

Date of Meeting	20 March 2014		
Application Number	13/4728/OUT		
Site Address	Land adjacent 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP		
Proposal	Erection 4 detached houses with separate double garages retaining existing access and visibility splays		
Applicant	Mr Tony Cowles		
Town/Parish Council	Laverstock		
Electoral Division	Laverstock, Ford & Old Sarum	Unitary Member	Cllr Ian McLennan
Grid Ref	414477 134066		
Type of application	Out Line		
Case Officer	Richard Hughes		

Reason for the application being considered by Committee

The development is contrary to development plan policies C2, C7 and H23 in that the dwellings would be located in the open countryside. However, officers consider that there are significant material considerations in this particular instance which need to be taken into account in this instance, and the views of Members are therefore sought.

1. Purpose of Report

To consider the recommendation of the Area Development Manager (South) that planning permission be **Granted, subject to a S106 Legal Agreement and subject to 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. Archaeology
6. Ecology and drainage
7. Aircraft safety

8. S106 heads of terms

The Parish Council: Support provided the development is not visible
Neighbourhood responses: None

3. Site Description

The land subject of the application appears to form part of the curtilage of No.1 Longhedge Cottages, although only part of the land is apparently actual garden area. There is an existing vehicular access off the adjacent A345. The other semi detached cottage (No.2 Longhedge cottages) forming part of this existing grouping does not form part of the application site.

The site is located between the A345 road and the field system to the south east and north east, which is allocated with the adopted South Wiltshire Core Strategy for 450 dwellings and other associated development. At the time of writing, the Council has resolved to approved (subject to a suitable S106), and development of up to 673 dwellings on this adjacent land, with associated community infrastructure. This significant development would also result in a new highway layout to the immediate north of the application site subject of this report, with the provision of a roundabout, new bus stops, and associated footways.

A gas pipeline runs through this adjacent Longhedge site, and close to the application site.

To the east of this allocation, the Old Sarum development is continuing to grow, and has permission for up to 674 dwellings, plus the 99 additional dwellings recent allowed on appeal. This will also have associated community infrastructure, including the existing school.

To the west, there is "Longhedge House", a Grade 2 listed building located opposite the site on the western side of the A345, and the adjacent "Longhedge Farm".

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 surrounding area has been the subject of a number of archaeological finds, and the adjacent agricultural land is also of some importance in ecological terms, including being within the catchment of the River Avon SSSI.

The site is located some distance from the adjacent Conservation Areas which cover 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 to the north of the 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

In recent years, there have been two applications on this land, both related to the change of use of the land to residential curtilage (applications S/2006/1974 and S/2008/1410) in 2006 & 2008. The reason for refusal was as follows:

“The proposed change of use from agricultural land to residential curtilage represents an undesirable encroachment into the countryside for which there is no overriding justification. As such, the proposal would be contrary to the desirability to protect the countryside for its own sake and its intrinsic character and beauty, being therefore contrary to saved policies C2 of the adopted Salisbury District Local Plan and PSS7 ‘Sustainable Development in Rural Areas’.”

The wider area has been the subject of significant changes over recent years, including the development of the Old Sarum community.

In particular, the site adjacent to this application site, known as Longhedge, has been allocated in the South Wiltshire Core Strategy for a development of up to 450 dwellings, including new access arrangements, community facilities, and commercial uses. More recently, in relation to this field system, planning application 13/00673/OUT was recently resolved to approve subject to a S106 on the adjacent field system. The application relates to a development of up to 673 dwellings, including community infrastructure, and a new access roundabout of the A345, together with commercial uses. The S106 will hopefully be completed shortly and a decision issued.

5. Proposal

This proposal is in outline form, with only access and layout being in detailed form. The submitted plan shows the redevelopment of the land to the immediate south of the existing cottages for four detached dwellings, arranged in a linear fashion, with associated parking and garages. The existing vehicular access to the existing cottage is reutilised, and the proposed dwellings then accessed via a linear driveway, running between the dwellings and the boundary of the site.

