DELEGATED REPORT

Application Reference:	PL/2023/10143
Application Type:	Planning permission - Removal/variation of conditions

Site Address:	Rowden Park, Patterdown Road, Chippenham (Redcliffe Phases 1 & 2, Northern Riverside Park)
Proposal:	Application for the variation of Conditions 1 and 3 attached to planning permission PL/2021/06001 (Variation of Condition 1 of 17/08786/REM relating to approved plans)
Recommendation:	Planning Permission be APPROVED

SITE AND PROPOSAL

The proposal relates to the phased development urban extension to the south-west of Chippenham known as Rowden Park. The application is submitted pursuant to a previous grant of planning permission under 14/12118/OUT and associated approval of reserved matters under 17/08786/REM for the development phased referred to as Redcliffe Homes Phases 1 & 2 which also included landscaping of the northern section of the Riverside Park (north of Pudding Brook).

Three non-material amendments were submitted and approved dated 3rd October 2019, 7th September 2020 and 29th April 2021 securing minor amendments to the approved plans. Subsequently, a s73 planning application (reference PL/2021/06001) was submitted and granted on 8th November 2021. This varied the approved plans listed under Condition 1 attached to reserved matters approval 17/08786/REM (pursuant to the grant of outline planning permission 14/12118/OUT) to secure amendments to the approved housing layouts, unit types and engineering plans.

Details have also been submitted to the Local Planning Authority pursuant to the pre-commencement conditions attached to the outline planning permission in relation to Redcliffe Phases 1 and 2 of development and other site-wide conditions.

The applicant explains that works on site are under way to deliver Redcliffe Phases 1 and 2 and the northern part of the Riverside Park. It is explained that during works to implement routes across the Riverside Park, it has emerged that there are areas where issues have arisen with the provision of the footpath routes. As a result, it is proposed to amend the approved landscaping plans to accommodate the following changes –

- Alterations to the surface finish to the Rowden Mile northeast spur, proposing a more stable material (tarmac) due to the implications of laying the route in an area of greater flood risk.

- Re-routing a section of hoggin path to avoid the same area of flood risk at the northeast corner of the site.

- Alterations to route and access point for Rowden Mile north spur to connect directly to the southwest corner of Gypsy Lane where third party land is affected.

The initial proposal also included alterations to the path surface to the south of the application site close to Pudding Brook, though following monitoring of the path areas, it is no longer considered necessary to amend the surfacing in this area. This element was removed from the proposal.

This application seeks to vary conditions 1 & 3 of PL/2021/06001 to secure the necessary amendments to the approved landscape plans.

Condition 1 of PL/2021/06001 requires development to be carried out in accordance with Conditions 2 & 3 of the original RM 17/08786/REM which relates to details approved under Discharge of Condition application 20/09190/DOC.

Condition 2 of 17/08786/REM relates to a sample panel for stone walling at the entrance of the country park. The details approved under 20/09190/DOC for the stone walling are unchanged.

Condition 3 of 17/08786/REM relates to details of the surfacing of all surfacing treatment within the and links to the country park. This reference is to be removed from Condition 1 with the revised plans being incorporated into a new approved plans list at Condition 3.

It is proposed that Condition 1 should read as follows -

The development hereby permitted shall be carried out in accordance with Condition 2 of 17/08786/REM as approved under 20/09190/DOC.

All other aspects of the development proposal remain as approved within PL/2021/06001 therefore all other approved plans are to be repeated within the approved plans condition 1.

Conditions

Details have separately been submitted to cover the requirements of planning conditions attached to outline planning permission 14/12118/OUT in respect of Redcliffe Phases 1 and 2 and strategic site wide conditions. Of relevance to this application:

Condition 24 – Provision and implementation of Rowden Mile. Details approved 18/09/2020.
Condition 25 – Provision and implementation of Riverside Park Management Plan. Details approved 16/01/2019.

Subsequently, a further application has been submitted to revise the details approved pursuant to Condition 25 based on updated landscaping plans (application reference 20/09959/DOC). This application is pending consideration and the developer intends to separately update the details submitted under the pending DOC application to ensure details are consistent with the plans submitted as part of this application.

It is noted that the proposal to incorporate the additional tarmac surfacing detail will affect the details already approved in respect of Condition 24. This will also need to be addressed separately.

