

APPLICATION FOR FULL PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/02956
APPLICATION TYPE:	Full Planning Permission
SITE ADDRESS:	Stable Yard at No 61, West Street, Great Somerford, SN15 5EH
DEVELOPMENT DESCRIPTION:	Redevelopment of Existing Stable Yard to Accommodate 1 No New Dwelling, including provision of new access.
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

This application has been made as a resubmission of refused application PL/2025/03194 '*redevelopment of Existing Stable Yard to Accommodate 1 No New Detached Self-Build Dwelling*' requesting permission for the same development with some amendments to the scheme including:

- Changed vehicular access point from 'west street' to 'Seagry road'
- Amended parking area to reflect new access
- Dwelling is no longer proposed as a self-build
- Amendments to boundary treatments and landscaping

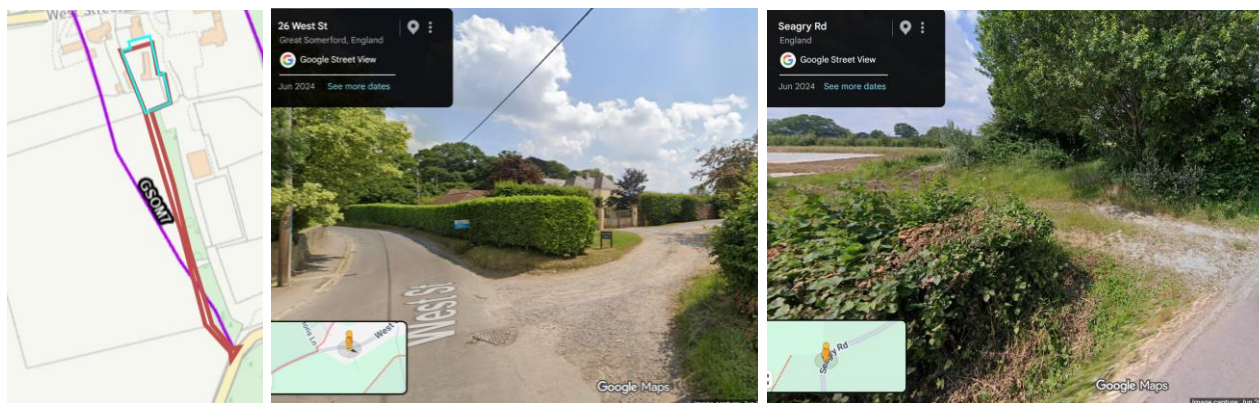


Figure 1: site (red), previous site (blue), PROW (purple) Figures 2&3: street view of previous proposed access & proposed access

The replacement building is proposed to be constructed with the following materials finish:

- Walls: Untreated timber
- Roof: Standing seam zinc
- Windows and Doors: Grey powder-coated aluminium

Concerns regarding the revised access were raised by the Councils highways and rights of way teams; further detail was provided in response to those concerns on 22.06.2026 which resulted in an improved scheme and the objections were ultimately withdrawn.

SITE DESCRIPTION

The application site is part of an equestrian yard and comprises 1no L-shaped stable building, finished with timber walls, on an area of hardstanding. The site is spatially and functionally linked to dwelling '61 West Street', a semi-detached dwelling in 'Great Somerford' which is a large village part of the Malmesbury Community Area. Great Somerford benefits from a defined framework boundary, which the stables are located within.

The stables can be accessed via an existing shared driveway connected (at the north) to classified C-road 'West Street'; however, the scheme proposes to utilise another access point further south, attached to classified C-road 'Seagry Road'. The proposed access point is in open countryside, bounded by agricultural parcels. The full site (including access point) is, nonetheless, within the same Neighbourhood area which benefits from a made Neighbourhood Development Plan (NDP).

An existing public right of way (PRoW) runs west of the site and crosses part of the proposed access track close to Seagry Road.



