

**REPORT OUTLINE FOR SOUTHERN AREA PLANNING
COMMITTEES**

Report No.

Date of Meeting	27th July 2023
Application Number	PL/2022/05051
Site Address	Land North of Holden Farm, Hindon Stagger, East Knoyle, Salisbury, SP3 6DE
Proposal	Proposed highway depot for Wiltshire Council comprising of one covered building with associated external yard area, to include 1000T salt store, 4no. vehicle bays, vehicle circulation area and two storey welfare accommodation. External yard area to include a vehicle wash down, weighbridge, fuel filling facilities and a battery store with ecological water treatment system to south of site
Applicant	Mr Sean Tye – Wiltshire Council
Town/Parish Council	East Knoyle
Electoral Division	Nadder Valley - Cllr Bridget Wayman
Grid Ref	
Type of application	Regulation 3 - Wiltshire Council application
Case Officer	Hayley Clark

Reason for the application being considered by Committee

This application is brought to committee as the applicant is Wiltshire Council and there has been one objection from a third party and an objection from the Parish Council. In those circumstances the application must be determined at committee.

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

1. Report Summary

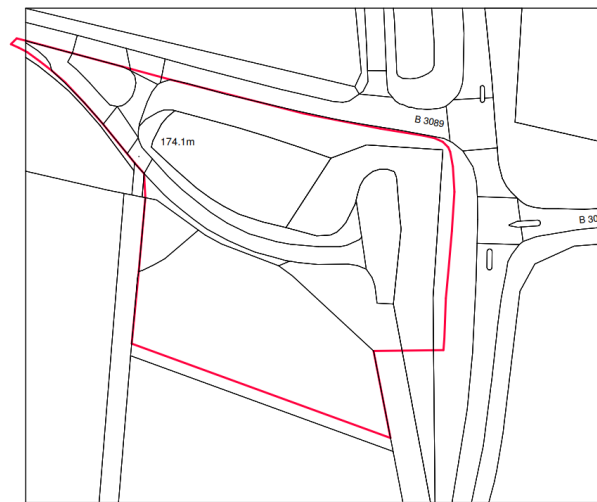
The main issues which are considered to be material to the determination of this application are listed below:

- Principle
- Character, design and landscape impacts
- Lighting
- Neighbouring amenities
- Highway safety
- Rights of way
- Ecology
- Archaeology

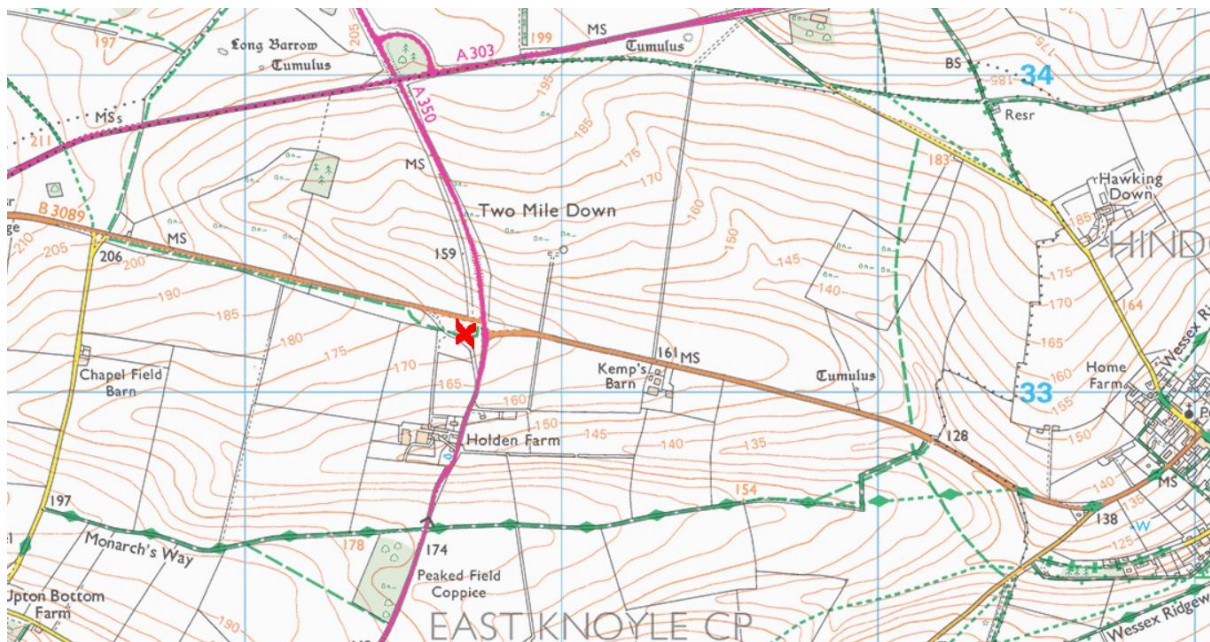
The application has generated an objection from East Knoyle Parish Council and one letter of objection from third parties.

2. Site Description

The application site relates to an area of land to the south west of the Hindon Stagger junction where the A350 and B3089 meet. The A350 trending north – south and the B3089, east-west. Below are extracts from the submitted location plan showing the redline site and an extract from the Council's mapping showing the wider context in relation to East Knoyle to the south, Hindon to the east and the A303 to the north (application site marked with red X on the latter)



Ordnance Survey, (c) Crown Copyright 2014. All rights reserved. Licence number 100020432



The site is situated in an isolated and elevated location within the West Wiltshire Downs and Cranborne Chase Area of Outstanding Natural Beauty. The application site is a triangular parcel of land covering an area of approx 1.48 hectares that was formally highway before the roads were realigned to the current layout. The site is a mainly level site and is bounded by

highway to the north and east with farmland to the west and south. It is understood that the land currently has no formal use but due to the existing surfacing being partly tarmac from its former highway use, it is used for informal stockpiling of aggregate for highway use.

3. Planning History

None

4. The Proposal

The application is a regulation 3 application (a regulation 3 application permits a local authority to make an application to itself for planning permission to develop land within its area and to then also determine the application) for the creation of a highway depot for Wiltshire Council comprising of one covered building with associated external yard area, to include 1000T salt store, 4no. vehicle bays, vehicle circulation area and two storey welfare accommodation. External yard area to include a vehicle wash down, weighbridge, fuel filling facilities and a battery store with ecological water treatment system to south of site.

5. Planning Policy

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)
National Design Guide (January 2021) (NDG)

Wiltshire Core Strategy (January 2015) (WCS):

- CP1 (Settlement Strategy)
- CP2 (Delivery Strategy)
- CP3 (Infrastructure Requirements) CP27 (Tisbury Community Area)
- CP34 (Additional Employment Land)
- CP50 (Biodiversity and Geodiversity)
- CP51 (Landscape)
- CP57 (Ensuring High Quality Design & Space Shaping)
- CP60 (Sustainable Transport)
- CP61 (Transport & Development)
- CP62 (Development Impacts on the Transport Network)

Salisbury District Local Plan: PS1 (Community Facilities and Services)

Supplementary Planning Documents:

Wiltshire Local Transport Plan – Car Parking Strategy

Cranborne Chase and West Wiltshire Downs AONB Management Plan 2019 -2024

6. Summary of consultation responses

East Knoyle Parish Council - Objection via an email vote as the Parish Council are not meeting in August. This application is not supported due to the enormous impact of the light pollution element in an AONB and an ecological disturbance due to its size and insensitivity in such an area. The council feels that there are many other 'Brown Field' sites that this could be better sited in.

Archaeology – No objection subject to condition.

Environment Agency – No objection subject to condition

Groundwater Protection

The proposed development involves storage of materials (salt storage) which presents a risk of pollution to groundwater resources. Groundwater is particularly sensitive in this location because the proposed development site is located upon principal aquifer.

The Desk Study and Ground Investigation Report (Hydrock, 2021, document reference 17889-HYD-XX-XX-RP-GE-1000) and Technical Design Note (Hydrock, 2021, document reference 17889-HYD-HS-XX-RP-C-7000) submitted in support of this application provides us with confidence that it will be possible to suitably manage the risks posed to groundwater.

