), 79 pitches are needed. At this stage, the Council cannot demonstrate a five-year supply against the new pitch requirements in the 2022 GTAA.

Chapter 3 in the report sets out the GTAA methodology. Key components of the assessment are household interviews on traveller sites in Wiltshire; interviews with traveller households in bricks and mortar; and the projection of accommodation need over the assessment period using household formation rates.

The site was not in existence when the GTAA was undertaken (see Figure 6). Consequently the proposal would not contribute to meeting identified need in the study as the site is considered to be occupied by the applicants, and would therefore be unavailable to households with identified need currently residing in the county. Para 7.31 in the GTAA states:

“It is important to note that any applications for new sites or additional pitches as a result of in-migration should be seen as windfall need and will not contribute towards meeting need identified in the GTAA and the 5-year supply. They can be dealt with by a Criteria-Based Local Plan Policy.”

There may however be personal circumstances that are relevant in the determination of the application (see PPTS Policy H).

Locational criteria –

Proposals are to be assessed against the criteria in Core Policy 47. The policy states that new development should be situated in sustainable locations, with preference generally given to previously developed land or a vacant or derelict site in need of renewal.

CP47 i) states that no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable. The site is located in Flood Zone 1. Other consultees may be able to advise on any other potential barriers to development.

CP47 ii) requires that the site is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users. Highway officers will be best placed to comment on the proposal in this regard. Paragraph 109 in the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

CP47 iii) requires that the site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal. Foul water drainage is proposed to be dealt with by way of septic tank which is not unusual for traveller sites. It is proposed that site is connected to mains water and power.

Criterion iv) requires that the site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas. Highway consultees will be able to confirm whether the site can be safely accessed and accommodate internal vehicular movements and is therefore compliant with policy.

CP 47 v): states that proposals will be considered favourably where a site is located in or near to existing settlements within reasonable distance of a range of local services and community facilities, in particular schools and essential health services.

There is no public transport in this location so trips would be undertaken by private car. The nearest settlement recognised as such in adopted CS Core Policy 17 is Bradenstoke, a small village. Facilities and services, including schools and surgeries, are available at Lyneham and Royal Wootton Bassett which are 1.5 miles and 5 miles away respectively.

Other traveller sites have been permitted by the Council in open countryside outside settlements with similar distances to essential services.

CP47 vi) requires that a site will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties and is sensitively designed to mitigate any impact on its surroundings. .

Linked with this, PPTS Policy C and paragraph 25 state that “local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing an undue pressure on the local infrastructure”.

From a planning policy perspective any impacts on the nearest settled community would have to be relevant in planning terms. By setting respective policy (PPTS Policy C), the Government acknowledges in principle that traveller sites can come forward in countryside locations, and indeed, traveller sites have been permitted in such locations in Wiltshire either by the council or at appeal.

The policy requirement of avoiding ‘dominance’ is not detailed further in national planning policy. Further advice should be obtained from Landscape colleagues if the development would be visually intrusive.

There is no evidence to suggest that 1 traveller pitch in this location would put undue pressure on local infrastructure at settlements referenced under v) above.

CP47 vii) requires that adequate levels of privacy should be provided for occupiers. It is important to ensure that the minimum space requirements for pitches, including safety gaps/easements between structures are maintained and provide adequate safety levels.

CP47 ix) requires that the site should not compromise a nationally or internationally recognised designation nor have the potential for adverse effects on river quality, biodiversity or archaeology.

The ecologist and landscape officers are best placed to comment.

Conclusion –

The pitch requirements for the NWHMA set in the Core Strategy have been met. There was a sufficient supply of traveller sites in this HMA as of 2018. The site would not contribute to meeting identified need in the 2022 GTAA but there may be personal circumstances relevant in this case.

The proposal would broadly accord with Core Policy 47 criterion v). Other consultees will be best placed to comment on the proposal’s compliance with the remaining locational criteria.

WC Highways – No objection, comments as follows:

The site is located on Clack Hill, a C classified section of public highway subject to a speed limit of 60mph, there is existing access from the public highway to the land. A separate dwelling outside of identified development boundaries would usually attract an adverse highway recommendation on sustainability grounds, due to the heavy reliance on the private motor vehicle as the main mode of transport.

