

## Report to the Strategic Planning Committee

<b>Date of Meeting</b>	23 <sup>RD</sup> October 2013		
<b>Application Number</b>	13/00673/out		
<b>Site Address</b>	Site adjacent A345 road and Longhedge Cottages		
<b>Proposal</b>	<p>Option A) 673 dwellings, 2.95 Ha of employment land and new access off the adjacent A345, with provision of Community open space at northern eastern end of the site. New primary school, retail uses and public open space.</p> <p>Option B) 425 dwellings, 2.59 Ha of employment, and new access off the adjacent A345. New primary school, retail uses and public open space.</p>		
<b>Applicant</b>	Catesby Land Limited & Mr Peter MD Bradshaw		
<b>Town/Parish Council</b>	LAVERSTOCK		
<b>Electoral Division</b>	Laverstock, Ford and Old Sarum	<b>Unitary Member</b>	Cllr Ian McLennan
<b>Grid Ref</b>	415052 133558		
<b>Type of application</b>	Outline		
<b>Case Officer</b>	Mr Richard Hughes		

### REASON FOR REPORT TO COMMITTEE

Cllr Ian McLennan has requested that the application be considered by Area Committee due to the scale of the proposals and the significant local interest.

#### 1.Purpose of Report

Members should note that this application contains two development options, both of which need to be considered separately.

Option A - To consider the above application and recommend that permission be GRANTED, subject to a S106 legal agreement, and subject to suitable conditions.

Option B - To consider the above application and recommend that permission be GRANTED, subject to a S106 legal agreement, and subject to suitable conditions.

## **2. Report Summary**

1. Principles and policies
2. Design and impact on wider area including heritage assets
3. Impact on Neighbour amenity
4. Highways and parking issues
5. Linkage to surrounding development
6. Affordable housing provision
7. Education matters
8. Tree protection and landscaping
9. Aircraft safety
10. Other matters
11. S106 heads of terms

The Parish Council. Two responses provided – Option A is preferred because of the greater provision of open space, the school, and community benefits.

Neighbourhood responses:

7 letters and emails

## **3. Site Description**

The land subject of both development options has historically been part of an agricultural field system, with a modest gated access off the adjacent A345. It is understood that a gas pipeline runs through the site, and to the immediate north runs the Monarch's Way long distance footpath. There appear to be two residential properties located immediately adjacent both proposed sites in the south west corner (Longhedge Cottages), and also Longhedge House, a Grade 2 listed building located directly opposite the sites on the western side of the A345 and the adjacent Longhedge Farm.

The proposal sites are located adjacent to an area of land (referred to as Old Sarum) already being developed for housing as part of previous outline planning permissions S/2005/211 and S/2005/619, and currently subject of a series of applications to increase the number of dwellings permitted on site.

The wider environment remains currently characterised by open countryside, and the site forms part of the setting of the adjacent Old Sarum Scheduled Ancient Monument (SAM). The area has been the subject of a number of archaeological finds, and the agricultural land is also of some importance in ecological terms, including being within the catchment of the River Avon SSSI.

The sites are located some distance from the adjacent Conservation Areas which covers the adjacent historic airfield and its buildings, as well as the Old Sarum SAM. The former toll house located at the roundabout with the Portway is also a listed property, although this is some distance from the site.

The site lies adjacent to established development including a Park and Ride facility, and the land to the south adjacent the airfield has also been allocated for development (See Core Policy 9 South Wiltshire Core Strategy).

#### **4. Relevant Planning History**

Whilst there is limited planning history related to the specific sites given their historic agricultural use, the wider area has been the subject of significant changes over recent years.

Land to the south of the site has in recent years been developed for a park and ride facility, including the introduction of a new roundabout and road system/layout.

The land to the immediate east forms part of the Old Sarum allocation within the Salisbury District Local Plan, and an associated development brief and design code document specifies the need for a local centre at this location. The site also benefits from outline planning permission S/2005/211 which granted outline consent for a local centre, including a shop, and land for a doctors surgery. These facilities were also secured via a S106 legal agreement.

There are several other planning applications currently submitted and awaiting determination at appeal in November for 194 additional dwellings at Old Sarum:

S/2012/1674 – Mod Playing Fields – Reserved matters application for 44 dwellings, including provision of playing pitch and open space, and additional car parking.

S/2012/1826 - Mod Playing Fields - Modification of s106 agreement associated with planning permission s/2005/0619 to take account of revised layout.

S/2012/1829 – Local centre and erection of 30 dwellings and car parking.

S/2012/1778 – Area 9a& 9b – Erection of 40 dwellings, car parking, and landscaping.

S/2012/1834- Area 10 - Erection of 69 dwellings and associated car parking, landscaping and infrastructure.

S/2012/1835- Area 11 - Erection of 35 dwellings with associated car parking, landscaping and infrastructure.

S/2012/1836- Area 12 - Erection of 22 dwellings and associated car parking, landscaping and infrastructure.

Also, as this report was being finalised, an outline planning application has been submitted at the Longhedge Cottage site, ref 13/04728/out for the erection of 4 dwellings and access. Details of this application will be shown at the meeting.

## **5.0 Proposal**

This outline application contains two separate development options:

Option A) 673 dwellings, 2.95 Ha of employment land and new access off the adjacent A345, with provision of Community open space at northern eastern end of the site. New primary school, retail uses and public open space.

Option B) 425 dwellings, 2.59 Ha of employment, and new access off the adjacent A345. New primary school, retail uses and public open space.

Both proposals involve the creation of a new roundabout and junctions off the adjacent A345 road. These access works are the only part of the two proposals which are in detailed form. Other matters are reserved for future agreement with the LPA.

Both proposals are subject of an Environmental Impact Assessment document, and a number of other assessments have also been submitted, namely:

- Retail impact assessment
- Transport Assessment
- Lighting Assessment
- Noise and vibration assessment
- Statement of Community Involvement
- Design and Access statement

Members should note that at the current time, Option A contains a proposal for an (approx) 1700sqm retail use, whilst Option B contains a 550sqm retail offer.

## **6. Relevant Planning Policy**

Given the scale of the wider development most of the policies within the Adopted South Wiltshire Core strategy (incorporating saved policies from the Salisbury District Local Plan) could be construed as being in some way relevant to this proposal. However, for the purposes of this application, the following policies are considered most relevant:

H2D, G1, G2, G3, G9, D1, R2, R5, R6, C6, C7, C8, CN11 and CN20-23.

CP1, CP3, CP6, CP14, CP18, CP19, CP20, CP21, CP22, including the development template for the Longhedge site at Appendix A.

In addition the following are relevant:

Adopted Supplementary Planning Guidance “Creating Places”

Policy WCS 6 of the Waste Core Strategy

NPPF

Draft Wiltshire Core strategy policies:

CP1, CP2, CP3, CP20, CP23, CP24, CP43, CP45, CP48, CP49, CP50, CP51, CP52, CP57, CP58, CP60, CP61, CP62, CP67, CP68, CP69

## **7. Consultation response**

### **WC Spatial Planning**

Concern expressed regards the inclusion of a retail offer in both schemes, as development template for site indicates that the allocation excludes retail. Particularly concerned about the retail impact of the 1700sqm approx retail offer part of Option A on surrounding centres. Otherwise, option B considered to generally accord with policy, whilst option A does not accord with development template.

### **Laverstock and Ford Parish Council**

Two responses provided – Option A is preferred because of the greater provision of open space, the school, and community benefits. Would like to be involved in the S106 drafting, and raised several points:

- No enough changing room facilities/space provided associated with new playing pitch
- Would object to 3 storey buildings in the rural setting
- More details of what the facilities are intended for the community centre
- Road width, Bus routes, and parking need to be clearly marked given Old Sarum issues
- The open public space at the northern end of the development needs to be properly funded in terms of long term maintenance contributions
- The school should be of sufficient size to have two entry forms and the capacity to also take children from the Old Sarum development.

