

APPLICATION FOR FULL-PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2025/09701
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	15, Qsil Metals UK Ltd, Porte Marsh Road, Calne, SN11 9BN
DEVELOPMENT DESCRIPTION:	Two storey extension to existing factory building to replace fire damaged portion of building. Provision of additional car parking area to east of building
RECOMMENDATION:	GRANTED with conditions

SITE DESCRIPTION/CONTEXT

The application site (~0.30 ha) lies on the western side of Porte Marsh Road within the Porte Marsh Industrial Estate, inside the settlement boundary of Calne, a Principal Employment Area. The plot has a gentle fall to the west towards a culverted tributary of Abberd/Fisher's Brook that runs along the site's western margin. Immediate neighbours are industrial/commercial premises to the north, east and south; to the west is St Edmund's Catholic Academy playing fields, screened by mature hedging and trees. The Harris Road 'sister' QSIL site is ~450 m to the north. Submitted details set out that Both sites contain production and office space, and the business currently relies on shuttling materials and finished products between the two locations as part of its operational process.

The site is within Flood Zone 1 (low fluvial risk). Climate-change pluvial mapping indicates low-moderate surface-water risk with a flow path at the northern edge. There are no heritage/landscape/ecological designations on site or within 50m of the site

Existing Condition

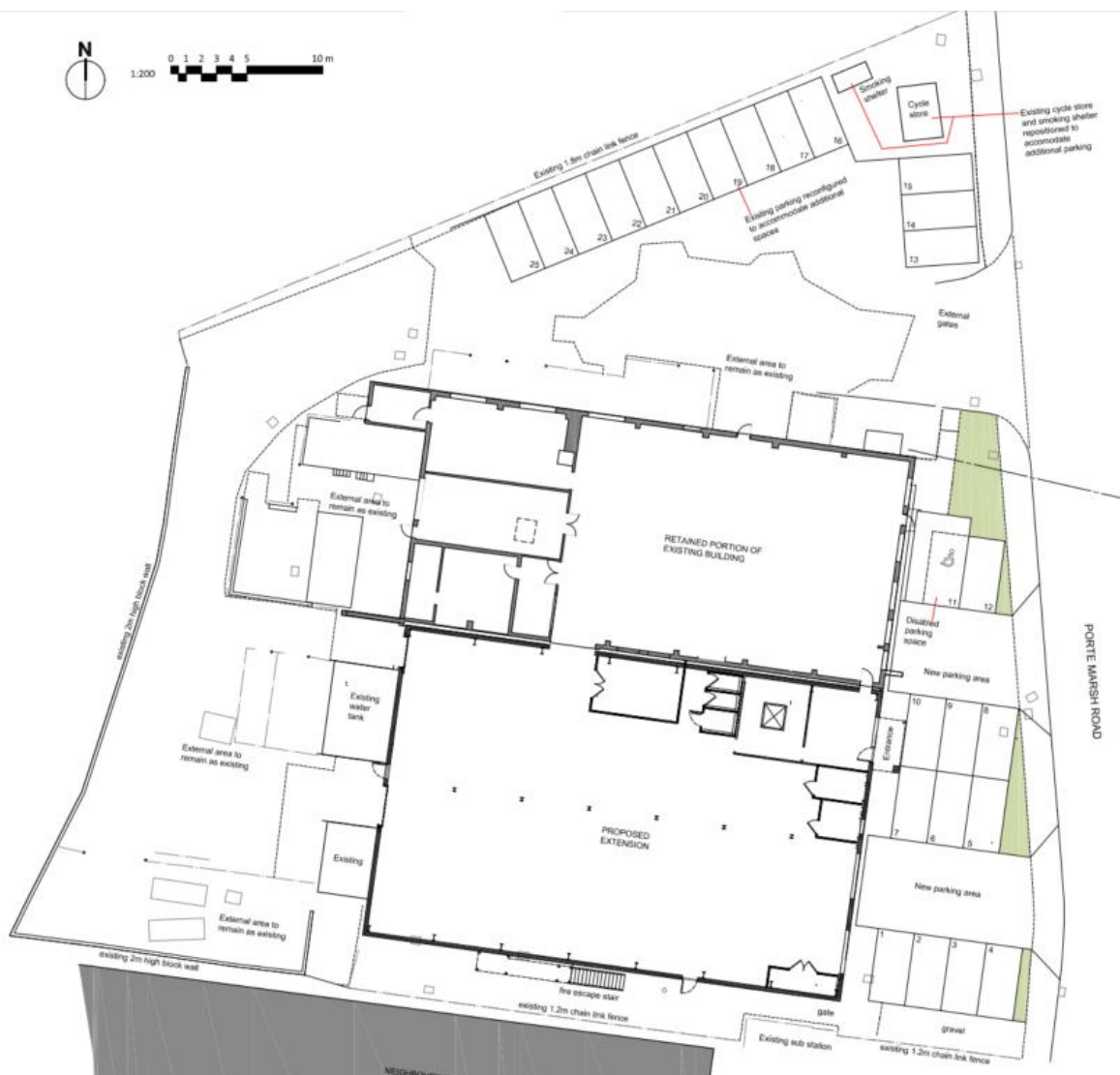
In June 2025, a fire caused significant damage to the southern building; the northern building has since been refurbished, while most of the southern structure has been demolished, leaving localised slab areas and new service trenches.