Figures 4&5: map & aerial view of site (blue) and framework boundary (black)

Figure 6: photo of stables (LPC, 2026)

The stables and some of the land surrounding are within the Great Somerford Conservation Area (CA) which, whilst not benefitting from a CA statement or management plan, is mentioned within the NDP as having been first designated in 1975. Whilst the stables or associated dwelling are not listed, Grade II listed 'West Street Farmhouse' is less than 50m north of the site.

The site is in flood zone 1, at the lowest risk of fluvial flooding and is not understood to be at high risk of surface or groundwater flooding. There are no significant ecological constraints affecting the site.

RELEVANT PLANNING HISTORY

Relevant planning history at the site:

- PL/2025/03194 *Redevelopment of Existing Stable Yard to Accommodate 1No New Detached Self-Build Dwelling* was refused on 11.03.2026
- PL/2024/09730 *Barn Style Oak Framed Carport with office and family space* was withdrawn prior to determination on 08.01.2025

Recent, relevant planning history in the wider setting

Land at 5, Broadfield Farm (approximately 500m east, within framework boundary, outside of CA)

- PL/2024/06427 *Erection of 1No Self Build Dwelling* was approved on 07.11.2024

8 Winkins Lane (approximately 760m east, within framework boundary, within CA)

- PL/2024/08768 *Proposed new detached dwelling [...]* was approved on 22.05.2025

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Though considered as a whole, applicable Development Plan policies are listed below along with relevant legislation and guidance.

Wiltshire Core Strategy (WCS)

- CP1: Settlement Strategy
- CP2: Delivery Strategy
- CP13: Spatial Strategy for the Malmesbury Community Area
- CP41: Sustainable Construction and Low-Carbon Energy
- CP50: Biodiversity and Geodiversity
- CP51: Landscape
- CP57: Ensuring High Quality Design and Place Shaping
- CP58: Ensuring Conservation of the Historic Environment
- CP61: Transport and Development
- CP64: Demand Management
- CP67: Flood Risks
- CP68: Water Resources

Saved Policies of the North Wiltshire Local Plan (NWLP)

- NE14: Trees, Site Features and the Control of Development

Great Somerford Neighbourhood Development Plan (NDP)

Wiltshire Design Guide (WDG)

Wiltshire Local Transport Plan (LTP4)

- Parking standards (LTP3)

[Revised Wiltshire Planning Obligations SPD](#)

[Waste storage and collection: guide for developers SPD](#)

[Wiltshire Council Level 1 Strategic Flood Risk Assessment \(SFRA\)](#)

[National Planning Policy Framework \(NPPF\)](#)

[Planning Policy Guidance \(PPG\)](#)

ISSUES

Taking into account the site context, and description of development, the main issues in the consideration of this application are:

- Principle / Sustainable Development
- Impact on Heritage Assets
- Design / Neighbouring Amenity
- Highway Safety / Access
- Biodiversity / Geodiversity

CONSULTATION:

[Great Somerford Parish Council: Objection](#)

The Parish Council object to the use of the access on Seagry road as the evidence available fails to demonstrate a safe access to the highway network in accordance with CP61.

Considering the information provided, measurements taken on the ground, and facts on agricultural use of the existing access there appears to be some confusion as to conflicting statements in the documents.

Measurements taken on the ground 2.4m back from highway, before the verges were cut and the grass around the post and rail fence on the opposite side of the road averaged only 54m and 75m for a car on this unrestricted road depending on the exact point used within the access splay.

Wiltshire Council have reduced the number of cuts and the width of cuts on the verges of this highway resulting in reduced visibility on the bend for many months of the year. I farmed the land on both sides of the road for many years for the Great Somerford Estate and seldom used this field access as it was dangerous due to speed of cars and lack of visibility even from tractor seats. This field at the time had two accesses from West Street, one within 30mph restricted zone and the other on straight length of C77 from Great Somerford to Startley with good visibility splays. More recently the farmer renting this land has also used the Startley Road access.

The agricultural use of this access has been very limited for the past 50 years and no noticeable use after the sale of part of the field to a previous owner of 61 West Street apart for an occasional cut of hay. Recently there has been some use to create hard surface for the proposed residential access.

