

REPORT FOR STRATEGIC PLANNING COMMITTEE**Report No.1**

Date of Meeting	5 October 2022
Application Number	PL/2021/06594
Site Address	Land North of Netherhampton Road, Salisbury
Proposal	Residential development comprising 106 dwellings including formation of vehicular access and footways, open space, drainage, landscaping and associated works.
Applicant	Vistry Homes Limited
Town/Parish Council	Salisbury City
Electoral Division	Salisbury Harnham West (Cllr Brian Dalton)
Grid Ref	412069 129154
Type of application	Full Planning application
Case Officer	Adam Madge

Reason for the application being considered by Committee

The planning application is before the Strategic Planning Committee because of the scale of the development, which is of strategic importance to the delivery of housing land in the Southern Housing Market Area identified in the Wiltshire Core Strategy.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

2. Report Summary

This is a full planning application to erect 106 new dwellings, on land to the North of Netherhampton Road in Salisbury. It includes access, open space and landscaping.

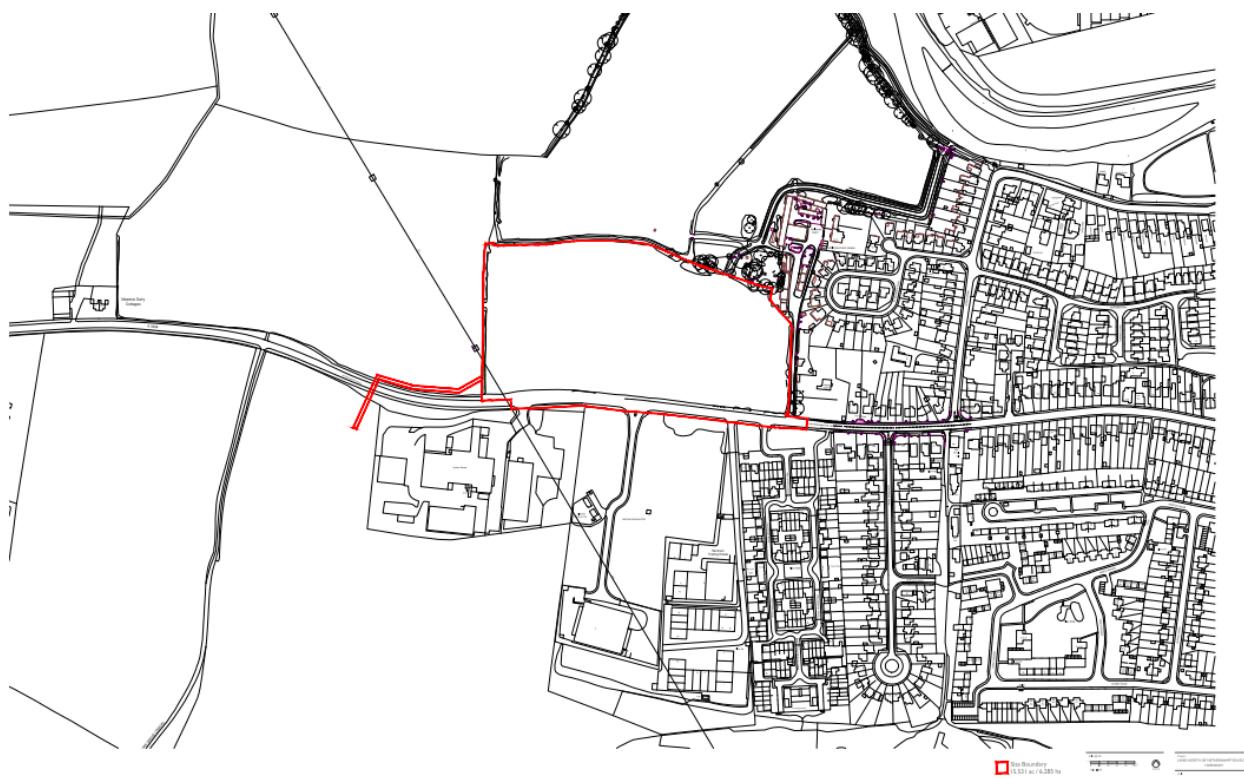
Salisbury City Council objects to the application.

The planning application has been publicized by local newspaper advertisement, site notice and letters to neighbours. This has generated (at time of writing of 26th September 60 representations (objection 59, support, 0 comments 1).

The application is recommended for approval, subject to conditions.

3. Site Description

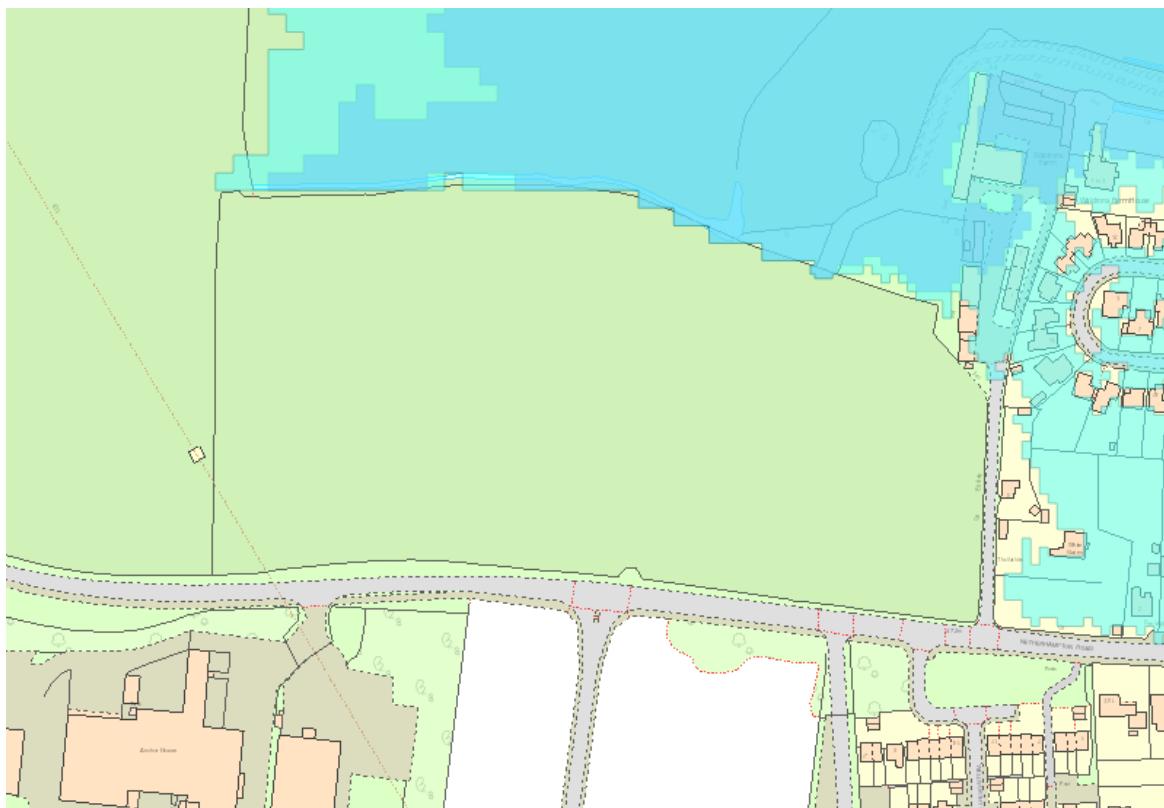
The site consists of a field which borders the main A3094 (Netherhampton road) which itself lies to the South of the application site. The land is relatively flat in its nature. To the east lies the residential area of housing in Harnham. Whilst immediately adjacent the Northern boundary area lie a series of farm buildings.



Site Location Plan

In planning policy terms, the site is located in the open countryside, outside the boundary for Salisbury City as a principal settlement as defined in the Wiltshire Core strategy. It is however allocated in the Wiltshire Housing Sites Allocation DPD. (see 'Policy' section below)

The majority of the site is not located in an area vulnerable to flooding (such as flood zones 2 or 3), with only the far northern edges located within those Zones. The River Avon Special Area of Conservation is located to the north of the site in the fields. The nearest Listed buildings are located some considerable distance away to the west within Netherhampton village and to the east within Harnham. It should be noted that Historic England have identified important views of the Cathedral from the A3094 heading east as you enter the current outskirts of Harnham.



Flood Zones 2 and 3

4. Planning History

- | | |
|--------------|---|
| 18/04067/OUT | Harnham Park (To the east of this site) Erection of up to 82 dwellings and associated works. Approved with conditions 27/3/2019 |
| 19/05824/OUT | Land to the South of Netherhampton Road Mixed use development comprising of residential (Class C3) up to 640 dwellings, local centre (Class A1), primary school (1.8 ha), employment (2 ha) public open space including country park (10 ha), landscaping, 2 vehicular accesses, estate roads including loop road in detail and associated infrastructure and landscaping. Approved with conditions 25/6/2020 |

5. The Proposal

The proposal is a full application for 106 dwellings open spaces, pathways and drainage areas, landscaping and associated works. The dwellings would be two storey houses and single storey. The proposal is on allocated land in the adopted Site Allocations DPD.



6. Planning Policy

Wiltshire Core Strategy

Core Policy 1- Settlement strategy

Core Policy 2- Delivery Strategy

Core Policy 3 – Infrastructure requirements

Core Policy 33 – Spatial Strategy: Wilton Community Area

Core policy 41 Sustainable construction and low carbon energy

Core policy 43 Providing affordable homes

Core Policy 45 Meeting Wiltshire's housing needs

Core Policy 50 – Biodiversity and Geodiversity

Core Policy 51 - Landscape

Core Policy 52 Green Infrastructure

Core Policy 55 – Air Quality

Core Policy 56 – Contaminated Land

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 new development

Core Policy 62 - Development impacts on the transport network

Core Policy 64 – Demand management

Core Policy 67 – Flood Risk

Core policy 69 - Protection of the river Avon

Salisbury District Local Plan ('saved' policies)

Policy G7 – The Water Environment

Policy D8 – Public Art

Policy C6 Special landscape areas

Policy C18 Development affecting rivers and river valleys

Policy R1C Outdoor recreation

Policy R2 Open space provision

Policy R7 Dual use of educational facilities

Policy PS1 Community facilities

Policy PS5 New educational facilities.

Wiltshire Housing Site Allocations Plan – (adopted February 2020)

Under policy H3.3, this site is allocated for development of approximately 100 dwellings, subject to any proposal meeting a number of specified criteria (addressed in the report below).

National Planning Policy Framework

Creating Places design guide adopted April 2006

7. Consultations

Salisbury City Council:

SCC objects to this application for the following reasons:

- Overdevelopment.
- Lack of pedestrian and cycle paths provisions to the city centre.
- Poorly designed access to the main road, suggest a mini roundabout to link the estate.
- The site floods every winter after moderate rainfall.
- The development will have adverse effects on neighbouring properties.
- The development is located on a site with a significant archaeological value.
- The development will have adverse effects on local ecology.
- SCC supports SAGP, Natural England, and CPRE statements.
- SCC asks that:
- Environmental Agency, and archaeological reports be sought.
- If this application or a variation of thereof be approved it includes a condition to have pedestrian and cycle path connecting this development to the railway station / city centre. - Foul water drainage mitigation should be a planning condition as an engineered solution as part of the development as opposed to a financial contribution.

Netherhampton Parish Council: Objection

Netherhampton Parish Council objects to the proposal on the grounds of insufficient and unsuitable traffic infrastructure, lack of local jobs, flood risk, archaeological destruction and degradation of a priceless heritage aspect and view of the city of Salisbury

Insufficient and Unsuitable Transport Infrastructure.

With 82 houses nearing completion opposite this site, a further 640 houses approved just down the road, this development will further exacerbate congestion in the area. Notwithstanding the Wiltshire Council plans to upgrade Park Wall, Harnham and Exeter Street junctions (which the Highways officers themselves recognise are severely constrained by junction details that it is not possible to modify and which detract from the mitigating effect of the planned changes - examples including the wall of the Wilton estate, the wall of the Cathedral area, the BT communications core beneath the Harnham roundabout) this area simply cannot support the current level of development. The contention in the transport assessment that it is "commonly accepted" locally that the default mode of transport for a journey of under 2.3km is either walking or cycling is completely laughable.

Flood Risk

Notwithstanding that the majority of the site is in Flood Zone 1, it is well known locally that these

fields routinely flood. I believe that insufficient attention is being paid to this local knowledge and too much reliance is being placed on the historic flood zone designations.

Archaeology.