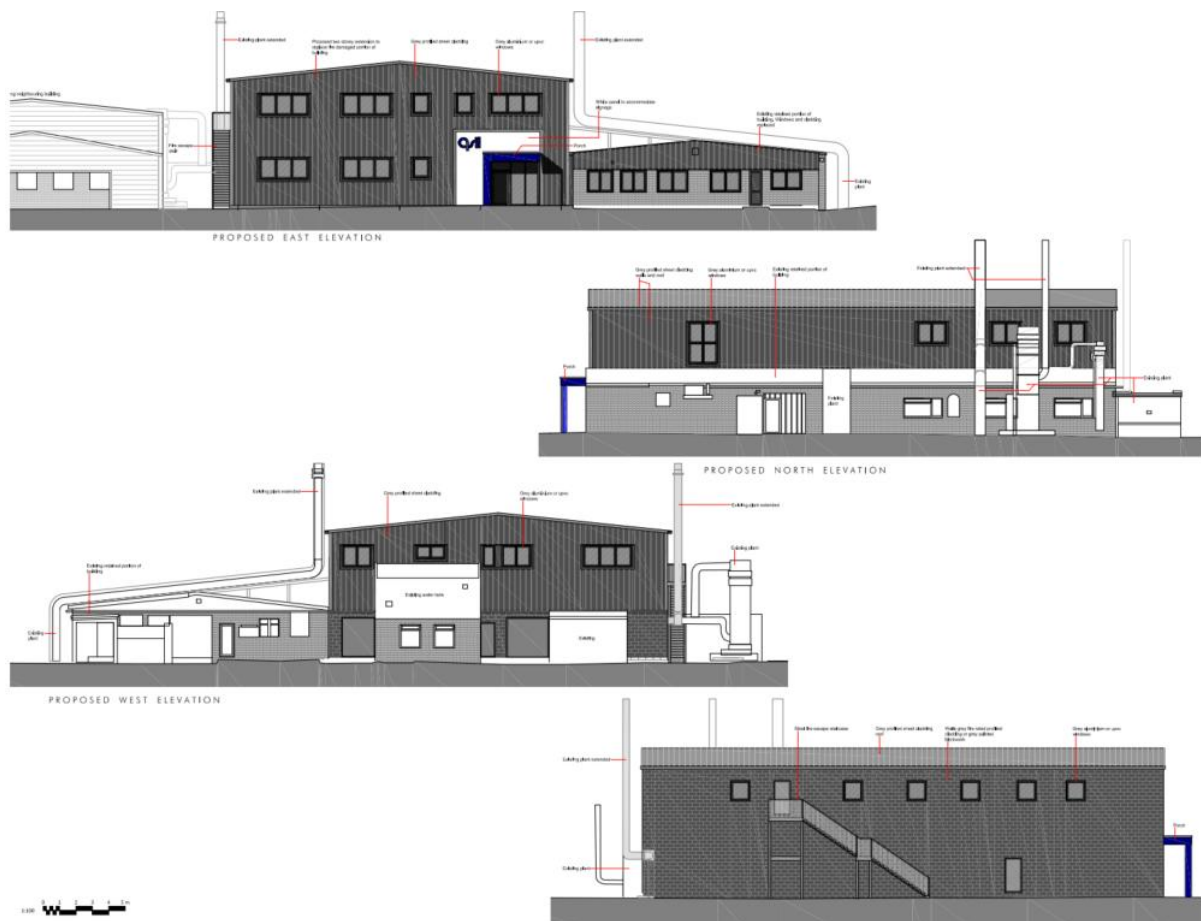
- A refurbished northern portal-frame unit with industrial flues;
- A chemical waste bund, bulk gases (hydrogen/nitrogen), and an effluent pit/water treatment tanks at the rear of the northern unit;
- Suspected asbestos-containing materials (ACMs) in cladding to the water-tank structure (to be addressed via licensed removal);
- Hardstanding yards to the north and west with a temporary contractor compound; and a culverted drain to the west that was dry at the time of walkover.