The Parish Council cannot accept that this is a minor change, when the proposed access could be used for 6-7 trips based on TRICS data for 4 bed dwelling, plus slow moving equestrian transport. This totals over 2000 movements compared to historical usage of under 50 due to dangerous access and waterlogged ground at entrance to the field at this point.

Councils Conservation Team: Comment

I understand the application relates to the reason for refusal of recent application for a new dwelling, that is limited to the proposed new access and the land is believed to [be] beyond the scope of the current easement right. This reason for refusal is considered to have a neutral impact on Conservation Area.

Councils Ecology Team: No representation at the time of writing

Councils Highways Team:

10.06.2026 Objection

26.06.2026 No objection subject to condition

I refer to the above planning application dated 20/05/2026 seeking permission for the redevelopment of existing stable yard to accommodate 1No new dwelling, including provision of new access. Revised plans and further information has been submitted for which the following observations are made.

The site has existing access from West Street, a C classified section of public highway subject to a speed limit of 30mph. There are no proposals to alter the existing access to the north with the public highway, the new access is proposed from the south onto Seagry Road, a C classified section of public highway subject to a speed limit of 60mph. This access is located where there is an existing field access, it is proposed to extend a gravel track to the north from here as access to the parking and dwelling. This would be in direct conflict with PROW footpath GSOM7 which crosses the proposed track and is accessed from Seagry Road at the same location.

It has been accepted that the minor intensification of the access through residential development would not be considered of detriment and the existing visibility splays have now been demonstrated through the revised plans and further photographic evidence.

Given that the existing equestrian use of the site would be required to access at this location then it is considered that the visibility splays detailed are sufficient and it would be considered that speeds in this location would not meet the imposed limit due to the nature and geometry of the public highway in this location. The proposals for the treatment of the PROW should be discussed with the Countryside Access Team. The regular use of the access for residential use would however still require the point of access with the public highway to be surfaced appropriately to prevent loose materials entering the public highway.

It is therefore considered that no highway objection be raised subject to [...] condition and informative. [...]

Councils Rights of Way Team:

05.06.2026: Objection

24.06.2026 Comment

I note the applicant has provided additional information and a revised site plan showing the public footpath. Where the footpath crosses the drive the site plan shows pedestrian gates. These should be left as gaps unless gates have been authorised as detailed in the informative below.

I am able to withdraw my objection [...]

REPRESENTATIONS:

At the time of writing, 1 public representation of objection has been received, raising the following summarised concerns:

- Highway safety impacts
- Potential future misuse of West Street access arrangement
- That resurfacing has been carried out

Officer note:

The planning merits of the proposal must be assessed on the application as submitted; the concerns regarding potential future misuse of private access rights are a civil matter which falls outside of the scope of planning control. Furthermore, should development separate to that which planning permission is being sought be (or have been) carried out, that matter would fall to be considered separately under the Councils enforcement powers, where expedient to do so. On that basis, whether surfacing works have been carried out prior to the determination of this application does not alter the assessment of the acceptability of the development proposed. Matters relating to highway safety impacts associated with the proposed development will be fully covered later in this report.

PLANNING CONSIDERATIONS

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 NPPF as a material consideration in the assessment.

Principle / Sustainable Development

Local plan context

CP1 and CP2 of the WCS relate to the spatial strategy for Wiltshire, setting the policy foundations for sustainable development within the county. CP13 of the WCS expresses that development in the Malmesbury Community Area should be in accordance with the Settlement Strategy set out in CP1.

Housing Land Supply

The Councils Housing Land Supply (HLS) Statement (base date: April 2025) covers the HLS for Wiltshire and each Housing Market Area within Wiltshire as set out in the WCS. Briefing Note No. 26-07 (dated 05.06.2026), under section 2.2 indicates that *there is a 2.8 years supply*.

The HLS position engaged the former 'tilted balance' approach under paragraph 11 of the previous version of the NPPF; whilst this approach has not been carried forwards to the current NPPF, the HLS position remains a material consideration which, in accordance with Policy HO7, reinforces the weight to be attributed to the delivery of additional housing.

