

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

Date of Meeting	28 April 2022
Application Number	PL/2021/10078
Site Address	Land at the corner of Pigott Close & Salisbury Road, Netheravon, Wilts, SP4 9QF
Proposal	Erection of one pair of semi detached two storey dwellings and associated infrastructure
Applicant	Mr A Khan
Town/Parish Council	Netheravon
Electoral Division	Avon Valley ED – Cllr Ian Blair-Pilling
Grid Ref	51.241869, -1.795558
Type of application	Full Planning
Case Officer	Julie Mitchell

Reason for the application being considered by Committee

At the request of the elected member Cllr Ian Blair-Pilling due to the site being outside of development line and too close to line of sight at the A345 junction with Pigott Close.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations. Having reached a balanced conclusion, the report recommends that planning permission be approved subject to conditions.

2. Report Summary

The main issues to consider are:

1. Principle of development
2. Character of the area
3. Residential amenity
4. Highway issues
5. Ecology
6. Other issues raised

3. Site Description

The site is situated in Netheravon, a settlement defined as a Large Village by Wiltshire Core Strategy (WCS) policies CP1 (Settlement Strategy), CP2 (Delivery Strategy) and CP26 (Tidworth Community Area). Netheravon has a defined settlement boundary which places the application on the outside edge of the boundary line.

The application site is located on the corner of Pigott Close at its junction with Salisbury Road (A345). It lies at the western end of a row of two-storey terraced residential properties which are situated to the north side of Pigott Close. The south side of Pigott Close has a similar formation of terraced properties but extending further to the west than the north side. To the rear (north) of the site is the curtilage to residential development in Thorne Road. The south and west boundaries of the site are bounded by the pedestrian pavements alongside Pigott Close and Salisbury Road respectively.

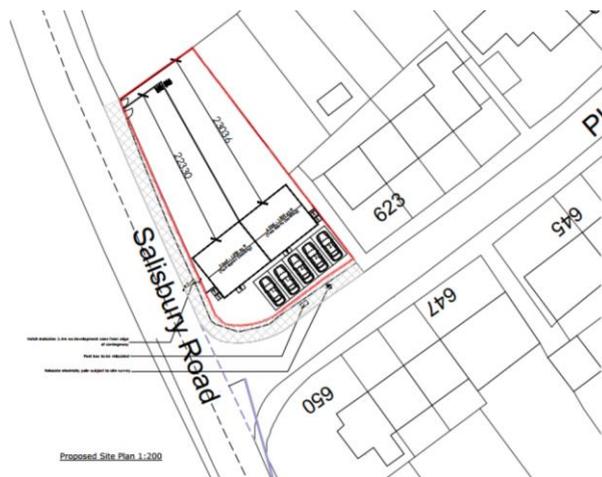
The plot of land is currently disused and overgrown. It does not appear to form part of the residential curtilage to the adjacent residential property, 623 Pigott Close. There is no existing vehicular access to the site from either Pigott Close or Salisbury Road.

4. Planning History

K/84/1141 (Outline) – Dwelling and Garage – Approved on 13/12/1985 (Lapsed)
K/12635/D (Reserved Matters) Dwelling, Garage and Access – Approved on 27/10/1988 (Lapsed)

5. The Proposal

The proposal is a full application for the construction of a pair of two-storey semi-detached dwellings to include parking spaces to the front (south) accessed off Pigott Close.



Proposed Site Plan

The proposed plans indicate an identical pair of semi-detached properties externally. However one dwelling is to provide 4 bedrooms and the other is to provide 3 bedrooms with en-suite facilities. Parking is to be provided with 3 spaces to serve the 4-bed unit and 2 spaces to serve the 3-bed unit.

The elevations below show the front elevation facing Pigott Close and the side elevation facing Salisbury Road. The plans specify red brick up to cill height of the ground floor windows with render above and tiled roof.