The field in question is the site of several significant Late Bronze Age features: a Late Bronze Age double ditch barrow with associated pottery; a pit of the same date with sherds; a ditch with a large number of sherds; a lynchet. As these sites are scattered over the target field it would clearly be impossible to preserve them in the context of this intensive development. The destruction of archaeological sites of this date and value would be directly contrary to Council policies and a huge loss to the historic landscape.

Heritage View

The view of the city from the South West is world famous and utterly unique. PLEASE think again before it is destroyed.

Quidhampton Parish Council: Objection

1. This proposal, PL/2021/06594, should be rejected because Lower Road has not been included in the traffic assessment (ref Transport Assessment 2.40-2.44, 8.1-8.3).
2. Wiltshire Council should address the bigger picture, and the cumulative effect of all envisaged developments.

Background

QPC made a similar objection to planning application 19/05824/OUT in 2019. The council pointed out that the traffic model and results reported in the Traffic Assessment were incorrect as Lower Road had not been included in the traffic modelling, and consequently its heavy peak traffic had not been considered. This omission also applied to the Racecourse Road, which in effect acts as a south west by pass into Salisbury from the west.

We received no acknowledgement of the omission of Lower Road, nor response or explanation of what would be done. Yet the outline development proposal was approved.

As a result of these omissions, we believe that the traffic movements at the Quidhampton/Netherhampton end of the A3094, including Lower Road and the Park Wall Junction, were and remain inadequately understood and planned for. This will also have implications for the Salisbury Junctions Project (as pointed out in QPC's comments to the project following its recent engagement exercise).

In 2019, our CSW team was counting some 180-240 vehicle per hour turning into Lower Road from the A3094 at peaks, in effect to avoid the Park Wall Junction with its no right turn (the alternative, via Wilton roundabout and a return on the A36 to Salisbury, is less attractive to motorists).

In summary, managing or preventing any future increase in the traffic that can chose to go to and from and from Salisbury via Lower Road Quidhampton simply hasn't been addressed in the planning processes.

Further information:

- a. It is well known locally that traffic uses the 'rat run' through Quidhampton from the south-west (A354 at Combe Bissett, Chalke Valley and from the A3094 generated in Harnham) to access Salisbury from the west, much of it going at peaks via Lower Bemerton into Salisbury.
- b. The current risk in Quidhampton's narrow street from both the volume and speed of traffic to pedestrians including children on the way to and from school is considered unacceptable by QPC and the parish council works with Wiltshire Council to implement calming measures.
- c. A 20mph limit, the CSW team, and recently a speed indicator device (SID) have been implemented. The SID will record real time volume and speed data on a regular basis in the future at three locations.
- d. A set of further traffic calming measure which modify the street layout in Lower Road have been developed with Wiltshire Council, and taken by QPC through successful public consultations with

changes made based on public feedback. These measures are being considered for a substantive funding proposal by the South West Area Board's Community Area Transport Group in late August 2021.

Cllr Pauline Church (Wilton)

I recognise there is a need, and do not object, to the provision of good quality, well designed and affordable housing that is sensitive to the surrounding ecology, not over-developed and provides desirable and safe places for our communities to live. However, I am concerned about the volume of high density homes built over a 10 year period on the western suburbs of Salisbury and Wilton without due consideration given to the transport infrastructure. In this area over 2,800 high density homes have been built or have planning applications pending while surrounding roads and villages are subjected to increased traffic volumes and frequent gridlocks on Lower Road, Quidhampton, the narrow streets of the A30 through Wilton and on the A36 between Salisbury, Wilton and beyond.

This demonstrates it is imperative that any planning application commissions a full and comprehensive transport assessment not just for the immediate vicinity but also considers the impact on surrounding villages and suburbs, in this case Wilton, Quidhampton, Netherhampton, Harnham, the Chalke Valley and Lower Bemerton. These residential areas are already subjected to significant "rat running" from local traffic, those travelling from the south-west on the A354 and traffic avoiding the congested A303.

While a transition to more sustainable modes of transport including active travel and the provision of integrated public transport is one of the answers, we cannot continue to build high density housing west of Salisbury without producing evidence that demonstrates to existing communities further afield of an immaterial highways impact, or where this is not possible, sets out robust highway mitigation schemes that will be delivered as a planning condition.

Wiltshire Council Archaeology: no objection subject to condition

I would draw your attention to the two files entitled 'Archaeology & Heritage Assessment' that are included among the supporting documentation attached to this application. In paragraph 9 of its summary section, this assessment states that:

'In terms of archaeology, a full suite of archaeological evaluation comprising geophysical survey and trial trenching has been undertaken on the site. This has identified the below ground remains of a Bronze Age concentric ring ditch within the eastern part of the site. A scheme of mitigation has been agreed with the archaeological advisor, to be secured as a condition on the consent and implemented ahead of construction.'

I can confirm that this statement is wholly correct and that I have agreed a programme of works in order to mitigate the impact of the proposals upon the archaeological resource that has been identified by the earlier surveys. This programme of works is to be secured via a condition to be attached to any planning permission that may be issued. Such a condition is to be worded thus:

'No development shall commence within the area indicated by application PL/2021/06594 until:

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

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

This mitigation work is to be carried out following the standards and guidelines for archaeological excavations and monitoring of groundworks as set out by the Chartered Institute for Archaeologists (ClfA). The costs of the work are to be borne by the applicant.

Wiltshire Council Drainage: No objections subject to condition

Drainage strategy to be assessed with calculations showing that a MADD factor of zero has been used, and demonstrate that the proposed drainage and storage can accommodate the rainfall volumes used in the hydraulic assessment.

Wiltshire Council Ecology: No objections subject to conditions and the completion of an HRA which has now been completed. (See below)

Issue	Policy/Legislative Compliance	Date information requested & Further information required (Leave blank if further information not required)	Satisfactorily addressed (Document & Date)
Habitats Regulations Assessment (HRA) – River Avon impacts	Habitats Regs (2017)	Further information regarding potential recreation impacts to the River Avon SAC (02.12.21)	This has been addressed by a revision of the site design, removing the potential access to the adjacent fields and riverine corridor. See notes below.
Biodiversity Net Gain / Loss – Details informing assessment	Core Policy 50 of the Core Strategy (2015, Wiltshire Council)	Biodiversity Metric –accurate plans on which this is based and accompanying written assessment are required in addition to the metric calculation itself(02.12.21)	Yes 23/2/22 Edp6768_d017
Biodiversity Net Gain / Loss = Ecological Parameters Plan	Core Policy 50 of the Core Strategy (2015, Wiltshire Council)	A revised Ecological Parameters Plan is required to demonstrated the criteria requested including sufficient buffered dark corridors (02.12.21)	Yes 8/3/22 Ecological Parameters Plan updated to indicate dark corridors. Drwg no edp6768_d023f

The following legislation as summarised above (where relevant);

- Habitats Regs (2017): Conservation of Habitats and Species Regulations 2017 (as amended).
- W&CA (1981): Wildlife & Countryside Act, 1981 (as amended)
- NPPF: National Planning Policy Framework
- SAC: Special Area of Conservation
- SSSI: Site of Special Scientific Interest
- SPA – Special Protection Area
- LWS – Local Wildlife Site

Ecological details of the application:

The application is accompanied by several ecological reports:

- ‘Ecological Appraisal’ EDP, June 2021
- ‘Information to support a HRA’ EDP, June 2021

- Ecology Note received 12th November 2021 accompanying;
- Metric Calculation unlocked spreadsheet received 12th November 2021

The level and scope of ecology survey and assessment information provided has been reviewed and agreed in principle by the consultant ecologists in advance with Wiltshire's ecology officer (Louisa Kilgallen, Senior Ecologist, by phone and email record dated April 2021). This has included surveys carried out previously at the site to inform historical applications (10/05824/OUT, 20/10565/PREAPP) and a reduced level of update surveys in 2020/2021; -Desk study and extended phase 1 habitat survey – 2018, updated October 2020 - Winter bird surveys - December 2018, updated November 2020 -Breeding bird surveys – April, May, June 2018, updated April 2021 - Bat tree roost assessment -December 2018, updated December 2020 -Bat transects and automated surveys – May- October 2018, May 2021 - Otter, water vole surveys – June & September 2018, Updated May 2021 -Great crested newt (GCN) assessment of ponds -2018, updated April 2021 -Reptiles presence / absence surveys 2018 (agreed not necessary to update).

The key findings of the surveys and assessments are;

- Central areas are arable field of 'negligible' ecological value
- Hedgerows are generally low value being priority habitat but not species rich, some loss of fragmented hedgerows required for access; to be mitigated through habitat creation within public open space.
- No trees with bat roost potential affected except T79 which has low potential and is proposed for soft felling method as mitigation (5 other trees with potential not affected)
- Bat activity included 9 species or groups including myotis bats, and low numbers of Annexe II Barbastelle and lesser horseshoe. Replacement habitat and enhancement planting are proposed as indicated on the Ecological Parameters Plan although this is not sufficiently detailed to meet the requirements set out in the council's pre-app advice.
- GCN not likely to be affected
- Arable birds including 'possibly breeding' skylark will be displaced to wider landscape
- Low population of grass snake using site margins
- A Construction Environmental Management Plan (CEMP) and Landscape Ecological Management Plan (LEMP) are proposed to follow. These may be provided before determination to inform the assessment and HRA, as advised by NE in the case of the CEMP, or where sufficient details are present within the application, may be secured by condition. It is recommended that these should also take account of other wildlife such as hedgehogs. The ecology assessment identifies potential impacts to several designated sites requiring or potentially requiring HRA;
- Salisbury Plan SPA / SSSI – addressed through the council's strategy – see below
- River Avon SAC / SSSI – partly addressed through the council's strategy although further information is required relating to potential recreational impacts to the river arising from the opening at the site boundary which may enable a future access pathway to the river (that would not require a separate planning consent, depending on any construction details).
- New Forest RAMSAR site – screened out currently pending revised forthcoming policy

HRA – further information required to enable an assessment of potential recreational impacts to the river, as requested by Natural England (NE) see below.

11/3/22 – The site drawings have been amended to show that there is now no access to the field to the north of the site from within the application site. The hedge line has been made continuous across the whole of the northern boundary of the site. There is currently no new path included within the red line area of this application and the land between the site and the River Avon is in different ownership to that of the site. Therefore the construction of any path would presumably require a separate permission. Any application for a new path, whether footpath, or cycleway, would be subject to assessment under the Habitats Regulations for potential impacts on the River Avon SAC and agreement of sufficient and appropriate mitigation. The removal of the access point on the northern edge of the site will deter access to the river via this route. If at any point an application is made for a pathway, across the adjacent land, it would be feasible to create a gap

at the northern boundary to allow access. I would stress however that there is no permissive route at the present time.

It is therefore reasonable to also conclude that this application will not lead to direct recreational pressure on the River Avon SAC as a result of this proposal being implemented. There is no direct mechanism for effect, therefore no likely significant effect on the Conservation Objectives of the River Avon SAC and the application can be screened out of Appropriate Assessment. Biodiversity Net Gain –

Further information has been submitted in respect of Biodiversity Net Gain. This is now satisfactory. Ecological Parameters Plan – this has been provided and meets the criteria set out in our previous advice;

Biodiversity Enhancement details – the inclusion of a total of 18 bird and bat boxes within the proposed landscape design is welcomed, however, for a scheme of over 100 houses it seems likely that additional numbers could be accommodated to provide a more ambitious scheme. The location, number and type of bird and bat boxes, to be shown on a site plan, will be secured by condition, as set out below.

Habitats Regulation Assessment:

Appropriate assessment for Salisbury Plain SPA This application lies within the 6.4km buffer zone of the Salisbury Plain SPA and in light of the HRA for the Wiltshire Core Strategy and the HRA for the Wiltshire Housing Site Allocations Plan it is screened into appropriate assessment due to the potential impact of recreational pressure on stone curlew in combination with other plans and projects.

In July 2021 NE confirmed that the 2018 Appropriate Assessment for Salisbury Plain continues to be supported by NE. That Appropriate assessment reached a conclusion of no likely significant effect on the conservation objectives of the SPA, for development within 6.4km of the SPA boundary provided that the mitigation scheme continues to be implemented. Annual stone curlew monitoring and protection measures continue to be secured by the Council. This application lies within the 6.4km buffer zone of the Salisbury Plain SPA and in light of the HRA for the Wiltshire Core Strategy and the HRA for the Wiltshire Housing Site Allocations Plan it is screened into Appropriate Assessment due to the potential impact of recreational pressure on stone curlew in combination with other plans and projects. In July 2021 NE confirmed that the 2018 Appropriate Assessment for Salisbury Plain continues to be supported by NE. That Appropriate assessment reached a conclusion of no likely significant effect on the conservation objectives of the SPA, for development within 6.4km of the SPA boundary provided that the mitigation scheme continues to be implemented. Annual stone curlew monitoring and protection measures continue to be secured by the Council.