However, further detailed information will be required before any development is undertaken. It may place an unreasonable burden on the developer to ask for more detail before determination therefore we request conditions. Without them we would object to the proposal in line with paragraph 174 of the National Planning Policy Framework because it cannot be guaranteed that the development will not present unacceptable risks to groundwater resources.

Highways – No objection subject to condition

Rights of way - No objection to the proposal subject to the following informative:

DIVERSION OF RIGHTS OF WAY

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. The right of way must be kept open at all times until an order has been confirmed and the alternative, if applicable, has been certified by Wiltshire Council.

Wiltshire Council Waste Management – No comments to make

Drainage – Support subject to conditions

Spatial planning – No objection

AONB – concerns regarding lighting, landscaping, planting, re-routing of the bridleway

Landscape – No objections

Ecology – No objection subject to condition

Natural England - No objection - Subject to mitigation

Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has not produced a Habitats Regulations Assessment (HRA), but agree with the conclusions of the Shadow HRA provided by Ethos on behalf of the applicant.

Natural England is a statutory consultee on the Appropriate Assessment stage of the Habitats Regulations Assessment process.

By adopting the Shadow HRA you conclude that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of the Chilmark Quarries SAC. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, we have no objection to the proposals. All mitigation measures should be appropriately secured in any permission given.

Public protection – No objection subject to condition

7. Publicity

The application was publicised by site notice, press advert in the Salisbury Journal and letters to neighbouring properties. One letter of objection was received in respect of the application, this is included in full below:-

This building will be an horrendous blot on an already diminishing open landscape, not to mention the light pollution and the noise of reversing lorries beeping. which with a north wind blowing will be heard up to two miles away.

8. 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

At the heart of the NPPF is a presumption in favour of sustainable development and the Adopted Wiltshire Core Strategy seeks to build resilient communities and support rural communities but this must not be at the expense of sustainable development principles. The Settlement and Delivery Strategies of the Core Strategy are designed to ensure new development fulfils the fundamental principles of sustainability.

This means focusing growth around settlements with a range of facilities, where local housing, service and employment needs can be met in a sustainable manner. A hierarchy has been identified based on the size and function of settlements, which is the basis for setting out how the Spatial Strategy will deliver the levels of growth.

Core Policy 27 confirms that development in the Tisbury Community Area (which includes East Knoyle) should be in accordance with the Settlement Strategy set out in Core Policy 1 and growth in the Tisbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Core Policy 1 of the Wiltshire Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. Only the Principal Settlements, Market Towns, Local Service Centres and Large Villages have defined limits of development/settlement boundaries within which development will be accepted.

Core Policy 2 of the Wiltshire Core Strategy sets out the 'Delivery Strategy'. It identifies the scale of growth appropriate within each settlement tier, stating that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

The application site is located outside of any settlement boundary and is in an isolated rural location and therefore in policy terms considered to be located within the countryside, and outside of the limits of development. There is therefore an in principle objection to the proposals in an unsustainable location based on the above.

However, there are some exceptions. Para 4.16 of the Wiltshire Core Strategy states: *“there is a general presumption against development outside the defined limits of development.”*

Para 4.17 goes on to say:

“Proposals for improved local employment opportunities, housing growth (over and above that allowed by this core strategy) and/or new services and facilities outside the defined limits of development will not be supported unless they arise through community-led planning documents, such as neighbourhood plans, which are endorsed by the local community and accord with the provision of this plan. The strategy does allow for carefully managed development outside of settlement boundaries in specific cases, such as new employment investment where there is an overriding strategic interest, or for other local circumstances such as providing affordable housing, allowing new tourist accommodation or supporting diversification of the rural economy (a full list of exception policies is set out in paragraph 4.25)”

Para: 4.25:

The Plan also includes 'exception policies' which seek to respond to local circumstance and national policy. In doing so these represent additional sources of supply to those detailed at paragraphs 4.22 and 4.24. These policies are listed below:

- Additional employment land (Core Policy 34)
- Military establishments (Core Policy 37)
- Development related to tourism (Core Policies 39 and 40)
- Rural exception sites (Core Policy 44)
- Specialist accommodation provision (Core Policies 46 and 47)
- Supporting rural life (Core Policy 48)

Of the above exception policies, only CP34 relates to the proposed development this is discussed below.

Core Policy 34 (Additional Employment Land) allows for certain type of development outside of the Principal Settlements, Market Towns, and Local Service Centres, where those developments:

- i. Are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; or
 - ii. Support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification; or
 - iii. Are for new and existing rural based businesses within or adjacent to Large and Small Villages;
- or
- iv. Are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council

The proposed development fails points i, ii and iii above as it is not located adjacent to a settlement and is not retaining or expanding an existing business; the development is not related to farming or agriculture and is not a rural based business adjacent to a large or small village.

The proposed development is however considered to fall within the scope of point iv of CP34. The applicant explained the reasoning for the chosen location which is as follows

“In 2016 the Council carried out a complete service review of winter maintenance delivery across the county, and through working with the Met Office commissioned a ‘Scoping Study’ to look at climatic domains and to conclude the best locations for depots to be located to deliver the most efficient salting and snow clearing operations.

In severe weather the Council is required to keep open the A350 running from Dorset to the M4, it is a priority route. With existing vehicles based at Mere this is unachievable. The Tisbury, Chalke Valley, Knoyles, Hindon, Donheads parishes also become cut off as the depot locations in relation to the road networks are too far removed and our ability to keep this area clear is compromised.

The ‘Scoping Study’ confirmed the best location for a new winter facility is in the Hindon area, south of the A303. The Council agreed this would be the way forward and put forward a business case to upgrade / replace the depots on the eastern side of Wiltshire. We looked at purchasing farmers land but found the planning criteria too onerous hence opting for the brown field site, the ‘former cross roads’.”

The siting and nature of the proposed new highway depot is considered to be essential to the wider strategic interest of the economic development of Wiltshire by way of maintaining the accessibility of the A350 in adverse weather conditions. The proposals are therefore considered to be acceptable in principle through CP34.

9.2 Character, design and landscape impacts

Core Policy 57 states “a high standard of design is required in all new developments, including extensions... Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality”.

CP51 states: Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures.

Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies
- ii. The locally distinctive character of settlements and their landscape settings
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe
- iv. Visually sensitive skylines, soils, geological and topographical features
- v. Landscape features of cultural, historic and heritage value
- vi. Important views and visual amenity
- vii. Tranquillity and the need to protect against intrusion from light pollution, noise, and motion
- viii. Landscape functions including places to live, work, relax and recreate, and
- ix. Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscapes and scenic beauty

Under CP51, it would be necessary for the development proposals to, “Demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas,” the AONB Partnership website and Management Plan provide key guidance for proposals in the AONB.

The application is proposing to provide a new highway depot for use by Wiltshire Council as part of the strategic networks of depots to enable the continued use of key roads during adverse weather. The proposals involve the erection of a new building to store 1000 tonnes of salt, house a welfare building, fuel store, battery store and 4 bay vehicle store. Outside of the new building it is proposed to create 4 parking spaces, a wash down area, weighbridge and drainage/filtration system. The nature of the site is predominantly for winter use in the evening overnight due to icy conditions and snow; summer use will be limited to salt deliveries during the day.

The following extract taken from the submitted design and access statement explains the layout of the site, with an extract from the submitted site plan further below

The general building location on the site has been established to maximise the operational efficiency of the site, whilst also limiting the development footprint. The building has also been configured to allow a central covered space, which means that loading and unloading

of salt can be carried out undercover. The welfare area has been positioned to allow views within the main loading/ circulation area, with views across the yard area also provided. Car parking has been provided close to the entrance of the site to avoid access of non-gritter related vehicles through the main yard environment.




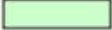


The weighbridge has been located on the 'way out' of the site so as to allow adequate turning space and storage space in the other areas of the yard area surrounding the building.

Due to the lack of existing services infrastructure on the site and no mains drainage, a similar approach to other Wiltshire Council Highways site is to be taken in the form of a drainage treatment system to the south of the site.

A landscape buffer will be provided to the south of the drainage treatment area to create screening to views from the south towards the site.