The proposals seek permission for one Gypsy/Traveller pitch comprising, a Mobile Home, a Touring Caravan and a Dayroom.

No detail of the number of bedrooms for the purposes of assessing parking provision has been provided, however the area indicated as stone, would be sufficient for vehicle parking and turning for at least 3 vehicles.

The existing access would require upgrading in order to meet the required surfacing standards for residential development and the proposed gate at the access would be required to be set back a minimum of 4.5m. The upgrading of the access should include a consolidated surface for the first 5m to prevent loose materials entering the public highway. There is a drainage ditch which passes under the existing access this would require consideration when upgrading the surfacing.

The visibility splays indicated do not meet the required standard for the speed on the road, however this is an existing access which would not be considered to be over intensified by the proposals. The splays could be improved further from the site by virtue of maintaining the vegetation within the public highway. However, the geometry and alignment of the road in this location is such that I do not consider vehicles would be travelling at the higher speeds permitted by the imposed speed limit.

.... no objection to the proposals in relation to highways, however the proposals would place a heavy reliance on the private motor vehicle and as such would not be considered sustainable in terms of accessibility.

WC Archaeology – No objection

8. Publicity

The application was notified to neighbours through postal notifications. A total of 11 postal notifications were sent out to neighbours.

39 objections received from members of the public have been considered, all of which raising objections to the development. In summary the submitted comments raise the following issues:

- There have been land slips in the area and the proposal is not supported by a survey;
- The development is harmful to the conservation area;
- The proposal would exacerbate local issues with the water supply;
- The access is on a blind bend and unsafe;
- The development would be an eyesore;
- No parking is proposed;
- There is no existing foul drainage;
- Planning permission has previously been refused;
- The development is too close to the village;
- The development would set a precedent for further development;
- Development should not take place until the issue on Dauntsey Banks has been resolved;
- The gate piers and fence have been installed without planning permission;
- There is no indication as to how mains services will connect to the site;
- There is no footway into the village;
- The proposal would affect neighbours' outlook;

- Clack Hill is unsuitable for large vehicles;
- No/insufficient provision for sewage;
- Would cause traffic conflict on Clack Hill;
- Would continue environmental degradation;
- Lack of access to services and facilities;
- Lack of access to public transportation;
- Discrepancies in the planning application documentation;
- The surroundings of a small village should be preserved;

A comment received making defamatory or potentially libellous claims has, in accordance with the Council's policies on public participation, not been taken into consideration.

It should be noted that issues including the resale value of homes and whether the site has been used unlawfully in the past are immaterial to the consideration of the application, which is to be determined in accordance with the development plan unless material considerations indicate otherwise.

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.

9.1 Principle of Development

Principle of development

Core Policy 2 (Delivery Strategy) of the Wiltshire Core Strategy (WCS) states that –

Inside the defined limits of development –

Within the limits of development, as defined on the policies maps accompanying the Core Strategy, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Outside the defined limits of development –

Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25 (of the adopted Wiltshire Core Strategy), development will not be permitted outside the limits of development, as defined on the policies map. The limits of development may only be altered through the identification of sites for development through subsequent Site Allocations Development Plan Documents and neighbourhood plans.

The exceptions policies referred to in paragraph 4.25 are as follows:

- Additional employment land (Core Policy 34)
- Military establishments (Core Policy 37)
- Development related to tourism (Core Policies 39 and 40)
- Rural exception sites (Core Policy 44)
- **Specialist accommodation provision (Core Policies 46 and 47)**
- Supporting rural life (Core Policy 48)

Meeting the needs of gypsies and travellers is one of the exceptions to Core Policy 2 as referred to under Core Policy 47. Core Policy 47 sets out criteria against which such applications are to be considered. The policy is informed by the national policy set out in the Planning Policy for Traveller Sites. The CP47 criteria is considered later in this report.