EIA Screening

The original outline application constituted Environmental Impact Assessment (EIA) development, having regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('the 2011 Regulations'). As such, a detailed Environmental Statement (ES) was prepared in accordance with the 2011 Regulations, which were the relevant EIA Regulations at that time. The Environmental Statement supported outline application 14/12118/OUT and formed part of the approved submission. This was considered up-to-date at the point at which outline planning permission was granted on 23rd March 2017. The Guidance, however, makes clear that "subsequent applications" including reserved matters applications are also covered by the Regulations.

Consideration has been given to the impact of the latest Environmental Impact Assessment Regulations (effective 2017). The proposed development by virtue of its scale, known site constraints and the likely assessed impacts of development individually and cumulatively, and in the context of the extant outline consent at this site, is not considered to represent material changes to the circumstances in which the EIA has been carried out for the purposes of Town and Country Planning (Environmental Impact Assessment) Regulations 2017. In this regard it is considered that the reserved matters application sits within all assessed parameters and thus the submitted environmental statement provides a sufficient basis on which to determine the s73 application relating to this phase of development. On this basis no further EIA screening or assessment is required pursuant to this submission.

MAIN ISSUES

- Principle of Development
- Layout & Landscaping
- Ecology

PLANNING POLICY

Wiltshire Core Strategy 2015 (WCS)
Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 3: Infrastructure
Core Policy 10: Spatial Strategy for Chippenham Community Area
Core Policy 50: Biodiversity and Geodiversity
Core Policy 51: Landscape
Core Policy 57: Ensuring High Quality Design and Place Shaping
Core Policy 58: Ensuring the Conservation of the Historic Environment
Core Policy 60: Sustainable Transport
Core Policy 61: Transport and Development
Core Policy 64: Demand Management

National Planning Policy Framework 2023 (NPPF)
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 8: Promoting safe and healthy communities
Section 11: Making effective use of land
Section 12: Achieving well designed places
Section 15: Conserving and enhancing the natural environment

Section 16: Conserving and enhancing the historic environment

CONSULTATIONS

Chippenham Town Council: No Objection

Lacock Parish Council: No Objection

Wiltshire Council Highways: No Objection

Wiltshire Council Rights of Way: Comments as follows -

Thank you for sending this application to us. Having looked at the plans I have the following observations and requests. Field 7 contains the Public Right of Way Chippenham 6 (CHIP6). A surfaced path has been constructed from the end of Threadneedle Street through the hedge and now links to Field 7 I think we should be requesting that this is extended so that it meets the Rowden Mile path, I would suggest that is constructed to the same standard and width as the Rowden Mile as it would form a very useful link between the Rowden Mile and Threadneedle Street. I'm happy for the spur of CHIP6 East of the Rowden Mile to remain as a grass path.

The Definitive map team will shortly start work investigating CHIP2A which is currently recorded as a Public Bridleway with a recorded width of 2.1m to see if it has higher rights and if the width has been under recorded. It's possible that Highway Rights may extend past the end of the Bridleway as currently shown on the Definitive map and may extend as far South as CHIP5. If an order is made to amend the Definitive map and statement it is likely to attract objections which could mean that the planning inspectorate may have to determine the order leading to an 18-24 month delay.

The proposed route of the path to join into Gypsy Lane will link in to land owned By Wiltshire Council is it the plan for this to remain as a permissive link? Where will the public go once they have joined Gypsy Lane is the plan to link through to the adopted highway via the car park between 100 and 102 Charter Road if so what Public Rights is this being allowed under? If the plan is to join with the end of the bridleway at the end of Gypsy Lane, then this will rely on the success of the definitive map process. If we are relying on the hedge to hedge presumption on CHIP3 then this is not assured, CHIP3's recorded width is 0.6-1.2m. If we are relying on a connection to the adopted Highway at Charter Road via the end of Gypsy Lane how will this be achieved given that the Councils ownership and adopted Highway just about touch.

Wiltshire Council Urban Design: No Objection

I have no matters to raise in connection with the proposed revision to the routing of footpaths to the Country Park and which appears well addressed by other Officer consultation responses.