### **Winterbourne PC**

Concerns regarding traffic increases, particularly at High Post junction.

### **WC Archaeology**

The site contains very significant heritage assets with an archaeological interest. No objections subject to suitable mitigation and management, and a suitable condition.

### **English Heritage**

Does not support Option A. Prefers option B over option A, as second option has the potential to cause substantial harm to the setting of the heritage asset of Old Sarum Ancient Monument. Option B causes less than substantial harm and could be balanced out by wider public benefits.

## **Natural England**

No objection either development options, satisfied that proposals will not adversely affect the integrity of the River Avon SAC, SSSI. Welcomes proposals for enhancement of biodiversity which should be conditioned. Recommends the planting scheme for the Community open space (option A) include elements to enhance the site for butterflies. Provision for nesting swifts is included in the scheme.

## **Environment Agency**

No objection, subject to conditions related to land contamination, groundwater protection, surface water management and water efficiency

## **Wessex Water**

Guidance provided regards drainage matters. Recommends that condition be imposed requesting a foul and surface water drainage strategy.

## **Scottish and Southern Water**

None received

## **Scottish and Southern Electricity**

Site is crossed by overhead lines. Recommend that a condition be imposed prohibiting development until agreement has been reached regarding how the existing lines can be retained or modified in the context of the planned development.

## **Highways Agency**

No objections subject to a financial contributions towards off site transport infrastructure, in accordance with the Council's Highways contribution procedure

## **MoD**

No safeguarding concerns

## **WC Open space**

Technically object, until additional financial contributions required for impacts of additional dwellings on play space and equipment provision are provided via a S106.

## **WC Education**

No objections subject to additional financial contributions for primary and secondary provision, and to secure suitable land for future school

## **WC Waste and Recycling**

No objections subject to additional contributions in line with policy.

## **WC Highways**

No objections subject to conditions and contributions towards the enhancement of sustainable transport infrastructure

## **WC Ecology**

No objection subject to conditions financial contribution to stone curlew project.

## **WC Public Art officer**

Contribution towards public art required

## **Sport England**

The provision of a playing field in both options is welcomed. No objections, subject to the playing field being laid out in accordance with Sport England guidance.

## **Wiltshire Fire and Rescue**

Contribution required towards fire and rescue infrastructure, plus general advice provided.

## **RSPB**

No objection subject to a contribution towards the stone curlew project

## **WC Environmental Health**

After reviewing the original noise and vibration assessment and additional information provided by the acoustic consultants in response to our questions we are satisfied that there are no noise and vibration issues which would prevent the development of the site. The assessments provided indicate that vibration and re-radiated noise levels caused by the operation of Equinox are well below the levels in the existing residential properties near the Portway and predicted within the Care Home development. On the basis of the information provided we do not consider that the re-radiated noise caused by Equinox needs further consideration with respect to this development site.

Given the outline nature of the application and uncertain final design, layout and commercial developments within there are a large number of issues which will need further consideration and are the subject of the conditions recommended below.

## **WC Urban Design**

The development brief needs to be clarified regards the detailed character and layout of the final scheme

**WC Landscape.** No objections. Landscape impact of either Option would be similar, but preference for Option A as this would provide for significant Green Infrastructure.

## 8.0 Third Parties/Publicity

### Old Sarum Residents Association

- Prefer to see no development on these sites, and no preference between option A or B – nearby residents will be equally as affected
- Option A – some residents prefer the lower density and offer of public open space
- Facilities – greater care is needed regards early provision and details than at Old Sarum
- Longhedge and Old Sarum needs to be considered as a whole
- Schools – Council should have a fair and transparent system regards allocation to the two schools
- Good Access needs to be provided between Old Sarum and Longhedge to allow sharing of facilities and access to Monarchs Way footpath
- Is a through road possible between the two areas ?

COGS (Cycling Opportunities Group for Salisbury), stating:

- Direct cycle route to park and ride site needed
- Access to the wider Green cycle route to Laverstock schools needed
- Concerned about the predicted traffic increase on Phillips Lane, a key route for cyclists to Stratford sub Castle. Consideration needed to reducing the speed limit on this road
- The applicants figures for cycle use are out of date
- Applicants submitted information does not show the Golden Way cycle route

### South Wiltshire Agenda 21

Noted that Affordable Housing will only achieve Code level 3. All housing should be built to Code level 4, as per draft policy CP41 of the Wiltshire Core Strategy, so that residents can benefit from lower energy bills and meet CO2 targets.

7 letters/emails from various parties indicating that:

- Will destroy habitat of the lapwing, skylark, and hare
- Site should have more than one entrance exit ?
- Will emergency vehicles be able to cope with narrow streets and parked cars ?
- Building heights should be low, of similar design to existing farm houses
- Development will destroy views of countryside, and will spoil views from Old Sarum
- Support option B as its in line with Core Strategy



- Not enough open green space like old sarum
- Traffic will cause congestion on Castle Road
- Local facilities need to be provided early on
- New school needs to be linked to existing school
- Needs to be links with Old Sarum site
- A new church is needed.
- Welcome proposed car sharing and car clubs, general information provided regards providing such facilities
- Increased risk of flooding from new dwellings
- Mature trees need to be protected on boundaries
- Residents of old sarum need protection from construction disturbance and dust
- Linkages needed between site and surrounding area

### Salisbury Civic Society

Option B is in accordance with the Core Strategy. Option A which takes in a larger area will have a greater impact on Old Sarum but this will be offset by the benefits of scale which will support a greater range of community facilities including green infrastructure and community open space that connects with the Monarch Way.

It is recognized that the most significant visual impact will be on the setting of Old Sarum and the views from Old Sarum. Option A – for 673 houses and larger employment area, and neighbourhood centre will obviously have a greater impact in the shorter term before the proposed structural tree planting has gained sufficient stature.

The proposed east/west structure planting to protect views from Old Sarum and minimise the adverse visual impact of large scale development is to be welcomed. Furthermore, it appears that these tree belts will be in the public realm rather than in private gardens. If not, then it is important that they are not in private ownership to ensure they are protected for the longer term benefit for the whole community.

It is proposed that the tree belts are 5.5 – 9.5 metres in width. 9.5m should be the minimum width to achieve a more resilient and functional tree belt with associated woodland habitat planting to provide wildlife corridors and to effectively integrate the development into the landscape.

The street trees appear to have dedicated planting strips which form part of the public realm which again is important for their long term success. Stronger tree groups with associated woodland habitat planting are required at the north end of both schemes to anchor them into this relatively open landscape and reduce the visual impact on Old Sarum.

Although comments are not being offered at this stage on the proposed hierarchy of streets, building types, styles and materials, it is to be hoped that a more

contemporary approach to building design will be adopted to reflect the 21<sup>st</sup> century we live in and as illustrated on the images incorporated in the Design and Access Statements. However, careful consideration of roof finishes, colour and massing is required in order to minimise the impact on Old Sarum.

All public open space and green infrastructure including the structural tree planting, should be handed over to the local authority or community management company and secured by a Section 106 Agreement that includes sufficient funding over time to ensure the proper long term management of these areas.

Early advance planting should be a condition of planning consent and along with all existing retained vegetation provided with adequate protection during the construction phase

The integration of SUDS with ground infiltration for drainage into the open space system and to create natural habitats is to be welcomed.

Allotments which are being provided to complement the offer of gardening space is also to be welcomed but clarification is needed as to their location.

The permeable layout of the neighbourhoods for pedestrian movement is good as far as it goes but the direct footpath/cycle links to the adjacent Old Sarum development are only in the middle of the eastern boundary and the lack of links at the northern or southern end also needs to be addressed. Furthermore, there is no connection with the Park and Ride site at the southern end which again needs to be remedied.