The Council is therefore able to conclude beyond reasonable scientific doubt, that development proposed under this application would not lead to adverse effects on the integrity of the Salisbury Plain SPA.

Appropriate Assessment for River Avon SAC This development falls within the catchment of the River Avon SAC and has potential to cause adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. The Council has agreed through a Memorandum of Understanding with Natural England and others that measures will be put in place to ensure all developments permitted between March 2018 and March 2026 are phosphorus neutral in perpetuity. To this end it is currently implementing a phosphorous mitigation strategy to offset all planned residential development, both sewered and non sewered, permitted during this period. The strategy also covers non-residential development with the following exceptions:

- *Development which generates wastewater as part of its commercial processes other than those associated directly with employees (e.g. vehicle wash, agricultural buildings for livestock, fish farms, laundries etc)*

- Development which provides overnight accommodation for people whose main address is outside the catchment (e.g. tourist, business or student accommodation, etc) Following the cabinets resolution on 5th January 2021, which secured a funding mechanism and strategic approach to mitigation, the Council has favourably concluded a generic appropriate assessment under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This was endorsed by Natural England on 7 January 2021. As this application falls within the scope of the mitigation strategy and generic appropriate assessment, I conclude it will not lead to adverse impacts alone and in-combination with other plans and projects on the River Avon SAC.

Appropriate Assessment for New Forest SPA, New Forest SAC and New Forest Ramsar Site
The development lies within the 13.8km zone of influence for the New Forest protected sites which includes the New Forest SPA, New Forest SAC and New Forest Ramsar site. It is screened into appropriate assessment under the Habitats Regulations 2017 (as amended) on account of its potential to cause adverse effects through increased recreational pressure, which may occur alone and incombination with other plans and projects. Many of the special features afforded protection are vulnerable to increased recreation as demonstrated in Natural England's supplementary advice issued for the SPA on 19 March 2019 and for the SAC on 18 March 2019. The Council has prepared an "Interim recreation mitigation strategy for the New Forest internationally protected sites" (Version 1, 25 March 2022) which identifies the zones of influence within which residential and tourism development have the potential to generate additional recreation pressure. The strategy details mitigation required to avoid and reduce impacts. Provision of Suitable Areas of Natural Greenspace (SANGs) are being provided to reduce visitor numbers at protected sites and where visits are unavoidable, strategic access management and monitoring (SAMM) methods are being used to control people's behaviour.

The strategy explains that residential developments of 50 or more homes will be required to directly provide high quality open space while other development will contribute indirectly through allocation of funds from the Community Infrastructure Levy. Together this package of measures has been endorsed by Natural England on 24 March 2022 who consider the strategy to be sufficient to mitigate for development coming forward through the Wiltshire Core Strategy. Land north of Netherhampton Road proposes 106 dwellings and will comply with the above strategy by providing 2.21 hectares of open space, at least 1.85ha of which will be set out to provide a Suitable Alternative Natural Greenspace, comprising species-rich grassland, wet grassland (in swales) and areas of shrub planting, together with some native tree planting (Landscape Detailed Design drawing no edp6768_d017e). The Landscape and Ecological Management Plan will be secured by condition. The site provides substantially more than the 8ha per 1000 people recommended by Natural England in its Guidelines for Creation of Suitable Alternative Natural Greenspace (with reference to the Thames Basin Heaths), Natural England, August 2021.

In addition, it provides walking access to a number of alternative footpaths and publicly accessible sites beyond the development including: Middle Street Meadow County Wildlife Site and Nature Reserve within 0.5km to the north east, Harnham Water Meadows County Wildlife Site 0.9km to the east, Harnham Slope County Wildlife Site approximately 400m across the road to the south and various walking routes along the Rivers Nadder, Wylye and Avon plus an extensive range of connecting byways, within a few hundred meters.

These provide routes of varied topography, with excellent views across Salisbury to the north-east and the Wylye and Nadder valleys to the north and north-west. It is expected that the open space within the development site, together with footpaths in the immediate vicinity will provide for everyday walking needs including with dogs.

New residents can nevertheless be expected to make infrequent visits to the New Forest and these will be mitigated through the package of measure currently being agreed between the Council and The New Forest National Park Authority.

The Council therefore concludes that, provided the following matters are secured by conditions / S106, the application alone and in-combination with other plans and projects will not lead to

adverse effects on the New Forest protected sites.

1. Secure Landscape plans, LEMP and CEMP through condition
2. Secure retention and management of the open space as Suitable Alternative Natural Greenspace while in perpetuity
3. Seek a S106 single contribution of £8,000 toward compliance of SANG provision:
 - a) in each of the first five years after the open space is laid out,
 - b) once every five years thereafter until 30 years after the open space is laid out and
 - c) inclusion of the SANG in a contract for visitor surveys in years 5 and 10 after the open space is laid out in accordance with requirements in the Council's strategy.

08/08/2022 – Habitats Regulation Assessment (HRA) was undertaken in relation to Salisbury Plain SPA, River Avon SAC and New Forest SPA, New Forest SAC and New Forest Ramsar Site and copy (as above) sent to Natural England, who have formally accepted the positive conclusion of all three Appropriate Assessments. In order for the development to be compliant with the Habitats Regulations, the conditions listed below must be applied to any permission granted for this application.

Conditions:

1. Compliance with submitted documents The development will be constructed in strict accordance with the Ecological Parameters Plan, Drwg no edp6768_d023f

REASON: In the interests of conserving biodiversity and to ensure that legally protected habitats and species are not permanently displaced as a result of development.

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

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.
- c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the preconstruction/construction related elements of strategies only.
- d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
- e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

Development shall be carried out in strict accordance with the approved CEMP.

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

3. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive

management in order to attain targets.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

4. Water Efficiency in River Avon and River Test Catchments The residential development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage). Within 3 months of each phase being completed and the housing being brought into use, a post construction stage certificate certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

REASON: To ensure compliance with the prevailing mitigation strategy for nutrient neutrality in the water catchment within which this development is located

5. No external light fixture or fitting will be installed within the application site until a Lighting Strategy has been submitted to and approved by the Local Planning Authority in writing. The submitted details will demonstrate that a level of 0.5Lux or less can be achieved at the edges of the dark corridors marked on the Ecological Parameters Plan which forms part of this permission.

REASON: In the interests of conserving biodiversity.

5. A site plan indicating the number, type and location of all bat and bird boxes and of reptile refugia areas will be submitted for agreement in writing by the local planning authority.

REASON: In the interests of conserving biodiversity.

Section 106 agreement:

Heads of terms:

1. Retention and management of the open space as Suitable Alternative Natural Greenspace (as shown on a plan) in perpetuity or for as long as the development site remains in residential use.

2. A contribution of £8000 towards compliance of SANG provision in accordance with requirements of the Council's Interim recreation mitigation strategy for the New Forest internationally protected sites" (Version 1, 25 March 2022):

**a) to provide a compliance visit in each of the first five years after the open space is laid out,
b) a compliance visit once every five years thereafter until 30 years after the open space is laid out and;**

c) inclusion of the SANG in a contract for visitor surveys in years 5 and 10 after the open space is laid out.

Wiltshire Council Urban Design: no objection

The amended drawings satisfactorily address the following points of my reasons for objection on my consultation response dated 12.10.2021

Point 2 – Brick boundary wall shown to apartment block parking court on means of enclosure plan.

Point 5 – Severity and visual mass of apartment block relieved by additional windows in east side elevation and patterned tile hanging across all elevations at first and second floor.

These amended drawings would satisfactorily address in part:

Point 4 - Satisfactorily addressed in part with three windows added to street facing gable side elevation of 2BH house 26 but street facing gable side elevation of 2BH house 35 opposite still has a single window in one corner although wall face relieved to some extent by expressed brick string course but following the principle of turning the corner well an additional window at first floor would help i.e. as for same 2BH house type plot 26.

Initial Response:

The design content of this Full Planning application has satisfactorily addressed in principle nearly all of the design matters on 20/10565/PREAPP raised in my consultation response dated 05.01.2021 and considered in two subsequent virtual online meetings between Case Officer, myself with the applicant under that application as an evolution of the proposed layout, scale (height and massing) ,character and appearance of the development.

My objection is to important matters of specific detail shown on the FUL application:

- 1) Proposed Architectural Character (Design & Access Statement Fig 5.5 and street scene examples on following two pages and Fig 5.5 External Finishes (Design & access Statement Fig 5.6) re bay window brick shown below window sill and roof finish , dormers, porches, chimneys & pots elements should be in natural masonry construction including matching the main facing masonry brick and roof tiles and not these as 'fake' grp and 'plastic' faced elements 12.10.2021 Urban Design consultation response – PL/2021/06594 Page 2 of 2 which would be of poor: appearance; robustness /inferior weathering/lasting appearance. I advise this should be a condition of Planning and larger scale details with annotation and specification provided to establish this.
- 2) External Enclosures (Design & Access Statement Fig 9.1 and drawing CB_78_232_009) For robustness and lasting appearance the fence forming the boundary of the apartment parking court with plots 51 and plot 72 should be in brick and not the fencing shown. I.e., this would also then be consistent with the brick waling shown to the boundary of the parking court with rear of plots 25 to 30 inclusive.
- 3) The ground floor apartments would lack adequate defensible space just relying on a planting strip which could enable informal public approach up to all the habitable room windows. A more robust boundary should be formed for example mid height railings to deter this.
- 4) The corner gable end return facades of houses to Plot 26 and plot 35 directly opposite would appear visually poor in this setting with just the single habitable room window and this placed in one corner of the gable end elevation (whereas the ground and first floor windows for houses 47 and 54 placed well inboard of the corner and mixed finish to the façade would represent a minimum to relieve what is otherwise a large blank wall expanse).
- 5) Drawing CB_78_232_NHR_1BF : The east side and north side elevations of the apartment block would appear visually severe in their public open space setting i.e. The east elevation with just its obscured glazed bathroom windows and the visually awkward few small and far spaced apart windows on the north elevation. This also unfortunately emphasises the relatively large size and mass of the building in its setting and context with neighbouring buildings along this side of the Netherhampton Road whereas while some additional height here set back into the site can mark the approach to the development greater articulation for example further tile hanging and more windows would help address this. I had also advised that the roof steps down in height to give a lower ridge and eaves over some of the apartments and question why a single roof over the whole block should not be of a significantly lesser pitch to help address this.

Wiltshire Council Education: no objection subject to contributions towards school places.

PLACES NEEDED BY DVLPT:

PRIMARY: 28

SECONDARY: 20

DESIGNATED AREA PRIMARY/IES:

- *Nominally, Harnham Infants and Juniors.*
- *Bemerton St John CE and the planned new primary school on the Land South of Netherhampton Road development are also within 2 miles safe walking distance of the proposed development site.*

DESIGNATED AREA SECONDARY/IES:

- *Laverstock secondaries – St Edmund's CE Girls, St Joseph's RC, Wyvern Boys*
- *Sarum Academy*

EARLY YEARS ASSESSMENT DETAILS:

- *There are currently 1 preschools and 1 childminders within a two-mile safe walking route of this proposed development.*
- *This provision is operating at high capacity.*
- *The Local Authority has a duty to provide sufficient childcare for working parents under Section 6 of the Childcare Act 2006.*
- *Therefore, any increase in population as a result of this development will require additional childcare provision.*
- *Based on the 89 qualifying properties:*

Number of units	2 year olds 4 places per 100 dwellings	3 & 4 year olds 9 places per 100 dwellings	Total of places	Total required: $\text{£17,522} \times 12 = \text{£210,264}$
89	4	8	12	

EARLY YEARS CONTRIBUTIONS REQUIREMENTS: Current pupil products: 0.04 per dwelling for 0-2-year olds (4 per 100 dwellings) and 0.09 per dwelling for 3-4-year olds (9 per 100 dwellings). Current capital cost multiplier = £17,522 per place. *(Please note that this figure is due to be reviewed and updated shortly, for the 2021/22 financial year, and the latest multiplier will then apply to an S106 agreement. So, the contributions stated below are indicative figures only).