Wiltshire Council Landscape: No Objection

I don't object to the revision of these strategic landscape drawings for the Riverside Park for the purpose of providing a more robust surfacing material within those land areas more prone

to flooding, and slight route realignments . My only comment is that reference to the 2m offset 'Heras' fencing along each side of the paths is inconsistently labelled across these drawings. I would have thought that a simple email exchange would suffice to confirm that all references to 'Heras' fencing on the drawings shall be understood to mean temporary Heras fencing, which will be removed upon completion of construction etc. Currently some labels state temporary Heras fencing, while others don't. This issue really shouldn't warrant a further round of revised drawing consultations etc.

Wiltshire Council Drainage: No Objection

Wiltshire Council Archaeology: No Objection

Wiltshire Council Housing Enabling: No comment to make

Wiltshire Council Public Protection: No Comment to make

Wiltshire Council Arboricultural Officer: No Comments received

Wiltshire Council Public Open Space: No comment received

Wiltshire Council Ecology: No comment received

Wiltshire Council Education: No Comments received

Wiltshire Council Spatial Planning: No comments received

Wiltshire Council Waste: No comments received

Wiltshire Council Arts: No comments received

Environment Agency: No comments received

Wessex Water: No comments received

REPRESENTATIONS

The application was advertised by site notice and neighbour letter

3 letters have been received. The points raised are summarised below –

- Concerns about the end of the path ending on the corner of Gypsy lane, which also happens to be opposite a bridle way - type path entering onto a residential carpark between 102 & 100 Charter Road.

- Ending the path at this location will encourage pedestrians to use the carpark as a cut through and there is no pavement through said carpark. This will increase footfall directly between 102 & 104 Charter Road, possible collision with vehicles coming to use the carpark as it is also a blind bend!

- Gypsy Lane alterations appear to be an improvement

- Use of tarmac instead of gravel is not welcomed the bound gravel is more appropriate for the country park location

- What is the technical; argument for changing from gravel to tarmac? Seems like a short term solution.

- Concern in relation to the use of tarmac instead of gravel on the cycle path through field two and the footpath approaching the Pudding Brook bridge in field 12. Tarmac seems most inappropriate given the nature of a 'country park'.

- Gravel is more resistant to the freeze-thaw cycle than tarmac

- Cracked and heaving tarmac requires repair to avoid trip hazard, gravel is more easily repaired

- Tarmac paths are not appropriate no matter the colour – evidence of damaged tarmac can be seen on paths between Gypsy Lane Estate into Chippenham

- The drawings submitted in this application do not indicate what happens beyond the existing bridge at field 12

- There is a real Health and Safety danger created by the current works that should be urgently raised with the developer before the pathway works are completed. At present there are no barriers or chicanes proposed on the drawings for the cycle/footpaths where they abut Rowden Lane.

- Additionally, some type of barrier at the end of the paths at the cross-overs is required to prevent parking on the new paths by dog walkers and other visitors.

Chippenham Cycle Network Group have also provided detailed comments which are summarised below –

- Whilst outline permission for this development was granted prior to the publication of LTN 1/20, this application is being submitted about three-and-a-half years **after** the publication of LTN 1/20

- Under LTN 1/20, shared use paths, of the sort being proposed in this application, should only be used as a last resort, when they are the only way to provide continuous cycle provision.

- All paths should be 3m wide

- We share the concerns of others regarding the point at which the Rowden Mile cycle path crosses Rowden Lane. Although traffic volumes on Rowden Lane are relatively low here, motor vehicles do drive along this section at speed. This may put people walking, wheeling and cycling along the Rowden Mile path in danger.

- Do not support chicanes as an appropriate solution as they exclude some disabled users and hinder anyone riding with long or wide cycles and trailers

- Request that the point at which the Rowden Mile crosses Rowden Lane to be redesigned

ASSESSMENT

Principle of Development

The wider site benefits from planning permission for the development for 1,000 dwellings, this parcel also benefits from reserved matters approval providing 114 dwellings and the northern riverside park. The previous planning permissions for this site remains extant, with other phases subject of separate reserved matters application being implemented.

The existence of an extant planning permission is viewed as a significant material consideration. Indeed, submitted under s73 of The Act, this application seeks only a change to riverside park path layout and surfacing and should be appropriately confined to the acceptability of the changes proposed. The legal agreement associated with the planning permission 14/2118/OUT remains unaffected and remains applicable to the development of the site.