PROPOSAL

The proposal seeks full planning permission for the erection of a two-storey building extension to replace the fire-damaged southern building (factory at ground floor; offices/welfare/meeting rooms above). The proposal would increase internal floorspace from ~1,105 m² to ~1,796 m² (GF 1,168 m², FF 628 m²). External materials—grey profiled sheet cladding, grey painted blockwork, and grey uPVC/aluminium windows.

Parking would be formalised to 25 car spaces (incl. 1 DDA-compliant) and 8 covered cycle spaces, with shower/welfare facilities to support active travel; overflow parking remains available at Harris Road. Access continues from the established northern gated crossover on Porte Marsh Road, with two minor frontage crossovers.





PLANNING HISTORY

Proposal / Summary

N/03/02924/FUL - Full planning permission Decision - Approve with Conditions Date: 23/12/2003 – REPLACEMENT OF EXISTING EXTERNAL CLEANSER

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Statutory Legislation:

National Planning Policy:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide

Development Plan:

The development plan for Wiltshire comprises the *Wiltshire Core Strategy (WCS)* (adopted January 2015) and any made neighbourhood plans, which remains the principal statutory planning document guiding development across the county. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

The adopted *Wiltshire Core Strategy (WCS)*, with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 8 Spatial Strategy Calne Community Area
- Core Policy 35 Existing Employment Land
- Core Policy 41 Sustainable Construction and Low-Carbon Energy;
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 55 Air Quality;
- Core Policy 56 Contaminated Land;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 60 Sustainable Transport;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 67 Flood Risk;
- Core Policy 68 Water Resources;

Draft Wiltshire Local Plan Policies

- Policy 1: Settlement Strategy
- Policy 2: Delivery Strategy
- Policy 3: Reserve sites and broad locations for growth
- Policy 4: Addressing climate change
- Policies 44- 51: Swindon Area Strategy
- Policies 64 – 75: Economic, tourism, retail and transport
- Policies 85 – 101: Sustainability, ecology, water and landscape, heritage, air quality

Neighbourhood Plan:

Calne Community Neighbourhood Plan 2 (CCNP2)

- Policy WS1 – Employment
- Policy GA1 – Sustainable Transport
- Policy GA2 – Highway Impact
- Policy BE3 – Parking Provision
- Policy BE1 – Integration & Landscaping
- Policy BE2 – Design Principles & Local Distinctiveness
- Policy NE3 – Biodiversity
- Policy C1 – High Quality Sustainable Development