- *Total required as per calculations above = £210,264 towards the development of Early Years provision in this area.*
- *This contribution is subject to indexation and secured by a Section 106 Agreement, to which the Council's standard terms will apply.*

PRIMARY ASSESSMENT DETAILS:

Aggregated data for all primaries within 2 miles safe walking distance of the proposed development site:

- *Capacity: 993 places. (This includes places secured by S106 at the new school planned on the nearby South of Netherhampton road development site.)*
- *Jan 21 census number on roll: 731 pupils.*
- *Peak forecasts/numbers: 710 pupils in September 2021. (This figure includes approved in area housing already underway/completed).*
- *In addition to this, current demand from new housing already registered/approved in this area but not yet started or in forecasts, requires a total of a further 254 places.*
- *So, there is some space available here = 993 - 710 - 254 = 29 places.*

PRIMARY CONTRIBUTION REQUIREMENTS: Current primary cost multiplier = £18,758 per place. *(Please note that this figure is due to be reviewed and updated shortly, for the 2021/22 financial year, and the latest multiplier will then apply to an S106 agreement. So,

(So, the contributions stated below are indicative figures only).

- *There is currently some spare capacity across the schools in this area, and it's sufficient to accommodate the pupils generated by this development without the need for an expansion of provision.*
- *We therefore have no requirement for a developer contribution from this application, towards enlarging primary school infrastructure in this area.*

SECONDARY ASSESSMENT DETAILS:

Aggregated data for the three Laverstock secondaries and neighbouring Sarum Academy:

- *PAN years 7 – 11 total capacity = 3360 places. (This includes additional capacity to be provided at Sarum Academy that's already secured by S106s.)*
- *Jan 21 Years 7 -11 number on roll = 2317 pupils.*
- *Recently updated forecasts peak at 2650 pupils in 2025 (includes approved housing completed/underway).*
- *This equates to 710 spare places being available across the schools.*
- *The latest total for additional places required by in area housing already registered/approved but not yet built out & so not yet in forecasts = 588.*
- *So, there is still some spare capacity available across the relevant area secondary schools.*

SECONDARY CONTRIBUTION REQUIREMENTS: *Current secondary cost multiplier = £22,940 per place. *(Please note that this figure is due to be reviewed and updated shortly, for the 2021/22 financial year, and the latest multiplier will then apply to an S106 agreement. So, the contributions stated below are indicative figures only).*

- *There is currently sufficient capacity available across the schools in this area to accommodate the pupil product of this development proposal without the need for expansion.*
- *As a result, we have no case for a developer contribution from this application, towards expanding secondary school infrastructure in this area.*

Wiltshire Council Highways: No objection subject to conditions and obligations

The Transport Assessment (TA) was fully scoped with the Highway Authority and has followed those scoping requirements. It has been carried out in a robust manner (where motor vehicle movements generated by the development have been if anything over estimated from those that are likely to occur in reality. The TA comprehensively examines travel modes of travel to and from the development in the transport hierarchy considering walking, cycling and public transport in addition to the movements by private car.

Traffic impact

The development will generate around 55 trips in each peak hour where a trip is a one-way vehicular movement. Distribution has followed the proportions agreed for the 640 dwelling site opposite. All local significant junctions have been considered for traffic impact for the correct growth year of 2026 (end of local plan period). The maximum impact on each worst arm of relevant junctions is listed below:-

Park Wall 1.8%

Netherhampton Road / Home farm Road 2.3%

Harnham Gyratory 2.6%

Exeter Street Roundabout 1.7%

College Roundabout 0.9%

Given these levels of impact it is appropriate that the development contributes in a proportionate manner with the 640 dwelling nearby strategic site to the measures of the Salisbury Transport Strategy (STS). The two developments are analogous, both being allocated in planning terms and closely related geographically.

The proposed development access of a right turning lane with associated pedestrian refuge arrangement is shown to operate without causing delays on the network.

Walking and Cycling

The layout of the development has been designed to assist walking and cycling with a proposed link to the north (which cannot be completed at an early stage as the applicants do not control the land north of the site), and three links to Netherhampton Road. A shared use path is proposed over the frontage of the development. Figure 5.1 of the TA indicates the walking route via the Town Path between the development and the city centre.

Public transport

The 640 dwelling development opposite has secured extension of the R5 bus past this development. A pro rata with that development public transport contribution enabling the R5 extension to be secured for longer is recommended. The development suggests two bus stops on the frontage of the development to assist use of public transport. The stops will also assist public transport users from the other nearby residential areas.

Travel Plan

The application includes a satisfactory Travel Plan. The applicants propose to install electric vehicle infrastructure across the development which is welcome and useful.

Planning Layout

The soft landscaping proposal indicate some trees within adoptable highway areas. The applicants should be informed that trees within highway adoptable areas will attract a commuted sum of £726 per tree.

The submitted street lighting plans and the road lighting calculations have not been checked as will be examined at Section 38 stage in the usual way. Street lighting positions may therefore change from those shown.

Parking spaces for plots 28, 79 and 80 on the Parking Strategy plan are shown on private drive areas but located such that there could be conflicts with neighbours over ownership of those spaces and their use by visitors etc. There should be a planning condition that those three spaces are clearly demarcated by a sign or road marking that the spaces are allocated to the relevant plots and thus not available for general use.

A short 2m footway link should be detailed directly out to the bus stop area as a muddy path will only form across the landscaping area if this is not done. A revised plan should be submitted.

The Site Location Plan indicates in red what may be a footway link westwards towards the Strategic site. This must be clarified as to what is intended and as to how users will cross the A3094.

Subsequent consultation -

The layout has been revised to address a number of the minor accessibility concerns which were raised previously. In particular the refuge crossing of the A3094 has been increased in width to enable better cycle use, and the path around the site has been increased in width also to facilitate improved cycle accessibility.

I do not require any increase in width from 2 metres for footways within the development that are alongside carriageways, as the development is only a small number of dwellings, and

carriageway traffic flows will be such that cyclists will be able to use the carriageways.

The development provides accessibility for pedestrians and cyclists to connect to the local RoW network including routes towards the city centre as fully set in the TA – to which you are referred. Cyclists and pedestrians will be able to cross the A3094 using the provided refuge, to the good standard and wide cycleway on the south side of the A3094, make use of the formal crossing to be provided to the east for which funding has been secured, and hence by low-trafficked streets, access the Broken Bridges paths and the Town Path thus having largely traffic free convenient routes to the City centre and other local facilities. Pedestrian and cycle accessibility will be of a good standard.

The agreed contribution to the measures of the Salisbury Transport Strategy (STS) will enable improvements to these routes or if preferred, funding towards the sought segregated route (STS ref PC09) from the development northwards towards the Broken Bridges area. It is not tenable to secure direct construction of this route by the applicants given that the land is not within the applicants control. The agreed contributions are proportionate to those secured from site H3.1, and meet the tests for contributions. The applicants are not willing to increase the amount of contribution to a disproportionate figure above that agreed for H3.1, and I am clear that refusal on that ground could not be justified.

The provision of a connecting link within the development to the northern boundary to facilitate the PC09 route should be secured. I have recommended a suitable obligation below which will only require the provision of this internal link in the event that the remainder of the route overcomes ecological concerns raised by Natural England and is secured in due course.

..... no objection subject to the following:-

Planning conditions

No residential unit shall be occupied until those parts of the Residential Travel Plan capable of being implemented prior to occupation have been implemented. Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein, and shall continue to be implemented as long as any part of the development is occupied. The Residential Travel Plan Co-ordinator shall be appointed and carry out the identified duties to implement the Residential Travel Plan for a period from first occupation until at least 2 years following occupation of the last residential unit.

Reason: In the interests of reducing the amount of private car movements to and from the development.

Prior to first occupation of any dwelling the ghost island right turning lane outlined on drawing CB/78/232/001/C including a pedestrian refuge, any required street lighting and highway drainage alterations to accommodate the right turning lane, resurfacing of the entire width of the A3094 over the length of the right turning lane scheme, the footway to be provided over part of the site frontage, and the tactiled crossing of the access track to the east, shall all provided in accordance with details to be first approved under a Highways Act 1980 Section 278 Agreement.

Reason: In the interests of providing safe and convenient access to the development.

Prior to first occupation of any dwelling hereby permitted the access shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to points on the nearside carriageway edge 120 metres to the west and 120 metres to the east.

Reason: In the interests of highway safety.

Prior to occupation of the any dwelling 2 bus stops including flag signs, road markings and high bus access kerbs shall have been provided on A3094 near to the development in accordance with details to be first submitted to and approved by the Local Planning Authority.

Reason: In the interests of providing safe and convenient access to public transport for occupiers of the development.

The parking spaces for plot 28, located separate from the plot curtilage shall be clearly demarcated as private spaces for use by the residents of plot 28, prior to the plot being occupied. The demarcation shall be maintained in perpetuity.

Reason: In the interests of making clear that these spaces are not for general use.

Obligations

A financial contribution of (1,551,363 / 640) x 106 = £256,944 index linked, time limited towards the measures in the STS.

A financial contribution of (750,000 / 640) x 106 £124,218 index linked, time limited towards the extension of bus services to serve the development. To be payable 5 years after the first, first occupation of either H3.1 (the southern site) or H3.3 (this site) and only taken if at that point there is not full occupation of both sites. ie if full occupation of both sites the money will not be required.

The provision including offering for highway adoption of a 3 metre wide short link within the red line boundary of the site, between the roads or cycleways on the development, and the northern boundary of the development to connect directly to the route of the STS path reference PC09, if at any point within 10 years of occupation of the final dwelling on the development, a contract is let for the construction of the STS path reference PC09 between the development and the Broken Bridges area.

Wiltshire Council - Housing Team: No objection subject to obligation

Most recent comment –

Affordable Housing mix proposed on the Affordable Housing Plan Revision A is acceptable.

Previous comment –

Policy Requirement:

The S106 dated 24/06/20, requires the developer to provide at least 40% of the units as Affordable Housing units at nil subsidy. This equates to the provision of 94 Affordable Housing units out of a total of 234 dwellings. The current proposals show 109 Affordable Housing units which represents 46% of the units in this phase and is therefore an over-provision of Affordable Housing. In order to indicate whether the Affordable Housing is over-concentrated and to enable consideration of the distribution of the Affordable Housing units across the whole Development (in accordance with Schedule 1, Part 1, Paragraph 11 of the S106), the applicant should provide an indicative phasing plan indicating the intended provision of Affordable Housing in each phase.

Tenure Mix:

The S106 requires that 60% of the units are provided as Affordable Rented housing and 40% as Shared Ownership housing. The Affordable Housing units are proposed with 66% Affordable Rent and 34% Shared Ownership. This is acceptable, although it should be noted that the tenure split in future phases will need to be adjusted to ensure the provision of 60% Affordable Rent and 40% Shared Ownership overall.

Adapted Units:

The applicant should indicate which of the units are to be delivered to the Adapted Unit Standards. The S106 requires that 10% of the units are to be built to Adapted Unit Standards 'in a mix of sizes to reflect the current demonstrable need which will be confirmed at the time of the Reserved Matters Application'.

Unit Size Mix:

The Housing Enabling Team is not able to support the proposed unit size mix. As noted in pre-

app comments, due to management considerations, we do not support more than 30% of the Affordable Rented units to be delivered as 1 bed units. This is reflected in the Affordable Housing Mix in the S106.

Currently, 44% of the Affordable Rented units are proposed as 1 bed units.

Minimum Size and Design Standards:

Affordable housing in Wiltshire is expected to meet high standards of design and quality. It should be evenly dispersed within a site and visually indistinguishable from open market housing. Paragraph 12 of Part 1, Schedule 1 of the S106 requires that 'the Affordable Housing Units are integrated with the Market Housing units in clusters of no more than 12 to 15 units'. Whilst the applicant has distributed the Affordable Housing units across the site, there is one cluster (plots 114 to 127 and plots 146 to 149) which exceeds the 15 unit cluster requirement in the S106 Agreement.

As noted in pre-app comments, in order to ensure integration with the market units, any affordable 1 bed flats should be provided in small blocks of 6 to 8 units, and the blocks of flats should be dispersed across the development. The concentration of 1 bed units around the local centre, and the provision of a 12 unit block of flats (Block A) is not supported.

It should be noted that parking courts are not considered suitable for affordable homes (other than for blocks of flats). Parking spaces for plots 63, 64 and 202 (3 bed houses) are provided in the parking courts for the flats which is not considered acceptable. Only one parking space is provided for flat 69 which is a 2 bed flat.