National decision-making policies context

The NPPF directs, under Policy S3 that *development proposals should apply a presumption in favour of sustainable development*, expressing that *where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied*.

Policy S4 directs that *development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects*; and, under Policy S5 that *only certain forms of development should be approved outside settlements*.

S5(1)(j) supports *development which would address an evidenced unmet need where the development would:*

- (i) be physically well-related to an existing settlement [...] and be of a scale which can be accommodated taking into account the existing or proposed infrastructure; or*
- (ii) Comprise major development for freight and logistics purposes [...]*

Policy HO7 expresses how *substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community*.

Assessment

The application site falls partly within and partly outside of the defined settlement boundary of Great Somerford; the stable yard (where the proposed dwelling and adjacent land which would reasonably be considered residential curtilage) would be located within the settlement and part of the proposed access track extends along land outside of the settlement. In accordance with S3(2) of the NPPF, S4 and S5 should therefore be applied to the relevant parts of the proposal.

The proposal, whilst for one dwelling only (and therefore representing a modest contribution to housing in Wiltshire) would contribute towards addressing an evidenced unmet housing need; HO7 of the NPPF requires substantial weight to be given to the benefits of the proposed development.

The dwelling and its curtilage would be within the settlement and would comply with the aims of CP1, 2, and 13 of the WCS as well as S4 of the NPPF. Whilst some of the access track would be located outside of the settlement, the proposal as a whole would be physically well-related to Great Somerford and is of a scale that can be accommodated without giving rise to conflict with the broader settlement strategy.

Subject to detailed assessment set out below, the principle of residential development at the site is acceptable.

Impact on Heritage Assets

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty on decision makers, when considering whether to grant development which affects a CA, to have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Policy CP58 requires development to protect, conserve and (where possible) enhance the historic environment. Chapter 20 of the NPPF relates to the conservation and enhancement of the historic environment; Policy HE4 requires *heritage assets [... to] be conserved in a manner appropriate to their significance*; Policy HE6 directs that *substantial weight should be given to the asset's conservation [...] irrespective of whether any potential effect amounts to a positive effect, harm, substantive harm, or total loss of its significance*.

The area proposed for the new dwelling is located within the Great Somerford CA; consultation with the Councils Conservation team has been duly carried out for their specialist comment on heritage impacts of the proposal.

Representation received under this application resulted in no objection being raised; indicating that the proposed new access point would have a neutral impact on the CA. Given that the access point is the primary difference between this submission and the previously refused scheme made under PL/2025/03194, the Conservation Officers representation under this application is taken as an addendum to their previous guidance which, following revisions, was in support subject to conditions relating to approval of materials. These recommended conditions remain relevant and necessary in the interest of conserving the CA setting.

Design and Neighbouring Amenity

Policy CP41 of the WCS relates to sustainable construction and low-carbon energy and encourages development including building conversions to incorporate design measures to reduce energy demand.

Policy CP57 of the WCS requires high quality design and place shaping for all new development including extensions, alterations and changes of use.

Section 9.2 of the WDG sets expectations around private amenity space, providing the following minimum standards (subject to site specific constraints) for gardens, applicable to houses:

Type of private amenity space	1 storey houses	2 storey houses	3 storey houses
Minimum rear garden area	Equal footprint of dwelling	Equal footprint of dwelling	Equal footprint of dwelling
Minimum length of garden	9m if north facing, 5m otherwise	12m if north facing, 10m otherwise	15m if north facing, 10m otherwise

Technical housing standards deal with internal space within new dwellings. Setting requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home. There are set criteria for measuring and the following summarised nationally described space standards are applicable for assessment:

Bedrooms	Bed spaces	Minimum gross internal floor area – single storey	Required built-in storage
5 bed	6 person	103	3.5
5 bed	7 person	112	3.5
5 bed	8 person	121	3.5

The councils SPD on 'waste storage and collection' provides guidance for developers and includes the following summarised points relating to the external storage of waste:

- (5.4.1) Waste storage areas should be appropriately located [...] within the boundary of the property [...] These storage facilities should not obstruct sight lines for pedestrians, drivers and cyclists and should not interfere with pedestrian or vehicular access to buildings.
- (5.4.2) External storage spaces must be on hard standings, and they should be away from windows [...]
- (5.4.3) Rear-garden storage is preferable where possible provided that there is a suitable route to the collection point [...]