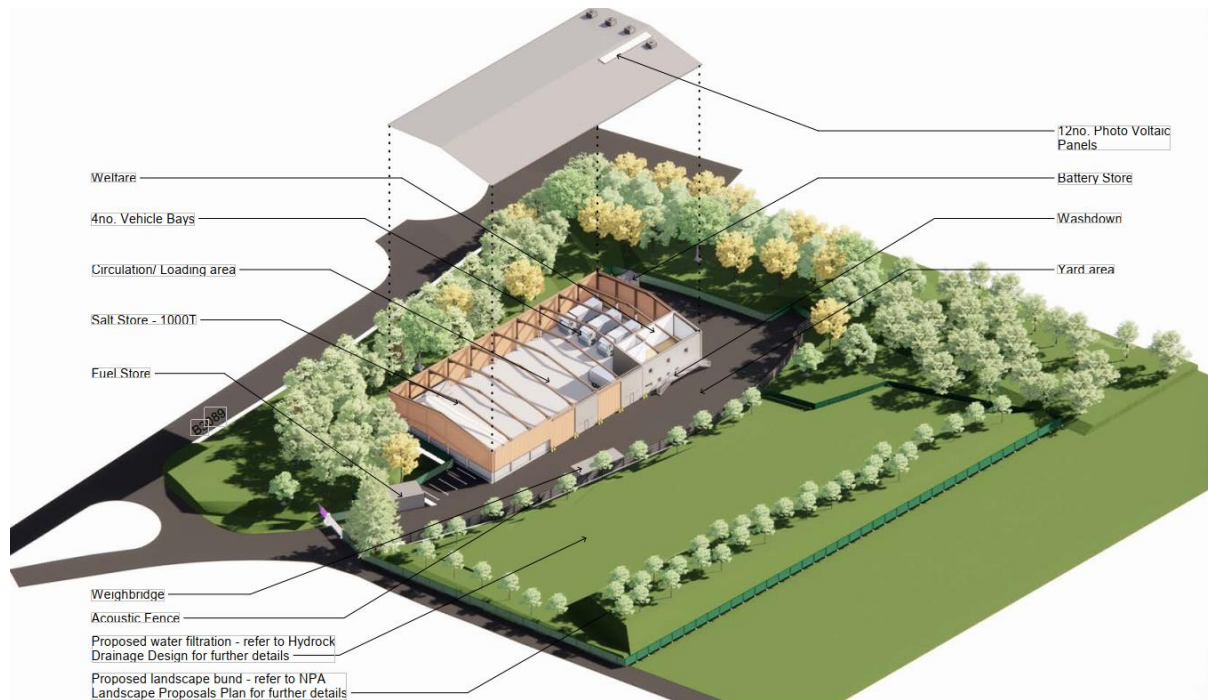


Key to the above site plan shown below

	New Highway Depot Building		Proposed Washdown
	Proposed Fence Line (2.4m high green welded mesh/ deer & rabbit proof)		Proposed Battery Store
	Proposed Bridleway Diversion		Proposed Soft Landscaping - Refer to NPA Landscape Proposals Plan for full details
	Proposed Hardstanding		Proposed Gravel Strip & Acoustic Barrier (2.2m high close boarded timber fence)
	Existing Hardstanding		Proposed Water Filtration - Approx. 2,385m ²
	Proposed Salt Store, 1000T minimum - tarmac floor surface		Existing landscaping
	Proposed 4no. Vehicle Bays - tarmac floor surface		Existing tree canopy retained
	Proposed Welfare		Existing tree canopy to be removed
	Proposed Covered Circulation Space - concrete floor surface		Existing road
	Proposed Fuel		

The proposed building is a large structure measuring approx. 55m by 26.50m and will comprise a shallow pitched roof with a ridge height of approx. 8.70m

Materials for the new salt store will comprise, tanalised timber cladding to the upper areas of the salt store, vehicle bays and central circulation space; profiled metal cladding to the walls of the welfare accommodation and profiled metal cladding to the roof with PV panels. The illustrations below show how the new building will look





The application site is a level site but is in an elevated position alongside two busy roads at a junction/crossroads where the site is prominent and where views are possible from all directions. The existing aerial photo below of the site shows the trees along the north and east boundary which form screening from these views. Additional planting is proposed to the south to soften the impact from this direction however, due to the topography of the area, the land slopes down to the south and views of the site will be more prominent from this direction.



The proposals relate to one large building which will accommodate the majority of requirements except of course things that need to be external such as wash down, wheel wash etc.

A landscape visual impact assessment has been provided, the AONB and Council's landscape officer consulted accordingly. The Landscape officer provided the following comments

The proposal remains 'a major development' and one that is located within an isolated and elevated location within the West Wiltshire Downs and Cranborne Chase Area of Outstanding Natural Beauty' and that it is 'essential that the overriding need for a development of this scale in this location is clearly set out and established'.

This is set out in the NPPF at paragraph 177

When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development⁶⁰ other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and*
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

Paragraphs 177a and 177b are outside the scope of my comments, however I will address 177c in my appraisal of the documents submitted with the application relating to landscape matters.

The applicant has submitted a Landscape and Visual Impact Assessment (LVIA). I can confirm that it has been prepared in accordance with current best practice and published guidance. I am content with the scope of the study which I consider appropriate and proportionate to the scale of the development. I also note that viewpoints were agreed with the AONB unit.

The site could be described in part as brownfield where it is made up of the old road hardstanding. It is unmanaged and has been used informally for storing aggregate for highway repairs. It is enclosed to the north and east by a wooded embankment. The proposed extent of the site to the south of the hardstanding is part of an agricultural field with an undefined boundary to the south and a hedgerow to the west that follows the farm track. The LVIA notes that although the site is in an elevated position the existing vegetation provides a sense of enclosure with a more open aspect to the south.

The LVIA acknowledges the site is within the International Dark Sky Reserve of Cranborne Chase. There are existing street lighting columns associated with the road junction. The lighting strategy at paragraph 7.7 is welcomed.

The simple design of the building and choice of materials is very characteristic of isolated farm buildings that feature in this landscape. The consideration of a timber acoustic fence is welcomed as it will also help to conceal movement within the compound. It is also noted that security fencing will be set behind the planting, minimising its visual intrusion.

Changes to the landscape and character during the construction phase are inevitable due to ground remodelling, excavation and some tree removal. In addition to the introduction of new features such as the new barn, fencing and associated infrastructure. These effects are described at paragraph 8.2 as 'temporary, and localised to the site and its immediate surroundings'. Overall the landscape effects of this phase are considered 'slight – moderate adverse'.

Over the 10 month construction period there will be changes in views due to activity on site, equipment/machinery and the introduction of new built form. At paragraph 8.4 the effects are summarised as follows:

'Visual effects will be greatest in views from the south and south-west gained by PROW users and residential receptors, due to proximity to the site, their higher levels of sensitivity and the site having less existing enclosing boundary vegetation to the south. The magnitude of such visual effects will vary between low-high through the construction phase. Overall levels of these short-term visual effects to the local receptors will be slight – moderate adverse'.

Overall the LVIA concludes that the greatest landscape effects are localised largely within the site (moderate adverse) and the local landscape judged slight moderate. The careful choice of materials, colour and planting will help to integrate the development and strengthen local character.

The levels of visual effects are varied e.g. users of the bridleway EKNO10, the B3089, Monarch's Way (Bridleway EKNO11) and Holden Farm (moderate adverse); A350 (slight moderate) and slight adverse for receptors to the north west. Visual effects will diminish as the planting matures.

The AONB have also commented

The detailed LVIA is helpful. I would, nevertheless, observe that para 4.4 only quotes NPPF 177 in part, and the application does appear to be a major development. It should also be noticed, para 5.19, that the lighting at the junction has been provided by Wiltshire Highways to comply with ISDR criteria. That should also be borne in mind in relation to comments about the existing lighting in the ecology documents where there seems to be an assumption that WH's lighting is not compliant. There is also scope for misunderstanding in LVIA 7.7 where reference to lighting criteria appear to change when the site is operational. That is not a legitimate option; the criteria for Environmental Lighting Zone E0 do have to be achieved at all times. This is reinforced by our Dark Skies Advisor who is concerned by 'the repeated statement (point 9 on the lighting plans): "The upwards light ratio shall be less than 2.5% for the majority of the year, with the ULR only increasing when the facility is in full bad weather operations." They should follow the ILP guidelines and the requirements of this IDSR: ULR = zero at all times.' The AONB Partners [and Wiltshire is the leading partner] have an obligation, in order to retain the IDSR designation, to reduce light pollution year on year, and not simply minimise the increase in light pollution. Zone E0 does, therefore, have to be achieved.