Parking for houses should be provided in curtilage or adjacent to the property and should be easily visible from the property. This provides security and also aids the sales and marketing of the Shared Ownership units. A number of parking spaces are considered unsuitable as they are not well associated with the property including plots 38, 42, 47, 48, 106, 107, 115 and 117. In order to ensure that the affordable housing units are eligible for inclusion in Homes England's Affordable Housing programme, we would advise that all affordable homes are built to meet at least 85% of the Nationally Described Space Standard (NDSS) relevant to the dwelling type and minimum person criteria. I confirm that the proposed units meet this requirement.

Transfer to Registered Provider:

The affordable dwellings will be required to be transferred to a Registered Provider, approved by the Council, or to the Council, on a nil subsidy basis.

It is strongly recommended that the applicant makes contact with Registered Providers and Wiltshire Council's Residential Development Team as soon as possible in order to discuss the best option for the affordable dwellings including an indication of transfer prices that can be expected. A list of Registered Providers who work in partnership with Wiltshire Council can be provided on request.

Nominations:

The Local Authority would have nomination rights to the affordable dwellings, secured through a S106 Agreement.

Wiltshire Council Landscape Officer: no objection

I have reviewed the Landscape and Visual Appraisal submitted with the application and can confirm it has been prepared with regard to the current best practice (GLVIA 3rd Edition) and published guidance. Key points include:

- *There will be no impacts on the special qualities of the AONB and very limited harm to the SLA*
- *Landscape and visual effects are perceived at a local level due to the containment of the site*
- *There will inevitably be a change in landscape character from greenfield to urban residential*

- *The proposals have designed in opportunities to introduce new landscape elements and create habitats for a net gain in biodiversity*
- *There are some sensitive views from PROWs to the south and west, however these are seen within the context of the existing urban edge*
- *Liaison with Historic England to agree and preserve key views towards the Cathedral*

I have reviewed the revised planting plan in light of the comments posted by the Salisbury Area Greenspace Partnership.

The frontage to Netherhampton Rd is proposed to be a native hedgerow with native shrub planting behind. Specimen trees have been included within the hedge, within the shrub planting and within the grass verge. Therefore I consider the planting to be amenity rather than a formal avenue effect.

In terms of the planting mixes they include a diverse range of plants for both the native hedgerow, shrub and woodland, and the amenity on plot planting.

Wiltshire Council Open Space Officer: no objection subject to the following

POS Requirements for this development are as follows-

POS 1512.00 SQ.M on site provision

Play - 1134.00 sq. m onsite provision

Sports tbc

Historic England: no objection

Historic England have been engaged in preapplication discussions in respect of these proposals. The site is not within a conservation area, but forms part of the setting of the Grade I listed Salisbury Cathedral. The land is formally allocated for housing, with conditions in the Wiltshire Housing Site allocations Plan under policy H3.3.

The Netherhampton Road is a key approach to the City of Salisbury which affords some excellent views of the Cathedral spire. These views, of the spire soaring from a low-lying rural landscape, contribute to the significance of the Grade I listed building and are integral to local distinctiveness. The ability for the viewer to continue to appreciate the visual dominance of Salisbury Cathedral spire in the landscape, as pilgrims have done for over 800 years, is key.

It is evident that the site developer have endeavoured to minimise adverse impact on the setting of the Cathedral in the design of the proposed development. They have followed Historic England's advice and created a large, axial, landscaped area through the centre of the development which focusses on the Cathedral spire. Building heights at the Northern end of the site have been kept low to avoid significantly intruding into views of the spire, and planting in this area kept low for the same reason.

A thorough analysis of the sequential series of views of the Cathedral have been supplied with the application. This analysis of views towards the Cathedral from Netherhampton Road demonstrates that the proposed development would have little effect on the setting of the Cathedral spire until the viewer is within relatively close proximity of the site boundary. At close quarters, there will be a partial loss of views of the Cathedral Spire, which will cause a modest degree of "less than substantial" harm to its setting, and thus significance.

If this land is to be developed, it would be difficult to avoid any impact on the setting of the Cathedral spire. Historic England is content that the applicant has minimised the harm to the setting of the Cathedral Spire as far as possible, through design.

Policy H3.3 provides a detailed set of recommendations in respect of any development on this land. It advises that development will be subject to sensitive high-quality design and layout which ensures the significance of heritage assets and their settings are not subject to unacceptable harm, in particular the setting of Salisbury Cathedral spire. Policy H3.3 goes on to state that this

will be achieved through: the use of appropriate heritage and archaeological assessments to guide development; a comprehensive approach to landscaping, green infrastructure and open space, including provision of an open corridor through the site to retain important views; sensitive treatment of site boundaries.

The policy states that development will be expected to take particular care to ensure a suitable boundary and transition between the open countryside and the City; development which respects the scale, massing and built form of the local area and the setting of the Cathedral; development along Netherhampton Road being set back, but providing an active frontage; and sensitive use of lighting and signage. Historic England considers that the proposals comply with the above policy, but that there would still be a modest degree of harm caused to the setting of the Cathedral Spire.

In accordance with paragraph 202 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, your authority should weigh this harm against any public benefits offered by the proposal.

Recommendation

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application.

Environment Agency: no objection

We have no objection to the proposal provided the following conditions are included in any planning permission.

CONDITION – Flood Risk Assessment

The development shall be carried out in accordance with the submitted flood risk assessment (FRA) by Stantec, Ref: 3322310515/4001 Rev: B, dated June 2021 and the mitigation measures detailed. This will include:

- All built development will be located in Flood Zone (FZ) 1*
- There shall be no temporary or permanent ground raising, including the storage of material within FZ 2 and/or 3.*

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: The very northern edge of the site lies within flood zones 2 and 3. To reduce the risk of flooding to the proposed development and future occupants and to prevent increasing flooding elsewhere.

National Highways: No objection subject to obligation

The application seeks permission for a residential development of 106 dwellings on land to the north of the A3094 Netherhampton Road, Salisbury. Highways England's primary interest is in the safe and efficient operation of the A36 trunk road and its junctions and it is in this context that our comments are made. The development site is located approximately 3km south of the A36 Park Wall junction and approximately 3km west of the A36 College Roundabout.

The site is allocated under policy H3.3 in the Wiltshire Housing Site Allocations Plan (adopted February 2020), which states:

"Approximately 5.6ha of land North of Netherhampton Road, as identified on the policies map, is proposed for mixed use development comprising the following elements:

- approximately 100 dwellings;
- vehicular access to site from A3094 Netherhampton Road; and
- improvements to cycle and walking routes through the site to link into the existing network.

To the south of the A3094 Netherhampton Road, is a consented mixed-use scheme (outline application reference 19/05824/OUT) which was granted permission in June 2020. This site was also allocated in the Wiltshire Housing Site Allocations Plan under Policy H3.1. Highways England offered no objection to that larger application subject to s106 contributions to the Salisbury Transport Strategy (STS) having concluded that: "Whilst it remains our view that the scale of development flow impact at the A36T Park Wall junction is significant, the existing highway constraints at the junction mean that it is challenging to propose proportionate mitigation works that will provide a perceptible performance benefit.

In agreeing the transport evidence base supporting the Local Plan strategic allocations, Highways England accepted that the introduction of measures identified within the STS would deliver the necessary mitigation to offset the impact of planned development on the SRN."

The current application is supported by a Transport Assessment (TA) dated June 2021 and prepared by Transport Planning Associates (TPA). The scope of assessment was discussed with Highways England and a scoping response was issued on 10 February 2021. The TA draws on traffic flow information, trip generation and an assumed distribution accepted in connection with the application for the neighbouring development site (reference 19/05824/OUT).

As the development proposal is in accordance with the Local Plan, and was considered within the cumulative assessment undertaken in support of application 19/05824/OUT, we are not offering any specific comment on the parameters of the TA as submitted. However, as per the previous application TA, we note that the A36 College Roundabout Personal Injury Collision data is missing. However, upon review of the data obtained via Crashmap, we note that there has only been one PIC in the most recent 5 year period and therefore no trends are identified.

In terms of the relevant mitigation measures, paragraph 5.7 of the TA confirms that the applicant will provide an appropriate financial contribution towards sustainable transport schemes as set out in the STS, which directly support the delivery of housing in this area of Salisbury. This will be proportional to the financial contribution that was associated with the development to the south of Netherhampton Road (19/05824/OUT) and will be secured through a Section 106 agreement with Wiltshire Council. This approach is supported by Highways England and aligns with DfT Circular 02/2013.

As previously stated, in agreeing the transport evidence base supporting the Local Plan strategic allocations, Highways England accepted that the introduction of measures identified within the STS would deliver the necessary mitigation to offset the impact of planned development on the SRN.

Whilst no operational assessment of the A36 Park Wall junction nor of the A36 College Roundabout has been undertaken as part of the TA, the level of additional traffic estimated to pass through each junction is unlikely to have a significant impact on junction performance after the STS mitigation is delivered.

It will therefore be important for the applicant to commit to the provision of sustainable travel measures, consistent with the Local Plan policies and STS, and secured through a Travel Plan and Section 106 agreement to ensure that the development makes a proportionate contribution towards the delivery of these measures, the delivery of which will need to be appropriately phased as stages of development are brought forward.

Recommendation

Highways England offers no objection to the development but advises that a proportionate developer contribution is sought by Wiltshire Council towards the Salisbury Transport Strategy, particularly sustainable transport measures that will help to manage demand at the A36 Park Wall

junction.

Natural England: No objection

Initial advice –

As submitted, the application could have potential significant effects on River Avon Special Area of Conservation. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- *Habitat Regulation Assessment (Appropriate assessment)*
- *Construction Environment Management Plan (CEMP)*

Without this information, Natural England may need to object to the proposal.

Following submission of further detail –

No objections subject to conditions (see ecology response to the AA above)

Wessex Water: no objection

Existing Services -

There are no known existing Wessex Water assets within the proposed site boundary.

A map showing all known Wessex Water Assets within the area of the proposed site is attached at the bottom of this

response. Additional maps can be obtained from our website Mapping enquiries (wessexwater.co.uk)

Foul Drainage –

Wessex Water will accommodate domestic type foul flows in the public foul sewer with connections made on a size for size basis. Developers fund the cost of connecting to the nearest 'size for size' sewer and Wessex Water will manage the sewer network to accommodate foul flows from granted development.

The point of connection to the public network is by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should contact the local development team development.north@wessexwater.co.uk to agree proposals for the Section 104 adoption and submit details for technical review prior to construction.

We are aware of cumulative development south of Netherhampton Road and have undertaken a modelling exercise for those allocated sites to the south. However, our impact assessments did not include for 106 dwellings to the north. There is limited available capacity within the downstream foul sewer network and upon grant of planning,

Wessex Water will undertake further sewer modelling of the receiving foul sewers to consider the impact of the additional flow from the north site.

We advise that we need to reach agreement with the applicant and the Local Planning Authority upon the timetable if a scheme of capacity works is required. In that circumstance the development should not proceed until Wessex Water has confirmed that capacity can be made available for these new connections.

It is important that we are kept informed of proposals and programme at all stages of the planning and development process so we may review and plan as necessary.

Please Note: No surface water runoff or land drainage will be accepted into the foul sewer either directly or indirectly.

Nutrient neutral development information –

The foul discharge from this area is treated at the Salisbury Petersfinger sewage treatment works, in the Hampshire River Avon catchment.

For more information on how development at this location may impact on environmentally sensitive areas and Natural England's requirement for nutrient neutral development, please see the links to our position statement online at: Building and developing (wessexwater.co.uk)

Surface Water Drainage –

The applicant is proposing to capture store and discharge surface water runoff by conveying the surface water towards two detention basins located in the central green space in the proposed development. The surface water will be stored and discharged at the greenfield QBAR runoff rate, plus 40% allowance for climate change, to the existing ditch to the north. This will need to be agreed and approved by the Lead Local Flood Authority.

Please Note: No surface water runoff or land drainage will be accepted into the public foul sewer either directly or indirectly.

Water Infrastructure –

Wessex Water will provide a point of connection for new water mains to be laid into the development site, either through a Section 41 agreement or a self-lay arrangement.

Developers may connect to our water network on a size for size basis at their cost and Wessex Water will undertake any network reinforcement that may be required to accommodate granted development, this is funded through our infrastructure charging arrangements. Upon grant of planning Wessex Water will undertake a modelling exercise to determine the impact on our network and manage any necessary improvements.

For a development of this magnitude a minimum 125mm would be needed to be installed, the nearest size for size point of connection for a 125mm main is further east of the site to the existing 180mm water main in Upper Street.