Supplementary Planning Documents and other Guidance:

- Wiltshire Design Guide (adopted April 2024)
- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015

- Wiltshire Council's Waste Core Strategy, adopted July 2009
- Wiltshire Council's Waste Storage and Collection: Guidance for Developers Supplementary Planning Document, January 2017
- Air Quality SPD (July 2023)

ISSUES

The main issues that need to be addressed in this case include:

- Whether the development is acceptable in principle (CP 1 and 2)
- Whether the scheme constitutes high quality design (CP 57)
- Whether the scheme would have an acceptable impact upon the reasonable living conditions of the adjoining occupants (CP 57)
- Whether the proposal would have a negative effect upon highway safety, including if there is sufficient parking for the proposed development (CP 61 and 64)
- Whether the site can be adequately drained without increasing flood risk elsewhere (CP 67)
- Whether there would be any harmful impacts upon protected species or priority habitats (CP 50)
- Whether there will be any land contamination / air quality issues (CP 55)
- Are there any other planning issues raised by the development?

CONSULTATION RESPONSES

WC Highways: No objection subject to conditions

Further comments advice that revised plan 2147-PL 003-A indicating the location of EV charging and this would satisfy the requirement placed in the earlier highways comment.

WC Public Protection: No objection, subject to conditions

Slight concern is in respect of the impact on local amenity from construction noise; although the site is on an industrial estate, there are residences within 100m of the site, and so we would request our standard condition to restrict hours of construction activity be applied.

WC Ecology: Comment

A BNG small sites metric has been submitted, and there are no other obvious ecology issues on this application.

WC Drainage: No objection, subject to conditions

The application has been supported with a Site-Specific Flood Risk Assessment (FRA). The site currently comprises an area of brownfield and the overall flood risk is low. Surface water currently discharges unattenuated into the Wessex Water public sewer. Surface water will discharge to the northwest watercourse via a cellular attenuation tank at greenfield rate (1.46 l/s), with flood-resilient construction and Finished Floor Levels raised at least 150 mm above ground.

Parish/Town Council: No comment.

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of:

- Neighbour notification letters sent to adjoining and nearby properties;

These methods were used to inform interested parties and provide a period of 21 days for comments to be submitted. No representations were received during the consultation period.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

Principle of Development

Policy Context

Core Policy 1: Settlement Strategy of the WCS establishes a hierarchy of settlements to guide where development should be focused. The policy prioritises growth in:

- Principal Settlements (e.g., Salisbury, Chippenham, Trowbridge) – main focus for strategic growth.
- Market Towns – support local services and employment; suitable for sustainable development.
- Local Service Centres – smaller towns and villages with a range of services; limited development supported.
- Large and Small Villages – development should be limited and respond to local needs.
- Outside the defined settlements – development is strictly controlled and generally not supported unless exceptional circumstances apply.

Core Policy 2: Delivery Strategy of the WCS sets out how development will be distributed and delivered across Wiltshire. The policy emphasises:

- Sustainable patterns of growth, reducing the need to travel and supporting local services.

- Development should be plan-led, aligning with the settlement strategy and supported by infrastructure.
- Windfall development (not allocated in plans) must still comply with the principles of sustainable development.
- Development outside settlement boundaries is generally not permitted, unless it meets specific policy exceptions (as set out in paragraph 4.25 of the WCS).

Together, CP1 and CP2 ensure that new development is strategically located, sustainable, and supports the character and function of Wiltshire's communities.

Core Strategy Core Policy 35 set out to safeguard and support existing employment land.

Assessment

The proposal seeks to replace a fire-damaged structure with a new two-storey extension positioned on the former footprint of the previous building within the established Porte Marsh Industrial Estate, which is safeguarded as a Principal Employment Area under the Wiltshire Core Strategy (WCS).

In accordance with WCS Core Policy 35 and the National Planning Policy Framework (NPPF), the scheme supports sustainable economic growth by retaining employment land and enabling the continued operation of an established local business and employer.