The scheme does not include the provision of renewable energy solutions, which is regrettable; however, if the scheme were to be permitted it would be done with the understanding that permitted development (PD) rights for the installation of renewable energy solutions are intact; therefore, the applicant would be able to utilise PD provisions should they wish to retrofit renewable energy solutions at the site in the future.

The development proposed will result in the creation of 1 no 4/5 bedroom single storey dwelling with a GIA notified as intended to be 185.4m². Each bedroom proposed meets space-standard requirements for either a single or double bedroom, and there will be sufficient space for the

required built-in storage to serve the dwelling. Furthermore, whilst not explicitly shown on plans, the size of the site is such that sufficient room for waste storage in line with guidance would be possible to achieve, and adequate amenity space is similarly achievable.

There are neighbouring dwellings to the north and east; however, by virtue of distance and boundary treatments, coupled with the single-storey design of the scheme, the proposed development would not likely result in unacceptable overlooking, loss of privacy, or loss of natural light to habitable rooms.

Whilst the design of the dwelling is not especially in keeping with dwellings in the locality, it is appropriate for the edge of countryside setting and is comparable to the built form which currently exists at the site. The Conservation officer recommended materials condition for the dwelling is necessary to ensure that the finish is of a quality that is appropriate for the CA setting.

There is a degree of existing screening of the proposed dwelling, and parts of the vehicular access route, from public viewpoints by virtue of existing planting and proposed new planting around the dwelling. Taking into account the scale of the development and that visual impacts would be localised, it is not felt that additional planting (beyond that which is already being proposed) would be necessary; the planting scheme, as proposed, is appropriate for the character and appearance of the wider area.

Public concern has, however, been raised regarding the appearance of the proposed access track and there have been concerns raised specifically around how sections of the track appear to have been surfaced recently.

The description of development includes the 'provision of new access' and the submitted planning statement confirms that the proposed dwelling would be served via an existing track which extends between Seagry Road and the dwelling site; as such, it is considered that the entirety of this route forms part of the 'new access' associated with the development for which this application is seeking planning permission. Consequently, some regularisation of the operational development associated with the laying of gravel is necessary as part of assessing this application, in the interest of certainty and proper planning.

The planning statement indicates that the access track will be *gravelled in full*. The appearance of the gravelled surface, as it exists at the time of writing, is considered suitable for this rural location; however, given the length of the track and that there remains some publicly accessible areas where it can be viewed from, in the interests of the visual appearance of the setting, it is necessary to include the separate approval of the finish to be used on the full length of the track as part of any materials condition. With the inclusion of that condition, the scheme as a whole is not so objectionable on design grounds to warrant refusal.

Highways Safety / Access

Policy CP61 of the WCS requires new development to be served by safe access to the highway network. Policy CP64 of the WCS relates to demand management measures which includes car parking management and standards.

Different to the refused scheme under PL/2025/03194, this application has demonstrated that the site benefits from a deliverable access point. Consultation with the Councils highways team has been carried out for their specialist guidance on whether the proposed access point would be suitable for the residential use of the site and whether sufficient off-street parking is achievable. In addition, given that the new access track will impact an existing PRow, the councils Rights of Way (RoW) team have also been consulted.

Initial representations from the highways and RoW teams raised concerns on highway safety (including pedestrian safety) grounds; however, following receipt of revised plans and additional supporting detail, these concerns have been withdrawn, and both the highways and RoW team now raise no objection. Regarding off-street parking, the provided site plan demonstrates that sufficient parking provision can be achieved on site.