Proposed front and side elevations

6. Local Planning Policy

Wiltshire Core Strategy (2015)

- Core Policy 1 – Settlement Strategy
- Core Policy 2 – Delivery Strategy
- Core Policy 3 – Infrastructure Requirements
- Core Policy 26 – Spatial Strategy for the Tidworth Community Area
- Core Policy 45 – Meeting Wiltshire’s Housing Needs
- Core Policy 50 – Biodiversity and Geodiversity
- Core Policy 51 - Landscape
- Core Policy 57 - Ensuring High Quality Design and Place Shaping
- Core Policy 60 - Sustainable Transport
- Core Policy 61 - Transport and Development
- Core Policy 64 - Demand Management
- Core Policy 69 - Protection of the River Avon SAC

National Planning Policy Framework 2021

In particular: Section 4 (Decision making); Section 5 (Delivering a sufficient supply of homes); Section 9 (Promoting Sustainable Transport); Section 11 (Making effective use of land); Section 12 (achieving well- designed places); and Section 15 (Conserving and enhancing the natural environment).

Government Planning Practice Guidance

National Design Guide

Habitat Regulations 2017

7. Summary of consultation responses

Netheravon Parish Council – Objection

The Netheravon Parish Council object to this application on the grounds of:

- Overdevelopment of the site.
- The proposed building is too close to the A345. It would impact on the site line and visibility when accessing the A345
- Part of the development is outside the Netheravon Settlement Boundary which was put into place because of a fatality at the junction in 2015
- Parking on this road is already a problem, this application allows for 5 further cars, but has no provision for visitors’ parking.
- Road safety and visibility splay. There have been numerous accidents including fatalities at the junction with the A345 because of poor visibility.

WC Highways –

Original comments:

The site is located in the village of Netheravon, immediately adjacent to but outside of the development boundary. I will be guided by you as to whether you consider the proposal to be contrary to the Wiltshire Core Strategy, Core Policy 60 and 61 and Section 9, paras 102, 103, 108 & 110 of the National Planning Policy Framework 2019 which seeks to reduce the need to travel particularly by private car, and support and encourage sustainable, safe and efficient movement of people and goods.

Parking is proposed for both dwellings off Pigott Close by means of a dropped kerb. Any vehicle access/dropped kerb must be a minimum of 10m from a junction. Please can the distance from the junction white line markings and the start of the first dropped kerb be confirmed. Should this distance be less than 10m, a revised scheme should be provided for the parking of vehicles in a satisfactory manner.

I note concerns from local residents with regards to the visibility from the junction of Pigott Close onto the A345 Salisbury Road. Highway users currently benefit from the use of the vacant plot for visibility of oncoming vehicles traveling on the A345 from the north. The junction of Pigott Close with the A345 lies within a 50mph limit and as such sight lines from junction is required to be 160m to the near side carriageway edge from a 2.4m setback. I note the applicant has proposed a 50cm hedge along the boundary of the site. A low wall or fence would be preferable, the hedge could be unmaintained and cause a visibility hazard. Alternatively the boundary treatment could be located behind the splay (once identified), allowing for growth if a hedge, thereby keeping the splay completely clear of obstruction. No plan has been submitted to show the required sight line from the junction of Pigott Close and Salisbury Road, this is required.

To maintain highway safety at the junction visibility splays must be incorporated into the layout of this application and that of the current application of the adjacent site being considered under planning application PL/2021/10625, this will be conditioned accordingly.

There is a utility pole and all it's services will need to be relocated through liaison with the appropriate utility company. There is also a post box that will require relocating. Both of these relocations will be at the applicants expense.

Therefore to consider the proposal further, please can I be supplied with the following:

- A visibility plan from the junction of Pigott Close and Salisbury Road, showing visibility of 160m from a point 2.4m back from the line of the junction to the near side carriageway edge.
- A visibility plan, showing the available visibility from the proposed vehicle access across the corner of the site for vehicles travelling south on Salisbury Road.
- The proposed boundary hedge replaced with a wall or fence under 600mm high, or set back behind the sight line.

Comments on revised plans:

This proposal was originally for 2no. x4 bed dwellings, the revision is for 1no. x4 bed and 1no. x3 bed. The dwellings have not altered in their size or configuration, the only amendment is that one of the bedrooms has been proposed as a large bathroom. I am concerned that this could be reverted to a fourth bedroom without planning permission being needed.