The increase in vertical floorspace is considered appropriate in scale and massing relative to neighbouring industrial units, maintaining the character of the employment area while improving operational efficiency.

The Calne Neighbourhood Plan further encourages high-quality design and the retention of local jobs; the proposal aligns with these objectives by modernising facilities, safeguarding existing employment, and contributing to the long-term viability of the site without encroaching beyond its historic footprint.

Conclusion

The proposal accords with Wiltshire Core Strategy CP35, NPPF para.85, and Calne Neighbourhood Plan Policy WS1 by reinstating modern employment floorspace on the historic footprint within a safeguarded employment area. As such is deemed to be in accordance with the relevant policies and the principle of development can be supported.

Design and Impact on the Character and Appearance of the Area

Policy Context

Core Policy 57 of the WCS requires high-quality design that:

- Enhances local character.
- Responds to the natural, historic, and built environment.
- Retains important features (e.g., trees, hedges).
- Supports sustainable construction and compatibility with surrounding uses.
- Creates safe, legible, and accessible spaces.

Section 12 of the NPPF emphasises design that is:

- Visually attractive.
- Functionally effective.
- Contributes to the quality of the built environment.

The Wiltshire Design Guide encourages sensitivity to local character, materials, and architectural styles and supports modern living standards while maintaining aesthetic and functional quality.

Building for a Healthy Life Framework promotes healthy, inclusive, and sustainable places. The document encourages:

- Walkability.
- Access to green space.
- Active design principles for well-being.

Assessment

The site is located within a long-established industrial estate where large portal-frame units and functional layouts define the prevailing character. The proposed extension will occupy the historic footprint of the fire-damaged building, ensuring continuity of the built form. While introducing additional height, the scale and massing remain proportionate and comparable to adjacent employment units, avoiding visual dominance. Materials—brickwork and profiled metal cladding—reflect those used locally, reinforcing the industrial vernacular.

The continued functional use for manufacturing and associated offices is consistent with the estate's role as a Principal Employment Area, preserving its character as a hub for economic activity. In addition, the proposal incorporates secure cycle parking and is located within a sustainable employment area, promoting active travel and contributing to the Healthy Streets and lifestyle framework objectives.

Conclusion

Accordingly, the proposal respects the established industrial character and is considered appropriate in scale, massing, materials, and use while supporting sustainable travel and health-focused policy aims. Thus, it is determined to be in accordance with Core Policy 57 of the WCS and the objectives of the NPPF and the Calne Neighbourhood Plan.

Amenity

Policy Context

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents.

The National Planning Policy Framework (NPPF), particularly Paragraph 135, reinforces the need for development to provide a high standard of amenity for both existing and future users.

Assessment

The site lies within an established industrial estate where neighbouring uses are predominantly commercial and employment-related. The proposed extension will remain on the historic footprint and, while introducing additional height, its scale and massing are consistent with adjacent units, ensuring no overbearing impact. There are no sensitive

residential receptors in close proximity, and existing boundary treatments and landscaping will be retained to maintain visual screening. Operational activity will continue as existing, with no material increase in noise, light, or traffic beyond what is typical for the location. Public Protection has raised no objection; however, to minimise noise impacts during construction, a condition is recommended to control hours of operation for building works.

Conclusion

Accordingly, the proposal will not result in any unacceptable impact on neighbouring amenity and is considered compatible with its industrial context. Thus, it is determined to be in accordance with Core Policy 57 of the WCS, the objectives of the NPPF, and the Calne Neighbourhood Plan.

Highways Impacts and Parking

Policy Context

Transport implications are a key factor in assessing planning applications, especially for larger developments. Proposals must demonstrate:

- Safe and suitable access for all users, including pedestrians, cyclists, and those with mobility impairments.
- No severe residual impacts on the surrounding highway network.
- Promotion of sustainable travel, reducing reliance on private vehicles.
- Adequate parking and cycle provision, in line with adopted standards.
- Protection and enhancement of public rights of way and active travel routes.