The Parish Council and local resident have raised concerns regarding visibility at the proposed access, the historic level of use of the access, and the safety of introducing a residential use. These concerns have been carefully considered and, following the submission of revised plans and further supporting information, the Council's Highway Officer confirmed that the required visibility splays have been satisfactorily demonstrated. The representation concluded that the intensification of use associated with a single dwelling would not be detrimental to highway safety. Whilst it is acknowledged that the access may only have experienced limited use historically, the planning assessment relates to whether the access is capable of safely serving the development, and the provisional advice of the Highway Authority indicates that it can.

Concerns have also been raised regarding vegetation affecting visibility; the vegetation lies within the public highway verge and forms part of the maintainable highway which, consequently, is capable of being managed to retain the visibility required for highway safety.

Taking fully into account that the Highways team are satisfied that the proposed access arrangements would not result in an unacceptable impact on highway safety, it is not considered that the matters raised would indicate highway safety grounds that would warrant refusal of the scheme.

The proposed dwelling is reliant upon the existing access route extending from Seagry Road to the dwelling site. The Highways team has raised no objection to the use of this route for residential purposes, nor do they raise any comment to suggest that the route is not an established track; however, in the interests of clarity, any unauthorised development associated with the proposed access route would be regularised through the granting of planning permission under this application.

The Highways team have confirmed that it would be necessary to impose a condition requiring the first 5m of access road to be consolidated, and for a further condition to be imposed requiring a construction method statement to be submitted and approved prior to commencement of development. Confirmation that the pre-commencement condition can be applied was given by the applicant on 12.08.2026.

Ecology / Biodiversity

Biodiversity net gain (BNG) is a way of creating and improving natural habitats and ensures that development has a measurably positive impact on biodiversity, compared to what was there before development.

Policy CP50 of the WCS outlines that Wiltshire's natural environment is one of its greatest assets and identifies protection measures necessary for consideration when assessing the impact of development on biodiversity and geodiversity.

Policy N2 of the NPPF seeks for development to *contribute to the natural environment, and support nature's recovery*.

The application form indicates that the pre-development biodiversity value was 0.31 on 25.03.2026 which is consistent with the data contained within the provided BNG metric and preliminary ecological appraisal (PEA) & BNG assessment (prepared by Herdwick Ecology, dated March 2026).

The PEA concludes that the site is of generally low ecological value and that the stable buildings have negligible bat roost potential; the survey also concluded that the site provides limited suitability for other protected species, indicating that no further surveys are required but recommending precautionary safeguarding measures. The report also suggests that BNG of 10.59% is achievable.

Taking fully into account the detail submitted with the application, with the inclusion of conditions, the scheme is acceptable on ecology grounds.

SUMMARY AND CONCLUSION

The application seeks full planning permission for the redevelopment of a stable yard, through the demolition of existing stable buildings and the erection of a single-storey detached dwelling with associated parking and access arrangements.

This scheme relates to housing development and, whilst proposing one dwelling only and consequently representing only a very minor increase to the overall housing supply for Wiltshire, would result in a net increase to the number of residential units should the development be completed which, given the current HLS situation, should be afforded substantial weight. Granting permission will also bring about environmental benefits by virtue of the scheme providing an uplift in habitat value in line with BNG requirements.

Much of the site is within a defined framework boundary, and the Great Somerford CA; part of the proposed access track intersects an existing PRoW. Revised specialist representations received confirms that concerns previously raised regarding access and interaction with the PRoW have been satisfactorily addressed through the receipt of revised plans and agreement to necessary conditions. Having regard to the development plan as a whole, the provisions of the NPPF, and

other material considerations, no adverse impacts which would outweigh the benefits of the proposal have been found. The application is recommended for permission subject to conditions.