The stated intentions for the overall design appear to be reasonable but there is the usual concern as to whether they can or will be realized at the detailed design stage.

## **9.0 Planning Considerations**

### **9.1 Principle and policy**

Land is allocated in the adopted South Wiltshire Core Strategy for 450 dwellings, plus associated facilities and provisions. The scheme subject of option B is commensurate with this allocated area of land, and therefore, development of this site is acceptable in principle.

However, the scheme subject of option A is only partially sited on the allocated land. The remainder of the site (the northern section) is located outside the allocated land, and thus within the countryside of the Landscape setting of Salisbury, where development of any kind is strictly controlled. Furthermore, this scheme offers 223 additional dwellings more than the 450 allocated.

As a result, Option A is contrary to policy CP 6 of the South Wiltshire Core Strategy, and also contrary to saved policy C7 of the Salisbury District Local Plan. On the face

of it, the scheme could therefore be refused based on these policies and the national presumption against building dwellings in the open countryside.

However, this is a rather unusual case. Option A has been the subject of discussion between the applicant and the Parish Council of Laverstock & Ford, and as a result, the applicant is offering a significant area of community open space, which would ultimately be given to the Parish or other suitable bodies. From the PC response received, it appears that it considers that the offer of this land is considered to be mitigation for the visual and other harm caused by the development of the remainder of the land for additional dwellings over and above the 450 allocated. The apparent desire for this land by the local PC is therefore a material consideration in the consideration of option A, although members should note that the community land area, together with other open space land being offered would represent a significant over-provision of open space, above and beyond the amount of open space required to serve the development.

Notwithstanding the above, it would be somewhat difficult to justify the refusal of the proposed additional dwellings on the basis that it would represent unsustainable development (which is remote from services and facilities). This is because the Old Sarum development immediately adjacent to this site is permitted for 674 dwellings and the area of housing for Old Sarum extends further northwards than that suggested by option A, and furthermore, the proposed scheme would contain local facilities which would be readily accessible by local people, and indeed, Old Sarum is also planned to contain local facilities. As a result, it is considered that it may be difficult to justify a refusal of option A based on the additional dwellings being unsustainable.

However, the additional harm to the character of the countryside and the setting of the Old Sarum Conservation Area and associated landscape is an issue, and is considered in the following paragraphs.

#### Economic development and retail provision and impact

National Planning policy outlined in the NPPF is clear that Local Authorities should be sympathetic to application which involve economic development and job creation. The same document also supports a “town centre” first policy with regards to large retail development. Adopted Core Strategy policy is consistent with national policy, but sets a low threshold of 200sqm of retail space, above which applications for retail uses must fully assess the impact of the scheme on surrounding retail centres.

Both proposals would provide a retail shop, whereas the development template for the Longhedge allocation clearly indicates that the allocation “excludes retail”. Furthermore, both option A & B propose below 3Ha of employment land, well below the 8ha required by the Development Template.

The applicants have put forward a case to justify this “underprovision” of land, which explains that the amount of employment likely to be generated by the uses on that land is still likely to be significant. This is possible as the applicants have suggested high-employment generating B1 uses such as offices, rather than lower-employment generating uses such as B8 storage and distribution uses, which cover a larger footprint, but historically only supply a few jobs. The applicants have however included in the total number of jobs created the retail jobs likely to be created. Whilst the smaller scale retail offer of Option B is unlikely to employment a significant number, the larger retail offer of Option A is likely to be a more significant employer.

However, the retail offer related to option A would be in the region of 1700sqm, plus other uses. This size of store is the equivalent size of the Lidl store currently operating off the Southampton Road in Salisbury. This is considerably larger than the 550 sqm shop proposed for Option B, which is roughly the same footprint as the neighbourhood store operating on the Rowbarrow scheme in Downton Road. However, following public consultation, the applicants are indicating that this larger retail offer was included due to local support for such facilities.

The applicants retail study report is considered to be deficient, in that it does not adequately cover the likely impact of the scheme on the city centre, or the planned retail offer at old Sarum. Consequently, Officers are concerned that the larger store indicated with option A could have the potential to have an adverse impact on trade within the city centre, and furthermore, could undermine the viability of the planned Local Centre at Old Sarum, which is a total of 550 sqm for all three proposed retail units.

Officers therefore recommend that whilst the retail offer shown for option B is acceptable, the retail offer associated with option A is considered unjustified at this point in time and has the potential to undermine any smaller retail offer associated with the Old Sarum site, and may have an impact on retail within the city centre.

However, it may therefore be possible to control this aspect of the larger 673 house scheme by placing a restriction on any consent that any retail offer should not be larger than 550sqm. At the time of writing, the applicants seem to be amenable to adjusting the larger scheme so that the size of the retail offer would be limited to 550sqm, with the remainder of the land (which would otherwise have been retail) used for alternative purpose. Members therefore in effect could either approve both schemes with a 550sqm retail offer, or approve the schemes as submitted, with Option A having an approximate 1700sqm retail offer. Officers advise that the latter larger retail offer is likely to have an impact on the surrounding retail centres, and therefore recommend that Members consider this point carefully.

## **9.2 Design and landscape impact on wider area including heritage assets**

The application sites lie in an area of landscape significance, subject of Local Plan saved policy C7. The area also contains numerous historical features of interest,

including the Old Sarum Ancient Monument and Conservation Area, and the Old Sarum aerodrome and conservation area. There are other listed buildings in the immediate and wider vicinity, including the adjacent Longhedge House.

The EIA document submitted with the application indicates the likely impacts of both suggested development options on heritage assets and the character of the landscape. This basically concludes that:

*“Option A will be more prominent in view, due to the larger footprint of development... However both schemes will be seen in the context of existing housing/industrial land uses and will not change the overall view of a predominantly agricultural landscape. As such, the overall magnitude of change remains comparable to that of Option B.”*

The landscape and visual assessment however concludes that with the use of careful strategic landscaping strips within the site and the retention and enhancement of existing boundary planting, the visual impact of both schemes would be acceptable over the longer term.

#### Impact on Old Sarum Ancient Monument

English Heritage has raised concerns regards the impact of both development options, but has indicated to the LPA that option B would appear to cause the less significant harm to the character of the landscape surrounding the ancient monument, particularly if weighed against any significant public benefits. It has however expressed serious concern that the option A would cause significant visual harm which is unlikely to be outweighed by the public benefits of the scheme.

The Council's Landscape officer concludes that the schemes are acceptable, and highlights that scheme addresses the following issues:

- Confining the higher density and taller buildings to the least visible areas of the site
- Use of structure planting to break up the mass of the built form, provide green infrastructure (GI) and new beneficial habitats for enhanced biodiversity
- Inclusion of street trees to reinforce the hierarchy of the streets and help to create a sense of place and attractive environment
- The strengthening of existing landscape features, the creation of linear parks and buffers to reduce the influence of the development beyond the site boundary

In considering the overall landscape effects of the two options it is noted that there will be no loss of any important landscape features in either option. Although Option A will result in a greater loss of agricultural land this is outweighed by the provision of 40% Green Infrastructure which provides enough space for recreation and some meaningful mitigation/enhancement for landscape and biodiversity. On the other

hand Option B at only 20% Green Infrastructure manages to deliver a robust landscape scheme but it does come to an abrupt edge with the open countryside along the northern boundary.

In considering the overall visual effects of the two options there will be a perceived change of view from agricultural land to built form, mainly affecting Old Sarum SAM, Longhedge Cottage, Longhedge House and the Old Sarum housing development. The proposed landscape mitigation for both Options A & B will lessen the visual effects in time but there will be a residual moderate/minor adverse impact due to the nature of change.