Further to more recent discussions, the submitted scheme also now includes the provision of footway between the main A345 and the proposed dwellings. The plan also indicates the creation of a 2 metre noise barrier between the dwellings and the retained boundary hedging to attenuate noise from the adjacent road system. (It should however be noted that these noise attenuation details are in outline form, and the Council’s EHO has requested some conditions to be imposed regards this feature, which may ultimately alter the design of this part of the proposal).

6. Relevant Planning Policy

Given the scale of the larger adjacent Longhedge 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:

G1, G2, G3, G9, D1 D2, R2, C2, C7, C8, CN11 and CN20-23, H16 H23 H27.

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”

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

Laverstock and Ford Parish Council – Support provided the development screened from public view

WC Spatial Planning – Provided the scheme is developed out in tandem with the previously agreed Longhedge scheme, it is considered that the scheme would be sustainably located.

WC Housing – Financial contribution required towards offsite affordable housing provision under policy CP3 SWCS

WC Archaeology - This site does have the potential to contain heritage assets of archaeological interest and that field evaluation is necessary. Recommend that an archaeological field evaluation is carried out prior to the determination of the application. This information should reveal the impact of the proposed development on any buried archaeology, and a Written Scheme of Investigation agreed by this service.

No decision on approval of this scheme should be made until the results of the field evaluation have been made known. If the results are positive, it may be necessary for a further programme of archaeological works as an appropriate planning condition to be carried out prior to development, or to recommend preservation *in situ* of the remains.

WC Open space - As previously demonstrated at the Old Sarum development, there currently is a shortfall of Equipped Play Space and Youth and Adult Space within the vicinity of the proposed 4 dwelling development.

However it is noted that the development of 673 dwellings has been approved subject to a S106 adjacent to the proposed 4 dwelling development. Prior to the POS being provided at Longhedge an under provision of Equipped Play Space and Youth and Adult Play Space will remain in the vicinity and the R2 Contribution would therefore be sought in the usual manner as above.

WC Ecology – No objections due to small scale of site, and provided existing vegetation is protected, together with conditions related to limiting the impact of construction works of protected species and the environment.

WC Environmental Health - Any planning permission should be made subject to conditions in relation to the following. It will require a fully 24 hour noise survey of the site concerned and a demonstration that both internal and external (amenity area) noise levels will be achieved appropriate WHO / BS8233 standards. Any information submitted to discharge this condition should also specifically consider night time maximum (L_{Amax}) noise levels caused by road traffic noise and demonstrate that maximum noise levels will not significantly exceed 45dBA. If it is necessary to keep windows closed in order to achieve appropriate internal noise levels then additional mechanical means of ventilation / climate control will be required and incorporated into the scheme. As this is an outline application we would also recommend the applicant considers the internal layout and design of the properties to mitigate against road traffic noise. On the basis of the work carried out for the ES of the Longhedge development, which includes the area between Equinox and the Longhedge Cottages site, we consider the Equinox is very unlikely likely to have any significant impact on the Longhedge Cottage site.

Wessex Water – New connection to the main sewer will be required to serve development

English Heritage - No response

Environment Agency - No objection

Scottish and Southern Water - None received

Scottish and Southern Electricity – None received

Highways Agency – No response received

MoD – no response received

8.Third Parties/Publicity

No responses have been received

9.Planning Considerations

9.1 Principle and policy

The land subject of the current application does not form part of the adjacent Longhedge allocation, and consequently, the site is not allocated for future development as part of the SWCS, and is therefore for the purposes of planning, located within the open countryside, where the development of land for dwellings not associated with agriculture, forestry, or similar rural enterprises, is strictly controlled by planning policy. As a consequence, this application scheme is contrary to the aims of policy CP 6 of the South Wiltshire Core Strategy in that the site falls outside the Longhedge application, and also contrary to saved policies C2, C7 & H23 of the Salisbury District Local Plan.

The NPPF clearly indicates (at para 12) that development which conflicts with development plan policies should be refused unless material considerations indicate otherwise. Therefore, on the face of it, the scheme could be refused based on these development plan policies and the general national presumption in favour of conserving and enhancing the natural environment.