Parking has been revised for 1 x 3 bed and 1 x 4 bed.

The parking spaces are still dog-legged across the properties. Any property deeds will be required to be drawn up to reflect this.

I have previously requested that the buildings are set back to allow access into the front doors, this has not been done. It is likely that an occupier will not utilise the parking space immediately in front of the front door as it will make access and exit from the property difficult. Therefore, it is likely that this parking space will not be used and instead any vehicle parked on the highway.

I welcome the 2.4m no development zone around the edge of the site.

Please can I be supplied with a revised plan showing the dwellings set back sufficiently to allow adequate pedestrian access to the front door.

8. Publicity

The application was publicised by newspaper advertisement and neighbour notification to properties immediately adjacent to the site. Re-consultation by neighbour notification has been undertaken following the receipt of revised plans with the amended red line site area to include access from the public highway. Representations from 7 third parties have been received in objection to the proposal at the time of writing the report.

Comments are summarised as follows:

Objections:

- Over-development of green space
- Proximity to busy and dangerous junction at A345 (50 mph) & Pigott Close
- Increased likelihood of road traffic accidents and congestion
- There have been numerous accidents (1 fatal) and near misses due to the limited line of sight in both directions onto/off the A345
- Visibility would be seriously affected for traffic on A345 and joining from Pigott Close
- Priority should be making the road traffic safety in this location better rather than worse
- Off road parking not sufficient for visitors/loading/turning
- Worsening of existing parking problems for residents
- Does not take into account any dangerous congestion that visiting vehicles would cause on or near to the junction
- Pigott Close is a 'rat run' for other streets that don't have immediate access to A345
- Detrimental effect on environment due to increased traffic and noise
- The brick design is out of keeping with existing houses
- More strain on the existing pipework of a very old sewerage system
- Shading/loss of daylight/restricted sunlight to surrounding properties
- This proposal was originally for 2no. x3 bed dwellings= (1050sq ft per dwelling)
- The revision is for 1no. x4 bed and 1no. x3 bed= (1200sq ft per dwelling)

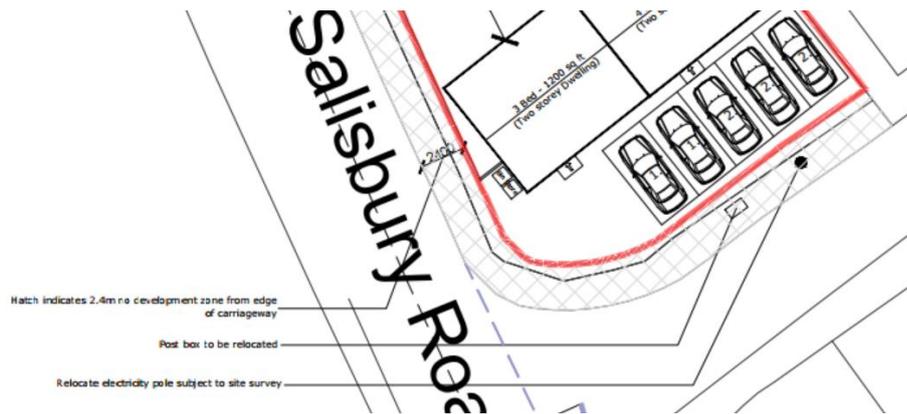
- Increase of 300sq ft on the original application
- The position is moved closer to the A345
- Parking spaces on revised plan do not allow adequate access to front doors causing potential for on road parking at this junction.
- Is there a plan to show the required sight line from the junction of Pigott Close and Salisbury Road as required by the highways officer?
- Drawing submitted with application is incorrect
- There is a deflection in the A345 at the midway point between Pigott Close and Thorne Road - the road veers in a north direction causing visibility issues for traffic especially those exiting Pigotts and Thorne Road
- Building right up to the public footpath along the A345 further reduces the visibility splay for road users.
- The size of the development is excessive for the area
- The proposed parking provision is inadequate as there is no on-road parking available
- Over development of a small piece of land in a small village
- Adding to traffic generation and noise levels from vehicles
- detrimental effect on the environment
- Although plans show two/three parking spaces there is no parking/loading and turning for visitors
- Impact of tapping into the current sewage line running along and through the back gardens of current houses

