

## REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

<b>Date of Meeting</b>	19 February 2025
<b>Application Number</b>	PL/2024/02025
<b>Site Address</b>	Land at Park Lane, Corsham, SN13 9LH
<b>Proposal</b>	Erection of 7 No. residential dwellings and associated access, drainage and landscaping works.
<b>Applicant</b>	Longacre (Corsham) Ltd
<b>Town/Parish Council</b>	CORSHAM CP
<b>Electoral Division</b>	Corsham / Pickwick
<b>Type of Application</b>	FULL
<b>Case Officer</b>	Peter Crozier

### Reason for the application being considered by Committee

Under the Scheme of Delegation Specific to Planning the Director for Economic Development and Planning (and any officers designated by that officer under a Scheme of Sub Delegation) is authorised to determine any planning application under delegated powers. This does not apply where an application has been referred to Committee by the Wiltshire Council Division Member, or where the proposal constitutes 'major' development.

The site is located within the parish of Corsham and, as the relevant Member for this area, Cllr Helen Belcher has referred this application to Committee should the recommendation be for approval.

### 1. Purpose of Report

To consider the above application and to recommend that planning permission be GRANTED subject to the imposition of planning conditions.

Corsham Town Council has objected to this application proposal. Twenty five (25no.) representations have been received, although some of these are from duplicate representors; this number includes representations made by the local Pickwick Association. The majority of these are either as comments or in objection to the application; one of these has been made in support of the application.

### 2. Report Summary

The application is for the erection of 7no. dwellings, largely detached and of two-storey scale, but with a single pair of semi-detached dwellings. The planning issues arising for consideration are as follows:

- Principle of development
- Layout, scale, design and appearance
- Impact on heritage assets / archaeology
- Highways impacts, pedestrian and vehicular access and parking

- Residential amenity, inc. noise, odour and dust
- Ecology and biodiversity / trees
- Drainage

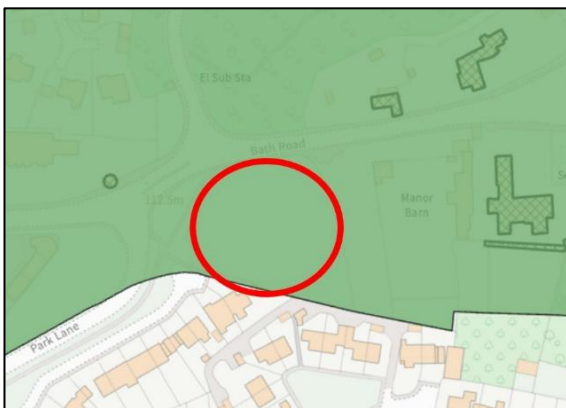
### 3. Site Description

The site is formed by a parcel of land situated on the southern side of A4 ('Bath Road') towards the western extent of the Pickwick area of Corsham. The site is situated at a prominent position where Park Lane meets Bath Road, located to the east of this junction which is formed by a mini-roundabout and set a short distance back from that junction, with a small area of mown grass open space set between the site and that junction.

To the north then the site is bound by Bath Road and to the west by that small area of open space with the junction and Park Lane beyond. To the south a residential cul-de-sac which is formed by a spur off Park Lane, the end of this cul-de-sac and no.1 Park Lane abutting the site, along with the (rear of) residential properties nos.29 and 31 Purleigh Road, with an intervening vehicular access track. To the east the site is bound by the large detached residential property of Manor Barn. The northern and eastern boundaries (fronting the highway) are delineated by a low stone wall; the boundary with Manor Barn is formed of mature trees which are rooted within the curtilage of that property; the boundary to the south is formed of wire fence which separates it from the access track.

Historically the site formed part of agricultural land associated with Manor Barn and is understood to have historically been used as a paddock (and still appears referred to as such in some documents). More recently has been left to grass with various levels of management, being more recently unmanaged. Extending to 0.31ha, the site slopes gently from north to south, with the properties on Purleigh Road to the south sitting at a slightly lower level than the site.

The site falls within the defined settlement boundary for Corsham and is washed over by the designated Pickwick Conservation Area, which extends as far west as St. Patrick's Church some 170m further west along Bath Road. There are many listed buildings within the wider Conservation Area, of most relevance to the site are: Roundhouse to the south-east of no.51, at Roadside (Grade II) / VINE COTTAGE, 49 PICKWICK / Greystone Cottage, 47 Pickwick & Pickwick Manor; these are shown along with the Conservation Area boundary on the map extract below:



Designated heritage assets: Conservation Area and listed buildings (extract)

The site is crossed by Public Right of Way (PRoW) CORM66 which runs north-south through the site joining Bath Road with the access track to the south of the site and on to Purleigh Road itself. The site falls within flood zone1 and is not shown to be at any elevated level of groundwater or surface water flood risk. There are no Tree Preservation Orders relating to the site.

The Corsham Neighbourhood Plan designates the site as being within an area of 'Green Infrastructure (plan extract below). Within such areas, Policy CNP E4 requires that any proposals which would result in the loss of such space or would: "... result[s] in any harm to their character, setting, appearance, general quality or amenity value would only be permitted if, as a minimum, the

*community would gain equivalent benefit from the provision of suitable replacement green infrastructure.”*



Green Infrastructure, CNP, Figure 5

#### **4. Proposal**

The application seeks permission for the erection of 7no. dwellings along with associated access, parking and turning space, drainage and landscaping. Access to the site is proposed to be taken from the existing cul-de-sac which is formed as a spur from Park Lane.

The proposed access essentially functions as an extension to the existing cul-de-sac, with the existing cul-de-sac being opened up to allow access into the site. The proposed cul-de-sac within the site is larger than the existing to allow for the turning of larger vehicles (bin lorries etc.) and the residential layout is one of predominantly detached dwellings (other than one pair of semi-detached dwellings) set around this cul-de-sac.

Aside from the dwelling on Plot 1 (at the western edge of the site) the dwellings are organised to front the cul-sac. The dwellings on Plots 1, 2 and 3 are each arranged such their side elevations face the highway; the latter two being generally visually connected by the single-storey (largely garage) built form, with a footpath opening bisecting this. The proposed layout requires a re-routing of the existing definitive route of the PRow which crosses the site.

There are 5no. 4-bed dwellings and 2no. 3-bed dwellings, all are two-storey in form (with rooms in the roof) and display a consistent appearance in terms of style, materials and detailing. In particular, they are all proposed to be of stone elevation with parapet eaves at the gable ends, re-con stone slate roof material and stone window surrounds. The pair of semi-detached dwellings each have a single dormer window facing the street.

The application is supported by the following information:

- Design & Access Statement
- Materials Details and Specification
- Landscape Plan
- Heritage Statement
- Noise Impact Assessment
- Ecological Impact Assessment
- Arboricultural Impact Assessment
- Drainage Strategy
- Accommodation Schedule
- Transport Statement
- Parking Plan

The application has been amended during the course of determination, with a re-consultation undertaken accordingly. Revised plans reduced the number of dwellings from 8no. to 7no. through amending the shown 'terrace' of 3no. dwellings to a pair of semi-detached dwellings. In addition, amendments were made to the form, appearance and design of the dwellings and garaging fronting the highways, as well as further detail being provided regarding proposed materials. Further information was also provided on ecology and drainage matters. Subsequently, clarification details regarding the boundary treatment to the northern boundary with Bath Road have been provided, along with additional material details, details of acoustic mitigation and revised elevation detail to the dwelling on Plot 1.

## **5. Planning Policy**

### **Local Planning Policy**

#### Corsham Neighbourhood Plan 2016-2026 ('CNP', Made November, 2019)

Policy CNP ED1 – Ecology and Design  
Policy CNP E1 – Conserve and Enhance Biodiversity  
Policy CNP E2 – Achieving Sustainable Development  
Policy CNP E3 – Landscape  
Policy CNP E4 – Protection of Green Infrastructure  
Policy CNP HW3 – Community Green Spaces  
Policy CNP HW4 – Future-Proofing Design  
Policy CNP HW5 – Safe and Accessible Environments  
Policy CNP HE1 – Design Quality  
Policy CNP HE2 – Innovative Design and Historic Context  
Policy CNP T1 – Transport impacts  
Policy CNP T2 – Pedestrian and cycle routes

#### Wiltshire Core Strategy (adopted Jan 2015)

Core Policy 1: Settlement Strategy  
Core Policy 2: Delivery Strategy  
Core Policy 3: Infrastructure Requirements  
Core Policy 11: Spatial Strategy for the Corsham Community Area  
Core Policy 41: Sustainable Construction and Low Carbon Energy  
Core Policy 45: Meeting Wiltshire's Housing Needs  
Core Policy 50: Biodiversity and Geodiversity  
Core Policy 51: Landscape  
Core Policy 52: Green Infrastructure  
Core Policy 55: Air Quality  
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  
Core Policy 61: Transport and Development  
Core Policy 62: Development Impacts on the Transport Network

#### North Wiltshire Local Plan 2011 (saved Policies) (NWLP, Adopted June 2006)

NE14: Trees, Site Features and the Control of New Development  
NE18: Noise and Pollution

## Material considerations

National Planning Policy Framework ('NPPF')

Paragraphs 8, 10-13, sections: 4, 5, 8, 9, 11, 12, 15 and 16

Planning Practice Guidance ('PPG')

Wiltshire Local Transport Plan 2011-2026: Strategy (March 2011) / Car Parking Strategy (March 2015)