However, in officers opinion, this is a rather unusual and unique case, and there may be material considerations which outweigh the up to date local plan policies, which have occurred since the 2008 refusal.

The allocation of the adjacent land within the SWCS for a large scale mixed use development, and the recent resolution to approve a larger development partly on unallocated land, indicates that the Council is content for the character of this area to alter significantly from its current rural character, subject to the provision of a mixed use and sustainable development. Indeed, the development template for the Longhedge site as outlined in Appendix A of the adopted SWCS clearly indicates that the objectives for the Longhedge development are to develop a mixed use development; “..in a sustainable location”. It goes on to indicate that in the Council’s view, the “..introduction of additional dwellings to the Old Sarum area will add a critical mass to secure the delivery and viability of planned and new local facilities to create a more self contained community, based around a neighbourhood centre”.

Furthermore, the site (or at least the southern section of it) has previously been identified in the Council’s Strategic Housing Land Availability Assessment (SHLAA), as having the potential for development, particularly due to the allocation of the adjacent Longhedge site.

It is therefore clear that the Council believe the adjacent Longhedge site to be sustainably located, and the resolution to grant a recent application which (when developed) will contain a new primary school, and neighbourhood centre, together with a significant area of public open space, will result in a sustainable located development, which has access to services and facilities. It should also be noted that the recent Longhedge application contained 223 dwellings which are not located within the allocated site as shown in the SWCS, and in that instance, Members

considered that the resultant scheme would represent a more sustainable development, with enhanced facilities.

The Old Sarum development immediately adjacent to this site is permitted for 674 dwellings (plus an additional 99 dwellings) and the scheme will ultimately contain local facilities which would be readily accessible by local people.

It may therefore be difficult to argue that once the Longhedge development is provided, the site subject of this application would also not be similarly sustainably located, given that the NPPF clearly indicates that there should be a presumption in favour of “sustainable development”. A refusal of this current application based solely on the premise that the four additional dwellings would be located in the open countryside remote from services and facilities may be difficult to substantiate, particularly if provided after or concurrently with the planned Longhedge development.

However, notwithstanding the principle of developing housing outside allocated sites, the additional harm to the character of the countryside and the setting of the Old Sarum Conservation Area and associated landscape is an issue, as is the likely impact of the development on the highway system, and these matters are considered in the following paragraphs.

9.2 Design and landscape impact on wider area including heritage assets

The application site lies 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.

9.2.1 Impact on character of countryside

This is an outline application with detailed matters related to detailed design are “reserved” and not for consideration. However, access and layout are for detailed consideration, and the submitted plan shows how the future layout of the scheme would be laid out.

Given the linear and narrow nature of the site, the proposed dwellings are rather uniformly laid out in a row, accessed via a driveway off the main A345 access arrangement. Whilst this arrangement is functional, if the scheme is developed in isolation, without the adjacent Longhedge development, it is likely that this arrangement will result in a very stark and rather urban appearance, rather at odds with the more rural character of the immediate area. However, if the Longhedge development occurs, the character of this site will change significantly and permanently, with more urbanised development located directly adjacent its rear boundary. Consequently, and subject to the Longhedge development being developed, the visual impact on the proposed development for 4 dwellings is unlikely to have any further visual impacts.

The Council's Environmental Health officer remains concerned that the presence of the adjacent A345 road will have an adverse impact on the future occupiers of the dwellings in terms of noise and disturbance. He has therefore requested that some form of noise barrier be erected between the dwellings and the main road to the immediate west. A plan has been produced which suggests that such a barrier is possible, consisting of hedging with a 2 metre fence behind. Whilst the details of this scheme remain to be determined as part of a noise assessment report, such a barrier may reduce the visual impact of the planned. However, there is very little that can be done to reduce the visibility of the development given its proximity to the main road, although it is planned to retain the existing hedging adjacent to the road.

It is also proposed to extend the pedestrian/cycleway which is planned as part of the adjacent Longhedge development, and this would be located at the front of the application site, between the A345 and the site. Whilst any such highway works will alter the character of the site significantly and have an urbanising effect, if such works were carried in conjunction with the adjacent Longhedge development, it is likely that the scheme would cause no more significant visual impact than the planned Longhedge development and associated highway works.