9. Planning Considerations

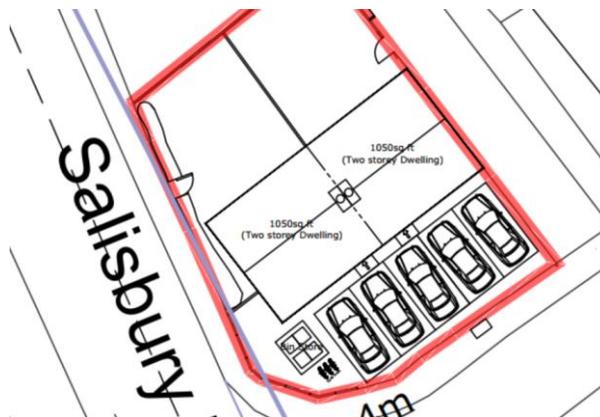
Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. This requirement is reiterated by the NPPF, which is a material consideration in the decision-making process.

9.1 Background to revised application

The application site was originally sub-divided into two plots, with two dwellings proposed at the frontage of Pigott Close and a separate dwelling (in outline form) proposed at the rear of the site with an access lane from Pigott Close. During the course of considering this and the associated application, the separate application for a single dwelling has been withdrawn and the full length of the site is now included as gardens to serve the two dwellings fronting Pigott Close. Full re-consultation has been carried out following this change to site area. Additionally, the revised plans show a 2.4 metre wide “no development zone” hatched around the site, which increases the width of the public footpath and reduces the site area. The plan extract below shows the red line of the site is now inside the black line which denotes the original site/red line area. This has the effect of giving the appearance that the footprint of the dwelling has been repositioned closer to the A345 whereas it is the site area which has been reduced to allow for a wider highway verge where the pavement is located along to the side of the A345 so that the boundary is repositioned closer to the footprint of the building. The plan extracts below show the revised site plan and previous site plan to illustrate this.



Proposed site plan extract with 'no development zone'



Original (superseded) site plan extract with site area shown in position of current site boundary

9.2 Principle of Development

Core Policy 1 of the Wiltshire Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages; only the Principal Settlements, Market Towns, Local Service Centres and Large Villages have defined limits of development. Core Policy 2 of the Wiltshire Core Strategy sets out the 'Delivery Strategy' and identifies the scale of growth appropriate within each settlement tier, stating that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Core Policy 26 confirms that development in the Tidworth Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1 and growth in the Tisbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2. At the settlements identified as villages, a limited level of development will be supported in order to help retain the vitality of these communities. Netheravon is designated as a large village under Core Policy 26 and has a designated settlement boundary to define the limits of 'the existing built area'. The application site is located outside but immediately adjacent to the settlement boundary which was reviewed by the Wiltshire Housing Site Allocations Plan adopted in February

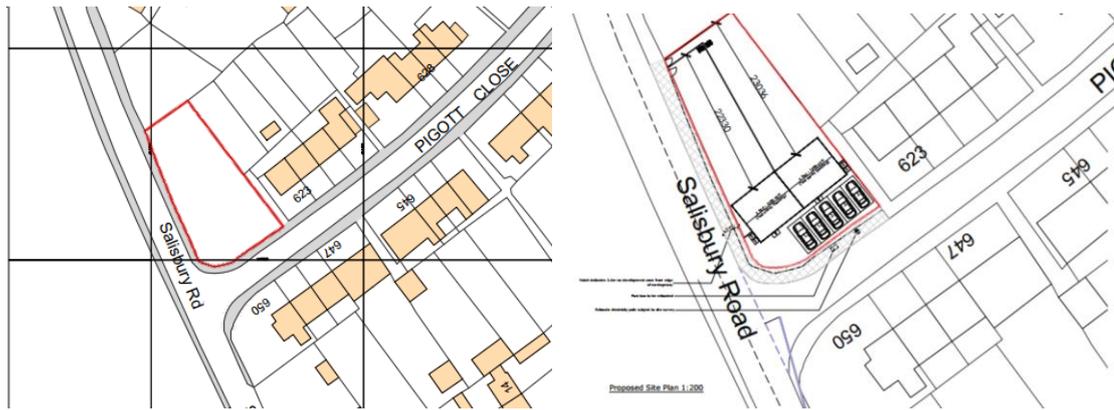
2020. However, the physical boundary to the settlement to the western edge is formed by the A345 Salisbury Road.