Five-year land supply –

Work is progressing on the Council's Gypsy and Traveller Development Plan Document (DPD), and to inform this a recent Gypsy and Traveller Accommodation Needs Assessment (GTAA) – which identifies the need for new pitches across the County and to ensure that there is adequate pitch provision in the DPD – was carried out in 2022. The GTAA confirms that there is now additional need for pitches in Wiltshire beyond that referred to in the WCS, and specifically for the period of 2022-38 there is a requirement of 120 new pitches for Gypsies & Travellers who meet the planning definition in PPTS Annex 1; 61 pitches for households who do not meet the definition but may be protected under the Equality Act; and up to 18 pitches for households who could not be determined. The GTAA further notes that requirements for the first 5-year periods in the GTAA have not been met; for the period 2022-27 the need is 79 pitches for Gypsies & Travellers who meet the planning definition. The GTAA is a material consideration that must be given significant weight.

In a recent appeal elsewhere in the County (19/09079/FUL Land at Brewers Pit, Bushton Road Hilmarton – appeal allowed 16 March 2023) it was accepted that this need has not started to be met. The figure of need for 79 pitches supersedes the now out of date targets set out in Policy CP47. It should be noted that the pitch requirements for gypsy and traveller sites are treated in the same way as conventional housing in that the Council is required to demonstrate that it has a 5-year supply¹ of suitable sites. At present there is not a 5-year supply of such sites within Wiltshire; again, this is a material consideration that must be given significant weight.

The Brewers Pit Inspector stated the following:

The PPTS indicates that in producing their Local Plan Councils should identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets.

Core Policy 47 indicates that provision should be made for 66 permanent pitches for gypsies and travellers during the period 2011-2016 and a further 42 similar pitches in the period 2016-2021. The SCG (Statement of Common Ground agreed between the appellant and the LPA prior to the appeal hearing) indicates that these accommodation needs have been met through the grant of planning permission on appropriate sites. In terms of future need the 2022-2038 Gypsy and Traveller Accommodation Assessment (GTAA) indicates that for the period 2022-27 there is a need for 79 pitches for nomadic travellers. The Council accepts that this need has not started to be met and the individual needs of the appellant and family are acknowledged by the Council.

The Council also accepts that the present development plan does not allocate sites for Gypsies and Travellers and it appears that it has never done so. The Council therefore rely on the results of individual applications to meet the strategic need for gypsy and traveller sites. A Gypsy and Traveller Development Plan Document (DPD) to be undertaken

¹ Following publication of the new NPPF, and in view of the stage the evolving Wiltshire Local Plan has reached, the Council is now required to demonstrate a minimum 4yr HLS for conventional housing. However, the NPPF states that "For the avoidance of doubt, a five year supply of deliverable sites for travellers – as defined in Annex 1 to Planning Policy for Traveller Sites – should be assessed separately, in line with the policy in that document".

alongside the Local plan Review was programmed in the 2017 Local Development Scheme (LDS) for adoption in the first quarter of 2021. However the 2022 version of the LDS puts back the adoption of the Gypsies and Travellers DPD to, at best, the end of 2024.

This is an on-going failure of policy on the provision and supply of sites and goes against the requirements of the PPTS. I find that there is currently an ongoing need for Gypsy and Traveller sites which will not be catered for through the formal plan led system for some time. These are factors to which significant weight must be attached.

The Inspector allowed the appeal, concluding at para 38 that:

It is clear to me that the Council cannot demonstrate a five year supply for new sites at the moment as required by the PPTS and the considerable local need for Gypsy and Traveller sites is unlikely to be met soon through the plan led system. The failure of positive policy, as opposed to the provision by windfall sites, is a significant factor in favour of the proposal.

In two further relatively recent appeal decisions relating to Land to the South of Bridge Paddocks, Braydon Road, Leigh (20/01449/FUL) and Land adj. Bridge Paddocks, Braydon Road, Leigh (20/08187/FUL) the Inspector concluded that the proposed unlimited occupancy of Gypsy/Traveller sites (both comprising 4 pitches and including the siting of 4 mobile homes, 4 touring caravans and the erection of 4 dayrooms, all to be used for residential purposes) would contribute towards addressing the unmet general need for Gypsy and Traveller sites as they could be occupied by any persons that meet the PPTS definition. The Inspector noted in the decisions that there were no grounds to impose a temporary planning permission condition or one that limits occupancy to specific named persons.