9.2.2 Impact on Old Sarum Ancient Monument/Conservation Area

The site is located some distance to the north of the SAM, which is surrounded by a Conservation Area. However, whilst the proposed development (in isolation) would be visible from the SAM, the proposal would be seen at some considerable distance, and would be seen in the context of existing development. Once the planned Longhedge development is built out, the development would not be prominently visible from the SAM, or have any significant impact on the setting or character of the heritage asset.

9.2.3 Impact on Old Sarum Aerodrome Conservation Area

The site is also located to the west of Old Sarum Aerodrome Conservation Area, and is located on higher ground. The existing property and land is currently visible from the lower land to the east (Old Sarum area), and if the Longhedge development remains undeveloped, the proposed development will be very prominent in the landscape as viewed from the east.

However, the larger Old Sarum development and the Longhedge development (once built) would largely block any views or visual relationship with the application site. Furthermore, 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.

9.2.4 Impact on Longhedge House

This property and its setting will be significantly affected by the construction works

associated with the planned Longhedge development, particularly due to the proposed roundabout works, which will completely alter the more rural character of the A345 at this point. The proposed four dwellings suggested by this current application are therefore unlikely to have any greater impact on this heritage asset once the Longhedge development is constructed.

9.2.5 The Beehive Toll House

This grade 2 listed building is located some distance to the south of the application sites. 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.

9.3 Impact on residential amenity

The application site would be located directly adjacent to No. 1 & 2 Longhedge Cottages, opposite Longhedge House, and located to the west of the emerging Old Sarum housing development and Longhedge development. However, the site is divided from Longhedge House by the A345 and tree screening. Furthermore, given the (currently proposed outline) layout of the adjacent Longhedge development, it appears from the current layout that only commercial units would be located directly adjacent to the boundary of the property subject of this application. (With regards these commercial units, restrictive conditions will be imposed upon the operation of these units, once the separate Longhedge development is determined, and therefore it is unlikely that their operation would have a significant impact on the amenities of the dwellings suggested by this application).

Given the relatively modest scale of the development, in officers opinion, the scheme is therefore unlikely to have wider amenity impacts, other than in relation to the amenities experienced by any occupiers of the adjacent Longhedge cottages, which are adjacent the application site. Should this development occur without the larger Longhedge development occurring, it is likely that construction works would have a noticeable effect on the amenities currently experienced by occupiers of the adjacent cottage, given the rural nature of the area, particularly from construction vehicles utilising the access. However, should both developments occur in conjunction, together with the proposed roundabout works, it is likely that the impact caused by the development of 4 additional dwellings on this site would not have any significant impacts over and above those likely to result from the development of the adjacent Longhedge development.

Following construction, the addition of 4 dwellings on this site are likely to reduce the privacy and isolation currently experienced by existing occupiers of both Longhedge cottages, mainly due to the increased traffic movements and general noise and disturbance. Whilst such a change will be very noticeable compared to the existing situation, it is considered that in terms of overlooking/loss of privacy and overshadowing, the impacts of the new houses would not in officers opinion be so significant as to warrant refusal.

Once the Longhedge development occurs next door, the impacts of the planned four dwellings is likely to be less noticeable given the context.

It is therefore considered that whilst the scheme would significantly alter the current amenities of the Longhedge cottages in terms of noise and disturbance, a refusal of the scheme based on the impact of the development on the amenities of occupiers may be somewhat difficult to defend, given the linear nature of the development which reduces its impact, and due to the imminent redevelopment of the adjacent Longhedge site.

9.31 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. The Council's environmental health officer has indicated that he would normally object to the construction of additional dwellings in this area due to the nuisance caused by this vibration issue, until a full study and remedial work is undertaken. No such study has been undertaken regards the site subject of this application.