Corsham Design Guide (2016 – 2026)

Pickwick – Conservation Area Appraisal (March 2021) (Produced by Pickwick Association; not formally adopted by the Council as SPD)

Wiltshire Climate Strategy (adopted February 2022)

Waste Storage and Collection: Guidance for Developers (January 2017)

Historic England Guidance: The Setting of Heritage Assets (GPA 3)

## 6. Relevant planning history

The site has been subject to the following planning decisions previously:

- **N/87/03055/OUT:** Renewal of outline permission N.85.0105.OL for residential development – Approved – 01/02/1988
- **N/85/0105/OL:** Outline application for residential development – Approved – 05/02/1985

## 7. Consultations

Corsham Town Council – Object, stating:

*“Resolved: to object to the proposal on the grounds that the density is still too high; inadequate access due to the width and insufficient turning circle for HGVs; proximity to the A4 on the northwest side and overlooking of neighbouring properties.*

*Clarification is also needed on the layout of the road junction by the roundabout and the extent of the footpath widening.”*

Initial response stated:

*“Resolved: to object to the proposal on the grounds that the design and appearance of the proposal on the edge of the A4 in a Conservation Area was inappropriate and highway concerns regarding the access.”*

Highways Officer – No objection, following submission of revised plans and information and subject to Conditions, including section 278 Agreement, stating:

*“I refer to the above planning application dated 24/05/2023 seeking permission for the proposed erection of 8No. dwellings and associated access, drainage and landscaping works.*

*The proposal sought permission for the erection of 8 dwellings on a parcel of land bound by Park Lane to the North and a spur of Park Lane to the south. The proposed dwellings have*

been reduced to 7 on the site through amended plans and would comprise of a mix of five, 4-bed dwellings and two, 3-bed dwellings.

The proposals would access the site through an existing turning head on Park Lane, a section of unclassified public highway subject to a speed limit of 30mph. This would extend the cul-de-sac arrangement to allow access through the existing turning head and provide a further access road and turning with access to the proposed parking areas. It has been indicated that the existing turning head does not accord with required dimensions for the turning of a large refuse vehicle, and that on this section of public highway, there is currently on-street parking which obstructs the footway. It is therefore important to ensure that any vehicle parking proposed would be catered for within the development site in its entirety to prevent any exacerbation of the existing on-street parking as this would be viewed as additional detrimental pressure on the parking in the area. The amendments to the proposal have retained the previous parking provision to ensure that no overspill would occur as a result of the new dwelling parking demand and offers a higher level of visitor parking within the site.

With regard to vehicle parking, it is proposed to provide 3 spaces for each 4-bed property, and 2 parking spaces for each 3-bed unit with no garage allocation for any dwelling to ensure that the vehicle parking allocation is not utilised for storage or other purposes. There are 3 visitor bays included within the site which is above the minimum requirements but has been stated as provisions to deter further on-street parking in the vicinity. Each unit would have access to EV charging within the allocated parking. This remains unchanged from the previous provisions and would be acceptable.

The provision of the new access and internal road, for which the non-carriageway elements are to remain private and managed as such, would allow for the extension of the cul-de-sac and in turn enable a better turning facility for refuse/emergency vehicles than that of the substandard facility in place at present, this would be adopted through a Section 38 Highways Agreement. The provision of this turning facility within the site would also allow the existing turning head to be repurposed on the northern side as on-street parking bays, from the amended plans submitted it is clear that 2 domestic vehicles would be able to utilise this space as parking, this may alleviate some of the existing on-street (and on-footway) parking that currently takes place.

Where no garages are proposed an element of cycle storage is expected for each dwelling in accordance with Wiltshire Council's LTP3 Cycling Strategy, cycle storage and bin storage have been indicated each storage facility would allow for the required 3 cycle storage spaces per dwelling in line with minimum standards.

A PROW footpath CORM66 runs north to south on the eastern side of the site, the plans show that this would be diverted and maintained through the site on the internal shared surface road. The applicant has stated that they would be willing to fund the diversion process. The Countryside Access Team have been consulted in this regard and have made statement on the requirements for the process of diversion.

An addendum to the Transport Statement has been submitted with the amended plans. This addresses the points raised within my previous consultation setting out the revised site layout, parking, vehicle and pedestrian access arrangements, the treatment of the PROW, and traffic impact.

With regard to the parking and vehicle access arrangements, I have accepted that the amendments to the site layout and quantum of dwellings would enable a higher level of visitor parking, the allocated parking is in accordance with required minimum standards and the adoption of the turning head would be considered an improvement to the existing facility on Park Lane.

The proposed diversion of the PROW (CORM66) should avoid placing the users in direct conflict with reversing vehicles, the footpath should be demarcated for clarity with a change of

surface material in this location to highlight the presence of vulnerable road users. The Countryside Access Team have made further comment with regard to surfacing which should be adhered to, regarding level access and the type of surfacing.

We would not seek to adopt the entirety of the internal layout and the area suggested for adoption through a S38 Highways agreement is sufficient, the point of access with the public highway and any offsite highway works would be subject to a S278 Highways Agreement. Further discussion may be required with the Countryside Access Team also with regard to the connection of CORM101 and the diversion of CORM66 as discussed above.

The access with the public highway is proposed to be a shared use 4.5m wide access with a new turning head within the shared surface. It is suggested that the western part of the existing turning head on Park Lane could be utilised as visitor parking and marked as such, with a view to alleviating any on street parking which currently takes place, this would only be possible if the internal turning head was adopted. This is now proposed through the amendments to the application.

Pedestrian Visibility at the access has now been demonstrated and accords with the required 2m x 2m splay. Further points of conflict have been considered in line with guidance within Manual for Streets 2.

The footway on Bath Road would be widened to 2m, this would be deemed an improvement over the existing available widths of footway in this location and appropriate for the level of development proposed.

The trip generation and traffic impact has been assessed and the trip generation has been stated as a minimal increase in flows on the wider network which I would agree with and therefore does not require further assessment in terms of junction capacities, the trip generation is reduced further due to the lower quantum of dwellings proposed. The peak hour anticipated generation from the site would not be considered a significant or severe impact on the surrounding highway network.

I am therefore satisfied that the applicant has provided suitable amendments to the proposals in order to cater for the highways at a level appropriate for the proposed development and would recommend that the application is not refused on highways grounds subject to the following conditions and informatives:

#### **CAR PORTS**

No external alterations (including doors) shall be made to the car port (s) approved here in without the formal approval of the Local Planning Authority via a Planning Application:  
REASON: To ensure car ports remain open and available for car parking.

#### **CONSTRUCTION MANAGEMENT STATEMENT – SITE OPERATION**

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:

1. the parking of vehicles of site operatives and visitors;
  2. Number and size of delivery vehicles/ construction vehicles
  3. loading and unloading of plant and materials;
  4. storage of plant and materials used in constructing the development;
  5. wheel washing facilities;
  6. measures to control the emission of dust and dirt during construction;
  7. a scheme for recycling/disposing of waste resulting from demolition and construction works;
  8. measures for the protection of the natural environment; and
  9. hours of construction, including deliveries;
- 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.*

#### *APPLICANT TO ENTER INTO A S278/S38 AGREEMENT*

*The developer/applicant will be expected to enter into a S278/S38 Agreement with the Highway Authority before commencement of works hereby approved."*

Initial response stated:

*"I refer to the above planning application dated 24/05/2023 seeking permission for the proposed erection of 8No. dwellings and associated access, drainage and landscaping works.*

*The proposal seeks permission for the erection of 8 dwellings on a parcel of land bound by Park Lane to the North and a spur of Park Lane to the south. The proposed dwellings would comprise of a mix of five, 3-bed dwellings and three, 4-bed dwellings.*

*The proposals would access the site through an existing turning head on Park Lane, a section of unclassified public highway subject to a speed limit of 30mph. This would extend the cul-de-sac arrangement to allow access through the existing turning head and provide a further access road and turning with access to the proposed parking areas. It has been indicated that the existing turning head does not accord with required dimensions for the turning of a large refuse vehicle, and that on this section of public highway, there is currently on-street parking which obstructs the footway. It is therefore important to ensure that any vehicle parking proposed would be catered for within the development site in its entirety to prevent any exacerbation of the existing on-street parking as this would be viewed as additional detrimental pressure on the parking in the area.*

*With regard to vehicle parking, it is proposed to provide 3 spaces for each 4-bed property, and 2 parking spaces for each 3-bed unit with no garage allocation for any dwelling to ensure that the vehicle parking allocation is not utilised for storage or other purposes. There are 3 visitor bays included within the site which is above the minimum requirements but has been stated as provisions to deter further on-street parking in the vicinity. Each unit would have access to EV charging within the allocated parking.*

*The provision of the new access and internal road, which is to remain private and managed as such, would allow for the extension of the cul-de-sac and in turn enable a better turning facility for refuse/emergency vehicles than that of the substandard facility in place at present, this would also allow the existing turning head to be repurposed on the northern side as onstreet parking bays, although this has not been evidenced, it is clear that 2 domestic vehicles would be able to utilise this space as parking, this may alleviate some of the existing onstreet (and on-footway) parking that currently takes place.*

*The proposed vehicle parking provision is in accordance with minimum standards for residential parking as set out by Wiltshire council and therefore acceptable.*