RECOMMENDATIONS:

That planning permission 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 and documents:
 - i) received 22.06.2026
Site Plan LPC 6090 PR 01 E
 - ii) received 07.05.2026
Location Plan LPC 6090 EX 101 B
Proposed Ground Floor Plan LPC 6090 PR 02 A
Proposed North and West Elevations LPC 6090 PR 04 A
Proposed South and East Elevations LPC 6090 PR 05 A

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

3. a) No development, including site clearance, demolition, ground works, the storage of materials or machinery, or the installation of services, shall commence until an Arboricultural Survey, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement, prepared by a suitably qualified arboriculturist in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction), have been submitted to and approved in writing by the Local Planning Authority. The details shall include:
 - i) the location, species, category and Root Protection Areas of all trees and hedgerows on or adjacent to the site which may be affected by the development;
 - ii) an assessment of the likely impact of the development on retained trees and hedgerows;
 - iii) details of all tree and hedgerow protection measures, including protective fencing and ground protection;
 - iv) details of any works proposed within or adjacent to Root Protection Areas, including construction methodologies and service runs;
 - v) measures to avoid damage to retained trees and hedgerows during the construction period;
 - vi) a programme for arboriculture supervision and monitoring of the works.

b) The approved tree protection measures shall be installed before any development commences and shall be retained for the duration of the construction works. The development shall thereafter be carried out in full accordance with the approved details.

REASON: To ensure the protection and long-term retention of trees and hedgerows in the interests of the character and appearance of the area and biodiversity.

4. a) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- i) means of access and provision of parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) washing facilities; measures to control the emission of dust and dirt during construction;
 - v) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - vi) delivery, demolition and construction working hours.
- b) The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of highways safety and neighbouring amenity.

5. No development shall commence on site above slab level until details and samples of all external materials to be used in the construction of the dwelling, including timber cladding, roofing materials, rainwater goods, windows and doors, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON: In the interests of the character and appearance of the Conservation Area.

6. No external lighting shall be installed until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate compliance with Bat Conservation Trust and ILP guidance. The lighting shall thereafter be installed and operated in accordance with the approved details.

REASON: In the interests of biodiversity.

7. The development shall be carried out in accordance with the recommendations and mitigation measures set out in the Preliminary Ecological Appraisal.

REASON: To protect biodiversity.

8. Prior to first occupation, the biodiversity enhancement measures identified within the Preliminary Ecological Appraisal shall be installed, including bird boxes, bat boxes and wildlife-friendly planting. The measures shall thereafter be retained.

REASON: To secure biodiversity enhancements.

9. a) No development shall commence on site above slab level until details of the materials to be used on the access track between Seagry Road and the residential parking/turning area shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- i) a plan showing the extent of the area to be surfaced
 - ii) details of the materials and finish to be used for the surfacing
 - iii) details of the materials and finish to be used for any edging treatments, if applicable
- b) The access track shall be completed in accordance with the approved detail prior to the first occupation and retained as such thereafter.

REASON: In the interests of the character and appearance of the area

10. a) Prior to first occupation, the first 5m of the access, measured from the edge of the carriageway, shall be consolidated and surfaced (not loose stone or gravel).
- b) The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

11. If, during the course of development, contamination not previously identified is found to be present at the site, no further development shall take place until the developer has notified the Local Planning Authority and a remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The remediation scheme shall detail the measures required to render the site suitable for its intended use. Any approved remediation works shall be completed in accordance with the approved details before the dwelling is first occupied

REASON: To protect future occupiers, groundwater and the wider environment and to ensure the site is suitable for its intended use.

12. a) All soft landscaping comprised in the approved details of landscaping as shown on LPC 6090 PR 01 E, shall be carried out in the first planting and seeding season following the first occupation of the dwelling or the completion of the development whichever is the sooner.
- b) All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, 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 landscaped setting for the development and the protection of existing important landscape features.

INFORMATIVES TO APPLICANT:

- The application involves an extension to the existing/creation of a new vehicle access. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.
- The applicant should note that it is a criminal offence to obstruct a public right of way under section 137 of the Highways Act 1980 and therefore no materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way GSOM7 whilst development takes place, without prior consultation with, and the further permission of, the highways authority at Wiltshire council.

The applicant should note that no gates, fences or stiles should be erected across the public right of way without prior consultation and approval from the Countryside Access Officer (contact rightsofway@wiltshire.gov.uk). Unauthorised structures across a right of way are an obstruction and gates may only be authorised for the control of stock under section 147 of the Highways Act 1980.