Whilst the location of the site being outside of the settlement boundary presents a conflict with policy, there would be no encroachment into the surrounding countryside due to the boundary formed by the highway. It is therefore considered that the site relates to the existing settlement and built-up area and proposal for residential development can be considered in principle to represent an otherwise acceptable form of development within this context. The site has no significant value as an undeveloped plot, it is neither used as a public open space or private amenity space and has been left to become overgrown. It is noted that outline permission for a single dwelling on this site was granted in 1985 with reserved matters granted in 1988. This permission was evidently not implemented and permission therefore lapsed. However, had this permission been implemented, the site would already be developed for residential use for a single dwelling.

The proposed small-scale development of two dwellings adjacent to but outside the existing settlement boundary does not accord with policy due to the position of the boundary, however the principle of such development does not conflict with the aims of the settlement strategy of the WCS which sets a presumption in favour of development in settlements such as Netheravon which are defined as large villages. The physical boundary to the built-up area of the settlement is formed by the presence of the A345 and the position of the adopted boundary would not support a refusal of permission on sustainability grounds having regard to the paragraph 11 of the National Planning Policy Framework in the absence of the LPA being able to demonstrate a 5 year housing land supply unless there is a clear reason or reasons for refusing the development proposed. As such, the acceptability of the scheme is therefore considered to be a balanced judgement having regard to the detailed consideration of the site-specific constraints and impacts, in this case the access and parking arrangement, the visual impact of the proposed development and relationship with the existing built form and residential properties.

9.3 Character of the area

The proposal for a pair of semi-detached dwellings is situated within a residential location and lies between an end of terrace dwelling and the highway. The development of a pair of dwellings on this site aligned with the row of dwellings immediately to the east would not appear unusual or out of character in this context and would not result in the encroachment of built form into the surrounding countryside. The proposed location plan and map extract show how the site fits in to the surrounding built form.



Proposed Location and Site Plans



Site in context of wider area

The development to the south side of Pigott Close extends further towards to the A345, although the proposed development would extend closer still. There are other examples further to the north where development extends to within close proximity to the highway. Visually, the siting of the proposed development is not incompatible with the existing built form and any impact on visibility is addressed in relation to highway issues. Concern was expressed regarding the materials to be used. The revised drawings have been amended to reflect the design and materials of development in Pigott Close and the rendered finish with brickwork coursing with gable features to the front elevation is seen in the dwellings immediately opposite the site and vicinity and the scale, design and materials are in general conformity to the character and appearance of development in this locality.

9.4 Residential Amenity

Criteria (vii) of Core Policy 57 (Ensuring high quality design and place shaping) states that new development shall have regard to "...the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing; vibration; and pollution (such as light intrusion, noise, smoke, fumes, effluent, waste or litter)".

The NPPF at paragraph 127(f) states that the planning system should seek to secure a high-quality design and good standard of amenity for all existing and future occupiers of land and buildings.

The proposed dwellings would share a boundary with one residential property, 623 Pigott Close, which lies to the east. The land to the north is not developed with a residential property, it is understood to form part of the curtilage to 622 Thorne Road. Nos. 649 and 650 Pigott Close are located to the south on the opposite side of the highway.

The proposed dwelling would be sited to the side of the closest dwelling, which has a small first floor window opening and a small ground floor window opening on the side elevation facing the proposed site with principal window openings being on the front (south) and rear (north). It is considered that the siting of the proposed two-storey dwellings would relate satisfactorily with the existing dwelling and would not result in demonstrable loss of amenity in terms of outlook and light. The proposal would not result in any material effect on the amenities of other residential properties due to the separation distances.