It is disappointing that the revised ecological impact assessment and the biodiversity gain report do not refer to the CCAONB Management Plan aims, objectives, and policies because they are Wiltshire's adopted policies for this AONB. They should also take account of, and

act upon, the AONB's Position Statement on Biodiversity Gain [May 2022]. Whilst it may well be that the hedge, tree, and wildflower planting provide gains in the longer term, it is disappointing that a pro rata provision of the bird boxes and bee bricks envisioned in the Position Statement has not been included.

Following from the adopted AONB Management Plan it is also disappointing that the south facing roof of the proposed building is only shown as accommodating 12 PV panels for the capture and utilisation of renewable energy.

The colours on the revised site plan are not easy to distinguish. For example, the shades of green for the trees proposed to be removed and retained are very similar and there could, therefore, be considerable scope for misunderstandings and confusion.

I note that the proposed tree planting on the northern side would be extra heavy standards. There is, however, a view from the south on the A350 towards the site and I note that only feathered whips would be planted on the southern bund, together with underplanting of transplants. In my judgement, those feathered whips will take too long to provide the necessary fuzzing, blurring, and screening of the development from the southern side. Those feathered whips should be upgraded to standard trees, appropriately staked and protected.

There should, of course, be a Landscape and Ecological Management Plan for both the establishment and long term management of the landscape aspects of the site. That should be prepared by an appropriately experienced and professionally qualified landscape architect / landscape manager, together with arrangements [presumably by planning condition] for that plan to be implemented annually.

Notwithstanding the above comments and the improvements in the scheme, this AONB Partnership is still very concerned that the bridleway diversion simply places horses, cyclists, and walkers adjacent to the significant volumes of traffic on the A350 and the B3089 without any protection. In addition, the braking, turning, and acceleration of vehicles at and around the junction provides extra distractions and potential worries for animals and humans. There seems to be both scope and space to relocate the bridleway through the trees with other trees providing protection for horses, cyclists, and walkers from the traffic. The AONB Partnership strongly recommends that the bridleway diversion is located away from the verge before a permission is contemplated.

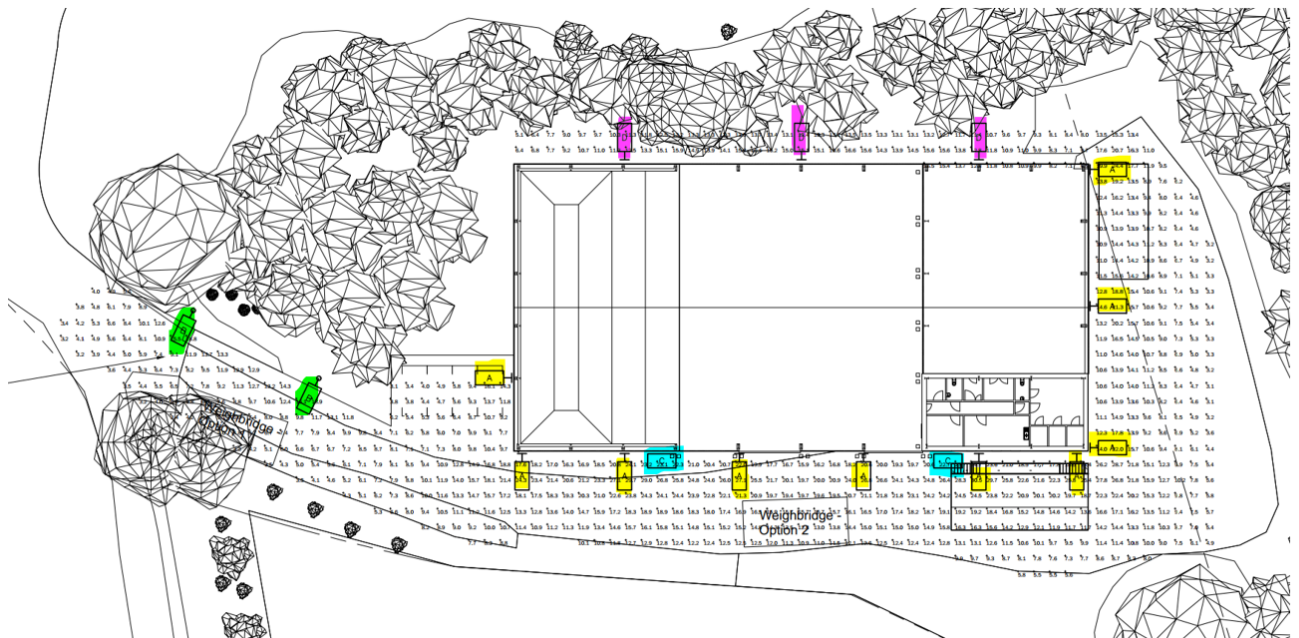
Given the above comments and Officers assessment of the proposed development, it is on balance not considered that the proposals would represent a significantly harmful addition to the landscape that should be refused. Suitable conditions are considered to be reasonable in terms of securing appropriate landscaping to mitigate and minimise the visual harm. The development will of course, to begin with, appear as a stark, and slightly incongruous visual intrusion into the landscape but given a little time are considered to be able to be managed to blend into the landscape. The overall appearance and design of the proposed building and associated works are considered to be accommodated in a well thought out layout within the site which aims to use the site layout and characteristics to minimise visual impacts.

Overall, Officers consider that there are significant public benefits through allowing the proposed development that outweigh any visual harm.

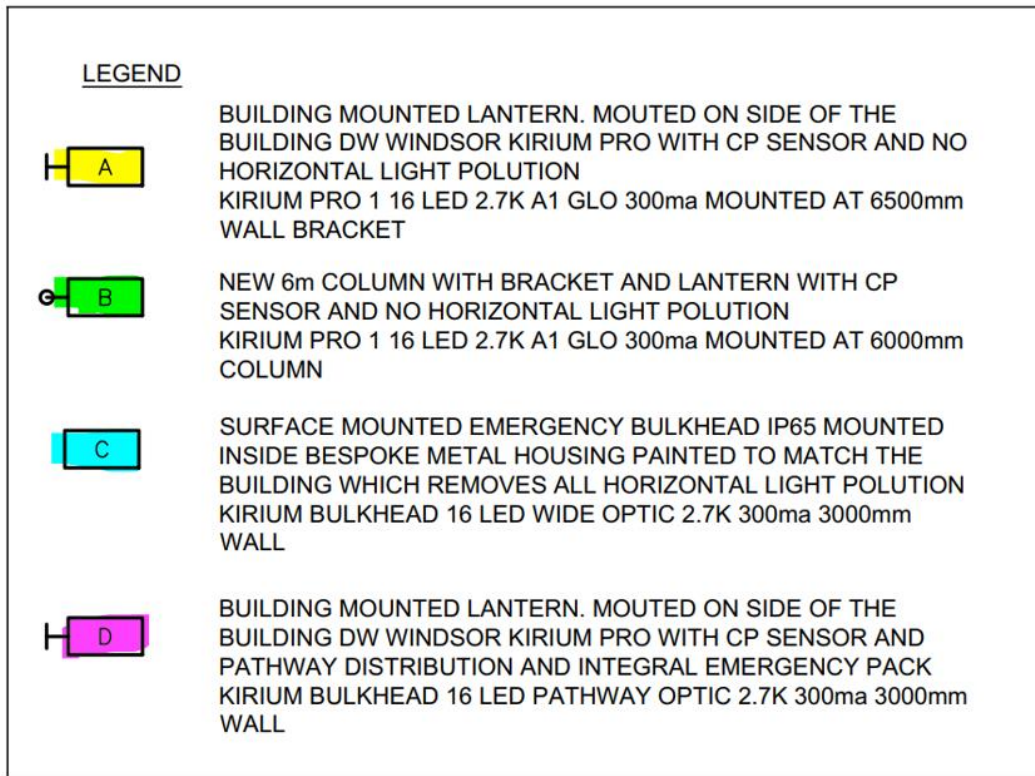
9.3 Lighting

There have been concerns raised regarding proposed lighting on the site. The AONB has dark skies status and therefore lighting is a crucial factor in considering this planning application, lighting can also potentially cause issues for neighbour amenity and also for ecology and highway safety. Lighting details have been provided and accepted by the consultees such as ecology, landscape and public protection with no objections raised to the submitted details. Any approval will condition the lighting details accordingly.