The general layout of the site is in line with the previously approved reserved matters approval. Though the footpath routes are changed slightly, they remain in broad accordance with the Masterplan approved under 14/12118/OUT.

Alterations to existing paths within Riverside Park

An approved '2m wide footway/cycleway' is relocated from a position running parallel to the River Avon, to a position following a line where an informal grass path had been approved. The surfacing material remains as self-binding gravel meaning the change to the character of the development and wider area is largely unaffected.

A section of the formal 3m Rowden Mile leading to the existing path below the Avenue la Fleche A4 road bridge (approximately 200m long) is to be be surfaced in buff coloured macadam surface. The route of the path is unchanged. The macadam surface in the area closest to the Avon river which is prone to flooding. The suitability of this material has been queried in representations, with objections noting that a macadam surface may be more difficult to repair if it is damaged. In this case, the Highways Engineer has accepted that the change will help mitigate the impact on the surface material and in turn integrity of the path in a location where there is regular flooding. Though the change in materials will be perceivable, the use of a buff-coloured macadam will help mitigate the visual transition between the two materials. The Landscape and Urban Design Officers raise no objection to the proposal.

The Chippenham Cycle Network Group note that this application is made three and a half years after the publication of LTN 1/20 document which provides guidance to local authorities in respect of Cycling Infrastructure (published in 2020). The CCNDG suggest that all cycleways should be segregated but notwithstanding that view, all paths should be widened to 3m. Concern is also raised in relation to the crossing point on Rowden Lane noting that

though vehicle movements are low they do travel at speed along the lane posing a risk to users of the paths. This was also raised in individual representations during the consultation.

The intersection points between the Rowden Mile paths and Rowden Lane are not affected by the changes proposed within the current s73 application. As such the approved arrangements cannot be revisited within the scope of this planning application. However, given the nature of the concern the issue was raised with the developer (via the Highways team) who responded without delay by installing chicane barriers to improve safety. It is understood however that the CCNDG and the Council Sustainable Transport Planner remain concerned that this installation does not provide appropriate levels of accessibility for all users. An alternative design for the intersection point has been suggested by the CCHDG and it is understood that discussions between the Council (Rights of Way Officer, Highways Engineer, Transport Planner) and the developer are ongoing. Should further changes to the path route or design be deemed necessary then a further planning application may be required at a later date. At this stage, this issue does not affect determination of the current S73 application.

In terms of the other changes suggested by the CCNDG, whilst it is appropriate for the LPA to consider the latest policy and guidance context in considering new applications, in this case the proposal seeks to vary and existing RM approval where consideration must be limited only to the changes being proposed. The change being applied for is limited to a minor rerouting of one approved 2m wide path and one approved 3m wide path along with the surfacing change in one area of an approved 3m path close to the river. The layout broadly corresponds with the previously approved layout in terms of footpath layout and at this stage the paths are already under construction and nearing completion. Given that LTN 1/20 does not preclude the use of new shared paths which are away from highways and/or busy routes, it would not be reasonable for the LPA to insist on additional changes being made in this respect.

For the same reasons. the Rights of Way team request for the footpath from Threadneedle Street (within the Redcliffe Phase 1 & 2 residential area along the line of PRoW CHIP6) to be extended across the field to meet the Rowden Mile cannot be secured thought this application. The desired connection is not a formalised route that was established in the OL consent or subsequent RM approval. As above, given that consideration of the s73 application must be limited to the changes being proposed, it would not be reasonable to request that an additional section of the footpath is formalised at this stage.

<u>New connection point onto Gypsy Lane</u>

The route of the northern spur of the formal 3m wide Rowden Mile is amended to connect to Gypsy Lane to the southern end which is owned by Wiltshire Council. The surfacing to this part of the path is unchanged from the approved layout and surfacing under 20/09190/DOC relating to the 17/08786/REM & PL/2021/06001. The shorter length of path within the field will not alter the character of the development as already approved to any significant degree.