However, in this particular instance, the applicants of the adjacent Longhedge site have already undertaken a study, the conclusions of which have already been assessed by the EHO as part of that separate application process. The study concludes that there is unlikely to be a significant issue in relation to noise/vibration issue at that site. Because of this, it seems unlikely that there would be issues caused by vibration on the site subject of this application, given its locational aspects and its small scale. On this basis, the EHO does not wish to raise objections on this point.

9.4 Highways and parking issues

The scheme envisages the retention and enhancement of the existing access off the A345, which would then serve four proposed dwellings plus the existing dwelling. The applicants have also included a shared footway and cycleway along the front of the site which would link with an existing pathway route leading into the Longhedge development.

The existing A345 road is currently unlit along this section, and traffic speeds are high. It is relatively straight around the application site, and traffic levels are high, being the main route between Salisbury and Amesbury (and beyond). The existing access has limited visibility to the north, although to the south, there is adequate visibility, due to the creation in the past of a wider visibility splay and the removal of mature trees.

However, the proposal would result in a significant increase in vehicular movements compared to the existing limited usage, as a result of the four additional dwellings. Due to the speed of the road, it is officers opinion that even with increased visibility

splays to the north, vehicular movements in and out of the access are likely to be somewhat hazardous.

However, the adjacent Longhedge development will result in a number of adjustments and improvements to the A345 road, 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.
- Construction of 2 bus laybys on the A345 including shelters and real time bus time information electronic display boards.
- Implementation of a 50 mph speed limit on the A345 between the site access and the Beehive roundabout.

As a result, once the highway improvements are implemented, traffic speeds along the A345 are likely to be significantly reduced around the immediate surroundings of this application site, thus reducing the need for extensive visibility splays to be created, and making traffic movements into and out of the site less hazardous as a result. Furthermore, the site itself would cease to be isolated in traffic terms, and would benefit from the sustainable transport initiatives created by the improved works associated with the larger development.

Furthermore, the application scheme subject of this application would help extend southwards the planned cycle/pedestrian routeway adjacent the A345, thus making a linkage to the Park and Ride site to the south possible in future (subject also to adjacent third party land owners and any future similar development).

As a result, it is considered that providing the development of the four additional dwellings occurs commensurate with the highways improvements planned for the adjacent Longhedge development, then it would be difficult to defend a refusal of the scheme on sustainability or highway safety grounds.

9.5 Aircraft safety

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

9.6 Ecology/drainage

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

However, the Environmental Statement (ES) which covers the adjacent Longhedge site concludes that there is unlikely to be significant impacts from this larger development, subject to conditions. The EA were consulted on this much smaller scale 4 dwelling scheme, but have not chosen to raise any objections in terms of its likely impacts over and above those of the adjacent development. The Council's

drainage officer has not offered any objections. The Council's ecology officer has offered no objections, subject to standard conditions to protect any natural habitat.

Subject to standard conditions related to these matters, it is therefore considered that the scheme is unlikely to cause any significant harm.

9.7 Archaeology

The Council archaeology department has indicated that the area may have significant archaeological potential, and has recommended that archaeological evaluation works take place before construction. An evaluation has taken place, and officer will report at the meeting.

9.8 S106 Heads of Terms

Affordable Housing

The Council's housing officer has confirmed that there is a demand in this area for affordable housing, and therefore as outlined by policy CP3 of the SWCS, and financial contribution towards the provision of off site affordable housing is required to make the development acceptable.

Open space

The Council's open space officer has confirm as usual that under the terms of policy R2 of the development plan, a financial contribution is required towards the provision and maintenance of off site public open space, given current deficiencies in the area.

At the time of writing, a S106 Agreement related to the larger adjacent Longhedge site is being completed with the applicant and the Council's legal team. The following contributions need to be made towards the mitigation of the impact of that larger development:

Given the extent of the provision and contributions on the adjacent Longhedge development, it is considered that this smaller scale 4 dwelling scheme is therefore considered to require only the more standard S106 requirements in terms of the off site affordable housing contribution, and the contribution towards off site public open space.