9.5 Highways issues

The proposed dwellings would be accessed off Pigott Close, with 5 parking spaces proposed at the front of the site close to the junction with the A345. Although the site is adjacent to the A345 highway there would be no vehicular access from the classified road, a small pedestrian gate to access the garden areas is shown. Parish council and third-party objections have been received regarding the impact of additional dwellings having regard to visibility at the junction and the potential for congestion and parking issues close to a junction where accidents are known to have occurred.

Consultation has been undertaken with the Council's Highways Officer who has not raised any objection in principle to the additional dwellings and associated vehicle movements being positioned in this location, subject to the minimum parking standard being met for the proposed dwellings provided that there is no development, parking or means of enclosure of a height (600 mm) which would affect the existing visibility at the junction of Pigott Close with the A345. The site plan (extract above) shows a 'no development zone of 2.4 metres in width to address this requirement and would be a condition of approval. The Highways Officer has also stipulated that a two metre-width of pavement along the length of the site adjoining the A345 would be a requirement to maintain and improve visibility and pedestrian safety, accordingly a condition is recommended on the advice of the Highways Officer. It is confirmed that the 3-bed unit has not been repositioned closer to the A345 but that the boundary of the site has been repositioned further from the A345 than the dwellings which would originally proposed.

The parking provision shown on the indicative layout confirms that 2 parking spaces can be achieved to meet Wiltshire Council's parking standards for the proposed 3-bed property and 3 parking spaces are to be provided for the proposed 4-bed property. The Highways Officer has requested that due to the proximity of one of the parking spaces being positioned 0.7 metres from the front door access to the 4-bed unit that the dwellings are set slightly further back to ensure that access is maintained and a revised plan to show the dwellings set back 0.5 metres from Pigott Close is being prepared at the time of writing the report. This would ensure a width of 1.2 metres is maintained to allow for access. It is not anticipated that a 0.5 metre set back would materially alter the relationship of the proposed dwellings with the surroundings.

The concerns regarding existing issues with visibility and parking in this location are acknowledged. However, in view of the Highways Officer raising no objection in principle on highway safety grounds and the issues raised being capable of being addressed by condition and Council's adopted parking standards met, officers conclude that a reason for refusal on highway grounds would not be sustainable.

9.6 Ecology

This development falls within the catchment of the River Avon SAC. The proposal would result in a net increase of 2 residential units on the site which has potential to increase adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. The Council has agreed through a Memorandum of Understanding with Natural England and others that measures will be put in place to ensure all developments permitted between March 2018 and March 2026 are phosphorus neutral in perpetuity. To this end it is currently implementing a phosphorous mitigation strategy to offset all planned residential development, both sewered and non sewered, permitted during this period. The strategy also covers non-residential development with the following exceptions:

- Development which generates wastewater as part of its commercial processes other than those associated directly with employees (e.g. vehicle wash, agricultural buildings for livestock, fish farms, laundries etc)
- Development which provides overnight accommodation for people whose main address is outside the catchment (e.g. tourist, business or student accommodation, etc)

Following the cabinets resolution on 5th January 2021, which secured a funding mechanism and strategic approach to mitigation, the Council has favourably concluded a generic appropriate assessment under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This was endorsed by Natural England on 7 January 2021. As this application is located within a large village settlement where the settlement strategy plans for small scale development, it is considered to fall within the scope of the mitigation strategy and generic appropriate assessment, it can therefore be concluded that it would not lead to adverse impacts alone and in-combination with other plans and projects on the River Avon SAC.

9.7 Other considerations

Concerns have been expressed about the adequacy of the existing drainage system. The proposal indicates that mains drainage is to be disposed of by mains sewer. The connection to the mains accords with the hierarchy for new development and would be subject to control by Wessex Water. The means of surface water drainage to the proposed dwellings is a SUDS system with soakaway the details of which would be subject to control under Building Regulations.