WCS Core Policy 47

The application site lies in the countryside, wherein development will not normally be permitted other than in accordance with specified exception policies set out within the development plan. One such policy is Core Policy 47 of the WCS, which sets the policy for the determination of applications for travellers' sites. According to the policy, "*where proposals satisfy the following general criteria they will be considered favourably:*" – this report now considers each of these criteria in turn –

- i. No significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable.*

There are no issues with flood risk or drainage associated with the site. Whilst further along the escarpment at Lyneham there is known to have been a landslip in recent years, with reported land movement over a longer period of time, the known affected area is close to 1 kilometre from the site. Furthermore, the proposed use as a single traveller pitch is not considered to cause significant risk in this regard whether in the site's immediate vicinity or elsewhere.

- ii. It is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users.*

The vehicular access proposed is acceptable and is where there is an existing access that is understood to have been used for equestrian purposes for a number of years. The proposed gates would be/are set back from the road and are to open inwards, providing the opportunity to park within the site without creating a hazard to other road users. Pedestrian access is at the same point and, given the scale of the development at a single pitch, this is considered acceptable for the context.

iii. The site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal.

The site would be serviced by mains water and power. Foul drainage would be dealt with by means of a septic tank.

iv. The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas.

The site is sufficiently sized to allow the provision of the necessary living arrangements for a traveller site of one pitch along with suitable parking and turning space. This includes the provision of a day room and some general purpose amenity space.

Highway safety is considered further below.

v. It is located in or near to existing settlements within reasonable distance of a range of local services and community facilities, in particular schools and essential health services.

The site is within a reasonable distance of Bradenstoke, a Small Village that has limited services and facilities, but nevertheless an identified settlement to which a modest degree of development is directed in line with the settlement strategy. Lyneham is also a relatively short distance further away.

There are also 2 public houses (The Cross Keys Inn and The Peterborough Arms), several bus stops (eg. St Marys Church and The Peterborough Arms) and a church (St Mary The Virgin) within walking distance of the site.

vi. It will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.

Due to the generally screened characteristics of its surroundings, the site is well contained and not readily visible in more distant views. The frontage of the site has been planted with a hedgerow. Walls and piers have been erected either side of the access, and it is understood that iron gates are to be hung within the piers (replacing an existing timber gate); while these have/would introduce built form into the rural scene, it is not considered that they cause any harm to the extent that planning permission should be refused.

Landscape impact is considered further below.

vii. Adequate levels of privacy should be provided for occupiers.

The self-containment of the site works effectively to give the site a feeling of privacy and it is not overlooked from either the private or public realms.

viii. Development of the site should be appropriate to the scale and character of its surroundings and existing nearby settlements.

The site is suitably sized for the provision of a single pitch. This would not be disproportionate either to the immediate environment or the nearby village.

ix. The site should not compromise a nationally or internationally recognised designation nor have the potential for adverse effects on river quality, biodiversity or archaeology.

The site is not affected by any such designation, nor is there a clear reason to consider that the development would have any such adverse effect.

Notwithstanding the Parish Council's comments, the development site is not within the Green Belt.

Landscape impact

The proposed development would not affect the amenities of adjoining land uses, nor is it considered to give rise to significant adverse landscape impact. The site is well enclosed with little in the way of visual overspill. The built form involved in the proposal is limited, with the proposed day room being a relatively modest construction and traditional in appearance.

Appeal decisions, including recently the appeal in Grittenham (ref PL/2021/04055 and Planning Inspectorate Ref APP/Y3940/W/22/3312704, appeal dismissed) have confirmed that the provision of traveller sites in the countryside is not intrinsically harmful to the landscape. The application site is not significantly exposed to the public realm and, owing both to the nature of the site and the scale of the development proposed, the development is considered unlikely to have a significant impact on the qualities of the rural landscape. There would accordingly be no conflict with the aims of Core Policy 51 of the WCS.

Highways

The site has an existing access. The proposal for a single pitch would not generate significant levels of traffic at this access. Accordingly, the Council's Highways Officer raises no objections on technical grounds.