Highway improvements

The scheme envisages the retention and enhancement of the existing access off the A345, which would then serve four proposed dwellings plus the existing dwelling. The applicants have also included a shared footway and cycleway along the front of the site which would link with an existing pathway route leading into the Longhedge development. Whilst it is understood that some of this route may be under the ownership of the applicant, it is unclear at present whether the remainder of the route is owned by the applicant or is highway land. Consequently, whilst part of the route can be achieved via planning condition, part of the route may have to be achieved via a S106 agreement.

10. Conclusion

The development of four new dwellings in the open countryside without justification would normally be contrary to planning policy, particularly policy CP 6 of the South Wiltshire Core Strategy, and also contrary to saved policy C2, C7 & H23 of the Salisbury District Local Plan and somewhat at odds with the established national presumption against isolated and unsustainable housing development in the open countryside.

However, this is considered by officers to be an exceptional case, given that a substantial area of land immediately adjacent to this site is allocated in the adopted South Wiltshire Core Strategy for 450 dwellings, plus associated facilities and provisions, and that the Council has resolved to approve an application for up to 673 dwellings. This larger development has been designed to be inherently sustainable, with associated community facilities and transport linkages. Thus, whilst the site is currently isolated from services and facilities, once the planned Longhedge development has occurred, and once the smaller development is linked to it via the improved highway works, it would in officers opinion, be difficult to defend a reason for refusal based on the unsustainability or remoteness of the site.

Furthermore, the development of the allocated Longhedge site as resolved by the Council would have a considerable impact on the character of the area, particularly the character and setting of the application site for 4 dwellings. Thus, in officers opinion, it would be difficult to defend a reason for refusal based on the likely visual harm caused by 4 additional dwellings over and above the harm caused by 450 or 673 dwellings. It is considered that the landscape impact of the scheme particularly in terms of the setting of the heritage assets, when weighed against the already developing character of the area; the likely visual impact of the allocated site being built out, would not be so sufficiently harmful as to warrant refusal of the scheme on that basis alone.

Whilst the addition of 4 dwellings adjacent to the existing Longhedge cottages would alter the level of amenity enjoyed by existing residents, conditions can be imposed which mitigate many of the impacts.

Similarly, whilst the existing vehicular access arrangements serving the site are far from ideal, and 4 additional dwellings would affect traffic safety along this fast stretch of road, once the highway improvements associated with the adjacent Longhedge developments are in place, highway and traffic safety within this locality is likely to improve, with improved lighting and lower traffic speeds. As a result, a refusal based on the likely impact of the 4 additional dwellings on the highway network would, in officers opinion, be difficult to defend, following implementation of the planned highway improvements. The scheme also offers the (albeit modest) extension of the footpath network which ultimately could result in a link with the park and ride to the south.

Subject to financial contributions being secured towards affordable housing and open space provision, it is therefore considered that provided the scheme would be developed in conjunction with the adjacent Longhedge development, the proposal

would be acceptable. A range of conditions has been suggested which would tie the development of the 4 dwellings into the development of the larger Longhedge development.

RECOMMENDATION: That subject to the outcome of the current archaeological evaluation indicating that the development of the site would not have adverse effects on heritage assets, and, subject to all parties entering into a S106 legal agreement which secures:

- **Financial contributions towards the provision of public open space**
- **Financial contributions towards the provision of off-site affordable housing**
- **A 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, adjacent the A345 road, and to link to the existing pathway network, as indicatively shown by plan ref 0771/01 Rev M.**

To delegate to the Associate Director of Economic Planning and Development Services to APPROVE Planning permission.

Subject to the following conditions:

01 This permission relates to the detailed approval of the access and layout only. Approval of the details of the scale, appearance of the buildings, and the landscaping of the site (herein called the reserved matters) shall be obtained from the Local Planning Authority in writing as per condition 03 below.