8. Publicity

67 representations have been received raising the following issues

- A) Adequate nesting sites (including swift boxes should be provided on site for Swifts particularly as Swifts were recorded at the site).
- B) Concern expressed over flooding and the fact that this site has flooded in the past. It is considered the site is in a floodplain.
- C) Concern expressed over traffic in the area and the cumulative impact of this development and recently allowed other developments on traffic congestion in the area. Traffic impact should be modelled during Peak hours and during rainy periods.
- D) The racecourse, garden Centre, golf course and cattle market all generate large amounts of traffic already which will conflict with the additional traffic from this development.
- E) Impact on the traffic light junction at Park Wall will be horrific.
- F) Traffic on the Harnham road will prevent emergency vehicles including ambulances from getting through.
- G) This development will prevent any future connecting road to Churchfields.
- H) Expectations for sustainable transport are over inflated.
- I) Object that the scheme relies on road improvements and government funding that has not been properly costed.
- J) There should not be private parking provision on the development
- K) There is insufficient parking for bikes.

- L) It should be investigated whether provision for a car club can be made.
- M) Concern over water quality run off from this development particularly during construction.
- N) Concern over local facilities and the impact on those including Doctors surgeries and schools. In particular the only secondary school with capacity is Sarum Academy and this is difficult to access without reliance on the private motor vehicle.
- O) A new secondary school should be built in Harnham to accommodate all the new development.
- P) Where are the jobs for the new residents? There has been a loss of employment sites in Salisbury in recent years.
- Q) Concerns over loss of trees, Mature trees and field margins.
- R) Significant archaeology can be found in the field to be developed including late Bronze Age features and a bronze age ditch barrow. It is not considered that these can be conserved if the development goes ahead and is therefore directly contrary to policy.
- S) Wiltshire council has already met and is exceeding its housing requirements for the next few years.
- T) Concern that the new development will overwhelm the sewer system.
- U) Insufficient drainage is being provided for the development which was a requirement of policy H3 Of the adopted DPd.
- V) No information has been supplied on the proposed housing provider.,
- W) Mental health of residents will be effected by traffic build up and noise from vehicles.
- X) Any new development such as this should bring a large new supermarket to the area so that less reliance is made of Tesco on Southampton road.
- Y) The provision of first class walking and cycling infrastructure from all three sites on Netherhampton Road to key destinations, which will encourage active travel, must be in place as soon as homes are occupied. New and upgraded walking and cycling routes should be provided to connect to this development.
- Z) The view of the city from the South West is world famous and utterly unique. PLEASE think again before it is destroyed. Views of the Cathedral will be damaged/destroyed.
- AA) Doesn't comply with paragraphs 110 and 111 of the NPPF as it doesn't show how appropriate measures to promote sustainable transport will be taken.
- BB) Location of crossing points needs to be made clear.
- CC) A pedestrian/cycle link needs to be provided to Gypsy Land and Broken bridges.
- DD) The proposal does not meet policy H3 of the site allocations DPD.
- EE) Consider that the transport assessment is flawed and contains inaccuracies.
- FF) Considered that the open corridor in the middle of the site compromises the rest of the built development.
- GG) Considers the development is of poor design lacking recycling facilities, solar panels electric charging points etc. Considers it not to be a beautiful development.
- HH) This will increase Phosphates to the river avon.
- II) Concerns raised about the pavement along the North side of the development and its junction with the farm.entrance.

9. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

9.1 Principle of development

The development plan in this case is the adopted Wiltshire Core Strategy and saved policies from the former Salisbury District Local Plan. Currently, in the adopted

development plan, the site lies outside of the limits of development of any settlement. However, the site is allocated in the adopted Wiltshire Housing Site Allocation Plan DPD and as such is, in principle, allocated for about 100 houses. This is what this development proposes.

More specifically, Policy H3.3 of the adopted Wiltshire housing DPD requires the following:

- *approximately 100 dwellings;*

It is considered that the 106 dwellings proposed is approximately 100 dwellings and therefore complies with this part of the policy.

- *vehicular access to the site from A3094 Netherhampton Road;*

This is provided as part of the development

- *improvements to cycling and walking routes through the site to link into the existing network.*

A variety of paths which are wide enough for cyclists (3M) have been provided across the site and these all link to the road where cyclists and pedestrians can continue their journey into Salisbury.

Policy H3.3 then goes on to state that the development will be subject to the following requirements

- *sensitive high-quality design and layout which ensures the significance of heritage assets and their settings are not subject to unacceptable harm, in particular the setting of Salisbury Cathedral spire. This will be achieved through:*

the use of appropriate heritage and archaeological assessments to guide development;

These have been provided by the developer and accompany the application.

- *a comprehensive approach to landscaping, green infrastructure and open space, including provision of an open corridor through the site to retain important views;*

The application provides this with a long view through the site on an open corridor that English Heritage have assessed and found to be acceptable. (see their comments above).

- *sensitive treatment of site boundaries. Development will be expected to take particular care to ensure a suitable boundary and transition between the open countryside and the City;*

The development has been designed with a lower form of development at its Western end where it meets with the countryside. Individual hard boundaries other than those shown on the landscaping plan will be provided at the conditions stage.

- *development which respects the scale, massing and built form of the local area and the setting of the Cathedral;*

As stated above the development has been assessed by English Heritage and is considered to respect the setting of the Cathedral and the houses are not dissimilar in form to those found elsewhere in the surrounding area of Salisbury.

- *development along Netherhampton Road being set back, but providing an active frontage; and*

This policy is somewhat of a juxtaposition in terms seeming to require both an active

frontage whilst also being set away from the main road. However, all dwellings are set back from the road with a green space between the road and the first houses which all face the main road so as to give as active a frontage as possible including a pedestrian and cycle path along the front of the development. This it is considered complies with the policy

- *sensitive use of lighting and signage with regard to infrastructure and highway elements throughout the development.*

A condition has been added to the recommendation for approval that requires approval of all future lighting. No signage is proposed at this stage.

- *a Flood Risk Assessment (incorporating an assessment of the predicted effects of climate change) and comprehensive drainage strategy to inform site layout and design of the site so that surface water is controlled and does not exacerbate flooding off site;*

A flood risk assessment and full drainage strategy have been provided as part of this development and both the Environment Agency and the councils drainage officer have assessed the development and consider that the flooding risk and drainage strategy are acceptable.

- *no adverse impacts on the water quality of the River Avon SAC from surface water runoff during the construction and operational phases;*
- *measures to protect the integrity of the River Avon SAC, with particular regard to phosphate discharge into the River Avon and its tributaries. This will be informed by appropriate survey and impact assessment;*

The Council's ecologist in consultation with Natural England have assessed the proposal and have suggested conditions to cover development that may effect the River Avon. Consideration has also been given through an appropriate assessment of the effects of phosphate discharge on the River Avon and that any additional Phosphates generated by the development can be accommodated (see ecology section below)

- *sensitive design and layout, which ensures the significance of heritage assets and their settings are not subject to unacceptable harm. This shall be informed by appropriate heritage and archaeological assessments;*

As stated above it is considered that the development does not cause unacceptable harm to Heritage assets such as the important views of the Cathedral. The councils archaeologist has also considered this and has found the proposal to be acceptable. (see below)

- *And provision made for transport network improvements necessary to accommodate the scale of development envisaged, as identified through a comprehensive transport assessment.*

A transport assessment has been provided as part of the development which has been assessed by both Highways England and the councils Highways Engineer. If planning permission is approved monies will be sought by way of a 106 agreement for improvements to the local highways infrastructure to be used alongside those provided via the 640 house development opposite the site.

It can be seen from the above that the detailed policy requirements for this site have all been met by the developer. Individual elements of these are discussed further below under the appropriate headings.

9.2 Housing Land Supply

It is a material consideration that the Council's Housing Land Supply Statement demonstrates that Wiltshire lacks a five-year housing land supply at this time. The Council presently has a c. 4.7 year supply of housing. Granting planning permission for this allocated site for housing would make a material contribution towards increasing the housing land supply in Wiltshire as well as providing a significant economic boost to Salisbury. These are material considerations which attract weight on the planning balance. It will also boost the amount of affordable housing in the area.

9.3 Ecology

The proposed development has the potential to affect nature conservation and ecology issues at the development site. Building on farmland is likely to displace limited wildlife despite the land currently being used for agricultural purposes. It also has the potential to have effects across a wider area as a result of increased people and vehicular movement.

Core policy 69 seeks to protect the River Avon Special Area of Conservation and one of the ways that this can be achieved is through water efficiency measures. Developers will be expected to submit details of how water efficiency has been incorporated during the design of proposals. It is proposed that a condition can be imposed to achieve these water efficiency measures. (see conditions at the end of this report)

In order to avoid and reduce the potential environmental effects on water quality in the River Avon Special Area of Conservation, appropriate schemes of mitigation, including consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures, will be required to mitigate potential disturbance effects. A Construction Management Plan is also required to ensure measures proposed during construction are satisfactory.

The Council's ecologist has assessed this application for its effects on three protected areas those being –

- The New Forest Special Protection Area
- The Salisbury Plain Area Special Protection Area and the
- River Avon Special Protection Area

It is perhaps the latter of these which is of most importance because of the site's proximity to the River Avon; the Council's ecologist has stated the following in this respect. -

This development falls within the catchment of the River Avon SAC and has potential to cause adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. The Council has agreed through a Memorandum of Understanding with Natural England and others that measures will be put in place to ensure all developments permitted between March 2018 and March 2026 are phosphorus neutral in perpetuity. To this end it is currently implementing a phosphorous mitigation strategy to offset all planned residential development, both sewered and non-sewered, permitted during this period. The strategy also covers non-residential development with the following exceptions:

- *Development which generates wastewater as part of its commercial processes other than those associated directly with employees (e.g. vehicle wash, agricultural buildings for livestock, fish farms, laundries etc)*
- *Development which provides overnight accommodation for people whose main address is outside the catchment (e.g. tourist, business or student accommodation, etc)*

Following the cabinet's resolution on 5th January 2021, which secured a funding mechanism and strategic approach to mitigation, the Council has favourably concluded a generic appropriate assessment under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This was endorsed by Natural England on 7 January 2021. As this

application falls within the scope of the mitigation strategy and generic appropriate assessment, I conclude it will not lead to adverse impacts alone and in-combination with other plans and projects on the River Avon SAC.

The proposal would not have an adverse effect on the River Avon SAC and this has been confirmed by Natural England. The appropriate assessment has been agreed with Natural England subject to the imposition of conditions and a number of obligations to be put in the S106 agreement.

Also through agreement with Natural England suitable measures are proposed to safeguard the Salisbury Plain Area Special Protection Area and the New Forest Special Protection Area c/o Suitable Alternative Green Space provision or contributions.

Other ecology matters -

The applicants have produced a comprehensive ecological assessment which has been informed by surveys over a number of years through discussion with the Council's ecologist.

There was initially an issue with regard to a suggested footpath or cycle path between the site and the River Avon. The issue was that if such a footpath or cyclepath was put in as part of this application it would place additional recreational pressure on the River Avon, and then Natural England would require compensatory mitigation. In view of this it is, therefore, proposed to now deal with the path via a separate application where the additional pressure on the river can be accounted for and mitigated.

Overall, it is concluded that the proposal meets the Habitats Regs and the Council's own ecology policy, and subject to suitable conditions and heads of terms as outlined below the development is acceptable in ecological terms.

Heads of terms -

1. *Retention and management of the open space as Suitable Alternative Natural Greenspace (SANG) in perpetuity or for as long as the development site remains in residential use.*
2. *A contribution of £8000 towards compliance of SANG provision in accordance with requirements of the Council's Interim recreation mitigation strategy for the New Forest internationally protected sites (Version 1, 25 March 2022):*
 - a) *to provide a compliance visit in each of the first five years after the open space is laid out,*
 - b) *a compliance visit once every five years thereafter until 30 years after the open space is laid out; and*
 - c) *inclusion of the SANG in a contract for visitor surveys in years 5 and 10 after the open space is laid out.*

9.3 Highways

The amount of additional traffic that this development would generate has been one of the main concerns of objectors. Vehicular traffic would exit this site from one main access onto Netherhampton Road. The amount would not, however, warrant a roundabout.

Eastward bound vehicles leaving the site would travel along Netherhampton Road through Harnham to reach the Harnham Gyrotory system where various main routes head south and west to places such as Bournemouth and Blandford. Netherhampton Road is also a main route for traffic wishing to access Salisbury hospital.