The Council's Landscape officer concurs that the difference is barely noticeable between the two when viewed in the wider landscape context from this vantage point. She would prefer to see the larger scheme, Option A, taken forward for development. However, she advises that there is still much work to be done to ensure that this masterplan is delivered successfully including:

- Effective phasing of the works
- Explore opportunities for advanced planting to give mitigation planting a head start so diminishing visual impacts quicker
- Selection of a planting palette that is appropriate to wider chalk downland setting to help reinforce a sense of local distinctiveness and that will be beneficial to the local ecology

In officers' opinion, both schemes are likely to be readily visible from the Old Sarum monument and surrounding higher land, including the adjacent Monarchs way public footpath and adjacent dwellings and public road. This is already the case with the adjacent Old Sarum development which is located slightly flatter and lower land to the immediate south east. Whilst the applicants landscape strategy is noted and will to some extent mitigate the visual impacts of the scheme in the longer term, the resultant developments would be likely to have a similarly urbanising effect on what is currently a very rural area as the Old Sarum development.

However, part of the land associated with Option A and all of that associated with Option B has been allocated for development in the South Wiltshire Core Strategy for a significant quantum of development. As a result, it would be difficult to build out such a large quantum of development AND provide such a significant quantum of strategic landscaping that the development would not be visible or only partially visible. Indeed, as both schemes (and indeed any similar scheme) will require a new roundabout access, it seems likely that the visibility of either development option and the urban character of the area would increase significantly.

As a result, in officers' opinion, the allocation of the site will ultimately lead to a significant change in the character of the site as view from Old Sarum SAM or

indeed any other vantage point notwithstanding the significant landscaping strips and other measures proposed by the applicant.

Given the allocation of the site by the Council, it may therefore be difficult to justify a refusal of either scheme on visual grounds and the impact on the SAM. Furthermore, with the use of regressive colours for the materials (and not the rather bright stark light render used at Old Sarum) together with the use of significant landscaping areas, it is considered that the development of either option would eventually have a less than significant impact on the adjacent Old Sarum SAM and associated conservation area.

#### Impact on Old Sarum Aerodrome

The sites are also located to the west of Old Sarum Aerodrome Conservation Area. Whilst the existing Old Sarum site would largely block any views or visual relationship, the application site is elevated slightly compared to Old Sarum, and as a result, both development options would be visible from this conservation area.

However, the Aerodrome conservation area is slightly unusual in that it was designated due to the historic nature of the airfield and its buildings, and not as would normally be the case, because of the attractive historic character of the area in a visual sense. As a result, and given that the proposal would be located adjacent to a modern housing development, and somewhat divorced from the conservation area, it is considered that the proposal would not have an adverse impact on the character of the conservation area, or adversely affect the historic reasons for its designation.

#### Impact on Longhedge House

This property and its setting will be significantly affected by the construction works and either development options, particularly due to the proposed roundabout works, which will completely alter the more rural character of the A345 at this point. Overall, its setting will change to a more suburban setting. However, as stated, a refusal on these grounds may be difficult to justify, given that the land is allocated for significant development, and that any such significant development would require significant access works, and would inevitable change the character of this rural site.

#### The Beehive Toll House

This grade 2 listed building is located some distance to the south of the application sites, on flatter land. Its immediate setting and context was altered significantly a number of years ago with the construction of the park and ride complex and the associated roundabout and access junctions. Given this, and the distance from the application site, from which it will be largely screened by mature landscaping and other features, it is considered that the character and setting of the building is unlikely to be affected to any significant degree.

## Archaeology

The Council archaeology department has indicated that the area may have significant archaeological potential, and has recommended that archaeological works take place during construction, and an appropriate condition has been imposed below.

### **Layout and detailed design matters**

This is an outline application with all matters related to detailed design are “reserved” and not for consideration. The submitted Design and Access statement does however provide some indication of how the future layout of the scheme and the detailed design might look.

The layout will be affected by the presence of a significant gas main which runs north/south through the centre of the land subject of both applications. The outline layout shows this area being free of housing development, and this pipeline location therefore forms a major avenue through the scheme.

The design and access statement suggests a scheme that provides wider roads than on the adjacent Old Sarum site, and more on site parking for the dwellings. Both schemes have a similar layout, (one being the extension of the other), with a grid-like layout of roads, suggesting a more formal and ordered layout than the more organic layout of Old Sarum. The commercial/industrial uses would be confined to the lower more southerly part of the site, which would allow for any larger buildings to be screened by mature existing landscaping along the southern boundary of the site. Both schemes would be bounded on the eastern flank by a linear open space and drainage area, similar to that provided on the adjacent Old Sarum site. Both schemes provide an area for a retail offer and neighbourhood centre uses, as well as a new school, and open spaces including a playing pitch.

Option A differs from option B in that a significant portion of the northern part of the site is given over to a community open space.

The design and access statement also contains a number of illustration and photographs, which seem to suggest that any scheme would be a mixture of more traditional materials and architecture with a contemporary approach.

### **9.3 Impact on neighbour amenity**

The application sites would be located directly adjacent to Longhedge Cottage, directly opposite Longhedge House, and located to the west of the emerging Old Sarum housing development. There is clearly significant potential for disturbance from construction works, and from the development once built out.



### Construction phase

Notwithstanding the above, the submitted EIA covers the mitigation required to protect neighbouring amenity, and a construction management plan will be conditioned, which should help reduce the impact of construction works on the existing occupiers and users of surrounding properties and the road system. However, it is likely that regardless of any mitigation, general construction works will be likely to lead to a reduction in local residential amenity whilst construction works are carried out, and this could be for a number of years.

### General amenity

#### Longhedge Cottages

Longhedge Cottages are likely to suffer the most significant reduction in residential amenity. The proposed developments surround these properties, and what is in effect a rural cottage with a rural aspect to the east will be completely and utterly transformed into a suburban setting and level of amenity. It seems likely that the level of amenity experienced will significantly alter, with a significant loss of privacy and significant increase in noise and disturbance. The suggested layout of the proposed schemes does not seem to suggest that any significant tree screening is on offer adjacent to the boundary, or that buildings have been situated a significant distance away to offer some mitigation from construction works or from the development itself once built out.

In officers opinion, part of this harm could however be mitigated by simply repositioning any commercial units further from the boundary of these dwellings, thus providing more breathing space between the existing dwellings and the new development, along with significant planting along the boundary of the scheme at this point. It is considered that details related to this matter can be conditioned.

#### Longhedge House and Longhedge Farm

Longhedge House and Longhedge Farm are likely to be similarly affected during construction, and particularly during the construction of the roundabout. Following construction and building out of the scheme, it is officers opinion that the occupiers of this dwelling would suffer from increased road and traffic noise, together with a general impact on their aspect and outlook to the east, which at the current time is of a rural character, albeit somewhat affected by the busy A345 road.

#### Old Sarum residents – wider area

Whilst the development would be quite prominent and will ultimately transform the existing pleasant rural outlook, the development is generally located in a more divorced location, away from most surrounding properties on the emerging Old Sarum development. Although closest to the existing dwellings along the western edge of the Old Sarum development the development would still be a significant

distance from dwellings in that estate, and divided from it by a number of mature trees and the planned open space and drainage areas. It is however likely that the introduction of a large area of vehicles will introduce some noise and general disturbance into the area, with established residents of Old Sarum being most affected.

### Vibration/noise issues

There is currently an environmental health issue related to an ongoing industrial operation and the creation of vibration emanating from one of the adjacent industrial units on the Old Sarum business Park, located some distance to the south east of these sites. A number of existing properties on the existing Old Sarum site have apparently experienced this vibration. With regards that adjacent land, the Council's environmental health officer has indicated that they would normally object to the construction of additional dwellings in this area due to the nuisance caused by this vibration issue, at least until a full study and remedial work is undertaken as part of the scheme.