*Where no garages are proposed an element of cycle storage is expected for each dwelling in accordance with Wiltshire Council's LTP3 Cycling Strategy, cycle storage and bin storage have been indicated each storage facility would be required to enable 3 cycle storage spaces per dwelling in line with minimum standards.*

*A PROW footpath CORM66 runs north to south on the eastern side of the site, the plans show that this would be diverted and maintained through the site on the internal shared surface road. The applicant has stated that they would be willing to fund the diversion process. The Countryside Access Team have been consulted in this regard and have made statement on the requirements for the process of diversion.*



*A Transport Statement has been submitted with the application which would not normally be required for development of this quantum unless there are exceptional circumstances. This details the local highway surrounding the site; indicating that traffic surveys have not been carried out due to the scale of development proposed and therefore it is deemed that the requirement for capacity assessment is unnecessary. The main access roads are heavily trafficked which would be expected due to the classification of the road, the development traffic associated with the proposals would not be considered severe or significant in terms of increased traffic on the network. Personal Injury Collision data has been interrogated and whilst there were recorded incidents, the majority were on the main A4 road and are not considered to represent a significant highway safety issue.*

*Non car accessibility has been discussed, this identifies a 1.0m-1.2m footway along the northern extent of the site which runs along the A4 Bath Road, it would appear that the developer would seek to provide pedestrian access to this from the development, which would also accommodate the proposed diverted PROW CORM66. To this effect it would be useful to widen the existing footway on the northern boundary adjacent to the A4, it is suggested in the planning documents that the applicant is willing to provide a 2m widening of the footway on the frontage with the A4 Bath Road, this would not facilitate cyclists as a shared facility would be required to be 3m wide. I would still maintain that the widening to incorporate a 2.5m minimum width footway adjacent to the A4 with a view to providing further widening of the pedestrian links toward the existing cycle infrastructure as part of the scheme would be of benefit for pedestrian movements.*

*The proposed diversion of the PROW (CORM66) should avoid placing the users in direct conflict with reversing vehicles, the footpath should be demarcated for clarity with a change of surface material in this location to highlight the presence of vulnerable road users. The Countryside Access Team have made further comment with regard to surfacing which should be adhered to, regarding level access and the type of surfacing.*

*The wider site area has been discussed in terms of accessibility and there are facilities available but not directly linked to the site to encourage cycle use as an alternative to the car, with the additional requested footway/cycleway improvements this would link directly with the site and further encourage sustainable travel. Local public transport facilities have also been identified with walking distances to bus stops in the area indicated which identifies that there are frequent public transport provisions to offer an alternative to the private motor vehicle.*

*We would not seek to adopt the entirety of the internal layout, the point of access with the public highway and any offsite highway works would be subject to a S278 Highways Agreement. Further discussion may be required with the Countryside Access Team also with regard to the connection of CORM101 and the diversion of CORM66 as discussed above.*

*The access with the public highway is proposed to be a shared use 4.5m wide access with a new turning head within the shared surface, the internal road is intended to remain privately maintained however the development would remove an existing turning facility within the public highway for ordinary road users, therefore it would be preferred if the initial section of access road and the turning facility were adopted to enable turning for all road users within the constraints of the public highway. It is suggested that the western part of the existing turning head on Park Lane could be utilised as visitor parking and marked as such, with a view to alleviating any on street parking which currently takes place, this would only be possible if the internal turning head was adopted.*

*No visibility splay has been demonstrated on plans, this is required with particular reference to pedestrian visibility given the nature of the access, the splays should not be obstructed by anything over 600mm. Therefore, I require the minimum pedestrian splay at the access of 2m x 2m to be demonstrated, it is accepted that there would not be a requirement to demonstrate vehicular visibility due to the nature of the access as an extension of the existing road with appropriate forward visibility. Considering the parking layout and the proximity to the proposed*

*PROW diversion, it would also be prudent to ensure pedestrian visibility at points of conflict with vehicle parking and the PROW.*

*The TS then states that the footway on Bath Road would be widened to 2m, this would be deemed acceptable, however I would urge the applicant to look at the possibility of providing 2.5m for futureproofing a shared use facility and the possibility of linking to existing facilities through highway land to the west of the site with the narrow footpath connection also being widened to 2.5m.*

*The TS then goes on to identify the correct vehicle and cycle parking for the proposals as well as discussing the provision of EV charging. A higher level of visitor parking has been indicated within the curtilage, it is recognised there is a high level of demand for vehicle parking in the area and the intention to alleviate the existing issue with the provision of two spaces in what could be considered a redundant turning head on the existing section of Park Lane is also noted as a benefit to local parking in the area.*

*Servicing and waste management are discussed with appropriate dimensions for turning heads, for waste collection I would urge the applicant to discuss any further requirements with the Waste Management Team.*

*The trip generation and traffic impact has been assessed and the trip generation has been stated as a minimal increase in flows on the wider network which I would agree with and therefore does not require further assessment in terms of junction capacities. The peak hour anticipated generation from the site would not be considered a significant or severe impact on the surrounding highway network.*

*I would not wish to raise an objection to the principle with regard to highways provided the access, parking, turning can be accommodated within the curtilage and to adoptable standards with regard to surfacing of the carriageway for the internal turning facility, the offsite infrastructure improvements would need further investigation or amendments to incorporate the requested widening. Once intentions for adopting the internal layout and amendments to the surfacing have been indicated and agreed, in addition to localised widening of pedestrian facilities within the publicly maintainable highway extents, then I will be in a position to make further recommendation with regard to the highways position on this application.”*

Rights of Way Officer – no objection, stating:

*“This development will require the diversion of Public Footpath CORM66 we have been in contact with the applicant. where it is necessary to divert or extinguish a public footpath, bridleway or restricted byway to enable a development (prior to commencement), an application must be submitted to Wiltshire Council at the earliest opportunity under section 257 of the Town and Country Planning Act 1990. It is advised that an application to divert or extinguish is made concurrently with the application for planning permission. Full details of affected rights of way and proposals to divert or extinguish them are still required as part of the application for planning permission. To expedite the process of dealing with affected rights of way the Council has powers to make (but not confirm) an Order before planning permission is granted.*

*Applications to divert or extinguish are processed by the Rights of Way and Countryside team and are liable to a fee of £2770 (price at April 2024 ) plus the cost of any public notices, travel mileage and associated site works incurred by the Council on completion of the application or proportion of same if the application is withdrawn or if an order is made, advertised but subsequently not confirmed.*

*Where an Order is made and no objections are received the Order may be confirmed by the Council and will come into effect when the alternative path is built and certified to the Council’s satisfaction (if applicable). If the process goes smoothly, an application to divert or extinguish may take approximately 6 months from receipt through to completion. Where an Order is*

*made and objections are received that are not withdrawn the Order may only be confirmed by the Planning Inspectorate. This results in a considerable delay in the process and it may be 12 or 18 months before such an Order is finally confirmed and the route certified.*

*Any work affecting the right of way cannot proceed until the legal process is complete, ie it can take up to 18 months. It is therefore essential that where a right of way is affected by a development that applicants contact the rights of way team and commence the process early in order to achieve a timely extinguishment or diversion. Obstruction of the highway is an offence at common law as a form of public nuisance and also a crime by statute under Section 137 of the Highways Act 1980.*

*If a diversion is applied for, the proposed route must either be on the applicant's land, or if it runs on someone else's land this must be with the written agreement of the landowner (including an agreement about compensation if required)."*

Initial comments:

*"CORM66 crosses this site. The position of the path as shown on the plans at the Southern end is not the point at where CORM66 enters the development this a little further to the East. I can provide the applicant with a shape file if they want to plot the entry point on their plans. The development as proposed will obstruct CORM66 I note that the developer plans to divert the footpath I would recommend that the diversion is applied for at the earliest opportunity (The applicant does not have to wait for planning permission to be granted before applying for a diversion as the process can take up to two years and can run concurrently with the planning application). I will require that the diverted path is constructed at a width of 2 meters. I note that block paving is proposed for the path. This would not be my preferred surface but if the developer wants to proceed with that they will need to make sure that no vertical faces over 20mm are present and maintain it to that standard in perpetuity.*

*Where the proposed diverted footpath goes under the carports, I will require a minimum head room of 2.3 meters. The footpath will need to be delineated in some way so that it the footpath doesn't form part of the parking area.*

*The developer will need to install a Public Footpath sign where the footpath leaves the footway alongside the A4, I'm happy for the developer to install a design that is in keeping with the development if they would like an oak post and finger. the design and material will need to be approved by the Countryside Access Officers to make sure that the design meets the minimum standard required.*

*Footway alongside the A4, I have previously suggested that the footway should be extended to a 3-meter width to allow for cycling, I fully accept that if cycling on the shared use path heading East along Park Lane that the widening of the footway will not provide any benefit for cyclist as it would lead you out into oncoming traffic. The existing end of cycle way signs on park lane should remain. If the path was widened to 3m in front of this development alongside the A4 and then widen the existing footway on the Northwest side of the development to the point where the spur comes into from the A4 park lane roundabout. cyclist who plan to head onto the Park Lane shared use path would be able to come off the A4 before the two roundabouts, the layout of the road with the two splitter islands means that cars are stuck behind cyclists or will overtake very close to the cyclist. This proposal would I think make cycling a little more attractive by limiting the time spent on the A4 for those heading West and turning on to Park Lane.*

*This would require the relocation of one streetlight, one roundabout sign and a telegraph pole and stay.*

*Please find below an informative regarding the diversion of CORM66*

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. You are advised to contact the PROW officer at **definitivemap@wiltshire.gov.uk**. The right of way must be kept open at all times until an order has been confirmed and the alternative, if applicable, has been certified by Wiltshire Council.