New lighting is to be installed in the positions below highlighted in four colours to show the four different types of light.

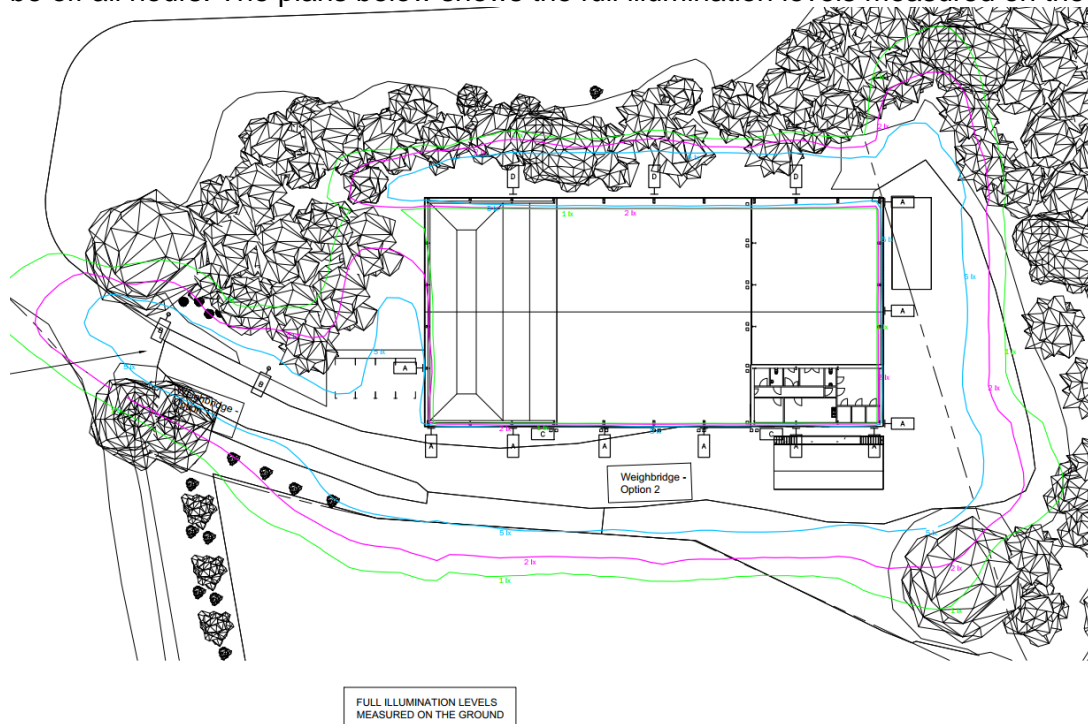


The key below provides more details of the four types of light and has also been coloured to correspond to the above image for ease.



ALL LANTERNS DW WINDSOR WITH CP INTELLIGENT PIR ON UNDERSIDE

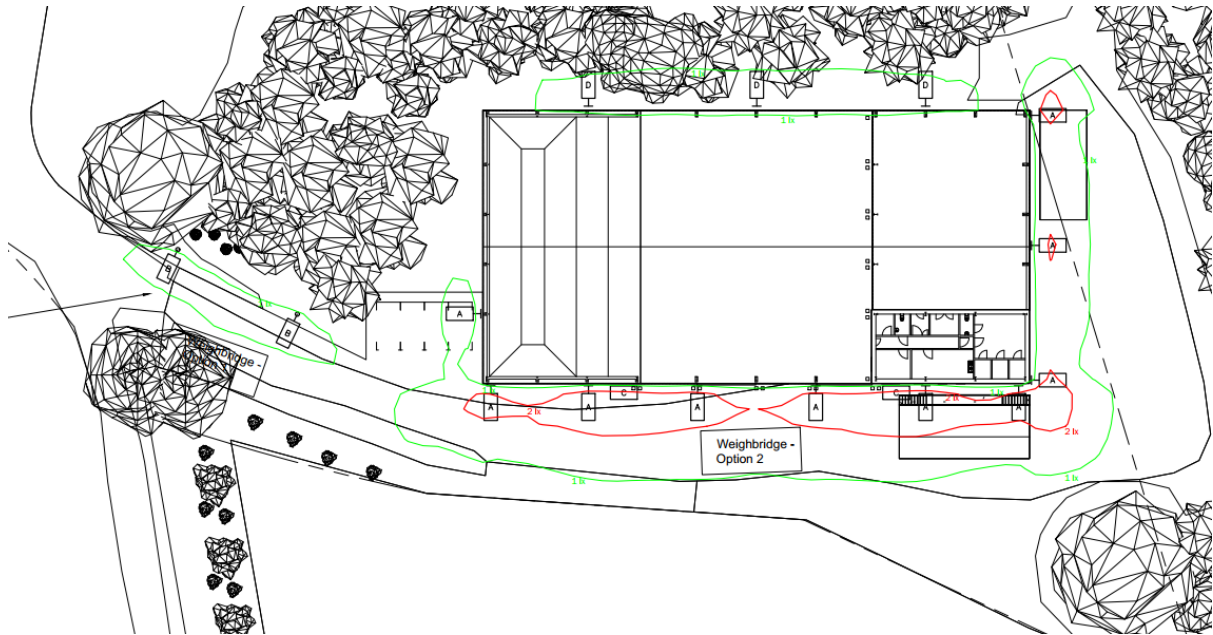
The new lighting installation has been designed to provide 10 lux average using LED as the main light source. The LEDs are in a flat horizontal plate with the illumination focused downwards to illuminate the surfaces below, without causing horizontal light pollution. The new lighting installation shall only operate when the facility is in use when there is poor weather. When the facility is not in use which is some 80% of the year, then the lights shall be off all hours. The plans below shows the full illumination levels measured on the ground.



The lighting has been designed to meet the latest government light pollution requirements for rural areas, All lanterns are downward facing with recessed LEDs set up to illuminate the depot ground only, thus ensure that there is no light pollution to surrounding areas.

The external lanterns shall come complete with internal PIR sensor which automatically turn down the lanterns to 10% of their normal output some 5 minutes after the last person or vehicle has activated them. They then remain at the 10% until activated again.

The plan below shows the illumination at 10% automatic night mode



The External lighting installation has been designed in accordance with the principles set out in ILE guidance for reduction of obtrusive light 2020 working to E2 Standard Natural Dark areas. Luminous intensity shall be in accordance with Table 4 of the ILE guide.

External emergency bulkhead lights shall be hidden in purpose made metal enclosures painted to match the building and which control the light to downwards direction only. The bulkhead lights shall be None maintained type and mounted above 2500mm.

The upwards light ratio shall be less than 2.5% for the majority of the year, with the ULR only increasing when the facility is in full bad weather operations.

9.4 Neighbouring Amenities

WCS policy CP57 (Ensuring High Quality Design & Space Shaping) requires that development should ensure the impact on the amenities of existing occupants/neighbours is acceptable and ensure that appropriate levels of amenity are achievable within the development itself. The NPPF includes that planning should '*always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*'. Residential amenity is affected by significant changes to the environment

including privacy, outlook, daylight and sunlight, and living areas within private gardens and this therefore needs to be carefully considered accordingly.

The application site is located in an isolated rural location, with no immediate neighbouring residential properties. The nearest residential properties are located approx. 250m to the south of the proposed new salt store. As mentioned above, one letter of objection has been received from a third party regarding this application, their objections relate to visual impact, lighting and noise. Visual impact and lighting have been addressed above, in terms of noise, there will inevitably be noise during the construction phase, any approval can include a condition to restrict hours of work to avoid evenings and weekends such as Saturday afternoons and Sundays.