Relevant policies include Core Policies 60–64 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. The Local Cycling and Walking Infrastructure Plan (LCWIP) and LTN 1/20 (DfT) provide further design guidance for active travel infrastructure.

Proposals must also ensure safe access for refuse collection vehicles and comply with the Wiltshire Council Waste Storage and Collection SPD (2017).

Where necessary, Transport Assessments or Statements should be submitted to evaluate impacts and identify mitigation. Planning conditions or legal agreements may be used to secure off-site improvements, travel plans, or contributions to sustainable transport infrastructure.

Assessment

The extension will sit within an established industrial estate and use the existing gated access from Porte Marsh Road, so no changes to the public highway are needed. Visibility and access remain safe, and the internal layout allows vehicles to turn on site in forward gear. Parking will increase from 12 to 25 spaces, with cycle parking retained and EV charging provided, which meets policy requirements and supports sustainable travel. The expected traffic increase is very modest and well within the capacity of the local network, so there are no concerns about congestion or safety. Construction traffic can be managed through a Construction Traffic Management Plan secured by conditions. Following the submission of revised plans, the Highways officer advises no further objection to the comments on the applications.

Conclusion

Overall, the proposal complies with local and national transport policies and raises no highway objection, subject to standard conditions for parking, cycle/EV provision, and construction management.

Ecology and Biodiversity

Policy Context

The ecological impact of development is a key planning consideration, especially for larger schemes. Proposals must assess and address potential effects on:

- Protected species
- Priority habitats
- Ecological networks
- Green and blue infrastructure

Core Policy 50 of the Wiltshire Core Strategy requires development to:

- Avoid harm to ecological assets.
- Deliver measurable Biodiversity Net Gain (BNG), in line with the Environment Act 2021.
- Support habitat restoration and connectivity.
- Integrate biodiversity into site design.

The Green & Blue Infrastructure Strategy (2022–2030) promotes nature recovery, ecosystem services, and habitat connectivity through development.

Unless exempt, National policy requires a minimum of 10% Biodiversity Net Gain (BNG) for major developments, demonstrated via:

- Biodiversity Metric calculations
- Ecological assessments (e.g. PEAs, Phase 1 surveys, protected species surveys)

WC Ecology consultation confirms that the application is accompanied by a BNG Small Sites Metric (v1.2.3, 03 July 2025) and there are no other obvious ecology issues. The metric demonstrates that, while modest on-site planting and grassland creation are proposed, a small off-site unit purchase (~0.0545 area habitat units) is required to achieve +10% BNG and satisfy trading rules. This will be secured through the Biodiversity Gain Plan, consistent with the Small Sites Metric guidance and the statutory BNG framework. There are no other obvious ecological constraints, and the scheme therefore meets ecological policy requirements subject to the standard BNG condition and the BGP.

Flood Risk and Drainage

Policy Context

Core Policy 67 of the Wiltshire Core Strategy and NPPF paragraphs 170–182 require:

- Avoidance of increased flood risk.
- Use of appropriate mitigation measures.
- Application of the sequential and exception tests for developments in Flood Zones 2 or 3.

Sustainable Drainage Systems (SuDS) are required for all major developments and must:

- Manage runoff near its source.
- Improve water quality.
- Support biodiversity and amenity.
- Be integrated into the site layout and green infrastructure.

Assessment

The site lies in Flood Zone 1, a low flood risk, with existing brownfield surfaces historically discharging unattenuated to the Wessex Water public sewer. The submitted FRA/Drainage Strategy proposes diverting surface water to the north-west boundary watercourse via a cellular attenuation tank throttled to $Q_{Bar} \approx 1.46$ l/s, alongside flood-resilient construction and FFLs raised ≥ 150 mm above surrounding ground to mitigate residual pluvial risk.

The Drainage Officer raises no objection, subject to conditions: (i) show overland exceedance routes for events ≥ 1 in 100 yr + climate change to demonstrate no adverse risk on or off-site; and (ii) provide network sensitivity analysis for surcharged outfall scenarios to confirm any temporary ponding will not affect people or property.