If a public right of way will require a diversion to allow development a temporary traffic regulation order (TTRO) can be issued in the interests of public safety during these works, i.e. if works are taking place near the highway there may be a need to protect the public from dangers in relation to those works. However, the surface of the highway must not be disturbed and obstructions not erected until a public path order is confirmed and certified. If the current legal line would be permanently obstructed by the development and a diversion / extinguishment will be necessary, a TTRO will not be issued until the permanent order has been made or confirmed as appropriate.

Where the right of way is to be reopened on its original line, any temporary obstructions must be removed to allow free passage for the public at the end of the TTRO period.

Section 14(1) of the Road Traffic Regulation Act 1984 states,

"If the traffic authority for a road are satisfied that traffic on the road should be restricted or prohibited-

- (a) because works are being or are proposed to be executed on or near the road; or
- (b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works, or
- (c) allows closure for litter clearing and cleaning, so is not relevant.

If a temporary closure is required during the works this must be applied for 3 months before any work is carried out. The applicant should contact the Countryside Access Officer or email **rightsofway@wiltshire.gov.uk**.

Conservation Officer – Support, stating

"The revised plans submitted in August 2024, are a marked improvement and have addressed my previous concerns to sufficient degree to demonstrate the design and form of the development is now appropriate to the local context of Pickwick and the general approach to Corsham.

Consequently I am happy to support the scheme from a Conservation Perspective subject to conditions to control the materials and detailing of the scheme at the construction stage.

**WB2 SUBSEQUENT APPROVAL OF (All Walling and Roof) MATERIALS**

No development shall commence on site until details and material sample panels of the stonewalling (including mortar) and roofing materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**REASON:** The application contained insufficient information to enable this matter to be considered prior to granting planning permission the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

**WB14 ARCHITECTURAL DETAILS TO BE AGREED**

No development shall commence on site until details of all eaves, verges, windows (including head, sill and window reveal details), doors, rainwater goods, chimneys, dormers and canopies 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: The application contained insufficient information to enable this matter to be considered prior to granting planning permission the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.*

Initial comments:

**Scope of comments:** *the following comments relate to the built historic environment.*

**Policy:** *From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Sections 16 (LBC) and 66 (PP) require that **special regard** be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.*

*Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 also requires the Council to pay **special attention** to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.*

*The NPPF outlines government policy, including its policy in respect of the historic environment. Section 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development. The NPPF require a balanced approach with any harm which would be caused being weighed against the potential public benefits which might be achieved. The NPPF requires local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and of new development making a positive contribution to local character and distinctiveness.*

*National Planning Practice Guidance provides guidance on interpreting the NPPF.*

*The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that "designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance."*

*Wiltshire Council's Core Strategy Policy CP57 'Ensuring high quality design and place shaping': A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.*

*Historic England Advice Note 2 – Making changes to Heritage Assets illustrates the application of policies set out in the NPPF in determining applications for PP and LBC.*

*Paragraph 200 requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. This should include sufficient information to provide a clear understanding of the significance of the heritage asset and its setting and the potential impact of any proposals on that significance. In this case, the applications are accompanied by a "Design and Heritage Statement" which provides sufficient information to understand the impact of the proposals and is proportionate to their scope. The requirements of the NPPF are therefore met in this respect.*

*In this case as at described in our response to the pre-application enquiry ENQ/2023/00856 the site has capacity for some form of development but we are not convinced that the current submission has sufficiently addressed issues that were highlighted at pre-app stage. In terms of achieving a form of development that is appropriate to this sensitive context.*

*We note that in general the scheme is an improvement of the concepts previously tabled however the scheme remains too dense and lacks sufficient rural characteristics to be supported by officers at this stage.*

*The buildings are very uniform and domestic in their visual appearance a greater sense of variety should be considered and tall narrow forms avoided in lieu of more horizontal characteristics.*

*The layout appears very regimented around a square this must be amended to a more organic form. A greater sense of separation between buildings also should be considered to allow views through from Park Lane across to the east. Similarly from Bath Road the garage link buildings prevent views to the south ideally roof forms should be more broken up to allow glimpses through between the house and garage. A greater degree of variety is required than the 2 housing types shown.*

*Certainly, terraced forms should be avoided as this more typical of the smaller cottages east of the Hare and Hounds on the rear of the pavement and not appropriate in this context.*

*I note the consideration of the pallet of materials and am a little confused on the specification of timber as a boundary treatment in this context as hedging and masonry stone walls are more dominant in this context.*

*I would be happy to comment further on revisions to the scheme as they are forthcoming without revisions our assessment will remain as per our conclusion in considering the pre-application enquiry ie lack of suitable layout and architectural quality would cause harm to the Conservation Area.”*

Archaeology Officer – no objection, stating:

*The application area is located immediately to the west of Pickwick Manor which is believed to have 14th century origins and historic mapping shows the site has remained relatively free of modern disturbance. I would therefore advise that an archaeological trial trench evaluation be undertaken in order to provide further information on the archaeological potential of the site. The total length of trenching should be equal to approximately 4% of the proposed development area with a 1% contingency for further trenching should this be required. This trial trenching to be secured via a condition to be attached to any planning permission that may be issued. Such a condition is to be worded thus:*

*'No development shall commence within the area indicated by application PL/2024/02025 until:*

- a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and*
- b) The approved programme of archaeological work has been carried out in accordance with the approved details.*

*REASON: To enable the recording of any matters of archaeological interest.'*

*The work is to be carried out following the Standards and Universal Guidance for archaeological field evaluation as set out by the Chartered Institute for Archaeologists (CIfA). The costs of the work are to be borne by the applicant.*

*It should be made clear that, in this case, the archaeological field evaluation forms the first stage of possible further archaeological mitigation. Further archaeological investigation may be required either prior to or during construction or both. This will be dependent on the results of the archaeological evaluation undertaken prior to construction. Analysis and reporting commensurate with the significance of the archaeological results of further mitigation may also be required.*

Ecology – No objection, following submission of revised information and subject to Conditions, stating:

*Thank you for consulting Ecology, I have reviewed the application and supporting documents against OS Maps and aerial photography of the site and surrounding area, together with GIS layers of statutory and non-statutory sites and existing records of protected species.*

*The following additional submitted documentation was reviewed to inform this response:*

- Plot Boundary Plan. August 2024. Nash Partnership*
- Ecological Impact Assessment Report. August 2024. Providence Ecological*
- Illustrative Landscape Masterplan. February 2024. Greenhalgh*
- Ecology Enhancement. August 2024. Nash Partnership*
- Habitat And Wildlife Enhancement Plan. August 2024. Nash Partnership*
- Landscape Plan. August 2024. Greenhalgh*

*We note the proposals to erect residential dwellings and associated access, drainage and landscaping works on Land at Park Lane.*

### **Protected Species/Habitats**

*The updated ecology report (Ecological Impact Assessment Report. August 2024. Providence Ecological) submitted in support of this application is welcomed. The report details a sufficient survey effort to determine the ecological baseline of the site. Evidence of reptiles and nesting birds were identified on site with bats and barn owl using the boundary features for foraging and commuting. A number of recommendations were included within the ecology report including phased vegetation clearance which are welcomed.*

*Should this application be approved, we request a brief Construction Environment Management Plan (CEMP) is conditioned. The CEMP should include the relevant measures in Section 4 of the ecology report along with no night-time working or other significant potential disturbances to biodiversity at night such as but not limited to artificial light at night.*

### **Bath and Bradford on Avon Bat Special Area of Conservation SAC**

*A test of likely significance has been carried out by the relevant Competent Authority (Wiltshire Council) as required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). This concluded that given the scale and nature of the development there is no mechanism for adverse effect and operational impacts would be de-minimus). **The HRA has concluded that the application is not likely to have significant impacts on the SAC and Appropriate Assessment is not required.***

### **No Net Loss of Biodiversity**

*This application was submitted prior to Biodiversity Net Gain (BNG) small site metrics becoming mandatory, therefore BNG per se is not obligatory. However, Core Policy 50 of the Wiltshire Core Strategy requires all development to demonstrate no net loss of biodiversity and to seek opportunities to enhance biodiversity. The NPPF also encourages applications to deliver measurable net gains (para 186 d). We note that a number of enhancement recommendations have been included within the Ecological Report including landscaping proposals and bird and bat boxes. These are welcomed and will be secured by condition.*

### **CONDITIONS:**

*1. Compliance with submitted documents The development will be carried out in strict accordance with the following documents:*

- Ecological Impact Assessment Report. August 2024. Providence Ecological*
- Illustrative Landscape Masterplan. February 2024. Greenhalgh*
- Ecology Enhancement. August 2024. Nash Partnership*
- Habitat And Wildlife Enhancement Plan. August 2024. Nash Partnership*
- Landscape Plan. August 2024. Greenhalgh*

*The installation of the biodiversity mitigation and enhancement measures will be supervised by a professional ecologist and will continue to be available for wildlife for the lifetime of the development.*

*REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity*

*2. Construction Environment Management Plan (CEMP) Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a brief Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval in writing. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:*

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.*
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.*
- c) 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.*