The proposed development is a Wiltshire Council site and will be conditioned that it remains as such, the submitted details state that vehicle movements will be limited. A noise impact assessment has been carried out by Hydrock (ref; 17889-HYD XX-XX-RP-Y-1001-P01, dated 3rd June 2021) to identify the potential noise impact from the operations of the site on neighbouring sensitive receptors.

The report has assessed noise from HGVs arriving, loading and departing based on two vehicles being operational at the depot at one time during the daytime (07.00hrs to 23.00hrs) and night-time hours (23.00hrs to 07.00hrs), with the exception of the salt replenishing loading phase. In which there may be up to five loads in the daytime over a period of six days. It has been assumed that up to four HGV events could occur during a one-hour period during the day and two events during the night-time (23.00hrs to 04.30hrs).

The assessment has identified that the noise levels from the operations of the HGVs during the night time hours will be above background levels by 2dB and 3dB at nearest sensitive receptors. However, as the report mentions it is unlikely that residents will be using the outdoor space between 23.00hrs and 06.00hrs. The report details that assuming windows are open for ventilation internal noise levels at the nearest sensitive receptors will be below BS8233 criteria.

The Council's Public Protection Officer has raised no objection to the proposals subject to conditions, one of the conditions relates to restricting the number of vehicles to ensure that there are no significant neighbour amenity impacts. Initially, the condition related to only 2 vehicles a night however, the Agent raised that in snow conditions this may not be enough but to be restricted to 4 vehicles would be adequate.

The Highways Operations Resilience Manager for Wiltshire Council has provided the following figures and comments regarding number of vehicles that have been out due to bad weather since 2008/2009.

"There are around 183 nights of winter season to cover. Out of the 183:

In 2021/22 we went out 41 times

In 2020/21 we went out 33 times

In 2019/20 we went out 33 times

In 2018/19 we went out 49 times

In 2017/18 we went out 107 times

In 2016/17 we went out 60 times

In 2015/16 we went out 35 times

*In 2014/15 we went out 59 times
In 2013/14 we went out 43 times.
In 2012/13 we went out 79 times.
In 2011/12 we went out 39 times
In 2010/11 we went out 51 times
In 2009/10 we went out 54 times
In 2008/09 we went out 59 times*

We base our winter season out of the 183 nights, with 45 operational nights on average based on the figures you see above, in 2017/18 we had two prolonged icy periods to cater for.

In every snow situation we have lost the A350 and access to the SW corner as we are reliant on using the A303, it is covered by NH and we cannot clear it, we end up stuck in Mere or unable to send staff to Mere and unable to access the A350. The strategic importance of the new location and access onto the A350 to enable us to keep the route clear and access to local communities is key to our winter strategy”.

Discussions were undertaken with Public Protection, and it was agreed that any approval could be conditioned to a maximum of 4 HGV's between 1 st October and 31 st March between 23:00 and 07:00.

In relation to the suggested condition 2 from Public Protection, the Agents have responded to state

“Regarding condition 2 and the background noise levels, having spoken with our acoustic consultants they have advised that 23dB is considered to be very low, and comparison of the plant noise against the night-time background does not correspond to better/more protected amenity at the existing receptors, when occupants are likely to be inside and not outside, in accordance with BS4142.

Plant noise should be considered external locations during the daytime and evening periods, at which point occupants may still reside within private gardens or external amenity space, therefore it's considered more appropriate to condition the plant noise to not exceed the evening background sound level.

Conditioning plant noise to 36dB would mean that, even in the event of occupants opening windows during the night-time, internal levels would still be below the British Standard 8233 and World Health Organisation Guidelines. However, as mentioned in the response, dwellings are likely to have façade insulation in the form of alternative ventilation in any case, due to the proximity of the roads, therefore windows are likely to be closed for the majority of the time.”

Public protection have provided further comments on the above, including a revised condition.

The acoustic consultants comments regarding the 5dB below background and the implication of this through the night hours is noted. 5dB below background when plant is in operation is a target we use regularly, particularly to avoid noise creep, and I see 5dB below background was the recommendation made in the Hydrock report in section 4.4.

It is accepted the sound level will be further mitigated by the building façade over night so there is scope to make the condition less onerous. However, I am concerned about conditioning the plant noise to 36dB as suggested by the consultant. Given there is 270m between the site and the nearest residential this would be significantly loud plant, in the realms of 90dB at source. I also have to consider the noise traces in Appendix D. 36dB is the 'average' background noise level between 19:00 and 23:00, the noise traces show how the background noise level drops off after around 20:00 so would be below 36dB after this time. 5dB below the evening background would result in the design needing achieve no higher than 31dB at the façade of the nearest residential property. This would be significantly below background through the day and most of the evening and only creeping above after 22:30. The resulting level internally will be well below the levels recommended in BS8233:2014 and by the World Health Organisation even with an open window.

Give the site and the distances involved there certainly scope to select, locate and attenuate the ancillary plant so noise levels meet this target and does not have an adverse impact at residential properties. I note in the 'agents response to Public Protection' the suggestion that the condition regarding ancillary plant stipulates and assessment is carried out once detail be available. I would feel more comfortable with this and therefore recommend the following condition:

No development shall commence on site until a scheme of acoustic insulation and noise control has been submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures to be put in place to prevent and control the emission from all ancillary plant to be installed at the development including noise from air source heat pumps (ASHP's), generators and combined heat power (CHP) engines. The approved scheme shall be implemented in full before the use commences and maintained at all times thereafter.

The scheme shall be based on an acoustic assessment undertaken in accordance with BS4142:2014 +A1:2019. The scheme shall be designed to achieve a rating level of 5dB below the Background (LA90) level for the evening period (19:00 – 23:00) shown in table 3 of Hydrock Hindon Stagger Salt Depot Noise Impact Assessment dated 3rd June 2021 Document reference 17889-HYD-XX-XX-RP-Y-1001-PO1.

The proposed development is located sufficient distance away from neighbouring dwellings that the proposed building and associated works will not overshadow, overbear, cause privacy issues or conflict with neighbour amenity.

9.5 Highways and rights of way

The Council's Highway Authority raised no objection to the proposed development subject to several conditions.

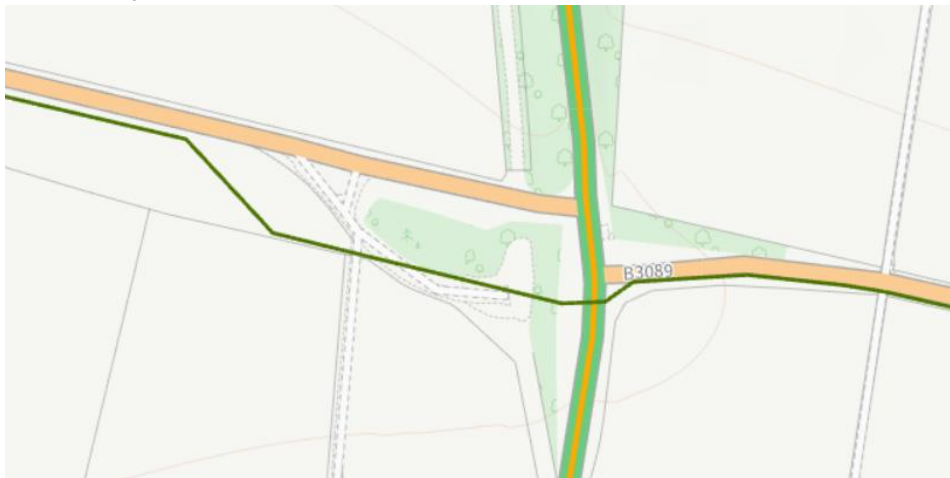
The proposed development has an existing public bridleway – KNO10) which runs through the application site from east to west as shown below, this will be required to be diverted. This planning application cannot give consent for this and the applicant will be required to

apply for this diversion of the right of way independently to this planning application. The Council rights of way team have been consulted and provide the following comments

“note that the diversion of bridleway ENKO10 is required to enable the development to take place and this diversion has been applied for under S247 TCPA (due to there also being vehicular highway requiring stopping up). I have no objection to the proposal subject to the following informative:

DIVERSION OF RIGHTS OF WAY

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. The right of way must be kept open at all times until an order has been confirmed and the alternative, if applicable, has been certified by Wiltshire Council.