In this particular instance, the applicants have undertaken a study, the conclusions of which have been assessed by the EHO. The study concludes that there is unlikely to be a significant issue in relation to noise/vibration issue at this site.

Overall, the Council's EHO has raised no objections, subject to various conditions, which restrict the impact of the construction works on adjacent existing amenities, and which also seek to restrict the operation of the commercial uses, so as to protect future amenities of residents.

### Provision of public and "community" open space

Both schemes A & B provide areas of public open space, including small play areas, and a larger open area along the boundary with the Old Sarum site to the south east. There would also be a football pitch provided by both schemes, adjacent to the A345. The Council open space officer considers the provision of such facilities as acceptable, subject to the land and required maintenance contributions being supplied via a suitable S106.

However, Option A also provides for a significant area of community open space and the provision of this land has been the subject of discussion between the applicant and the Parish Council of Laverstock & Ford. As a result, the applicant is offering a significant area of community open space, which would ultimately be given to the Parish or other suitable bodies. From the PC response received, it appears that it considers that the offer of this land is considered to be mitigation for the visual and other harm caused by the development of the remainder of the land for additional dwellings over and above the 450 allocated.

The apparent desire for this land by the local PC is therefore a material consideration to which significant weight can be attached in the consideration of option A, although

members should note that the community land area, together with other open space land being offered would represent a significant over-provision of open space, above and beyond the amount of open space required to serve the development.

These matters would of course need to be secured via a S106 Agreement.

#### **9.4 Highways and parking issues**

Concerns have been raised regards the highways impacts of the development by several third parties.

A detailed Transport Assessment has been submitted with the application, which indicates that subject to mitigating works and contributions, the impact of the scheme in traffic terms would not be so significant as to warrant refusal.

The only matter to be considered in detail for both options A & B is the proposed new roundabout planned for the A345, including two access points into the schemes. Two new bus stops and laybys are also proposed, together with pedestrian footpaths serving the bus stops. The internal layout of both development options is shown in outline form only, so fuller details of these matters will only become apparent as part of any future reserved matters or full planning application.

The Council's Highways officer has indicated the scheme is acceptable, subject to a number of conditions and contributions being provided, including:

- The construction of the site access roundabout as indicated in outline on plan number SK004/A, including street lighting of the roundabout.
- Construction of a 2 metre wide footway over the A345 frontage of the site.
- Contribution to measures in the Salisbury Transport Strategy of £3,300 per dwelling index linked to date of payment.
- Two cycleway / pedestrian links to the Old Sarum site to the south-east, one of the links to be also suitable for emergency vehicular use.
- Construction of a temporary bus loop within the site prior to occupation of the 50<sup>th</sup> dwelling.
- Construction of 2 bus laybys on the A345 including shelters and real time bus time information electronic display boards.
- Provision of 4 bus stops with access kerbs, shelters and real-time bus time information electronic display boards within the development.
- Payment for a traffic regulation order (administration and works) to achieve a 50 mph speed limit on the A345 between the site access and the Beehive roundabout.
- Implementation of the framework travel plan.
- Appointment of an overall site travel plan co-ordinator.
- Contribution of £1500 pa for 6 years towards the costs of travel plan monitoring.
- Payment for a traffic regulation order (administration and works) to apply any waiting restrictions deemed necessary in the vicinities of the school, neighbourhood centre and food store.

- Pedestrian connections to Monarch Way bridleway north of the site, (Option A only).
- Contribution of £5000 towards minor rights of way improvements on the rights of way network in the site vicinity.

As a result, and subject to suitable condition and contributions being secured, it would be difficult to justify a refusal of either development option A or B in terms of the impact of the scheme on the highway system.

However, notwithstanding the comments of the highway officer, it is considered that the schemes raise the following issues:

**Parking issues:** It is understood that the adjacent Old Sarum development has been criticised due to the narrow width of the roads and the lack of adequate off road parking. It is clear that the local people and PC, together with the applicant do not wish to repeat these matters. However, Members should note that whilst the applicant has outlined in the Design and Access statement any scheme for this site would not repeat the issues raised by the Old Sarum development as the layout of both schemes is in outline at present, no detailed plans currently exist which clearly define the size of the road system or the location of parking within plots.

It is therefore considered in this instance that a condition be imposed on any approval which makes it clear that any future scheme address these parking and highway concerns.

**Footpath links:** Unfortunately, due to land ownership issues, it would appear impossible for a direct and continuous linkage via a cycle/footpath to be provided either along the A345 or elsewhere down to the park and ride. This means that future residents of the schemes would be unlikely to travel by foot into the city. Whilst this is regrettable, it would still remain the case that residents could utilise the bus service or cycle from the site into the city. Given that the highways officer is not objecting to this approach, it is therefore difficult to justify a refusal regards this matter.

**Links to Monarch's Way right of way –** In order to enable residents of the scheme and users of the planned community open space area to access the surrounding countryside, a footpath link to the adjacent Monarch's Way footpath has been suggested, and the Council's highways officer has advised that a financial contribution towards the improvement of this right of way is also secured. This link and contribution should be secured via a suitable legal agreement

## **9.5 Linkage to surrounding development**

A number consultees and third parties have referred to the need to provide at least an emergency link between the longhedge site and the old sarum site. The development template for the site also seeks such a linkage.

Both schemes suggest a number of footpath /cycle links leading from the proposed schemes through the open space/drainage areas to the boundary of the application site with the adjacent Old Sarum site. Such a link is considered desirable, and is welcomed, and should be secured via a suitable S106 agreement or condition. As the intention is that both areas of open space/drainage land on both the Longhedge and Old Sarum sites will be taken on by this Council, it is therefore possible that pathways could be formed from and to both sites.

However, Members need to note that there is a strip of third party land situated along the boundary between the application site and the adjacent Old Sarum site, which is effectively a “ransom strip”. As a result, unless the owner of this strip wishes to allow a crossing of their land, it would be impossible for the applicant to secure a continuous surfaced link to be provided over this third party land.

This is unfortunate as such a link will facilitate linkages between the two areas and hopefully create a sense of community. It would also allow all residents to share the various facilities and services offered at both sites, including the open space, schools, and any other community facilities which may develop over time. In particular, it would offer access to the planned community land and to the wider countryside via the footpath network. Furthermore, should either retail offer (as discussed elsewhere in this report) be considered acceptable, and in future undermine the viability of the Old Sarum retail centre, a situation may arise where the only retail offer would be located on the Longhedge site.

Such a link would in officers opinion, offer significant benefits to the future residents of both the Longhedge and the Old Sarum scheme, and its provision could outweigh the other impacts of the development.

As a result, it is considered that as part of any S106, the provision of such a link is secured, including the removal of the third party ransom strip, to allow free and unfettered access to residents/occupiers of both the future Longhedge site and the Old Sarum site.

## **9.6 Affordable housing provision**

Both schemes would comply with Council housing policy in that 40 percent affordable housing provision is planned across the site. Subject to this matter being secured via a suitable S106 agreement as normal, the Council’s housing officer considers the schemes to be acceptable.

## **9.7 Education matters**

Both schemes would provide land for a new school, and the developer would provide a suitable contribution towards the construction of a school building. It is understood that there has been capacity issues related to the existing school at the Old Sarum site, and that the new school as provided will be able to address any capacity issues

and also accommodate the likely intake created by either of the longhedge development options.

WC Education officer have indicated no objections to the proposed housing subject to financial contributions being required towards primary and secondary educational facilities. The provision of the land is also welcomed.

As a result it is considered necessary to secure this land for use for educational provision as part of any S106. Furthermore, a financial contribution to primary and secondary educational provision will need to be secured via the suggested revision to the S106 Agreement.