The Rights of Way team commented in relation to the proposed route for the path to join Gypsy Lane and CHIP3 and CHIP2A beyond. Residents raised concern that the public may be directed between private property and across a carpark. The Highways Engineer confirms that the connection along Gypsy Lane is intended to be a permissive route which does not rely on access via the car park between 100 & 102 Charter Road. Residents should be reassured that there is no intention to direct the public between these properties and should security be a concern the landowner/s are entitled to install a gate or fence to prevent trespass.

The proposed link in its new position is to be provided by the developer within the application site and is intended to lead to an ongoing (offsite) public route via the end of Gypsy Lane onto the adopted Charter Road. At this time the Council (Rights of Way & Highways) consider that this route can be achieved via established existing public rights of way. Based on evidence available to the Council, it is considered that the historic right of way for Bridleway CHIP2A is likely to be established all the way along Gypsy Lane.

The LPA is aware that the extent, including the length and width, as well as the status of the route (CHIP2A) have been subject to queries made to the PRoW and Highways teams. It is relevant to note that Wiltshire Council are currently undertaking consultation into the consideration of public rights that subsist over Gypsy Lane/The Cloister (bridleway Chippenham 2A). This process (under section 53 of the Wildlife and Countryside Act 1981) seeks to clarify and record the public rights over the route within the definitive map and statement of public rights of way for the area, to achieve clarity for all parties. This process is entirely separate from the planning application process.

Whilst this situation does introduce an element of uncertainty relating to the ongoing route, it is relevant to consider that the previously approved layout relied on creation of a new footpath across third party land to meet the same point referred to in plans as the 'existing footpath connection' on the adopted Charter Road. The revised layout seeks to utilise existing public rights of way thus avoiding the need for any construction works on this third-party land. This is the route supported by Wiltshire Council Highways.

As with all planning applications, the grant of planning permission does not override existing private land ownership rights. This will be a matter for the Council Rights of Way team and Highways Engineers to resolve in order to ensure an ongoing link to the town centre can be made available and maintained in perpetuity. The ongoing public access and land ownership issue does not form a reason for refusal in this case. Furthermore, it is an existing issue which already has implications for the scheme as previously approved.

Ecology

The ecological context was considered when consent was granted in outline for the development of the site. In determining the s73 application, the LPA is required to consider whether there has been a material change in circumstances and therefore whether further assessment is required in relation to the new application.

In this case, the permission is granted via the outline permission. Protection and enhancement of ecological features including habitat has been secured through conditions attached to the Outline consent and whilst there have been policy changes which may be relevant to consider, there is no evidence of a significant change to the ecological sensitivity of the site. In this case, development is already underway in relation to other phases and this site remains subject of an extant reserved matters approval. The whole Rowden Park site remains subject of the outline conditions which refer to an Environmental Statement, LEMP and CEMP.

The LPA is satisfied that appropriate planning conditions were imposed at outline stage to respond to the ecological sensitivity of the site. These conditions sit on the outline consent and remains to be complied with. The revised path layout is considered to accord with the parameters of the outline consent and will ensure biodiversity is protected and enhanced in

accordance with CP50 and Section 15 of the NPPF. It is not expected that any further conditions in this regard are necessary.

CONCLUSION

In conclusion it is considered that the principle of varying the conditions to allow for the footpath layout and surfacing changes as proposed would be acceptable. Other than where the landscaping plans are amended, all other approved plans and conditions will remain as previously imposed. The proposed development remains aligned with the consented scheme as a result of the proposed changes and complies with the requirements of the relevant policies of the Wiltshire Core Strategy and the NPPF.

RECOMMENDATION: That Reserved Matters should be APPROVED subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with conditions 2 of 17/08786/REM as approved under 20/09190/DOC.

REASON: In the interests of visual amenity.

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions to, or extensions or enlargements of 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 enlargements.