Conclusion

Subject to securing the above conditions, the proposal is deemed to be in accordance with the Policies of the WCS and the objective of the NPPF.

Environmental Considerations (Noise, Air Quality, Contaminated Land, etc.)

Policy Context

Core Policies 55 and 56 of the Wiltshire Core Strategy require:

- Development proposals to avoid unacceptable environmental impacts.
- To provide appropriate mitigation where risks are identified.

The NPPF and Planning Practice Guidance (PPG) reinforce this by stating that proposals should:

- Prevent development that contributes to or is exposed to unacceptable pollution.
- Ensure developer responsibility for safe development on contaminated land.

Wiltshire Council's Air Quality SPD (2023) provides detailed guidance, especially near Air Quality Management Areas (AQMAs) and encourages mitigation such as:

- EV charging infrastructure
- Green buffers
- Sustainable transport options

Assessment

The proposed extension is located within an established industrial estate, and its operational use remains consistent with surrounding employment activities. There are no anticipated adverse impacts on air quality, land contamination, or ecological receptors, and the scheme incorporates sustainable drainage and biodiversity measures.

The Waste Audit demonstrates robust waste minimisation and recycling strategies: segregation of demolition arisings, reuse of hardcore and steel where feasible, and a target of ≥90% recycling of inert waste and ≥70% overall construction waste, with hazardous materials (e.g., asbestos if found) managed by licensed contractors under CAR 2012. Operational waste will be segregated and managed through Wiltshire Council's commercial waste services.

While the site is predominantly commercial, Public Protection notes the presence of residential properties within approximately 100m and raises a slight concern regarding potential construction noise. To address this, the standard condition restricting hours of construction activity will be applied, ensuring works occur only during reasonable daytime periods. Subject to this control, the proposal is not expected to generate significant noise, vibration, or other environmental effects during construction or operation.

Conclusion

With appropriate conditions and Informatives in place, the development will not result in any unacceptable environmental harm and is considered compliant with the relevant policy requirements of the WCS, the Calne Neighbourhood Plan, and the objectives of the NPPF

Conclusion

In summary, the proposal represents a sustainable and policy-compliant redevelopment of an established employment site within the Porte Marsh Industrial Estate. It replaces a fire-damaged structure on its historic footprint with a modern, fit-for-purpose facility that secures the long-term operation of a valued local employer. The scheme accords with Wiltshire Core Strategy Core Policy 35 by safeguarding employment land, aligns with the NPPF (para. 85) in supporting economic growth and business continuity, and meets the objectives of the Calne Neighbourhood Plan (Policy WS1) for high-quality employment development. The design is appropriate in scale and massing relative to neighbouring units, enhances operational efficiency, and contributes positively to the local economy without adverse impact on amenity or character. On this basis, the proposal is determined to be acceptable, in accordance with the Policies of WSC and the NPPF and Calne neighbourhood Plan and is recommended for approval

RECOMMENDATION:

That Planning Permission be **GRANTED**, subject to 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 and documents:

- Location Plan Received 11th December 2025
- Proposed Site Plan 2147-PL 003 A Received 11th December 2025
- Proposed Elevations 2147-PL 002 Received 11th December 2025
- Proposed Floor Plans 2147-PL 001 Received 11th December 2025
- Phase I Assessment of Land Quality REPORT NO. P2079.1.1 Received 11th December 2025
- Flood Risk Assessment and Drainage Strategy Issue No. 2 Received 11th December 2025
- Biodiversity Net Gain Report 2025-123 Version 1 Received 11th December 2025
- Transport Statement Issue No. 2 Received 11th December 2025
- Waste Audit ref 2147 Received 11th December 2025
- Application Form Received 11th December 2025
- Electric Vehicle Charging and Parking Management Plan. received 29th January 2026

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

- 3** The construction of the hereby permitted shall only take place between the hours of 08:00 in the morning and 18:00 in the evening from Mondays to Fridays and between 09:00 in the morning and 16:00 in the evening on Saturdays. The use shall not take place at any time on Sundays and Bank or Public Holidays.

