

DRAFT SUGGESTED PLANNING CONDITIONS

Land East of Yarnbrook Road, West Ashton — outline (access and layout), 9 self-build dwellings — PL/2026/00531

Offered by the Appellant to demonstrate that the matters raised can be addressed by condition. Wording is indicative and to be agreed with the Council / Inspector; reasons cite the relevant policies. These conditions are additional to the planning obligation (see the Unilateral Undertaking) which secures the self-build delivery and the TWBMS/SPA contributions.

Suggested conditions

Condition 1 — Reserved matters — submission

Application for approval of the reserved matters (appearance, landscaping and scale) shall be made to the local planning authority before the expiration of [two/three] years from the date of this permission.

Reason: *To comply with section 92 of the Town and Country Planning Act 1990.*

Condition 2 — Reserved matters — commencement

The development hereby permitted shall begin no later than [two] years from the final approval of the reserved matters, or, if approved on different dates, the final approval of the last such matter to be approved.

Reason: *To comply with section 92 of the Town and Country Planning Act 1990.*

Condition 3 — Approved plans (access and layout)

The development shall be carried out in accordance with the approved access and layout plans — drawing YWA001 Rev 1 (Site Layout / Location Plan, scales 1:500 and 1:1250, dated 25/06/2025) and drawing YWA003 Rev 1 (Highway Viz Plan, scale 1:1000, dated 25/06/2025, received by the Council 27 April 2026) — save as varied by other conditions of this permission.

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

Condition 4 — Relief road — Grampian (occupation)

No Dwelling shall be Occupied until the Yarnbrook & West Ashton Relief Road (as approved under permission 15/04736/OUT) has been completed and opened to traffic and the associated stopping-up and landscaping of the existing A350 carriageway at the site frontage has been implemented.

Reason: *To ensure that the development is served by a safe and suitable access onto a de-trafficked local road and does not give rise to unacceptable impacts on highway safety, in accordance with Core Policies 61 and 62 of the Wiltshire Core Strategy and paragraph 116 of the NPPF.*

Condition 5 — Visibility splays

The vehicular access shall be provided with visibility splays of 2.4 m × 120 m (or such dimensions as agreed appropriate to the recorded speeds following severance) in accordance with the approved Highway Visibility Plan, and these shall thereafter be kept free of obstruction above 0.6 m.

Reason: *In the interests of highway safety, in accordance with Core Policy 61 of the Wiltshire Core Strategy.*

Condition 6 — Archaeology — written scheme of investigation (pre-commencement)

No development shall commence until a written scheme of investigation (WSI) for a programme of archaeological work (comprising staged geophysical survey, trial-trench evaluation informed by the geophysics, and mitigation by record where required) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved WSI, including post-excavation analysis, publication and archiving.

Reason: *To record and advance understanding of any heritage assets with archaeological interest, in accordance with Core Policy 58 of the Wiltshire Core Strategy and paragraphs 207–208 of the NPPF.*

Condition 7 — Surface water drainage (pre-commencement)

No development shall commence until the results of BRE 365 soakage testing and a detailed surface water drainage scheme (based on sustainable drainage principles, including attenuation, exceedance routing and finished floor levels) have been submitted to and approved in writing by the local planning authority in consultation with the Lead Local Flood Authority. The scheme shall be implemented as approved.

Reason: To ensure satisfactory surface water drainage and to prevent flood risk, in accordance with Core Policy 67 of the Wiltshire Core Strategy.

Condition 8 — Ecological mitigation and parameters

The development shall be carried out in accordance with the approved Ecological Parameters Plan and Ecological Mitigation Plan, including the retention, buffering and management of habitat features, and a Construction Ecological Management Plan and precautionary working methods for protected species shall be submitted to and approved in writing prior to commencement and implemented as approved.

Reason: To protect and enhance biodiversity and to avoid adverse effects on protected species and the Bath & Bradford-on-Avon Bats SAC, in accordance with Core Policy 50 of the Wiltshire Core Strategy, the TWBMS and paragraphs 186–195 of the NPPF.

Condition 8a — Core Bat Habitat — implementation before commencement (Sunnyside ECO.1/ECO.2 model)

No development shall commence until the Core Bat Habitat and buffer planting shown on the approved Ecological Parameters Plan / Habitat Enhancement Plan — including the species-rich hedgerow dividing the development area from the retained and created Core Bat Habitat, and the 15 m core plus 15 m dark buffer to the northern hedgerow and the A350 frontage commuting route — has been implemented, or a timetable and securing mechanism for its implementation has been approved in writing. All planting and subsequent management shall thereafter be carried out in accordance with the approved Ecological Management Plan for the lifetime of the development.

Reason: To secure the bat mitigation before development and its long-term management, consistent with the approach accepted by Natural England on the adjacent site (PL/2021/09453), in accordance with Core Policy 50 of the Wiltshire Core Strategy and the TWBMS.

Condition 9 — Sensitive lighting scheme reinstating dark corridors (Sunnyside ECO.3 model)

No external lighting shall be installed except in accordance with a lighting scheme first submitted to and approved in writing by the local planning authority. The scheme shall achieve an overall reduction in lighting across the site, cap light levels on the retained hedgerow, scrub, buffers and the A350 frontage commuting route at no more than 0.2 lux (horizontal) and 0.4 lux (vertical) so that those features are reinstated as dark corridors, and shall specify all luminaires and their exact locations; it shall be implemented and retained as approved.

Reason: To avoid adverse effects on bats associated with the SAC and to reinstate boundary features as dark corridors, consistent with the standard accepted for the Ashton Park and Sunnyside schemes, in accordance with Core Policy 50 of the Wiltshire Core Strategy and the TWBMS.

Condition 10 — Biodiversity enhancements

The reserved matters shall include details of biodiversity enhancements (including integrated bird and bat boxes/bricks, hedgehog highways and native planting), which shall be implemented prior to first Occupation and retained.

Reason: To secure biodiversity enhancement, in accordance with Core Policy 50 of the Wiltshire Core Strategy and paragraph 193 of the NPPF.

Condition 11 — Construction management

No development shall commence until a Construction Environmental Management Plan (including hours of working, wheel-washing, dust and noise control, and construction traffic routing) has been submitted to and approved in writing; construction shall be carried out in accordance with the approved plan.

Reason: In the interests of residential amenity and highway safety, in accordance with Core Policy 57 of the Wiltshire Core Strategy.

Note: Condition 4 (the relief-road Grampian) is the key mechanism that ties occupation to the de-trafficking of the A350 and removes any residual highway-safety and CP62 concern; it is offered without prejudice to the Appellant's primary case that the relief road is in any event a committed reasonable future scenario under NPPF paragraph 116.