9.6 Ecology

CP50 of the Wiltshire Core Strategy and the National Planning Policy Framework requires that the planning authority ensures protection of important habitats and species in relation to development and seeks enhancement for the benefit of biodiversity through the planning system. It will therefore be necessary to assess the site for its potential to support habitats and species of importance to nature conservation. This should be undertaken by a suitably qualified and competent consultant ecologist.

Core Policy 50 of the Wiltshire Core Strategy requires all development to demonstrate no net loss of biodiversity and for major applications the expectation is that development will deliver a net gain. The NPPF also encourages applications to deliver measurable net gains (para 174 d) and the government has signalled its intention to bring forward legislation to require development to deliver 10% net biodiversity gain. At the current time therefore, the Council expects all applications to demonstrate no net loss of biodiversity and where appropriate to deliver a net gain.

The application site lies within the Chilmark Quarries Bat SAC (Barbastelle core area) and Hampshire River Avon SAC Catchment.

The Council's ecologist has been consulted and following the request for further details from the applicant which were subsequently provided, no objections were raised. The following comments detail the ecologists comments

Sufficient information has now been submitted to allow the LPA to determine there will be no adverse impact on bats. There will be no fragmentation of existing corridors and measures to mitigate impacts on bats such as the habitat enhancement and creation recommended in the Ecological Impact Assessment is shown on the Landscape Proposals Plan. This will result in an increase in woodland and hedgerow habitat which once established will provide significant biodiversity benefits including for bats. The water treatment cells are also considered likely to provide biodiversity benefit.

The External Lighting drawings demonstrate light spill onto bat foraging and commuting habitat would be acceptable.

The submitted Shadow Habitat Shadow Habitats Regulations Assessment concludes no significant impact on the Chilmark Quarries Bat SAC. This conclusion is considered acceptable.

The submitted documents demonstrate that there would be no net loss in biodiversity and ecological connectivity would be retained. Mitigation and enhancement as recommended in the amended Ecological Impact Assessment and required by the Biodiversity Net Gain Assessment are represented on the submitted Landscape Proposals Plan. Drawing Number: (NPA-11198- 300 (Nicholas Pearson Associates, 14/06/2021). A Landscape Ecological Management Plan (LEMP) prepared in accordance with Sections 6 and 7 of the Ecological Impact Assessment and the Biodiversity Net Gain Assessment is required to ensure long term management of habitats and features in accordance with these documents is required. This LEMP must be secured by condition if not provided in advance of determination.

Essentially, no objection have been raised subject to condition by the ecologist.

Natural England have also been consulted and provided the following comments

No objection - Subject to mitigation

Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has not produced a Habitats Regulations Assessment (HRA), but agree with the conclusions of the Shadow HRA provided by Ethos on behalf of the applicant. Natural England is a statutory consultee on the Appropriate Assessment stage of the Habitats Regulations Assessment process.

By adopting the Shadow HRA you conclude that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of the Chilmark Quarries SAC. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, we have no objection to the proposals. All mitigation measures should be appropriately secured in any permission given.

9.7 Archaeology

The Council's archaeologist was consulted as part of the application process and provided the following comments which are in two parts, the initial comments objected and required further details in the form of a geophysics survey and the second raising no objection subject to condition following the submission of the above mentioned geophysics survey.

Initial comment

Although there are no known heritage assets within or close to the red line boundary of this site, the archaeological potential of this landscape has recently been demonstrated by a programme of archaeological work on the opposite side of the junction of the A350 and the B3089. Here, geophysical survey, exploratory trial trenching and excavation in 2020 revealed ditches of a prehistoric field system and an intriguing small group of earlier prehistoric, possibly Neolithic (4,000 – 2,000 BC) pits, possibly a small hengiform monument, no evidence for which was known prior to the commencement of these investigations.

It is also noted that the site investigation report submitted with this application has recorded a visible depression, 5-6m in diameter, in the south-west of the site, which is also evident on LiDAR data. Borehole data shows this depression to be 1.25m deep. Although likely to be of geological origin, it is also conceivable that it is of archaeological origin. There is insufficient information on the archaeological implications of this proposal. The application should therefore not be determined until the applicant has provided further information.

It would be appropriate for a non-intrusive geophysical survey of the area of the proposed water filtration system site to be undertaken to provide a better understanding of the potential archaeological impacts of the proposed development. The results will determine if the geophysical survey should be followed by the investigation of a number of exploratory trial trenches. This is in accordance with Paragraph 194 of the NPPF which states that 'Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation'.

The Archaeology Service should be re-consulted once the results of the geophysical survey are available so that we can advise further on the impact of this proposal on the significance of any heritage assets that will be affected. I would be pleased to advise the applicant or their archaeological consultant on the scope of the geophysical survey if that was helpful.

Second comment following provision of a geophysics survey.

I have now reviewed the submitted geophysical survey report for this site and I can update my previous advice in relation to this application as follows.

The geophysical survey results do not indicate the presence of significant buried remains within the area of the proposed water filtration system. A small number of anomalies may be of archaeological origin, although the conclusions of the report note (Para. 4.1.4) that there

is a 'possibility that other archaeological features may exist that are not detectable through gradiometer survey'.

On this basis, I am satisfied that the results of the geophysical survey provide some reassurance that significant buried remains will not be impacted by the proposed development. However, the survey does not entirely preclude the presence of buried remains. Therefore further archaeological investigation of the area of the proposed new water filtration system should still be sought (there is no archaeological interest in the area of the proposed new salt store and associated works in the north of the site) but this can be undertaken post-consent, should this application be approved. This can be secured by the following condition:

No development shall commence within the area indicated by application PL/2022/05051 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 in writing 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 is in accordance with Paragraph 205 of the NPPF which states that 'Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'.

It is likely that either an initial phase of exploratory archaeological trenching or a programme of archaeological monitoring and recording during topsoil/subsoil stripping for the new water filtration system would be appropriate. The precise scope of further work can be determined once details of the construction of the new water filtration system are known.

10. Conclusion

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions. Planning decisions should apply a presumption in favour of sustainable development and this means approving development proposals that accord with an up-to-date development plan without delay, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Core Policy 34 of the Development Plan provides an exception case for a strategic development such as the proposed highway depot in a rural location, located alongside a busy A and B road on land previously used as highway land. There are no significant objections or concerns raised by statutory consultees that cannot be covered by suitably

worded conditions. The proposed development is therefore considered to comply with the above listed national and local planning policies and guidance and there are no reasons Officers can reasonably see that would lead to any outcome other than the granting of permission in this instance.

RECOMMENDATION: APPROVE, 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:

Application form received 30/06/2022

Welfare First Level Plan Drg no WCHD - TBC -HS-01-DR-A-0206 Rev P.1 received 30/06/2022

Proposed roof plan Drg no WCHD - TBC -HS-ZZ-DR-A-0201 Rev P.1 received 30/06/2022

Proposed building plan Drg no WCHD - TBC -HS-00-DR-A-0200 Rev P.1 received 30/06/2022

Flood risk assessment received 30/06/2022

3D View - Interior Perspective- Salt Store- Drg no WCHD - TBC -HS-ZZ-SK-A-9103 Rev P.1 received 30/06/2022

Proposed site plan Drg no WCHD - TBC -HS-00-DR-A-003-Rev P3 received 13/02/2023

Proposed site plan – site section Drg no WCHD - TBC -HS-ZZ-DR-A-002-Rev P2 received 13/02/2023

Noise Impact Assessment (NIA) carried out by Hydrock dated 3rd June 2021 (ref: 17889-HYD-XX-XX-RP-Y-1001-P01) received 30/06/2022

Proposed Tree Removal Plan Drg no WCHD-TBC-HS-ZZ-SK-A-9010 Rev P1 received 30/06/2022

Tree protection plan received 30/06/2022

Welfare Accommodation Ground Level Plan Drg no WCHD-TBC-HS-00-DR-A-0205 Rev P1 received 30/06/2022

Design and access statement received 30/06/2022

Technical design note part 1 - Foul and Surface Water Drainage Strategy received 30/06/2022

Technical design note part 2 - Foul and Surface Water Drainage Strategy received 30/06/2022

Desk study and ground investigations 1-4 received 30/06/2022

3D View - East Elevation Perspective Drg no WCHD-TBC-HS-ZZ-SK-A-9101 Rev P1 received 30/06/2022