Nevertheless, the existing timber gate across the entrance opens outwards and so to a certain extent impedes visibility. It is appropriate to ensure that this gate is removed prior to the first occupation of the development. A more suitable gate could reasonably be located further from the road edge and arranged to open inwards only.

The Highways Officer has pointed out the general unsustainable characteristics of the site. The site is in the countryside, away from the limits of development of any of the more sustainable settlements identified within the WCS, and is also not within the 'Small Village' of Bradenstoke. The site is nevertheless within a reasonable walking distance of the village and its limited services, and the proposal is supported as being one of the exceptions allowed under the policies for development in the countryside, listed at paragraph 4.25 of the WCS. Bradenstoke is to a certain extent served by public transport, namely the Connect2 bus which provides a request-based service carrying pre-arranging passengers into Lyneham.

Conditions recommended by the Highways Officer relating to the surfacing of the access and the gates are reasonable and necessary in the interests of the highway safety.

Conservation

The site is distant from the Bradenstoke Conservation Area and so would have no impact on it. The site does not affect the setting of any other heritage assets, and nor is there any known significant archaeological potential at the site. There is, therefore, conflict with Core Policy 58 of the WCS.

Foul drainage

Foul drainage is a matter generally confined to consideration under the Building Regulations rather than under the planning process. Foul drainage would be dealt with by means of a septic tank.

Stability of the site

The site is relatively distant from the location of the landslip, albeit part of the same escarpment. There is no specific reason to question the stability of the site.

10. Conclusion

The proposal would help to meet the acknowledged shortfall in gypsy and traveller pitches across Wiltshire.

The application site is in the countryside, a location where development will not normally be permitted other than in accordance with certain specified exceptions. The development would provide a traveller pitch, a form of development which is acknowledged to be one such exception. It is further considered that the proposal meets the relevant criteria set out in Core Policy 47 of the WCS.

Whilst the access is not perfect, the development would not generate significant levels of traffic, and accordingly the Highways Officer raises no objection. The proposed development would not cause demonstrable harm to the landscape, and concerns over possible land instability are not considered to be overriding.

Accordingly, it is recommended that this application is approved.

RECOMMENDATION

That planning permission be granted, subject to the following conditions:

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

Drawing No. 2200026/02: Proposed Site Layout, dated April 2022 and received 07 July 2022;

Drawing No. 2200026/03: Proposed Dayroom Plans and Elevations, dated April 2022 and received 07 July 2022;

Planning Statement, dated April 2022 and received 07 July 2022; and

Application Form, dated 04/05/2022 and received 07 July 2022.

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

2. 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.

3. The site shall not be occupied by any persons other than gypsies and travellers, defined as persons of a nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding

members of an organised group of travelling showpeople or circus people travelling together as such.

REASON: Planning permission has only been granted on the basis of a demonstrated unmet need for accommodation for gypsies and travellers and it is therefore necessary to keep the site available to meet that need.

4. No more than two caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended, of which no more than one shall be a static caravan, shall be stationed on the site at any time in accordance with the Proposed Site Layout Plan.

REASON: In the interests of the appearance of the site and the amenities of the area, and to limit the number of caravans on the site in this countryside location where planning permission would not normally be granted.

5. No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site, and no commercial activity or use, including the storage of materials and waste, shall be carried out on the site.

REASON: In the interests of the appearance of the site and the amenities of the area.

6. The development hereby permitted shall not be first brought into use/occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

7. The development hereby permitted shall not be first brought into use/occupied until the existing, outward opening timber gates have been removed. Any gates later installed or retained at the site shall be set back 4.5 metres from the edge of the carriageway, and shall open inwards only.

REASON: In the interests of highway safety.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or reenacting or amending that Order with or without modification), no buildings or structures, or gate, wall, fence or other means of enclosure, other than those shown on the approved plans shall be erected or placed anywhere on the site.

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

9. No new external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Professionals in their publication "Guidance Note 01/21 The Reduction of Obtrusive Light" (ILP, 2021)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

10. 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.

11. 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.

12. 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.