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

Reserved Matters Approval 17/08786/REM Approved 02/08/2021

3787_802
LP.01 Rev. A1
LP.02 Rev. A1
CS.01 Rev. A
SUB.01 Rev. A
HT.BANB.r Rev. A
HT.CHELT-1.r Rev. C
HT.CHELT-2.r Rev. A
HT.CHELT-A.r Rev. A
HT.MALV.r Rev. C
HT.SHER 1-2.r Rev. C
HT.SHER-3-4.r Rev. C
HT.SHER-A1.r Rev. A
HT.SHER-A2.r Rev. B
HT.SHER-A3-4.r Rev. B

HT.CHED.r Rev. A
HT.TYPE-KEM.p2 Rev. B
HT.TYPE-KEM.r Rev. A
HT.WIM.r Rev. B
HT.3B5P-1.r Rev. C
P.8-11.r Rev. A
FB-A.r Rev. D
P.27-28.r Rev. A
416.00404.00048.29.REDCLIFFE.26.2
416.00404.00048.29.REDCLIFFE.27.2
416.00404.00048.29.037.5
10674.0021 Rev. B
HLS-678 Rev. 3

NMA Approved 03/10/2019

GAR.02-1.pe Rev. C
HT.ASH.r Rev. F
HT.HAN.r Rev. C
HT.SHER-5.r Rev. B
HT.SHER-A2.e Rev. D
HT.CHED.e Rev. C
HT.CHED.p Rev. B
HT.TYPE-KEM.e Rev. E
HT.TYPE-KEM.p1 Rev. C
HT.YORK.e Rev. F
HT.YORK.r Rev. D
FB-A.e2 Rev. G
P.27-28.e Rev. C
P.27-28.p Rev. B
416.01918.00014.003 Rev. 16
416.01918.00014.004 Rev. 14
416.01918.00014.005 Rev. 16
416.01918.00014.010 Rev. 16
416.01918.00014.011 Rev. 14
416.01918.00014.012 Rev. 13
416.01918.00014.018 Rev. 9
416.00404.00048.29.020 Rev. 10
416.00404.00048.29.021 Rev. 9
416.00404.00048.29.023 Rev. 11
416.00404.00048.29.024 Rev. 8
10674-0005 Rev. L
10674-0007 Rev. G
10674-0008 Rev. G
10674-0009 Rev. H
10674-0010 Rev. F
10674-0020 Rev. L
10674.0022 Rev N
10674.0031 Rev. D
10674.0032 Rev. C
10674.0033 Rev. D
10674.0034 Rev. D
10674.0035 Rev. E
10674.0036 Rev. D
10674.0037 Rev. D
10674.0038 Rev. E
10674.0039 Rev. E

NMA Approved 07/09/2020

HT-ELMH-1.r Rev. C
HT-ELMH-2.r Rev. C
HT-ELMH-3.r Rev. C
HT-ELMH-4.r Rev. C
HT-ELMH-A1.r Rev. B
HT-ELMH-A2.r Rev. C
HT-FOXH.r Rev. D
HT.LECH.r Rev.E
HT.WIM.p Rev. G

NMA Approved 29/04/2021 (21/02004/NMA)

HT.ASH.e Rev. K
HT.ASH.p Rev. J
HT.BANB-1.e Rev. F
HT.BANB-2.e Rev. F
HT.BANB.p Rev. F
HT.CHELT-1.e Rev. F
HT.CHELT-2.e Rev. F
HT.CHELT.p Rev. G
HT.CHELT-A.e Rev. D
HT.CHELT-A.p Rev. E
HT-ELMH-1.e Rev. H
HT-ELMH-1.p Rev. F
HT-ELMH-2.e Rev. G
HT-ELMH-2.p Rev. F
HT-ELMH-3.e Rev. K
HT-ELMH-4.e Rev. J
HT-ELMH-3.p Rev. K
HT-ELMH-4.p Rev. G
HT-ELMH-A1.e Rev. H
HT-ELMH-A1.p Rev. F
HT-ELMH-A2.e Rev. G
HT-ELMH-A2.p Rev. G
HT-FOXH-1.e Rev. J
HT-FOXH-2.e Rev. J
HT-FOXH.p Rev. J
HT.FOXH-A2.e Rev. G
HT.HAN.e Rev. F
HT.HAN.p Rev. F
HT.LECH-1.e Rev. F
HT.LECH-2.e Rev. F
HT.LECH.p Rev. F
HT.MALV.e Rev. E
HT.MALV.p Rev. E
HT.SHER-1.e Rev. H
HT.SHER-2.e Rev. H
HT.SHER-3.e Rev. J
HT.SHER 1-2.p Rev. H
HT.SHER-4.e Rev. L
HT.SHER-3-4.p Rev. K
HT.SHER-5.e Rev. J
HT.SHER-5.p Rev. G
HT.SHER-A1.e Rev. E