*REASON: To ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.*

*3. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner, - All shrubs, trees, grassland and hedge planting shall be maintained in accordance with drawing Landscape Plan. August 2024. Greenhalgh for the duration of the development from the commencement of the scheme and shall be protected from damage by vermin and stock. - Any trees or plants which, 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.*

*REASON: To ensure a satisfactory implementation and maintenance of the Biodiversity Mitigation and Enhancement Strategy*

*4. No external light fixture or fitting will be installed within the application site unless details of existing and proposed new lighting have been submitted to and approved by the Local Planning Authority in writing. The submitted details will demonstrate how the proposed lighting will impact on bat habitat compared to the existing situation.*

*The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals (ILP) Guidance Notes on the Avoidance of Obtrusive Light (GN 01/2021) and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.*

*REASON: To avoid illumination of habitat used by bats.*

Arboricultural Officer – No objection, stating:

*North Wiltshire Local Plan (2011)*

- Core Policy NE14: Trees, site features and the control of development (Saved Policy).*

*Wiltshire Core Strategy (2015)*

- Core Policy 52: Green infrastructure*
- Core Policy 57: Ensuring high quality design and place shaping*

*National Planning Policy Framework (2023)*

- NPPF Section 15, Conserving and enhancing the natural environment.*



*The Arboricultural Impact Assessment/Arboricultural Method Statement/Tree Protection Plan is provided as part of this proposal.*

*The proposed site is described as a vacant area of land to the south of Bath Road and to the east of Park Lane, Corsham, Wiltshire. The site lies within Pickwick Conservation Area so consent from the Council will be required to carry out works to trees which exceed 75mm when measured at 1.5 metres from ground level. There is a line of trees situated on the eastern boundary which encroach into the development site which will need to be considered as part of this proposal.*

*Fifteen trees and two hedgerows have been surveyed with one tree (T17) Hawthorn to be removed with remedial works proposed to an off-site tree (T13) Leyland Cypress.*

*A proposed garage to the north-east situated between Plot 3B and 4E will encroach into the RPA of T11 a 'B' category Beech tree. It is calculated that this encroachment equates to 2% of the RPA which is considered minor. Details of protection fencing and ground protection forms part of the AMS and should be adhered to.*

*My only concern is the impact T11 will have on the amenity space of Plot 4E. As the sun rises in the east and sets in the west, this tree may come under pressure from being reduced due to loss of light, encroachment of branches etc. However, this tree does afford protection from Pickwick Conservation Area which will prevent future occupants from carrying their rights under Common Law without seeking consent from the Council.*

*No objections provided the works are carried out as per the The Arboricultural Impact Assessment/Arboricultural Method Statement/Tree Protection Plan prepared by Assured Trees dated 12th March 2024."*

**Drainage Officer** – Support, with comments and subject to Conditions

In response to revised plans:

*"The applicant has revised the documents and resubmitted them. However, upon reviewing the submission, it was observed that the applicant did not address the previously raised comments. Therefore, all conditions outlined in the drainage response issued on 2nd April 2024 still apply to this development."*

Initial comments:

**"Matters Considered:**

*Documents Reviewed:*

- *Application Form*
- *Drainage Strategy*
- *Proposed Site Plan*
- *Site Location Plan*
- *Landscape Plan*

*The application has been supported with a Site-Specific Flood Risk Assessment (FRA). It should be noted that our comments below are reliant on the accuracy and completeness of the FRA and we do not take any responsibility for incorrect data or interpretation made by the authors.*

**Conditions:**

*The drainage team have the following conditions which need to be addressed by the applicant:*

1. It is noted that the applicant plans to restrict discharge rates to 2 l/s from the site; it is acknowledged that for the higher return period rainfall events this will provide betterment, however this will not provide the required level of betterment for lower return period events (such as the 1 in 1 year rainfall event). Wiltshire Council's betterment policy for greenfield sites states:

*"With regards the control of surface water discharges from greenfield sites, Wiltshire Council requires post development discharges to provide 20% betterment over pre-development (greenfield) discharges for both peak flow and volume. To demonstrate compliance, the applicant must provide pre and post development runoff rates for a range of return periods (1, 30 and 100 year), and pre and post development runoff volumes for the 100 year, 6 hour rainfall event. This takes account of national policy, as outlined in the SuDS Technical Standards."*

*The applicant will be required to resubmit calculations which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1 year and the 1 in 100year return period storm events.*

*Based on the calculated greenfield rates within the Drainage Strategy, we would therefore expect discharge rates for the 1 in 1yr return period event to be limited to 1.12l/s.*

2. No development shall commence on site until a construction management plan, which shall include monitoring of, and measures to retain, the existing vegetation across the site, together with details of drainage arrangements during the construction phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority.

*REASON – To ensure that potential flood risk is controlled during construction.*

3. No development shall commence on site until the following information is provided by the applicant:

- Drawings showing conveyance routes for overland flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property.
- Consent for any outfalls from the proposed drainage systems into a public sewer or other drainage system not owned by the applicant.

*Wiltshire Council's land drainage bylaws can be downloaded here. The land drainage consent application form and guidance notes can be found on our website here."*

Wessex Water – no objection, stating:

#### *Water Supply*

*Subject to application Wessex Water will supply the proposed 8 dwellings via a connection to the 5" public water main at Bath Road or Park Lane.*

*For more information and how to apply please see here: Supply connections (wessexwater.co.uk)*

#### *Foul Water Disposal*

*Subject to application Wessex Water will accept the foul flows only from the proposed 8 dwellings via a connection to the 150mm public foul sewer located in Academy Road.*

*For more information and how to apply please see here: Wastewater (wessexwater.co.uk)*

#### *Surface Water Drainage*

*Surface water must be disposed of via the SuDS Hierarchy which is subject to Building Regulations.*

*Please Note: No surface water runoff, land drainage or ground water will be accepted into a public sewer that carries sewerage, either directly or indirectly.*

*We note your application proposes a connection of surface water to the 225mm surface water sewer at a rate of 2l/s for the entire 8 dwelling development. As infiltration and other methods of SuDS have proved unviable Wessex Water will accept this proposal. This must remain your maximum discharge rate for all events including all 1 in 100 year storm events.”*

Housing Enabling Officer – No objection, stating:

*Thank you for consulting the Housing Enabling Team on the above application.*

*Our comments and observations in respect of the affordable housing requirements are as follows:*

*“Policy Requirements: Core Policy 43 of the Wiltshire Core Strategy (as amended by the National Planning Policy Framework) sets out a requirement for 30% on-site Affordable Housing provision within the 30% Affordable Housing Zone, on all sites of 10 or more dwellings or on sites of 5 to 9 dwellings if the area of the site is 0.5 hectares or greater. I note that this application is for 8 units and the site area is 0.31 hectares. Therefore there is no requirement to provide an Affordable Housing contribution on this scheme.”*

Dorset & Wiltshire Fire and Rescue Service – Comment

*“This application falls within the area for which Dorset & Wiltshire Fire and Rescue Service is responsible for delivering an operational and emergency response.*

*Building Regulation Matters*

*In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate.*

*The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:*

- Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010*
- Recommendations to improve safety and reduce property loss in the event of fire.”*

Public Protection – No response

## **8. Publicity / Representations**

The application was advertised by site notice, press advert and neighbour consultation. Twenty five (25no.) representations have been received (some from duplicate representors), all but one being in objection to the application raising the following points:

- Negative impact on the Conservation Area
- Over-development of the site / dwellings too high / too much blank wall
- Change of character along Bath Road
- Ecology impact
- Impact on gateway view / loss of view through to Manor Barn
- Lack of need for housing
- Drainage – lack of consideration of alternatives
- Traffic and highways impacts, including safety concerns – both construction and operational phases
- Access to the site is not safe and will result in increased conflict with existing

- Lack of sustainability credentials of the proposed dwellings
- Noise impact
- Overbearing impact on adjacent property(ies)

## 9. Planning Considerations

### Principle of development

#### *Policy Context*

Core Policy 1 of the Wiltshire Core Strategy (WCS) designates Corsham as a 'Market Town' within the settlement hierarchy; Core Policy 2 explains that within such locations there is a presumption in favour of sustainable development within the limits of development, stating: *"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."*

As the site falls within the defined settlement boundary for Corsham, the principle of development would accord with the general spatial strategies of the WCS and there is a presumption in favour of sustainable development.

As a related aside, it is noted that outline planning permission has previously been granted for residential development on this site. However, although this is a material consideration, given that this pre-dates all relevant current planning policy it is now considered to hold little, if any, weight.

### Layout, scale, design and appearance

The NPPF at Section 12 seeks to ensure a high quality of design, stating that: *"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve"* (paragraph 131). In this context, Core Policy 57 (WCS) requires that: *"A high standard of design is required in all new developments,... Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality."* Policy HE1 (CNP) similarly requires development to demonstrate good design and appropriate response to the receiving environment, including in terms of plot arrangements and widths, architectural rhythm and materials.

The site falls within Character Area 5: Copenacre and Pickwick within the Corsham Design Guide (CDG). Within this area, which is acknowledged as being 'quite complex and contains a number of separate sub-areas of different and distinct characters', the development pattern is referred to as being: 'Relatively dense, urban structure along parts of Bath Road, which a more open, suburban structure in the housing estates to the north and south.' The CDG sets out in detail the variation in style and character, as well as noting distinct local features such as stone wall boundaries and hedgerows, variation in roofslopes and heights, the use of quality materials and window detailing.