Westward bound vehicles leaving the site would travel towards the main A36 trunk road and the Park Wall junction where there are traffic lights and a left hand turn only junction. The main A36 trunk road in this direction goes towards Wilton, Warminster, Bath and Bristol. It should be noted that there are two more minor turnings off the road in this direction leading towards Salisbury racecourse and into Quidhampton. It should be noted that the right hand turn into

Quidhampton is used as a cut through as it is possible to drive through Quidhampton into Salisbury via Lower Bemerton and this is one of the main concerns of Quidhampton parish council (see above) as it was with the nearby application for 640 dwellings.

The applicants have prepared a full Transport Assessment to accompany this application and to assess the impact of traffic on the area. They have considered the effect on both the Park Wall junction and the Harnham Gyratory as well as other main junctions around the Salisbury ring road. The conclusion of the assessment is that “A local highway network assessment has been undertaken and demonstrated that, with *mitigation in place*, the proposed development does not have a material effect on the highway network. With the inclusion of the proposed sustainable transport strategy the effects of the proposed mitigation would be improved further.”

The transport strategy has been assessed by the Council’s Highway Engineers and by Highways England and in respect of the proposed traffic the Council’s highways officer has stated the following –

The development will generate around 55 trips in each peak hour where a trip is a one-way vehicular movement. Distribution has followed the proportions agreed for the 640 dwelling site opposite. All local significant junctions have been considered for traffic impact for the correct growth year of 2026 (end of local plan period). The maximum impact on each worst arm of relevant junctions is listed below:-

Park Wall 1.8%
Netherhampton Road / Home farm Road 2.3%
Harnham Gyratory 2.6%
Exeter Street Roundabout 1.7%
College Roundabout 0.9%

Given these levels of impact it is appropriate that the development contributes in a proportionate manner with the 640 dwelling nearby strategic site to the measures of the Salisbury Transport Strategy (STS). The two developments are analogous, both being allocated in planning terms and closely related geographically.

The proposed development access of a right turning lane with associated pedestrian refuge arrangement is shown to operate without causing delays on the network.

In respect of the proposed improvements to the Harnham Gyratory and other junctions £256,944 is to be secured towards the Salisbury Transport Strategy to help fund these works. This is in addition to well over a million pounds secured from the larger development for 640 houses opposite.

Highways England when assessing the impact of the proposal have stated the following –

As previously stated, in agreeing the transport evidence base supporting the Local Plan strategic allocations, Highways England accepted that the introduction of measures identified within the STS would deliver the necessary mitigation to offset the impact of planned development on the SRN.

Whilst no operational assessment of the A36 Park Wall junction nor of the A36 College Roundabout has been undertaken as part of the TA, the level of additional traffic estimated to pass through each junction is unlikely to have a significant impact on junction performance after the STS mitigation is delivered.

It will therefore be important for the applicant to commit to the provision of sustainable travel measures, consistent with the Local Plan policies and STS, and secured through a Travel Plan and Section 106 agreement to ensure that the development makes a proportionate contribution

towards the delivery of these measures, the delivery of which will need to be appropriately phased as stages of development are brought forward.

Recommendation

Highways England offers no objection to the development but advises that a proportionate developer contribution is sought by Wiltshire Council towards the Salisbury Transport Strategy, particularly sustainable transport measures that will help to manage demand at the A36 Park Wall junction.

Both Highways England and the Council's Highways Engineer have therefore concluded that whilst traffic will increase as a result of this development, provided the proposed mitigation is implemented there would be no grounds for objection to the proposal on this basis.

Sustainable transport –

The other key aspect to this proposal is the use of as many sustainable methods of accessing the site as possible. In this respect it is intended to utilize the extended R5 bus service which will go to the development opposite. Additional bus stops either side of the road are to be provided.

It is intended that there will be a footpath/cycle link to Broken bridges/ River Avon this will be the subject of a separate application which will be made by Wiltshire Council. It does not form part of this application because the land is not presently within the ownership of the applicant and mitigation for the additional impact from pedestrians and cyclists and their impact on the River Avon needs to be considered.

It is for a similar reason that cycle lanes all over Salisbury are not being upgraded put in or renewed as part of this development. Clearly the applicant does not own the land elsewhere in Salisbury and therefore cannot be forced to put in new cycle lanes and upgrade others. The scale of this development similarly does not justify it.

Local plan policies CP 60 - 62 consider the need to plan sustainably for development and to fully consider the impact on the local and wider road network of development. This development has been fully considered by both Wiltshire Council's own highway engineers and by Highways England and whilst a greater highways impact than is presently the case is anticipated it is considered that the mitigation proposed will ameliorate the impacts and that consequently there is no significant highway reason to prevent the development from taking place.

9.4 Affordable housing

The development is proposing 40% on-site affordable housing provision to include both rented and shared ownership homes. This complies with the requirements of core policy 43 of the Wiltshire Core strategy which states that –

On sites of five or more dwellings, affordable housing provision of at least 30% (net) will be provided within the 30% affordable housing zone and at least 40% (net) will be provided on sites within the 40% affordable housing zone. Only in exceptional circumstances, where it can be proven that on-site delivery is not possible, will a commuted sum be considered.

The proposal satisfies the requirements of local policy and the NPPF to provide the appropriate affordable housing and this is intended to be 'pepper-potted' throughout the site

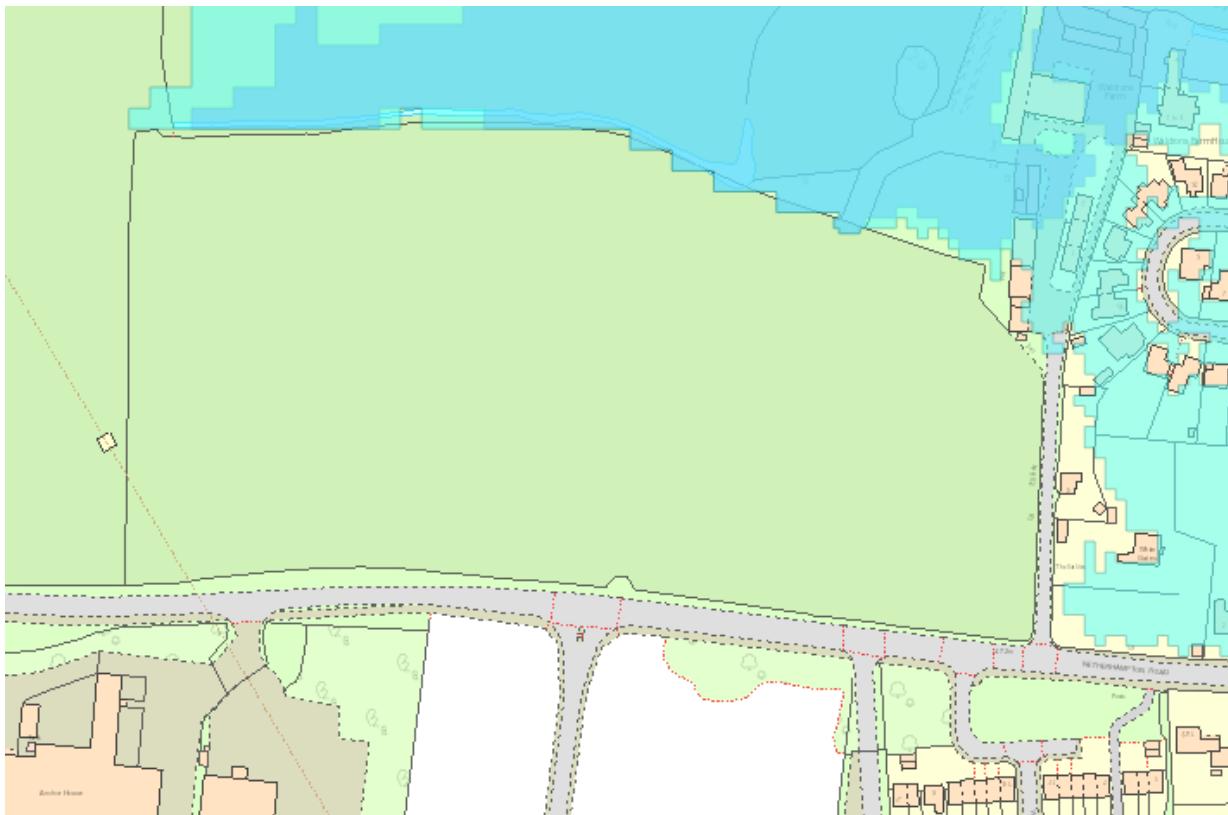


.There will be a need to secure the number and tenure of affordable homes on site which can be achieved by legal agreement which is included in the recommendation at the end of this report.

9.5 Drainage and flooding

Concerns have been raised by local residents and others that the site floods and as such it is unsuitable for housing. This matter was considered at the Examination prior to the site being allocated and was found to be suitable for housing by the planning inspector.

The majority of this site is located in Flood Zone 1 although parts of the boundary are located in Flood Zones 2 and 3. Flood Zones 2 and 3 are shown in the map below.



The Council has consulted with the Environment Agency as it is required to on all developments in excess of 1 hectare and the Environment Agency have concluded that they have no objections to the development subject to a series of 4 conditions to be applied to any planning permission including the measures in the submitted flood risk assessment being carried out. The applicants producing a construction Environmental management plan. A scheme for maintain access to the EA's flood defence's being submitted and a water efficiency condition.

In view of the fact that no part of the built development is to be situated within Flood Zones 2 and 3, the flood risk assessment which is to be followed as part of the development identifies ground floor levels to be achieved and the access to the site is well outside any flood zone there can be no objection to the sites development on flooding grounds as there are no reasonable grounds to do so.

It is noted that there is colloquial evidence that the site floods but the council cannot rely on this evidence when the formally adopted maps show it not to be in the high Flood Zone and the Environment Agency consider the site to not be susceptible to flooding.

It is considered that with the recommendations made by the Environment Agency the site is suitable for development.

Drainage –

The surface water drainage strategy of the site consists of filter drains and a swale to convey surface water runoff to detention basins located in the eastern portion of the site's central green space. These will allow discharge of the water and a controlled rate, and is considered to be acceptable accordingly.

The Council's drainage officer has been consulted on this application and has no objections subject to a condition which demonstrates that the rainfall volumes used in the hydraulic assessment will be accommodated.

It is considered that the drainage scheme which has been developed for this site is adequate for the needs of the development and complies with policy

9.6 Archaeology and impact on historic features

Core Policy 58 of the Wiltshire Core Strategy requires that development should protect, conserve and where possible enhance the historic environment. It states that designated heritage assets and their settings should be conserved, and where appropriate new development should enhance the historic environment. This applies to both above and below ground historic assets.

The Council's Archaeologist has been consulted on this application and has confirmed that an archaeological evaluation comprising a geophysical survey and trial trenching has been carried out on this site. That has identified that below ground remains of Bronze Age have been identified in the Western part of the site. The County Archaeologist has confirmed that in his opinion a scheme of mitigation can be agreed in order to prevent damage to the archaeological remains. This can be secured by condition.

The applicants have prepared a heritage report which covers both the archaeology and the wider heritage impact of the proposed development. In particular it assesses the impact of the development upon the grade 1 Listed Salisbury Cathedral and views of that building.

The applicants report concludes that –

.... whilst there will be a limited loss of some of the views, at the lower end of 'less than substantial harm', this should be seen in the context of the overall significance of the Cathedral and the measures taken within the masterplan to minimise the effect as per the Historic England guidance in GPA 3.

The site has been designed to protect as far as possible the major views of the Cathedral along Netherhampton Road when viewed from the West. There is a large area of open space set aside through the middle of the development to keep views across the site whilst to the west where the development meets the open countryside some of the dwellings have been kept at a lower level in order to ensure that views remain of the Cathedral.



A view of the Cathedral from Netherhampton road with the new dwellings superimposed.

Historic England have responded to the application and stated –

A thorough analysis of the sequential series of views of the Cathedral have been supplied with the application. This analysis of views towards the Cathedral from Netherhampton Road demonstrates that the proposed development would have little effect on the setting of the Cathedral spire until the viewer is within relatively close proximity of the site boundary. At

close quarters, there will be a partial loss of views of the Cathedral Spire, which will cause a modest degree of “less than substantial” harm to its setting, and thus significance.

If this land is to be developed, it would be difficult to avoid any impact on the setting of the Cathedral spire. Historic England is content that the applicant has minimised the harm to the setting of the Cathedral Spire as far as possible, through design.

Whilst Historic England consider there would be harm to views of the Cathedral they consider that this harm would be less than substantial, and as such it is for the local authority to weigh up the less than substantial harm with any public benefits that the scheme may bring. Those benefits are new homes within a well-designed environment, and this is considered to tip this particular balance in favour of the development.