HT.SHER-A1.p Rev. F
HT.SHER-A2.p Rev. E
HT.SHER-A3.e Rev. F
HT.SHER-A3-4.p Rev. F
HT.SHER-A4.e Rev. G
HT.WIM.e Rev. G
HT.YORK.p Rev. G
CHELT-ELM.e Rev. F
CHELT-ELM.p Rev. F
CHELT-ELM.r Rev. F
HT.3B5P-1.e Rev. E
HT.3B5P-1.p Rev. E
P.8-11.e Rev. D
P.8-11.p Rev. C
FB-A.e1 Rev. H
FB-A.p Rev. F

S73 application PL/2021/06001 – Amended Plans

Plans submitted 08/06/2021

SK 03 Rev. G - In relation to this application site only
CAR 01.pe Rev. D
CAR 02.pe Rev. D
CAR 03.pe Rev E
CAR 04.pe Rev. D
CAR 05.pe Rev. D
GAR.01-1.pe Rev. E
GAR.01-2.pe Rev. E
GAR.01-3.pe Rev. E
GAR.01-4.pe Rev. E
GAR.01-5.pe Rev. B
GAR.02-2.pe Rev. E
GAR.03-2.pe Rev. E
GAR.04.pe Rev. C
HT.BANB-A.r Rev. A
HT.BANB-A.e Rev. A
HT.BANB-A.p Rev. A
HT.FOXH-A1.e Rev. H
HT.FOXH-A.p Rev. H
HT.FOXH-A.r Rev. D
HT.WIM-A.e Rev. E
HT.WIM-A.p Rev. F
HT.WIM-A.r Rev. C
HT.YORK-A.pe Rev. J
HT.YORK-A.r Rev. G
HT.2B4P-1.e Rev. F
HT.2B4P-2.e Rev. D
HT.2B4P-1.p Rev. F
HT.2B4P-2.p Rev. B
HT.2B4P-1.r Rev. E
HT.2B4P-2.r Rev. D
HT.3B5P-3.e Rev. H
HT.3B5P-4.e Rev. H
HT.3B5P-3-4.p Rev. D
HT.3B5P-3-4.r Rev. C
HT.3B5P-2.e Rev. F

HT.3B5P-2.p Rev. E
HT.3B5P-2.r Rev. D
P73-75.e Rev. G
P73-75.r Rev. E
P73-75.p Rev. F
416.01918.00014.006 Rev. 18
416.01918.00014.007 Rev. 14
416.01918.00014.008 Rev. 18
416.01918.00014.009 Rev. 18
416.01918.00014.013 Rev. 17
416.01918.00014.014 Rev. 14
416.01918.00014.015 Rev. 17
416.01918.00014.016 Rev. 16
10674-5001
10674-5002 A

Plans submitted 08/10/2021

SL.01 Rev. S
AHL.01 Rev. L
SE.01 Rev. M
SE.02 Rev. K
HT.ASH-A.e Rev. J
HT.ASH-A.p Rev. J
HT.ASH-A.r Rev. G
HT.ALV-A.e Rev. A
HT.ALV-A.p Rev. A
HT.ALV-A.r Rev. A
HT.WIM-A.p.sp Rev. C
HT.WIM-A.e.sp Rev. C
10674-5003 A

Plans submitted 02/11/2021

BDML.01 Rev. M
External Finishes Schedule Rev. W

Plans submitted 12/03/2024

416.00404.00048.29.017 Rev. 11
416.00404.00048.29.018 Rev. 12
416.00404.00048.29.036 Rev. 9
416.00404.00048.29.100 Rev. 2
Buff Tarmac Construction Detail 086-705 A

Self Binding Gravel Path 416.01918.00014.29.76.0 (approved 20/09190/DOC)

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage(s) hereby permitted shall not be converted to habitable accommodation.

REASON: To secure the retention of adequate parking provision, in the interests of highway safety.

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

REASON: In the interests of visual amenity.

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

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

INFORMATIVES TO APPLICANT:

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

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 in connection with approval 14/12118/OUT

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.

Your attention is also drawn to the conditions imposed on the outline planning permission reference 14/12118/OUT

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their

control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

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