Plant schedule rev C02 received 13/02/2023

Proposed PV Panel Installation Plan Drg no 7707E3010P3 received 30/06/2022

Proposed Elevations Drg no WCHD-TBC-HS-ZZ-DR-A-2000 Rev P1 received 30/06/2022

3D View - Internal Perspective - Vehicle Bays Drg no WCHD-TBC-HS-ZZ-SK-A-9104 Rev P1 received 30/06/2022

Site Location Plan Drg no WCHD-TBC-HS-00-DR-A-0001 Rev P1 received 30/06/2022

3D - Exploded Axonometric Drg no WCHD-TBC-HS-ZZ-SK-A-9100 Rev P1 received 30/06/2022

Proposed Sections WCHD-TBC-HS-ZZ-DR-A-3101 Rev P1 received 30/06/2022

3D View - West Elevation Perspective Drg no WCHD-TBC-HS-ZZ-SK-A-9102 Rev P1 received 30/06/2022

Proposed Elevations Welfare Drg no WCHD-TBC-HS-ZZ-DR-A-2001 Rev 01 received 18/07/2022

Waste audit received 31/08/2022

Archaeology - Geophysics Report 22-0024.01 (dated Sept 2022) received 08/09/2022

Shadow habitats regulations assessment received 13/02/2023.

External Lighting Layout Proposal. Drg no: 7707/E/3001 Revision P3. (Proair Consultants, Dec 2020). received 13/02/2023.

Landscape Proposals Plan. Drg on (NPA-11198-300. (Nicholas Pearson Associates, 14/06/2021) received 13/02/2023.

External lighting levels Drg no7707/E/3003 Revision P2 received 13/02/2023.

External Lighting Isolux Plot with Lanterns at 100% when facility is in operation. Drg no: 7707/E/3003 Revision P1. (Proair Consultants, Dec 2020). received 13/02/2023.

External Lighting Isolux Plot with Lanterns at 10% Automatic Night Standby Mode.

Drg on: 7707/E/3004 Revision P1. (Proair Consultants, Dec 2020). received 13/02/2023.

Landscape and visual impact assessment received 13/02/2023.

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

- 3) No development shall commence within the area indicated by application PL/2022/05051 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 in writing 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.

- 4) The development hereby permitted may not commence until such time as a scheme to manage water quality and flow from all sources of water originated from the site has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON To ensure that the proposed salt storage facility does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement G1 – Direct inputs into groundwater, G7 – Evidence of pollution from liquid effluent and G13 – Sustainable drainage systems of the ‘The Environment Agency’s approach to groundwater protection’.

- 5) Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which identifies:

- a) all previous uses
 - b) potential contaminants associated with those uses
 - c) a conceptual model of the site indicating sources, pathways and receptors
 - d) potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.

- 6) Prior to any phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

- 7) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.

- 8) The development hereby permitted may not commence until such time as a scheme to secure an acceptable means of water supply has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented in accordance with the approval, or any changes as may subsequently be agreed, in writing, by the local planning authority.

REASON: To ensure that the proposed development does not harm the water environment in line with paragraph 174 of the National Planning Policy Framework

- 9) The development hereby permitted shall not be occupied at any time other than by Wiltshire Council in its role as Local Highway Authority.

Reason: The development is sited in a location where the Local Planning Authority, having regard to planning policies pertaining to the area and in respect to car parking requirements, would not permit an unrestricted commercial use.

10) No development shall commence on site until full details of the proposed access improvements have been submitted to and approved in writing by the Local Planning Authority. The proposed access improvements shall thereafter be implemented in full prior to the development being first brought in to use.

Reason: In the interests of highway safety.

11) Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

Reason: To ensure that the highway is not inundated with private water.

12) No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter.

Reason: In the interests of highway safety.

13) No development shall commence on site until the following details have been submitted to and approved in writing by the Local Planning Authority

- Calculations and drawings for the drainage system design showing conveyance routes are designed to convey without flooding the critical 1 in 30 year + climate change rainfall event
- Calculations and drawings for the drainage system design showing attenuation features are designed to attenuate without flooding the critical 1 in 100 year rainfall event + climate change
- Hydraulic Models should set the MADD factor / additional storage volume factor to 0m³ / ha in order to prevent an overestimation of storage capacity in the proposed drainage network.
- The attenuation features have been sized using the slowest infiltration rate observed from testing (in accordance with BRE365)
- The drainage layout includes the dimensions and attenuation volume required for the SuDS features, based upon the calculations referred to above.
- Cross sections of the treatment cells within the Ecological Treatment System
- Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property.

REASON: The application did not contain sufficient information and the above is required to ensure effective drainage is maintained on site to prevent impacts on the ground water.

14) No development shall commence on site until a construction management plan, which shall include monitoring of, and measures to retain, the existing vegetation across the site, together with details of drainage arrangements during the construction phase, has been submitted to and approved in writing by the Local

Planning Authority in consultation with the Lead Local Flood Authority.

REASON: To ensure that the development is carried out in a manner to protect the vegetation on site and to avoid impact on the ground water

- 15) All noise attenuation measures and recommendations, as detailed in Section 4 and 5 of the Noise Impact Assessment (NIA) carried out by Hydrock dated 3rd June 2021 (ref: 17889-HYD-XX-XX-RP-Y-1001-P01) shall be implemented in full and maintained at all times thereafter. Notwithstanding the approved NIA development shall be restricted to four HGVs operating on site at one time during the night time hours (23.00hrs to 07.00hrs)

REASON: In the interests of residential amenity

- 16) No development shall commence on site until a scheme of acoustic insulation and noise control has been submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures to be put in place to prevent and control the emission from all ancillary plant to be installed at the development including noise from air source heat pumps (ASHP's), generators and combined heat power (CHP) engines. The approved scheme shall be implemented in full before the use commences and maintained at all times thereafter.

- 17) The scheme shall be based on an acoustic assessment undertaken in accordance with BS4142:2014 +A1:2019. The scheme shall be designed to achieve a rating level of 5dB below the Background (LA90) level for the evening period (19:00 – 23:00) shown in table 3 of Hydrock Hindon Stagger Salt Depot Noise Impact Assessment dated 3rd June 2021 Document reference 17889-HYD-XX-XX-RP-Y-1001-PO1.

REASON: In the interests of residential amenity

- 18) Before the first use of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E0 in the ILP document "Guidance Notes for the Reduction of Obtrusive Light - Guidance Note 01:20. A letter written by a suitably qualified member of the ILP confirming this shall be submitted to the Local Planning Authority. The scheme shall thereafter be permanently retained in accordance with the details submitted.

REASON: In the interests of residential amenity

- 19) No construction shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: In the interests of the amenity of nearby residential properties

- 20) 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) 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.
 - d) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
 - e) 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.

- 21) 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.

- 22) The development will be carried out in strict accordance with the following documents:
- Sections 6 and 7 of the Ecological Impact Assessment. Hindon Stagger, East Knoyle, Wiltshire. (ethos Environmental Planning, January 2023).
 - Landscape Proposals Plan. Drawing Number: (NPA-11198-300. (Nicholas Pearson Associates, 14/06/2021).
 - External Lighting Layout Proposal. Drawing Number: 7707/E/3001 Revision P3. (Proair Consultants, Dec 2020).
 - External Lighting Isolux Plot with Lanterns at 100% when facility is in operation. Drawing Number: 7707/E/3003 Revision P1. (Proair Consultants, Dec 2020).
 - External Lighting Isolux Plot with Lanterns at 10% Automatic Night Standby Mode. Drawing Number: 7707/E/3004 Revision P1. (Proair Consultants, Dec 2020).
 - Biodiversity Net Gain Results. (Ethos Environmental Planning, February 2023).

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

Informative Pollution Prevention During Construction

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- wheel washing and vehicle wash-down
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

Informative - Diversion Of Rights Of Way

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. The right of way must be kept open at all times until an order has been confirmed and the alternative, if applicable, has been certified by Wiltshire Council.

Informative surface water drainage

The surface water drainage strategy must comply with Wiltshire Council's Surface Water Soakaway Guidance, which sets out the standards that must be met for planning approval and adoption.