Other design issues –

The Council's Urban Designer has viewed the application and his comments are contained above. The policy in the adopted housing DPD requires a *sensitive high-quality design and layout*. The layout and design of the dwellings has been assessed and after several revisions and changes is considered to meet the terms of the policy in the adopted DPD. All houses now face the main streets. Dead ends have been removed from the development and it now has the potential to meet the high quality requirements of the policy.

Notwithstanding that there is a requirement from the policy in the Wiltshire Core strategy policy CP57 to require high quality development as well as a requirement in the revised NPPF for beautiful places and it is considered this development will achieve that from the plans submitted.

9.7 Education

Education provision in the Harnham area is insufficient at present to accommodate this development in terms of 'early years' provision. Primary and secondary school education there is sufficient capacity for, and there is no need for any further provision in this respect.

It has been identified by the local authorities education adviser that there is insufficient capacity at the early years level to provide for children at this site. There is a deficiency of 12 places locally and as such the developer will be required to make a financial provision towards providing this via a S106 agreement.

The impacts can therefore be satisfactorily mitigated by the developer through such provision.

9.8 Other material considerations

In addition to the main concerns relating to highways, the general principle of development and flooding, a variety of other matters have been brought up by residents and local interest groups relating to this development. The following addresses the concerns of those who have written to the local planning authority –

- *Adequate nesting sites (including swift boxes should be provided on site for Swifts particularly as Swifts were recorded at the site).*

The site makes provision for enhancement and mitigation of biodiversity on the site.

- *There should be proper cycle and walking routes to the city centre from the development.*

There is an existing cycle and footway at the front of the site on the opposite side of the road which will continue to be able to be used. Provision is made in the s106 agreement for a separate application to be submitted by the Council for a pedestrian and cycle route to Broken Bridges. This is considered by the Council's highways engineers to be adequate for a

development of this size.

- *The sites development will prevent the future construction of a road to Churchfields.*

There are no plans to construct a road to Churchfields.

- *There are insufficient jobs in Salisbury for a further housing development*

The Council has no control over where people work but it has allocated through both the site's allocation DPD and previously its Core Strategy large areas for new employment developments in the area.

- *A new secondary school should be built in Harnham*

As can be seen from the response of the WC Education Officer, adequate capacity exists within the Secondary schools in Salisbury to accommodate the needs of this development. There is not a need to provide a secondary school as a result of this development.

- *A new Supermarket should be provided on this side of Salisbury*

It is not a matter for the planning system to provide sites for Supermarkets. If a new supermarket is required this will be delivered by the market because of demand or otherwise in an area. The adjacent 640 house scheme makes provision for a shop on that site.

- *The new houses should provide rainwater recycling, electric charging points and solar panels*

A condition has been included (as it was with the adjacent development) to provide a scheme for electric car charging points on the site. The Council does not have an adopted policy to provide solar panels on new houses or rainwater recycling.

9.9 S106 contributions

The following is a summary list of the S106 agreement requirements made necessary by the planned development (and explained in this report) -

- 1) A financial contribution of $(£1,551,363 / 640) \times 106 = £256,944$ index linked towards the measures in the Salisbury Transport Strategy.
- 2) A financial contribution of $(£750,000 / 640) \times 106 = £124,218$ index linked, time limited towards the extension of bus services to serve the development. To be payable 5 years after the first, first occupation of either H3.1 (the southern site) or H3.3 (this site) and only taken if at that point there is not full occupation of both sites. ie if full occupation of both sites the money will not be required.
- 3) The provision including offering for highway adoption of a 3 metre wide short link within the red line boundary of the site, between the roads or cycleways on the development, and the northern boundary of the development to connect directly to the route of the STS path reference PC09, if at any point within 10 years of occupation of the final dwelling on the development, a contract is let for the construction of the STS path reference PC09 between the development and the Broken Bridges area.
- 4) £210,264 towards the development of Early Years provision in this area.
- 5) Retention and management of the open space as Suitable Alternative Natural Greenspace (as shown on a plan) in perpetuity or for as long as the development site

remains in residential use.

6) A contribution of £8000 towards compliance of SANG provision in accordance with requirements of the Council's Interim recreation mitigation strategy for the New Forest internationally protected sites" (Version 1, 25 March 2022):

- a) to provide a compliance visit in each of the first five years after the open space is laid out,
- b) a compliance visit once every five years thereafter until 30 years after the open space is laid out and;
- c) inclusion of the SANG in a contract for visitor surveys in years 5 and 10 after the open space is laid out.

7) The provision of 40% affordable housing on site.

10 Conclusion – The Planning Balance

The site is an allocation for approximately 100 dwellings under policy H3.3 in the Wiltshire Housing Site Allocations Plan. This plan was adopted in February 2020 and now forms a significant consideration in the planning balance of this application. Similarly significant weight has to be given to the fact that the Council cannot demonstrate a five year housing land supply across the County at this time.

Although there are well expressed concerns about highway matters, the expert advice both from the Council's own Highways engineers and from National Highways in relation to the A36 is that the development, with its associated mitigation, will not give rise to significant problems that would justify a refusal.

There are also other factors to be weighed in the planning balance – the development will deliver much needed affordable housing in accordance with the policy requirements of the development plan, and will provide a boost to the local economy,

Weighing these matters up, it is concluded that the overall benefits of the scheme, and its accordance with the sites allocation DPD, outweigh any perceived harms and that accordingly, planning permission should be granted, subject to the prior completion of a Section 106 agreement to cover the necessary mitigation identified above. If the agreement is not completed within six months the matter will be referred back to committee.

RECOMMENDATION

To delegate to the Head of Development Management to grant planning permission

—

(A) Subject to the prior completion of the Section 106 legal agreement by all relevant parties to provide: -

1) A financial contribution of (1,551,363 / 640) x 106 = £256,944 index linked, time limited towards the measures in the Salisbury Transport Strategy.

2) A financial contribution of (750,000 / 640) x 106 £124,218 index linked, time limited towards the extension of bus services to serve the development. To be payable 5 years after the first, first occupation of either H3.1 (the southern site) or H3.3 (this site) and only taken if at that point there is not full occupation of both sites. ie if full occupation of both sites the money will not be required.

3) The provision including offering for highway adoption of a 3 metre wide short link within the red line boundary of the site, between the roads or cycleways on the development, and the northern boundary of the development to connect directly to the route of the STS path reference PC09, if at any point within 10 years of occupation of the final dwelling on the development, a contract is let for the construction of the STS path reference PC09 between the development and the Broken Bridges area.

4) = £210,264 towards the development of Early Years provision in this area.

5) Retention and management of the open space as Suitable Alternative Natural Greenspace (as shown on a plan) in perpetuity or for as long as the development site remains in residential use.

6) A contribution of £8000 towards compliance of SANG provision in accordance with requirements of the Council's Interim recreation mitigation strategy for the New Forest internationally protected sites" (Version 1, 25 March 2022):

- a) to provide a compliance visit in each of the first five years after the open space is laid out,**
- b) a compliance visit once every five years thereafter until 30 years after the open space is laid out and;**
- c) inclusion of the SANG in a contract for visitor surveys in years 5 and 10 after the open space is laid out.**

7) The provision of 40% affordable housing on site.

And 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 reports listed in Drawing Issue Sheet 1 project no CB_78_232 Vistry Homes.

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

3) No development shall commence above slab level until the exact details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission, in the interests of visual amenity and the character and appearance of the area.

4) No railings, fences, gates, walls, bollards and other means of enclosure shall be erected in connection with the development hereby permitted until details of their design, external appearance and decorative finish have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being occupied.

REASON: In the interests of visual amenity and the character and appearance of the area.

5) No development shall commence above slab level until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities
- finished levels and contours;
- means of enclosure;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and/or [DELETE as appropriate] the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

6) All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees 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. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

7) The development shall only take place in accordance with the written scheme of investigation for a programme of archaeological excavation and strip, map and sample prepared by Museum of London Archaeology (MOLA), Site code – SBYWM:2021.20, and dated June 2022*. The condition shall not be discharged until the programme of assessment, analysis, and publication elements of the programme has been fulfilled.

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

This mitigation work is to be carried out following the standards and guidelines for archaeological excavations and monitoring of groundworks as set out by the Chartered Institute for Archaeologists (CIfA). The costs of the work are to be borne by the applicant.

8) NO development above slab level shall commence until a detailed assessment of

the drainage strategy shall be submitted to and approved in writing showing that a MADD factor of zero has been used in the assessment and demonstrating how the proposed drainage and storage on site can accommodate the rainfall volumes used in the hydraulic assessment. The drainage strategy as approved by this condition shall be implemented prior to first occupation of the development.

REASON: The application contained insufficient information to enable determination of this issue prior to approval.

9) The development will be constructed in strict accordance with the Ecological Parameters Plan, Drwg no edp6768_d023f

REASON: In the interests of conserving biodiversity and to ensure that legally protected habitats and species are not permanently displaced as a result of development.

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

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.
- c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the preconstruction/construction related elements of strategies only.
- d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
- e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence. Development shall be carried out in strict accordance with the approved CEMP.

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

11) Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

12) The residential development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage). Within 3 months of each phase being completed and the housing being brought into use, a post construction stage certificate certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

REASON: To ensure compliance with the prevailing mitigation strategy for nutrient neutrality in the water catchment within which this development is located

13) No external light fixture or fitting will be installed within the application site until a Lighting Strategy has been submitted to and approved by the Local Planning Authority in writing. The submitted details will demonstrate that a level of 0.5Lux or less can be achieved at the edges of the dark corridors marked on the Ecological Parameters Plan which forms part of this permission.

REASON: In the interests of conserving biodiversity.

14) Prior to the start of construction, a site plan indicating the number, type and location of all bat and bird boxes and of reptile refugia areas will be submitted for agreement in writing by the local planning authority.

REASON: In the interests of conserving biodiversity.

15) No residential unit shall be occupied until those parts of the Residential Travel Plan capable of being implemented prior to occupation have been implemented. Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein, and shall continue to be implemented as long as any part of the development is occupied. The Residential Travel Plan Co-ordinator shall be appointed and carry out the identified duties to implement the Residential Travel Plan for a period from first occupation until at least 2 years following occupation of the last residential unit.

REASON: In the interests of reducing the amount of private car movements to and from the development.

16) Prior to first occupation of any dwelling the ghost island right turning lane outlined on drawing CB/78/232/001/C including a pedestrian refuge, any required street lighting and highway drainage alterations to accommodate the right turning lane, resurfacing of the entire width of the A3094 over the length of the right turning lane scheme, the footway to be provided over part of the site frontage, and the tactiled crossing of the access track to the east, shall all be provided in accordance with details to be first approved under a Highways Act 1980 Section 278 Agreement.

REASON: In the interests of providing safe and convenient access to the development.

17) Prior to first occupation of any dwelling hereby permitted the access shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to points on the nearside carriageway edge 120 metres to the west and 120 metres to the east.

REASON: In the interests of highway safety.

18) Prior to occupation of the any dwelling 2 bus stops including flag signs, road markings and high bus access kerbs shall have been provided on A3094 near to the development in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of providing safe and convenient access to public transport for occupiers of the development.

19) The parking spaces for plot 28, located separate from the plot curtilage shall be clearly demarcated as private spaces for use by the residents of plot 28, prior to the plot being occupied. The demarcation shall be maintained in perpetuity.

REASON: In the interests of making clear that these spaces are not for general use.

20) The development shall be carried out in accordance with the submitted flood risk assessment (FRA) by Stantec, Ref: 3322310515/4001 Rev: B, dated June 2021 and the mitigation measures detailed. This will include:

- All built development will be located in Flood Zone (FZ) 1
- There shall be no temporary or permanent ground raising, including the storage of material within FZ 2 and/or 3.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON: The very northern edge of the site lies within flood zones 2 and 3. To reduce the risk of flooding to the proposed development and future occupants and to prevent increasing flooding elsewhere.

21) No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to the LPA. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

REASON: Core Policy55; Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

22) No construction work (excluding the internal fitting out of dwellings) nor the movement of spoil from the site shall take place outside the hours of 0700 – 2000 Monday to Thursday, 0700 – 1800 on Friday, 0800 – 1300 on Saturday and at no time on Sundays and Bank holidays.

REASON: In order to protect the residential amenity of future and adjoining residents.

23) Within 3 months of the date of this permission a plan shall be submitted to and agreed with the local planning authority for a childrens play area on the site. The childrens play area as agreed shall be constructed prior to occupation of the 25th dwelling on the site and shall be maintained in perpetuity.

REASON: In the interests of ensuring adequate outdoor play and recreational facilities exist on the site.