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

- 4** The development shall not be made operational until the parking spaces, turning areas, and EV charging points shown on the approved plans have been laid out and made available for use. These areas shall be retained for such purposes thereafter.

REASON: To ensure adequate parking and turning provision, in accordance with Core Policies 60 and 64 of the Wiltshire Core Strategy.

- 5** The finished floor levels of the development shall be set at least 150 mm above the surrounding ground level, as detailed in the approved Flood Risk Assessment.

REASON: To reduce residual flood risk, in accordance with Core Policy 67 of the Wiltshire Core Strategy.

- 6** No development shall be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that a sensitivity analysis of the drainage network under surcharged outfall conditions has been undertaken. The analysis shall demonstrate that any resulting flooding is contained within areas that do not pose a risk to people or property. The development shall be completed in accordance with the approved details.

REASON: To ensure the drainage system operates safely under surcharged outfall conditions and to prevent increased flood risk to people or property.

- 7** No development shall commence above slab level until details demonstrating the identification and provision of overland exceedance flow routes for storm events

exceeding the 1 in 100-year rainfall event plus climate change allowance have been submitted to and approved in writing by the Local Planning Authority. The approved exceedance routes shall be shown clearly on the drainage layout plan and shall ensure that flows are directed away from buildings and do not increase flood risk elsewhere. The development shall be carried out in accordance with the approved details and maintained thereafter.

REASON: To ensure that overland flood flow paths during extreme rainfall events do not pose an unacceptable risk to people, property, or adjacent land, in accordance with Standard 3 of the National Standards for SuDS.

- 8 The development shall not be brought into operation until the covered cycle parking facilities shown on the approved plans have been provided. These facilities shall be retained for such purposes thereafter.

REASON: To promote sustainable travel, in accordance with Core Policy 60 of the Wiltshire Core Strategy.

- 9 No occupation shall commence; until Electric Vehicle (EV) charging infrastructure details have been submitted to and approved in writing by the Local Planning Authority.

The submitted details shall include:

A management plan setting out the proposed management of EV spaces, the charging network and associated infrastructure in accordance with the spaces set out in the approved plans.

The Electric Vehicle charging points and management strategy, as approved, shall be implemented prior to first occupation and retained thereafter for the lifetime of the development.

Reason: To promote sustainable travel choices, reduce air pollution and assist in mitigating climate change.

Informative

- 1 The applicant is advised that if asbestos-containing materials (ACMs) are encountered during demolition or construction, they must be handled and disposed of in accordance with the Control of Asbestos Regulations 2012 and the approved Waste Management Scheme submitted with the application. All removal and disposal must be carried out by a licensed contractor and evidence of compliance retained for inspection.

Informative

- 2 The applicant is advised that if unexpected contamination is found during development, works should cease immediately and the Local Planning Authority notified. A remediation strategy must be agreed before works recommence. This is to ensure safe development and prevent environmental harm in accordance with Core Policy 56 of the Wiltshire Core Strategy.

Informative

- 3 Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

Informative

- 4 The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Before commencing development, you should consider whether a Biodiversity Gain Plan needs to be submitted and approved. Commencing development which is subject to the biodiversity gain condition without an approved Biodiversity Gain Plan could result in enforcement action for breach of planning control.

For further information please refer to:

<https://www.gov.uk/government/collections/biodiversity-net-gain#developer-guidance>

Informative

- 5 The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire’s Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the

highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

Informative

- 6** Prior to any works commencing on the upstream drainage network, the approved outfall structure and flow control device shall be fully constructed, tested, and commissioned. No discharge to the receiving system (including watercourses, waterbodies, sewers, or drains) shall occur until these measures are operational to ensure compliance with agreed discharge rates and prevent an increase in flood risk elsewhere.