The site is prominent from the public realm and also displays sensitivity in terms of its location within the Pickwick Conservation Area, it is also shown to form part of the 'Pickwick Gateway' in the CNP. Consideration of the design elements of the proposal has been undertaken in close correlation with the consideration of heritage impacts and the appropriateness of form, scale and design in that context – that is considered in more depth below.

In terms of the density of development, the number of proposed dwellings has been reduced from 8no. to 7no. which has facilitated a slight loosening of the form and layout. Representations made regarding the density are noted, but also noted is the context of the site in terms of its urban location set between the relatively dense scale of development within the central area of the Conservation Area, and the somewhat less dense form of the housing development to the south of the site. In this wider context, the 7no. dwellings now proposed is considered appropriate.

The proposed dwellings show a coherent form of design in terms of style, materials and detailing. In particular, they are all proposed to be of stone elevation with parapet eaves at the gable ends, re-con stone slate roof material and stone window surrounds. The 'public realm' area of the proposal has been amended such that the surfacing material is differentiated block paving, showing a variation across the site to de-lineate the PRow and different 'primary' users. Overall, the design and quality of materials is considered to be of suitably high standard such as to be appropriate for its Conservation Area setting.

Representations have made comment regarding the proposed height of the dwellings, noting in particular the disparity between the height of the proposed dwellings and those on Purleigh Road and Park Lane. The proposed dwellings (type 4) are some 5.7m to the eaves and 9.4m to the ridge and as such are materially higher than the adjacent dwellings. Whilst these concerns are noted, the difference in height and scale is not considered to be of a sufficient magnitude to conclude that the relationship is inappropriate or over-bearing; the somewhat related issues regarding any loss of amenity are considered below. In some regards the increased height acts to interface with dwellings deeper within the Conservation, some of which are noticeably higher (including Greystones to the east) and several of which are three storey in scale.

On the originally submitted plans, the rear elevation of Plot 1 was shown without any fenestration detailing on account of its relationship with the dwelling and curtilage on Plot 2. The rear elevation of Plot 1 has since been amended to show window detailing on that rear elevation at first floor level. Given its oblique relationship with the public realm, and the fact that it is in large part screened by the dwelling on Plot 2, this is, on balance, considered to be acceptable such as would not warrant a design reason for refusal.

The boundary along the northern frontage is proposed to be formed of a relatively narrow strip of meadow grassland set in-front of the built form between the widened footway. To the west, the boundary of Plot no.1 is formed of brick wall with yew hedge set behind. This form will be broken with the single-storey form of the dwelling itself. Set behind this hedge is an acoustic fence to ensure appropriate amenity levels within the curtilage area. Given the importance of this view, a Condition is considered necessary to ensure that screen is not visible behind the yew hedge in perpetuity. The boundary treatment of Plot nos. 1 and 2 in terms of amenity issues is considered below. Whilst bike stores have been shown on the plans, details of bin stores will also be required. It is envisaged that these could be generally set adjacent to the bike storage, as being discrete locations.

Overall, the scale of development as now proposed is not considered to be of such a scale that 'overdevelopment' could be a justifiable reason for refusal and, coupled with the appropriateness of design and material quality, the proposal is considered acceptable in terms of Section 12 of the NPPF, CP57 (WCS) and Policy HE1 (CNP).

#### Impacts on heritage assets / archaeology

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides powers for the designation, protection and enhancement of conservation areas and the preservation of listed buildings. The Act requires that special regard should be given to the desirability of preserving a listed building, or its setting, or any features of special architectural or historic interest which it possesses (s.16 and s.66), as well as giving special attention to preserving or enhancing the character or appearance of a conservation area (s.72).

Paragraph 208 of the NPPF requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by the proposal (including any development affecting the setting of a heritage asset). Paragraph 210 states that:

*"In determining applications, local planning authorities should take account of:*

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

- c) *the desirability of new development making a positive contribution to local character and distinctiveness.*”

Paragraphs 207 to 211 of the NPPF set out the consideration of potential impacts on designated and non-designated heritage impacts. Paragraph 212 advises that great weight should be given to the asset’s conservation, irrespective of the level of harm caused; subsequent paragraphs provide advice as to scale and consideration of impacts.

In this context, Core Policy 58 requires that: *“designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance.”* Policy HE1 of the CNP similarly requires development to demonstrate good design and appropriate response to the receiving environment, including in terms of plot arrangements and widths, architectural rhythm and materials. Policy HE2 (CNP) requires scale, colours and materials which respect the prevailing historic context.

The Pickwick Conservation Area Appraisal provides useful detail regarding the design and other features within the Conservation Area. This references (inter alia), parapet eaves and stone chimneys, stone mullioned windows, stone (and imitation) tiles and steep pitch roofs and freestone details on the buildings.

As discussed above, the site lies within the designated Conservation Area, but visually it is also read in the context of much more recent housing development to the immediate south. Following initial comments made by the Conservation Officer, as well as comments received by third parties, the proposed scheme was amended in the following key regards (coupled with those referred to in the previous section).

Firstly, the creation of a break in the roof-form of the single-storey element along Bath Road, such that the Public Right of Way through the site is not covered, with hipped roof-forms being introduced on that element to add interest and variety. Secondly, amendments to the layout of the proposed dwelling on Plot 1 have removed the largely blank gable end of that dwelling facing the public realm, with the hipped roofed single-storey element breaking this massing. Taken together, and along with an amended design to garage building on Plot 1, these changes add more variety and visual interest in terms of roof-forms and legibility, as well as minimising any perceived ‘canyoning’ effect which might arise from the built form against the highway. It is noted that such built form up against the highway is a feature elsewhere within the Conservation Area.

Following the amendments made to the proposed scheme – which the Conservation Officer remarked: *“... are a marked improvement and have addressed my previous concerns to sufficient degree to demonstrate the design and form of the development is now appropriate to the local context of Pickwick and the general approach to Corsham”*, the Conservation Officer confirmed that, subject to Conditions securing material details and architectural details, they support the application.

The Archaeology Officer has confirmed no objection to the application, subject to a Condition requiring trial trenching prior to commencement on account of the proximity to Pickwick Manor and it having remained ‘relatively free of modern disturbance.’

On balance and in this context, the proposal is not considered to result in any harm to the designated heritage assets, in the context of paragraphs 207 to 211 of the NPPF.

#### Highways impacts, pedestrian and vehicular access and parking

Section 9 of the NPPF relates to sustainable transport and generally seeks to encourage the use of more sustainable modes of transport. Core Policies 60, 61 and 62 (WCS) are relevant in terms of highways and requires that proposals are (inter alia) served by safe access to the network and that appropriate mitigation measures are provided to offset any adverse impacts on the network. Policies T1, T2 and HW5 (CNP) also seek to promote and protect sustainable transport routes and networks, facilitating safe and accessible environments.

Many of the representations referenced highway concerns and there is clearly pressure within the local area. It is relevant to note that the NPPF advises 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, following mitigation, would be severe, taking into account all reasonable future scenarios*” (paragraph 116). It is also of note that a Traffic Regulation Order (TRO) has recently been consulted on within the locality – whilst not relating to the site directly, this is of contextual relevance with some overlapping implications.

The Highway Officer has been consulted throughout the application determination and has raised no objection, subject to Condition. The highway considerations are set out below in terms of access, legibility and movement and safety for all users of the network(s).

#### *Access, parking and turning*

Vehicular access to the site would be through the existing turning head on Park Lane, extending the cul-de-sac arrangement to provide a further access road and turning with access to the proposed parking areas. The Highway Officer has stated that the existing turning head does not accord with required dimensions for the turning of a large refuse vehicle and it is also noted that on this section of public highway there is currently on-street parking which obstructs the footway.

The provision of the new shared use 4.5m wide access and internal road, for which the non-carriageway elements are to remain private and managed as such, would allow for the extension of the cul-de-sac and in turn enable a better turning facility for refuse/emergency vehicles than that of the substandard facility in place at present. The internal turning head is now proposed to be adopted (by way of S38 / S278 Agreement) and this would be considered an improvement to the existing facility on Park Lane. The vehicle swept path demonstrates that a refuse vehicle would be accommodated within the site turning head and is considered by the Highway Officer to be a much better arrangement than the existing turning facility, which is considered substandard and likely results in refuse vehicles reversing some length of Park Lane to do collections. The western part of the existing turning head on Park Lane is marked as visitor parking and marked as such, but it is noted that this area is shown as an area subject to: ‘new waiting restriction’ in the recent consultation on the TRO.

Safety at the access to the site has been demonstrated by way of sight lines and the speeds of vehicles at this point would not be considered to be high and therefore affords vehicles egressing the time to stop and limits the potential conflict with the access for No.1 Park Lane.

In terms of trip generation and traffic impact, there is an agreed minimal level of increase in flows on the wider network and thus no requirement for any further junction capacity assessment and the peak hour anticipated generation from the site would not be considered a significant or ‘severe’ (in terms of the NPPF) impact on the surrounding highway network.

With regard to vehicle parking, it is proposed to provide 3 spaces for each 4-bed property, and 2 parking spaces for each 3-bed unit. As the provision is open fronted this will help ensure that the vehicle parking allocation is not utilised for storage or other purposes. There are 3 visitor bays included within the site which is above the minimum requirements but has been stated as provisions to deter further on-street parking in the vicinity. Clearly, it is important to ensure that any vehicle parking proposed would be catered for within the development site in its entirety to prevent any exacerbation of the existing on-street parking as this would be viewed as additional detrimental pressure on the parking in the area.