### **9.8 Tree protection and general landscaping**

The existing sites for both options are of an open character and devoid of trees, other than an existing hedgerow cutting through the middle of the existing field system. There are however several mature trees around the boundaries of the site, together with strong hedgerow.

Although landscaping details are a “reserved matter”, the mature trees along the boundary of the site should be protected during development. Suitable conditions are suggested below.

However, the retention of the planting features will only go some way to softening the visual appearance of the development on the landscape. It seems likely that given the elevated topography of the land, (and as demonstrated by the adjacent very visible Old Sarum development), it is unlikely that planting could significantly reduce or obliterate the visual impact on either scheme A or B. From other boundaries, there will be partial screening of the development. In particular, it is considered that the additional planting planned across the site for both options is welcomed, and these new landscaping areas should also be protected via conditions. Once such planting matures significantly, it is hoped that the visibility of the site may be reduced.

Several new trees would also be planted as part of both proposals, although this will only serve to soften the appearance within the schemes, not its wider visual impact.

### **9.9 Aircraft safety**

Historically, a group which operated from the adjacent airfield (Old Sarum Flying Club) often raised concerns about the impact on any adjacent development on aircraft safety. Their objections centred around an aircraft safety zone which the group itself had created and which was informally agreed with then District Council. The intention was to ensure that light aircraft could safely land, without any adjacent buildings impeding their take-off or landing vectors through the creation of general turbulence and of course due to the appropriate proximity of buildings to the runway in general safety terms.

The Old Sarum Flying Club no longer operates at the aerodrome, and no concerns have been raised by the owners of the airfield to this proposal.

The Longhedge schemes are located a significant away from the airfield landing strip, and separated from it by the Old Sarum site, and a number of larger commercial buildings including hangers. It would therefore seem unlikely in this instance that the proposed local centre buildings would have an adverse affect of aircraft safety.

### **9.10 Ecology**

The site is located within 2km of the River Avon SSSI. Hence the area is sensitive in terms of development which may affect the water systems and drainage.

The applicants have submitted an Environmental Statement (ES) which covers the likely impacts on the ecology and water systems. This concludes that there is unlikely to be significant impacts.

The Council's ecologist has not objected to either development option. However, as the development is within 15km of the Salisbury Plain SPA a contribution is required towards the Wessex Stone Curlew Project under Core Policy 22 a contribution will be required per dwelling.

### **9.11 Drainage**

Some concerns have been expressed by third parties that the quantum of development overall being proposed by the developers, would have an adverse impact on the existing and proposed drainage infrastructure.

Neither the Environment Agency nor the Council Ecologist has raised objections to the proposed scheme. As a result, whilst the local objections and concerns are noted, it is considered that the proposal is unlikely to have an impact in terms of the planned drainage for the site, or any subsequent ecology impacts.

### **9.12 Archaeology**

An archaeological investigation has been undertaken and the application sites contain significant archaeological finds, particularly adjacent to the Monarch's Way area, covered by Option A. While the excavation has been completed, the Archaeology Department feel the area outside the excavation needs to be the subject of an intensive watching brief during the initial stages of the construction. As such a condition relating to this has been added.

### **9.13 Waste and Recycling**

The Council's waste and recycling officer is now happy with the provision being offered by the developer, subject to such provision being secured via a suitably legal agreement.

## **9.14 Public Art**

In accordance with saved policy D8, both scheme A & B should provide funding for public art projects. Hence, this provision is secured via the suggested revision to the S106 Agreement.

However, it is understood that the Parish Council may have requested that any monies for public art be utilised to provide changing rooms adjacent to the planned football pitch. In officers opinion, whilst there is no specific definition of public art and therefore a wide scope of how such monies may be spent, officers advise that unless “public art” does indeed result from such a payment, this could raise some conflict with policy, and with the CIL regulations regards usage of S106 monies.

## **9.15 Wiltshire Fire and Rescue**

This contribution is referred to in the development template for this site. At the time of writing, officers are discussing this contribution with the applicants.

## **9.16 Cemetery facilities**

This contribution is not referred to in the development template for this site. At the time of writing, officers are discussing this contribution with the applicants.

## **10.0 S106 Heads of Terms**

At the time of writing, a S106 Agreement is being discussed with the applicant and the Council’s legal team, and officers will confirm at the meeting the nature and extent of the required matters. However, as a result of the above, it appears that the following contributions need to be made towards the mitigation of the impact of the development:

- Public open space facilities/financial contributions and timing of provision
- Provision of on site affordable housing and timing of provision
- Provision of waste and recycling facilities/financial contributions
- Provision of educational contributions towards the provision of new school building and land for that new school, and timing of that provision
- Public art financial contributions and timing of that provision
- Financial Contributions towards Stone Curlew project
- Financial contribution towards cemetery facilities
- Financial contribution towards Wiltshire Fire and Rescue facilities
- Transportation contributions and sustainable initiatives and timing of that provision
- Provision of a new roundabout, and associated bus stops and pathways prior to the commencement of any other works
- Provision of land for a new retail and neighbourhood centre building and the construction and provision of that facility prior to occupation of 50 percent of the planned development.
- A suitably surfaced pedestrian and cycle link to be provided up to the boundary of the application site with the adjacent Old Sarum site including the



removal of any ransom strips across third party land, and the timing of provision, and the details of such works.

- Provision and timing/phasing of the commercial/industrial land and uses

## 11. Conclusion

Land is allocated in the adopted South Wiltshire Core Strategy for 450 dwellings, plus associated facilities and provisions. The scheme subject of option B is therefore commensurate with this allocated area of land, and therefore, development of this site is acceptable in principle.

The scheme subject of option A is partially located on the allocated land, and therefore is partially in accordance with the allocation within the South Wiltshire Core Strategy. The remainder of the site (the northern section) is located outside the allocated land, and thus within the countryside of the Landscape setting of Salisbury, where development of any kind is strictly controlled. Furthermore, this scheme offers 223 additional dwellings more than the 450 allocated.

As a result, Option A is partially contrary to policy CP 6 of the South Wiltshire Core Strategy, and also contrary to saved policy C7 of the Salisbury District Local Plan and somewhat at odds with the established national presumption against significant general housing development in the open countryside which may be contrary to the adopted Local Plan. Both schemes depart from the development template in terms of the underprovision of employment land, and the provision of a retail offer.

However, Option A offers a significant area of community open space, which would ultimately be given to a suitable public body and hence protected from development. It appears that the provision of this land is regarded as significant mitigation for the general harm perceived to be caused by the development by the Parish Council. Notwithstanding the above, it would be somewhat difficult to justify the refusal of the proposed additional dwellings on the basis that it would represent unsustainable development, as the housing provision would be similar in size and quantum to that on the adjacent Old Sarum site.

Whilst the provision of 550sqm of retail provision is also contrary to the adopted Core Strategy, it is considered that the desire expressed for such facilities by the local populace is a material consideration of significant weight, and it is considered that a small retail offer is unlikely to have a significant retail impact on surrounding centres. Officers however advise caution regards the 1700sqm retail offer related to Option A.

Whilst both options are contrary to the development plan in terms of the reduced area of commercial land provision, it is considered that the schemes as proposed would provide the number of jobs commensurate with that which may be provided by 8ha of more general employment uses.

Whilst the concerns of English Heritage is noted regards the landscape impact of Option A, it is considered that the landscape impact of the scheme particularly in terms of the setting of the Old Sarum monument, when weighed against the already developing character of the area; the likely visual impact of the allocated site being built out, and the benefits of the scheme in terms of provision of much needed housing and economic development, would not be so sufficiently harmful as to warrant refusal of the scheme on that basis alone.

As a result, it is considered that whilst both option A and option B schemes depart from the development template, and would in part cause some significant harm, subject to suitable conditions, and subject to a suitable legal agreement, it is possible for such harm to be mitigated and for the impacts of the proposals to be outweighed by positive gains for the wider community.