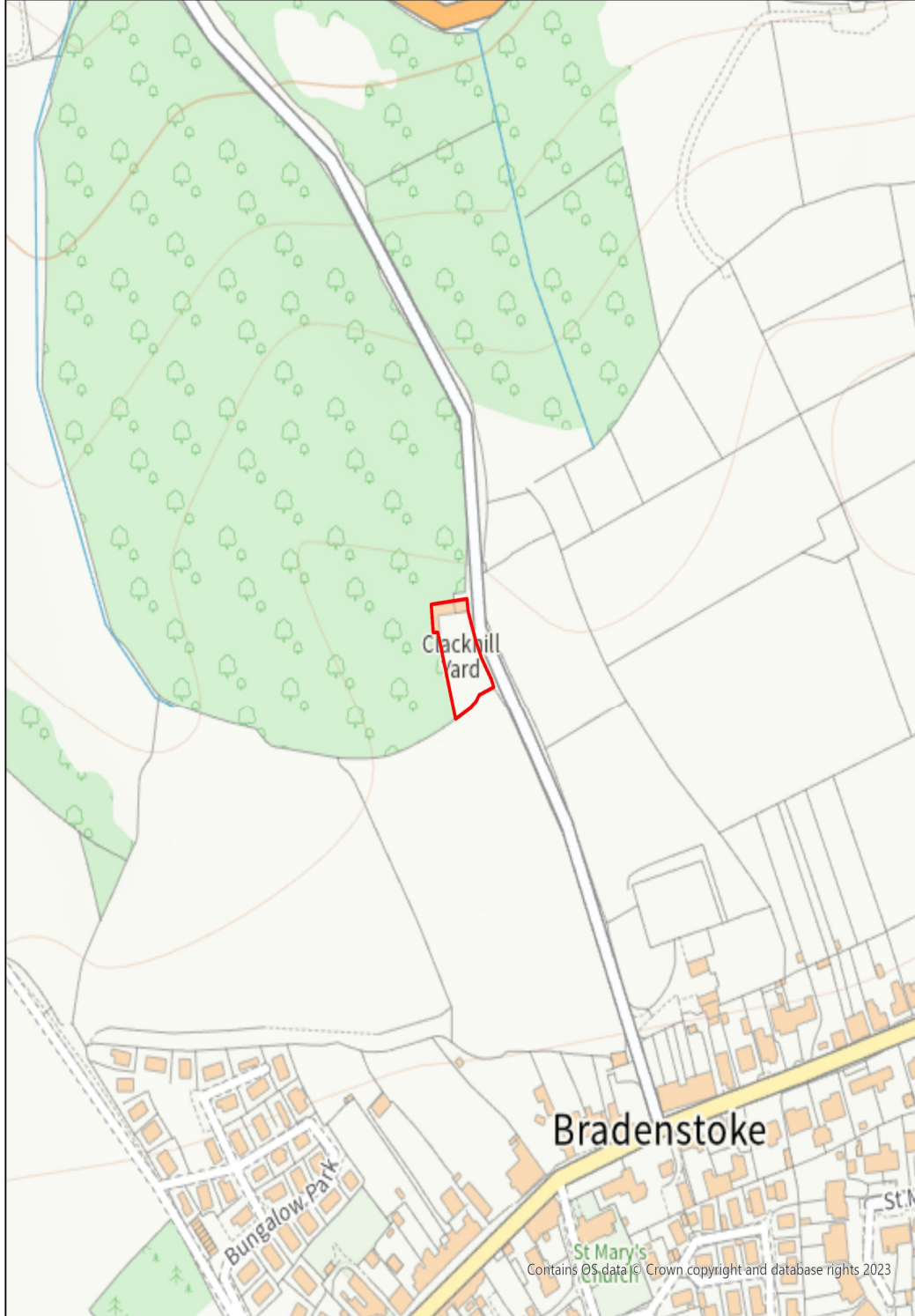
13. INFORMATIVE TO APPLICANT:

The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website <https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>.

14. INFORMATIVE TO APPLICANT

The proposal includes alteration to the public highway, consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

Please contact the vehicle access team on telephone 01225 713352 or email vehicleaccess@wiltshire.gov.uk for further details.



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