EV charging is proposed to the allocated parking and an appropriate element of cycle storage has also been shown for each of the dwellings.

The Highway Officer has confirmed that the allocated parking is in accordance with required minimum standards (with in fact a provision of 1 space above the required standard) and is considered acceptable in terms of the Council’s required minimum standards.

### *Pedestrian routes, safety and legibility*

Pedestrian Visibility at the access has now been demonstrated and accords with the required 2m x 2m splay and meets the relevant guidance, showing adequate splay for a vehicle to see pedestrians in this location. The footway along Bath Road is proposed to be widened and this represents an improvement over the existing available widths of footway in this location and appropriate for the level of development proposed.

PROW footpath CORM66 runs north to south on the eastern side of the site, the plans show that this would be diverted and maintained through the site on the internal shared surface road. The footpath is shown demarcated with a change in surface materials. It is understood that an application has been made for the diversion of this route and the Rights of Way Officer has confirmed no objection.

Overall, and with no Highway Officer objection to the application proposal following the revised plans, it is considered that the application proposal is acceptable in terms of highway safety, parking and movement. As such, there is not considered to be any conflict arising with Section 9 of the NPPF, CP60, 61 and 62 (WCS) and Policies T1, T2 and HW5 (CNP).

### Residential amenity, including noise impact, odour and dust

Impacts in terms of visual amenity and impact relate to the inter-relationship between the proposed dwellings and for occupants of the proposed dwellings, and the relationships between the proposed and existing neighbouring dwellings. Other amenity issues include construction phase impacts and, once operational, noise impact. Section 12 of the NPPF and CP57 (WCS) refer to the need to ensure appropriate residential amenity, as does Policy H1 (CNP), which seeks to ensure no loss of amenity for existing residents.

In terms of the inter-relationships between the proposed dwellings the relationship between Plots 1 and 2 warrants due consideration. The design implications of this relationship have been considered above, but in terms of amenity, with no openings on the rear elevation of Plot 1 it is considered that there will be no undue amenity impact arising. Whilst this relationship is somewhat unusual in terms of orientation and arrangement, it is not considered to be entirely out of keeping with the wider conservation area, where form and arrangement is mixed, with varied forms of organisation and arrangement.

Some concern has been noted regarding the potential amenity impacts arising from the proximity of the trees on the eastern boundary of the site to those dwellings. The reduction in the number of dwellings has allowed for a slight loosening of built form, and, along with some revisions to the design of the dwellings such that their rear elevations are set further away from boundary, it is concluded that acceptable levels of amenity will be achieved both within the properties and also within the curtilages.

The immediate neighbours along Park Lane and Purleigh Road have each objected; although the former relates more to highways impacts, the latter does raise the issue of height, massing and overbearing impact. The reduction in overall dwelling numbers has allowed the proposed dwelling on Plot 6 to be moved slightly further away from the site boundary and it is noted that the vehicular access track runs along the immediate side of that boundary. As such, the introduced dwelling is considered to be set sufficiently away from the existing dwelling to not result in an over-bearing impact or any loss of light issue. Both this proposed dwelling on Plot 6 as well as the proposed dwelling on Plot 7 have had windows removed on their southern (side) elevations which faced onto the existing dwellings, removing any potential overlooking.

Construction phase impacts relating to noise, dust and odour can be appropriately managed by way of planning condition (Construction Management Statement) and are thus not considered to represent a justifiable reason for refusal.



In terms of noise impact for future residents of the dwellings, A Noise Assessment was submitted in support of the application and concluded that: “... noise effecting the proposed development will be sufficiently low enough so as to achieve the required criteria of BS 8233:2014 and, as such, the aims of the NPPF will be met.”

The Public Protection Officer has not provided any response to the application, although it is noted that some third-party representations have referenced noise impact as being unacceptable. However, it is clear that residents of the existing dwellings within the Conservation Area which front Bath Road will experience noise impact to a certain degree. The dwellings at Plots 2 and 3 do not have windows at ground floor level in habitable rooms and as such the noise impact from the vehicular traffic along that road will be minimised. Whilst the submitted Noise Assessment recommends an acoustic barrier on the western boundary (Plot 1), it is noted that the curtilage for that proposed dwelling is set reasonably far back from the highway, with an intervening amenity grassland area. As such the noise impact is not considered to be of such magnitude, in what is a town centre location, to warrant a justifiable reason for refusal.

#### Ecology and biodiversity / trees / green infrastructure

The Ecology Officer raised an objection to the application as submitted, requesting further information in terms of mitigation and enhancement features, and nature and direction of fenestration on the properties towards the eastern boundary. This was duly provided (along with the wider amendments to the design of the scheme) and in turn the Ecology Officer then confirmed no objection, subject to appropriate Conditions. A test of likely significance has been carried out by the Council and concluded that given the scale and nature of the development there is no mechanism for adverse effect and operational impacts would be de-minimus). The HRA has concluded that the application is not likely to have significant impacts on the SAC and Appropriate Assessment is not required.

In terms of Biodiversity Net Gain (BNG), this became mandatory for major development from 12 February 2024 and for small sites from 2 April 2024. As this application was submitted and validated prior to the latter of these (as not constituting a ‘major’ application), the requirement to demonstrate BNG is not triggered.

It is noted that some third party comments have raised impact on ecology; however, with a confirmed response of ‘no objection’ from the Ecology Officer, this would not be considered to be a justifiable reason for refusal.

The Arboricultural Officer has noted that the proximity of the beech tree at the corner of Plot 3 (T11, Category B), and the extent to which this encroaches on the amenity space of Plot 4E, may lead to pressure for its reduction. However, they also note that any works to this tree are automatically controlled by the need for approval by virtue of being within the Conservation Area and as such could be refused if considered unacceptable. Other than that, no objection is raised provided compliance with the submitted Arboricultural Impact Assessment and associated documentation.

As noted previously, the CNP designates the site as being within an area of ‘Green Infrastructure’. Policy CNP E4 requires that any proposals which would result in the loss of such space or would: “... result[s] in any harm to their character, setting, appearance, general quality or amenity value would only be permitted if, as a minimum, the community would gain equivalent benefit from the provision of suitable replacement green infrastructure.” However, it is recognised that this area is privately owned, and also that the headline requirement is for no harm to be caused to the character, setting and appearance – as considered elsewhere in this report. On this basis, a reason for refusal based on impact on Green Infrastructure is not considered to be suitably well-justified or robust.

Based on the revised information and plans, and the response from the Ecology Officer, the proposal is not considered to give rise to any conflict with the relevant development plan policies, namely CP50 (WCS) Policies ED1, E1, E4 and HW1 (CNP).

#### Drainage

The site is located within flood zone 1 and is not recorded as being at any elevated level of groundwater flood risk. The application submission included a Drainage Strategy which sets out that in terms of surface water runoff, this will be discharged to a Wessex Water surface water sewer, with attenuation tanks set beneath the parking area. All foul and surface water drainage pipework will be private and maintained by a management company to be appointed by the developer; this can be secured by way of Condition. In terms of foul water, connection with the existing foul sewer is proposed, subject to agreement with Wessex Water.

Based on these proposals, the Drainage Officer has confirmed no objection, subject to appropriate conditions, including that further calculations and details are required; it is considered acceptable that this detail can be secured by way of Condition.

## **10. Conclusion**

This application seeks permission for the erection of 7no. dwellings along with associated access, parking and turning space, drainage and landscaping. The dwellings are set around an extension and enlargement of the existing cul-de-sac serving this spur of Park Lane. The site is clearly a sensitive one, being located at a prominent position within the designated Pickwick Conservation Area.

The principle of housing development on this site within the designated settlement boundary of Corsham, is considered acceptable in terms of Core Policies 1 and 2 of the Wiltshire Core Strategy (WCS), where there is a presumption in favour of sustainable development.

Given the location of the site, design and heritage impacts are clearly very important planning issues in the consideration of the proposal. The site is a prominent one, and also one which somewhat links the historic and varied built form of the Pickwick Conservation Area to the much more modern housing development along Park Lane and Purleigh Road. Revised plans and documents have overcome the initial concerns raised by the Conservation Officer, and through reducing the number of proposed dwellings from 8no. to 7no., have allowed for a loosening of the proposed built form and for other objections relating to ecology and amenity to be addressed. The design of the proposed dwellings themselves is considered to represent sufficiently high quality for the location and whilst the proposal has sought to present a coherent scheme, the variation in roof-form across the site has been improved through plan amendments such as to now be considered acceptable. Boundary features reflect typical materials and details in terms of walling and high hedge and overall the proposal is considered to sit appropriately to link the residential development to the south but clearly representing part of the more varied conservation area pattern of development.

Although the density remains relatively high, it is not considered to be of such a magnitude as to warrant a reason for refusal of the application in terms of its location, context and surroundings.

Highways impacts have understandably featured strongly in representations made with regard to this application. The Highway Officer has confirmed that the proposed turning head offers an improvement to the existing turning head, allowing larger vehicles to turn which the existing turning head dimensions do not adequately allow. Concerns raised regarding visibility have been noted, but with no Highway Officer point of objection on such matters it is not considered that a reason for refusal would be justifiable.