**RECOMMENDATION: That subject to ongoing negotiations and legal advice, and Subject to all parties entering into a S106 legal agreement which seeks:**

- Public open space facilities/financial contributions and timing of provision
- Provision of on site affordable housing and timing of provision
- Provision of waste and recycling facilities/financial contributions
- Provision of educational contributions towards the provision of new school building and land for that new school, and timing of that provision
- Public art financial contributions and timing of that provision
- Financial Contributions towards Stone Curlew project
- Financial contribution towards cemetery facilities
- Financial contribution towards Wiltshire Fire and Rescue facilities
- Transportation contributions and sustainable initiatives and timing of that provision as referred to by WC Highways comments above
- Provision of a new roundabout, and associated bus stops and pathways prior to the commencement of any other works
- Provision of land for a new retail and neighbourhood centre building and the construction and provision of that facility prior to occupation of 50 percent of the planned development.
- A suitably surfaced pedestrian and cycle link to be provided up to the boundary of the application site with the adjacent Old Sarum site including the removal of any ransom strips across third party land, and the timing of provision ,and the details of such works.
- Provision and timing/phasing of the commercial/industrial land and uses

**To delegate to the Director of Development Services to APPROVE Planning permission.**

**Subject to the following conditions:**

01 Approval of the details of the layout, scale, appearance of the buildings, the means of access thereto (excluding the roundabout and associated access works subject of this application) and the landscaping of the site (herein called the reserved

matters) shall be obtained from the Local Planning Authority in writing, for each housing and employment phase of the development prior to commencement of that phase.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

02 Plans and particulars of the reserved matters referred to in condition 01 above, relating to the layout, scale, appearance of any building to be erected, the means of access to the site (excluding the roundabout and associated access works subject of this application) and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

03 Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

04 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

05 The number of dwellings hereby approved shall be limited to a maximum of 673 dwellings in the case of option A, or limited to a maximum of 425 dwellings in the case of option B.

REASON: To ensure that the overall density and layout of the final scheme accords with the mitigation and details agreed as part of this permission and associated legal agreement.

06 The development shall be carried out in general accordance with the illustrative Master Plans and the parameters for the development provided in the Design and Access statement, including the list of general design principles contained in the Development Specification document submitted on 17<sup>th</sup> September 2013, namely:

## **Option A**

Drawing No. 3281 501 Option A – Site location plan

Drawing no 3821 502 Option A illustrative master plan

Drawing No. 3281 505 Option A Green Infrastructure

Drawing No. 3281 504 Option A Building Heights

Drawing no. 3281 506 Option A Access and movement

Drawing No. 3281 503 Option A Land Use plan

## **Option B**

Drawing No. 3281 501 Option B – Site location plan

Drawing no 3821 502 Option B illustrative master plan

Drawing No. 3281 505 Option B Green Infrastructure

Drawing No. 3281 504 Option B Building Heights

Drawing no. 3281 506 Option B Access and movement

Drawing No. 3281 503 Option B Land Use plan

REASON: For the avoidance of doubt

07 The access to both Option A and Option B schemes shall be carried out in accordance with approved Plan no SK004 Rev A – Access and roundabout arrangements.

REASON: For the avoidance of doubt

## **Highways**

08 The development hereby approved shall accord with the details shown on access roundabout drawing no drawing SK004/A. The roundabout and associated works, including two bus laybys including shelters and real time bus information electronic display boards and pathways and street lighting, shall be provided and made available for use, prior to any other development being carried out. Notwithstanding any landscaping/planting or drainage details submitted pursuant to the reserved matters applications, and before any works are commenced with regards the highway access works, a scheme for the discharge of surface water from the highway and landscaping works, including timing of works, associated with the highway access works hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until

the access arrangements, and associated drainage and landscaping has been constructed in accordance with the approved scheme.

REASON: To ensure that an acceptable access and egress is provided prior to occupation of any of the proposed dwellings, in the interest of sustainable development and highway safety and the interests of providing safe and convenient access to public transport for occupiers of the development. Also, to ensure that any highway access works are appropriately landscaped and drained in order to reduce the visual impacts of the works on the wider countryside.

09 Prior to first occupation of any dwelling, a 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, in accordance with details to be first submitted to and approved by the Local Planning Authority, over the entire frontage of the site, along the western boundary with the A345 road.

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

10 Prior to occupation of the 50<sup>th</sup> dwelling a temporary bus loop to enable buses to turn within the site shall have been constructed and made available for use, in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of enabling public transport to serve the development from an early stage.

### **Linkages**

11. The pedestrian and cycle paths proposed across the site allowing access to Old Sarum along the eastern boundary shown on the indicative layout shall be surfaced, provided, and made available for safe use concurrently with the development being completed, and prior to any of the residential units, school/community facilities/open space/land, or commercial /industrial units first coming into operation or being first occupied. The pathway shall remain available for public use in perpetuity until its formal adoption by the Local Authority.

REASON: In order to ensure that access from and to the wider area is provided at an early stage, so as to enhance the connectivity of the wider community and to allow access to and from facilities and services.

12 The footpath link with Monarchs Way right of way shall be fully constructed and provided prior to occupation of any of the dwellings hereby approved, or as agreed in accordance with an alternative scheme approved in writing by the Local Planning Authority.

REASON: In order to ensure that access from and to the wider area is provided at an early stage, so as to enhance the connectivity of the wider community and to allow access to and from facilities and services.

### **Protection of amenity**

13.No development shall commence until a construction management plan has been submitted to and approved in writing by the local planning authority. The plan shall include details the measures that will be taken to reduce and manage the emission of noise and dust during the construction phase of the development and shall specifically address the following:

- i. The movement of construction vehicles
- ii. Wheel washing and vehicle wash down facilities
- iii. The storage, transport and management of waste materials and building materials.
- iv. The recycling of waste materials
- v. The loading and unloading of plant and materials
- vi. The location and use of generators and temporary site accommodation

The approved construction management plan shall be complied with throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction management plan without the prior written permission of the Local Planning Authority.

REASON: In order to limit the impact of the development on surrounding amenity

14.Before the development hereby permitted commences a scheme for the acoustic insulation and protection of residential properties against road traffic noise and noise from the approved business/commercial uses shall be submitted to and approved by the Local Planning Authority. This scheme shall include details of glazing, ventilation and the measures to be taken to protect external amenity space from noise. All works within the approved scheme shall be implemented before the residential properties are first occupied and shall be maintained at all times thereafter.

REASON: In order to limit the impact of the development on surrounding amenity

### **Non residential development**

15.Before the development hereby permitted commences a scheme of acoustic insulation shall be submitted to and approved by the Local Planning Authority specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from externally mounted plant and equipment. The approved scheme shall be implemented before the development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details.

REASON: In order to limit the impact of the development on surrounding amenity

16. Before the development hereby permitted commences a scheme of acoustic insulation shall be submitted to and approved by the Local Planning Authority specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise and vibration from the approved commercial/business uses. The approved scheme shall be implemented before the development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details.

REASON: In order to limit the impact of the development on surrounding amenity

17. Before the development hereby permitted commences a scheme for the discharge and control of fumes, gasses and odours from the approved commercial/business uses shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the development is first brought into use shall be maintained at all times thereafter in accordance with the approved details.

REASON: In order to limit the impact of the development on surrounding amenity

18. Before the development hereby permitted commences a schedule for the times of deliveries to and/or collections from the approved commercial/business uses shall be submitted to and approved by the Local Planning Authority. Deliveries and/or collections shall only take place in accordance with the approved schedule and shall not take place at any other time.