Wiltshire Council has recently published a statement on its current 5-year housing land supply and it is confirmed that the LPA is currently unable to demonstrate a 5 year housing land supply as there remains a small shortfall which currently stands at 4.72 years. Whilst the proposal for two dwellings would be located on the outside edge of the defined settlement boundary and would make only a very small contribution to housing supply, in the absence of any overriding material considerations which indicate reasons for refusal, paragraph 11 of the NPPF is engaged.

10. Conclusion (The Planning Balance)

There is a presumption in favour of the principle of small scale development for additional residential dwellings within a large village settlement having regard to the adopted development plan (WCS), however the application site lies on the outside edge of the settlement boundary which is deemed to be countryside in policy terms. The site characteristics are such that despite the development boundary line there would be no encroachment of development into the surrounding countryside due to the presence of the A345 Salisbury Road which forms a physical boundary. The proposed means of access and parking arrangement for the proposed dwellings does not raise any overriding highway safety concerns and no objection is raised by the highways officer subject to conditions to secure visibility is maintained in perpetuity within the 'no development zone' identified on the proposed plans. The proposed residential development is visually compatible with existing residential properties and the amenities of existing occupiers would not be materially harmed having regard to the orientation and relationship to the adjacent property and separation distances to other properties. Taking into account the multiple objections to the proposal with regard to visibility, means of access and parking provision in this locality and the visual impact/relationship with the surrounding built form, it is concluded that the approval of development can be subject to suitable conditions to ensure a satisfactory form of development. It is therefore concluded that there are no material considerations in the planning balance which would result in demonstrable harm or impacts that would weigh convincingly against approval of development having regard to paragraph 11 of the National Planning Policy Framework 2021.

RECOMMENDATION

Approval is recommended subject to the following conditions and informatives:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Location Plan 254 01 B dated 17.03.22

Existing Site Plan 254 02 B dated 06.03.22

Proposed Site Plan 254 03-6 D dated 14.03.22

Proposed Floor Plans 254 04 D dated 14.03.22

Proposed Elevations 254 05 D dated 06.03.22

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

- 3 No development above slab level shall be undertaken until a scheme for the provision of a pedestrian pavement of 2 metres in width along the boundary of the site with the A345 Salisbury Road has been submitted to and approved in writing by the Local Planning Authority. The pavement shall be provided in accordance with the approved details prior to the first occupation of the approved dwellings.

REASON: To secure the provision of improvements to highway and pedestrian safety and ensure visibility is maintained in the interests of highway safety.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), no buildings or structures, or gate, wall, fence or other means of enclosure above the height of 600 mm shall be erected or placed within the 'no development zone' as denoted by the hatched area shown on the approved site plan 254 03-6 D dated 14.03.2022. Any vegetation within this area must be maintained to a height of 600 mm at all times.

REASON: There must be 2.4m clear above 600mm from the edge of the carriageway all along the A345 site boundary to maintain visibility in the interests of highway safety.

- 5 No part of the development shall be first occupied until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600 mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

- 6 No dwelling shall be occupied until the parking space(s) together with the access thereto, have been provided in accordance with the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety and the amenity of future occupants.

- 7 The development hereby permitted shall not be first occupied until the 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

- 8 The vehicle access and parking spaces shall remain ungated.

REASON: In the interests of highway safety.

- 9 No development shall commence on site (including any works of demolition), until a Construction Management Statement, together with a site plan, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;

- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.
- hours of construction, including deliveries;
- pre-condition photo survey – any damage related to the development will be put right (to the satisfaction of the LHA) within 6 months of the development completion.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

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

- 10 The dwellings shall not be occupied until the Building Regulations Optional requirement of a maximum water use of 110 litres per person per day has been complied with.

REASON: To avoid any adverse effects upon the integrity of the River Avon Special Area of Conservation

Informatives:

- The application involves the creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence 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 our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.
- The utility pole and all its services and post box will need to be relocated through liaison with the appropriate utility companies at the applicants' expense prior to the commencement of any development approved by this permission.
- The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk
- 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.
- 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>