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 scale, appearance of any building to be erected, 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 development shall be carried out in general accordance with the following plans:

Drawing 0771/01 Rev M – layout and access of scheme showing pathway between site and A345 road. (Note: the noise attenuation barrier illustrated on this plan is considered to be indicative, and therefore not approved in detail, as such a measure will be subject of a further noise assessment and attenuation scheme to be agreed as a later date by the LPA)

REASON: For the avoidance of doubt

06 No development shall commence until the highway works (roundabout and associated works) to the A345 road associated with planning application reference 13/00673/out and the adjacent Longhedge development, (and shown on plan ref 0771/01 Rev M submitted with this application), and the Local Planning Authority has agreed in writing that such works have been carried out and completed to a suitable standard and stage.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high, and where there is limited visibility from the existing access to the site. This condition is required to ensure that the development has a safe and secure vehicular access with suitable visibility splays.

07 No development shall commence on site until details of the approved access showing junction radii, surface material, access widths and a scheme for the discharge of surface water from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access has been constructed in accordance with the approved scheme, and until the visibility splays shown on the approved plan (ref: 0771/01 Rev M) have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

08 No dwelling on the development hereby approved shall be occupied until sufficient space for the parking of two vehicles per dwelling (excluding the proposed garages), together with consolidated and surfaced vehicular access and turning space, has been provided in accordance with the details shown on plan ref 0771/01 Rev M . The parking spaces shall not be used other than for the parking of vehicles or for the purpose of access. Any turning space so approved shall thereafter be retained and kept clear of obstruction at all times.

REASON: To ensure that adequate provision is made for parking and turning within the site in the interests of highway safety.

09 The dwellings hereby approved shall not be occupied until:

- i) The highway improvements to the A345 associated with the adjacent Longhedge development (the roundabout and associated works) have (at the very least) resulted in the provision of a safe and continuous pedestrian pathway leading to and from the Longhedge development site, which allow safe access to operational bus stops, and suitable street lighting has been provided, and the Local Planning Authority has agreed in writing that such a standard and stage has been achieved, and
- ii) 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, as indicatively shown by plan ref 0771/01 Rev M.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high. The current access arrangements have limited visibility and no lighting, and hence a high potential for conflict between vehicles. The site is also currently located in an unsustainable location. This condition is required to ensure that the development has a safe and secure vehicular access with suitable visibility splays, and to improve the sustainability of the site, in order that future occupiers of the dwellings have access to sustainable transport choices and local facilities.

10 No development shall commence on site until a noise survey and associated scheme for noise attenuation for the noise generated by traffic along the A345 has been submitted to and agreed in writing by the Local Planning Authority. Such a scheme shall include a scheme of acoustic insulation for the purposes of preventing the ingress of road traffic noise to the proposed residential dwellings. This scheme shall include details of acoustic glazing and ventilation systems, and (if deemed necessary by the Local Planning Authority) a scheme of acoustic screening between the properties and the A345, for the purposes of protecting the residential properties and their external amenity space from road traffic noise.

Any works which form part of the approved scheme shall be completed prior to the dwellings being occupied and shall be maintained in accordance with the approved details at all times thereafter.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high, and noise generated by the traffic is considered to be capable of adversely affecting the amenities of future occupiers of the dwellings. This condition is required to ensure that occupiers of adjacent dwellings and the planned dwellings are exposed to a reduced level of noise disturbance from construction traffic, and adjacent traffic from the A345.

11.No construction work 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 order to limit the impact of works on residential amenity

12. 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 the dwelling(s) 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.

13. 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.

14. 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

15. 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.

16. 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

17. No development shall commence (including any works on the highways access hereby approved) until the existing trees and hedging to be retained 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.

REASON: 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.

Informatives

1. The developer should note that as part of condition 10 above, a full noise assessment is required as part of the permission. It will require a fully 24 hour noise survey of the site concerned and a demonstration that both internal and external (amenity area) noise levels will be achieved appropriate WHO / BS8233 standards. Any information submitted to discharge this condition should also specifically consider night time maximum (LAmax) noise levels caused by road traffic noise and demonstrate that maximum noise levels will not significantly exceed 45dBA. If it is necessary to keep windows closed in order to achieve appropriate internal noise levels then additional mechanical means of ventilation / climate control will be required and incorporated into the scheme. As this is an outline application we would also recommend the applicant considers the internal layout and design of the properties to mitigate against road traffic noise.
2. 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.
3. 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.