REASON: In order to limit the impact of the development on surrounding amenity

19. Before the development hereby permitted commences a schedule for the operating times of the approved commercial/business uses shall be submitted to and approved by the Local Planning Authority. The approved commercial/business uses shall only operate in accordance with these agreed times and shall not operate at any other time.

REASON: In order to limit the impact of the development on surrounding amenity

### **Neighbour amenity – Longhedge cottages and Longhedge House**

20. Prior to any construction works commencing, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority which details the measures to be taken to protect the residential amenities of the occupiers of dwellings directly adjacent to the proposed works during construction. The scheme so agreed shall be carried out in strict accordance with the agreed details.

REASON: In order to limit and reduce the impact of the construction works on the occupiers of residential properties located within immediate proximity of the proposed works.

## **21. Restriction of uses within neighbour centre**

TBC

### **Archaeology**

22. With regards Option A & B, no development shall take place within the application site until a written programme of archaeological investigation, has been submitted to, and approved in writing by the Local Planning Authority. The approved programme of archaeological mitigation has been carried out in accordance with the approved details.

REASON: To safeguard the identification and recording of features of archaeological interest.

### **Archaeology management plan for community open space**

23. With regards Option A, no development shall commence on site until such a time that a management plan to ensure the preservation in situ of the archaeological features/remains described in the Environment Statement to include the provision of archaeological information panels and a timetable for the implementation of the management plan, has been submitted to and agreed in writing by the Local Planning Authority. The management plan shall thereafter be implemented in accordance with the approved plans.

REASON: To safeguard the identification and recording of features of very high archaeological interest with the planned community open space.

### **Ecology**

24. Before development commences, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority which secures protection of habitats and species during the construction period, including pollution prevention measures. The development shall be carried out in accordance with the agreed CEMP.

REASON: In order to prevent pollution of the water environment and to protect habitats and species during the construction period so as to limit the impacts of the development

25. Before development commences, a scheme for water efficiency shall be submitted to and approved by the Local Planning Authority. The scheme should Development shall be carried out in accordance with the agreed schemes.

REASON: In order to improve the sustainability of the scheme in line with Core Policy 19 of the South Wiltshire Core Strategy.



### **Surface water drainage scheme**

26. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use/occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained

### **Lighting**

27. No development shall commence until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to minimise light spill and sky glow, and to minimise light levels along site boundaries and internal transverse planting corridors to below 1 LUX.

REASON: In order to limit the impact of lighting on protected species and habitats

### **EMP**

28. No development shall commence on site, including site clearance, until an Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority which covers the following points:

- a) Landscape framework plan (demonstrating responsibilities for long term management)
- b) Detailed proposals for habitat retention and creation, methods for establishing new meadows and wetland habitat, design and locations for bat and bird boxes, and habitat management plan.

The development shall thereafter be carried out and maintained in accordance with the approved details.

REASON: To limit the impact of the development on visual and residential amenity and the surrounding natural habitat.

### **Tree protection during construction**

29. No development shall commence (including any works on the highways access hereby approved) until the existing trees and hedging to be retained adjacent to the site boundaries have been protected by means of a scheme submitted to and agreed in writing with the Local Planning Authority prior to works commencing. Development shall be carried out in accordance with the agreed scheme.

The Tree Protection Plan shall show the areas which are designated for the protection of trees, shrubs and hedges, hereafter referred to as the Root Protection Area (RPA). Unless otherwise agreed, the RPA will be fenced, in accordance with the British Standard Guide for Trees in Relation to Construction (BS.5837: 2012) and no access will be permitted for any development operation.

The Arboricultural Method Statement should specifically include details of how the hard surfacing within the RPA of any retained trees can be implemented, if necessary, without causing root damage.

The Arboricultural Method Statement shall include provision for the supervision and inspection of the tree protection measures. The fencing, or other protection which is part of the approved statement shall not be moved or removed, temporarily or otherwise, until all works, including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the Local Planning Authority has been given in writing.

REASON: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to ensure that the amenity value of the most important trees, shrubs and hedges growing within or adjacent to the site is adequately protected during the period of construction.

### **Strategic planting programme**

30. Before any development commences (including the highway access works hereby approved), a detailed Landscaping scheme, showing the proposed strategic planting including the tree belts, intended to help reduce the wider visual impact of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of native species, specimen sizes, and long term maintenance and ownership. Such planting shall be carried out in accordance with the agreed scheme.

All new planting and landscaping shown on the agreed plans, shall be provided/planted out on site within 1 calendar year of the commencement of development, unless a scheme of timing of provision is otherwise agreed in writing with the Local Planning Authority.

REASON: In order to ensure that strategic planting areas are provided as soon as practicable following commencement of development, and that any such planting is able to mature to provide an effective screen to the development in the longer term.

### **Ground water protection**

31. The development hereby permitted shall not be commenced until such time as a scheme:

- a) To agree sewage pipework specification
- b) Agree pollution prevention for storage of pollutants
- c) For drainage

has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved.

REASON: To prevent the pollution of controlled waters.

### **Surface Water management**

32. Before development commences, details of a surface water drainage masterplan shall be submitted to and agreed in writing by the Local Planning Authority. The masterplan shall be in accordance with the Flood Risk Assessment (Option A, RSK, Ref: 131658, R1(0) dated 18<sup>th</sup> April 2013, or Option B, RSK, Ref: 131658, R2 (0) 18<sup>th</sup> April 2013) and include details of the phasing of surface water drainage infrastructure including source control measures, the hydrological and hydrogeological context of the development, and details of the future responsibility and maintenance. The development shall be implemented in accordance with the approved scheme.

REASON: To prevent the increased risk of flooding as a result of the development in accordance with the NPPF

### **INFORMATIVES**

1. As part of any future reserved matters application for landscaping details, an Ecology and Landscape Enhancement Scheme for buffer land adjacent to the River will be submitted. The Scheme will be prepared by a professional ecologist and provide a detailed programme of enhancement measures that will be achieved on land allocated for landscaping in the Landscape Strategy Plan (dwg No. 06136-PO.04). The Enhancement Scheme will be carried out in full and within the timetable laid out within the approved document.

2. The surface water management scheme shall be in accordance with recommendations and findings of the FRA Bradbrook Consulting Revision C November 2012.

3. With regard to the archaeology conditions above the work should be conducted by a professionally recognized archaeological contractor in accordance with a written scheme of investigation agreed by this office and there will be a financial implication for the applicant.

4. The applicant should ensure that they have thoroughly investigated ground conditions and levels of vibration on the development site and use appropriate construction methods and materials to ensure that the occupants of the houses concerned are not adversely affected by vibration and or/reradiated noise caused by Equinox prior to any of the properties being sold or occupied.

5. With respect to the condition related to noise issues, I would highlight that as per correspondence with the acoustic consultants we are not entirely satisfied with the

existing noise surveys for this area and in particular due to the use of noise mapping calculations to estimate some noise levels used in the acoustic report. We would advise that further measurements are required to either replace or confirm the predictions concerned when this condition is subject of an application to discharge. We would also highlight that based on the existing data available we consider that the residential properties on the western edge of the residential development are likely to need acoustically treated mechanical ventilation.

6. With respect to conditions above, and as per correspondence and agreement with the acoustic consultant, we would recommend that an appropriate target would be that the cumulative rating noise level should not exceed background and assessed as per BS4142.

7. With respect to the conditions above if any of the businesses uses may produce significant levels of vibration this issue will need special consideration and should be discussed with this department.

8. With respect to conditions above the appropriate times for deliveries/collections and operating times will be dependent on the final design and layout. If the applicant wishes to have greater flexibility with opening times / deliveries/collections we would encourage them to carefully consider the layout of the development. Including consideration of the separation of residential from commercial/business uses, the orientation of noisy parts of the development away from residential properties and the use of some commercial/business premises as acoustic barriers.