The Drainage Officer has not raised any objection to the application based on the submitted details, and the on-going management of the drainage features can be secured by way of Condition to ensure appropriate oversight in perpetuity.

Based on the above, the application is recommended for approval, subject to Conditions.

**RECOMMENDATION: Planning Permission to be GRANTED subject to the following conditions:**

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:

231041003/ P2 Site Location Plan  
23104/1002/ P12 Site Plan (received 24/01/2025)  
23104/1010/ P6 Site Plan with Boundaries (received 24/01/2025)  
23104/1020/ P2 Management and Adoption Plan (received 24/01/2025)

23104/1103/ P4 House type 3B Plans (received 16/08/2024)  
23104/1104/ P4 House type 3B Sections and Elevation (received 16/08/20 24)  
23104/1116/ P2 House type 4A Plans (received 16/08/2024)  
23104/1117/ P2 House type 4A Section and Elevations (received 16/08/2024)  
23104/1107/ P4 House type 4B Plans (received 16/08/2024)  
23104/1108/ P4 House type 4B Section and Elevations (received 16/08/2024)  
23104/1105/ P5 House type 4C Plans (received 02/12/2025)  
23104/1106/ P5 House type 4C Elevations (received 02/12/2025)  
23104/1100/ P5 House type 4D Plans (received 16/08/2025)  
23104/1101/ P4 House type 4D Section and Elevation (received 16/08/2024)  
23104/1102/ P4 House type 4D Garage unit Elevation (received 16/08/2024)  
23104/1118/ P1 Housetype 4E Plans (received 17/01/2025)  
2310/41119/ P1 Housetype 4E Section and Elevations (received 17/01/2025)

23104/2001/ P3 Street Elevation - Aa and Ab (received 16/08/2024)  
23104/2002/ P5 Street Elevation - Ba and Bb (received 24/01/2025)  
23104/2003/ P3 Street Elevation – Ca (received 16/08/2024)

292-002/ P2 Landscape Plan with Proposed Roofscape (received 24/01/2025)  
23104/1001/ P3 Parking, Car Charge, Bike Storage (received 16/08/2024)  
23104/1112/ P2 Bike Storage and Car shelter- Plans and Sections  
23104/1113/ P2 Garden Store Building - Plans and Elevations  
23104/1110/ P4 Habitat and Wildlife Enhancement Recommendations Plan (16/08/2024)  
23104/2004/ P3 Ecology Enhancement (Elevation) (received 16/08/2024)  
23104/8001/ P3 Materiality Specification Storage (received 16/08/2024)  
(received 07/03/2024 unless otherwise specified)

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

3. 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:
  1. the parking of vehicles of site operatives and visitors;
  2. number and size of delivery vehicles/ construction vehicles
  3. loading and unloading of plant and materials;
  4. storage of plant and materials used in constructing the development;
  5. wheel washing facilities;
  6. measures to control the emission of dust and dirt during construction;

7. a scheme for recycling/disposing of waste resulting from demolition and construction works;  
8. measures for the protection of the natural environment; and  
9. hours of construction, including deliveries;  
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.

4. No external alterations (including doors) shall be made to the car port(s) approved herein without the formal approval of the Local Planning Authority via a Planning Application.

REASON: To ensure car ports remain open and available for car parking.

5. No development shall commence on site until details and material sample panels of the stonewalling (including mortar) and roofing materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

6. No development shall commence on site until details of all eaves, verges, windows (including head, sill and window reveal details), doors, rainwater goods, chimneys, dormers and canopies 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: The application contained insufficient information to enable this matter to be considered prior to granting planning permission the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

7. The boundary details shall be implemented in accordance with the approved drawing 292-002: Landscape Plan with Proposed Roofscape (09/01/2025). The boundary to Plot 1 shall at all times be maintained such that a yew hedge of at least 2m in height is situated between the boundary wall and any fencing located within the curtilage.

REASON: To ensure the boundaries are visually appropriate for their surroundings and from the public realm.

8. No occupation of the development shall commence until details of a management company which will maintain the communal areas of the site, including all drainage features and landscaping, have been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:
  1. How the management company will be organised and funded in perpetuity;
  2. Full details of the frequency and scope of inspection of the provisioned drainage features;

3. An inspection and maintenance regime for the retained and proposed trees;
  4. Any and all other landscaping
  5. A site management plan identifying the areas to which the above matters relate.
- The communal areas of the site shall thereafter be maintained by the approved management company in accordance with the approved details.

Reason: To ensure the adequate maintenance of the communal areas in the interests of appropriate management of drainage features, the longevity and health of the retained and proposed trees, the privacy of adjoining neighbours and biodiversity in accordance with policies CP50, CP51 and CP57 (WCS).

9. No development shall commence until details of the bike and bin stores have been submitted to and approved in writing by the Local Planning Authority. These details shall include locations, plan and elevation drawings and material details.

REASON: Insufficient information was provided with the application to consider this matter.

10. The development will be carried out in strict accordance with the following documents:
  - Ecological Impact Assessment Report. August 2024. Providence Ecological
  - Illustrative Landscape Masterplan. February 2024. Greenhalgh
  - Ecology Enhancement. August 2024. Nash Partnership
  - Habitat And Wildlife Enhancement Plan. August 2024. Nash Partnership
  - Landscape Plan. August 2024. Greenhalgh

The installation of the biodiversity mitigation and enhancement measures will be supervised by a professional ecologist and will continue to be available for wildlife for the lifetime of the development.

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

11. No development shall commence on site, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:
  - a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
  - b) Working method statements for protected/priority species, such as nesting birds and reptiles.
  - c) 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.

REASON: To ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

12. No development shall commence on site until:
  - a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results has been submitted to and approved by the Local Planning Authority; and

- b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

13. No development shall commence on site until calculations which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1 year and the 1 in 100year return period storm events has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that surface water discharge is appropriately controlled.

14. No development shall commence on site until a construction management plan, which shall include monitoring of, and measures to retain, the existing vegetation across the site, together with details of drainage arrangements during the construction phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority.

REASON: To ensure that potential flood risk is controlled during construction.

15. No development shall commence on site until the following information is submitted to and approved in writing by the Local Planning Authority:
- Drawings showing conveyance routes for overland flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property.
  - Consent for any outfalls from the proposed drainage systems into a public sewer or other drainage system not owned by the applicant.

REASON: To ensure that potential flood risk is controlled during construction.

16. The development hereby permitted shall not be occupied until the approved sewage disposal works proposed have been completed in accordance with the submitted and approved details.

REASON: To ensure that the development is provided with a satisfactory means of drainage.

17. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner, - All shrubs, trees, grassland and hedge planting shall be maintained in accordance with drawing Landscape Plan. August 2024. Greenhalgh for the duration of the development from the commencement of the scheme and shall be protected from damage by vermin and stock. - Any trees or plants which, 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.

REASON: To ensure a satisfactory implementation and maintenance of the Biodiversity Mitigation and Enhancement Strategy

18. No external light fixture or fitting will be installed within the application site unless details of existing and proposed new lighting have been submitted to and approved by the Local Planning Authority in writing. The submitted details will demonstrate how the proposed lighting will impact on bat habitat compared to the existing situation. The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting

Professionals (ILP) Guidance Notes on the Avoidance of Obtrusive Light (GN 01/2021) and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

REASON: To avoid illumination of habitat used by bats.

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

- *Arboricultural Impact Assessment – Assured Trees, 12<sup>th</sup> March 2024*
- *Tree Survey, September 2022*

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

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

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

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years

REASON: To ensure existing trees are appropriately protected during construction and operational.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re- enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re- enacting or amending that Order with or without modification), no 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 on the approved plans.

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

## INFORMATIVES

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. You are advised to contact the PROW officer at [definitivemap@wiltshire.gov.uk](mailto:definitivemap@wiltshire.gov.uk). The right of way must be kept open at all times until an order has been confirmed and the alternative, if applicable, has been certified by Wiltshire Council.

If a public right of way will require a diversion to allow development a temporary traffic regulation order (TTRO) can be issued in the interests of public safety during these works, i.e. if works are taking place near the highway there may be a need to protect the public from dangers in relation to those works. However, the surface of the highway must not be disturbed and obstructions not erected until a public path order is confirmed and certified.

If the current legal line would be permanently obstructed by the development and a diversion / extinguishment will be necessary, a TTRO will not be issued until the permanent order has been made or confirmed as appropriate.

Where the right of way is to be reopened on its original line, any temporary obstructions must be removed to allow free passage for the public at the end of the TTRO period.

Section 14(1) of the Road Traffic Regulation Act 1984 states:

“If the traffic authority for a road are satisfied that traffic on the road should be restricted or prohibited-

because works are being or are proposed to be executed on or near the road; or

because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works, or allows closure for litter clearing and cleaning, so is not relevant.

If a temporary closure is required during the works this must be applied for 3 months before any work is carried out. The applicant should contact the Countryside Access Officer or email [rightsofway@wiltshire.gov.uk](mailto:rightsofway@wiltshire.gov.uk).

The developer/applicant will be expected to enter into a S278 and S38 Agreement with the Highway Authority before commencement of works hereby approved.

The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may 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.

The applicant should note that under the terms of 'The New Roads and Street Works Act 1991', any person other than a Statutory Undertaker must obtain a licence to carry out excavation works within a street.

Licences may be obtained by application from the relevant Area Co-ordinating Engineer at Wiltshire's Highway Authority.

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.



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>.