

Schedule Of Planning Applications For Consideration

In The following Order:

Part 1) Applications Recommended For Refusal

Part 2) Applications Recommended for Approval

Part 3) Applications For The Observations of the Area Committee

With respect to the undermentioned planning applications responses from bodies consulted thereon and representations received from the public thereon constitute background papers with the Local Government (Access to Information) Act 1985.

ABBREVIATIONS USED THROUGHOUT THE TEXT

AHEV	-	Area of High Ecological Value
AONB	-	Area of Outstanding Natural Beauty
CA	-	Conservation Area
CLA	-	County Land Agent
EHO	-	Environmental Health Officer
HDS	-	Head of Development Services
HPB	-	Housing Policy Boundary
HRA	-	Housing Restraint Area
LPA	-	Local Planning Authority
LB	-	Listed Building
NFHA	-	New Forest Heritage Area
NPLP	-	Northern Parishes Local Plan
PC	-	Parish Council
PPG	-	Planning Policy Guidance
SDLP	-	Salisbury District Local Plan
SEPLP	-	South Eastern Parishes Local Plan
SLA	-	Special Landscape Area
SRA	-	Special Restraint Area
SWSP	-	South Wiltshire Structure Plan
TPO	-	Tree Preservation Order

LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING COMMITTEE
CITY AREA 05/03/09

Note: This is a précis of the Committee report for use mainly prior to the Committee meeting and does not represent a notice of the decision

Item Application No Parish/Ward
Page Officer Recommendation
Ward Councillors

1	S/2008/2077	EAST HARNHAM
3-19	Mr R Hughes	APPROVED WITH CONDITIONS
	<p>PERSIMMONS HOMES SOUTH COAST</p> <p>LAND AT DOWNTON ROAD/ROWBARROW SALISBURY SP2 8AS</p> <p>RESERVED MATTERS - CONSTRUCTION OF 130 DWELLINGS WITH ANCILLARY ROAD SYSTEM, PARKING AND GARAGING</p>	<p>COUNCILLOR HILL</p> <p>COUNCILLOR MCKEOWN</p>

Application Number:	S/2008/2077		
Applicant/ Agent:	MR ANTHONY HAWKINS		
Location:	LAND AT DOWNTON ROAD/ROWBARROW SALISBURY SP2 8AS		
Proposal:	RESERVED MATTERS - CONSTRUCTION OF 130 DWELLINGS WITH ANCILLARY ROAD SYSTEM, PARKING AND GARAGING		
Parish/ Ward	EAST HARNHAM		
Conservation Area:		LB Grade:	
Date Valid:	16 December 2008	Expiry Date	17 March 2009
Case Officer:	Mr R Hughes	Contact Number:	01722 434382

REASON FOR REPORT TO MEMBERS

Councillors Hill & McKeown called the matter to committee due to the level of local interest

SITE AND ITS SURROUNDINGS

The site lies to the south east of Salisbury city, adjacent to Downton Road, and the existing established residential areas, in particular the existing Westbury's development, and the older development to the north of Downton Road.

The site (and the larger area of land of which it currently forms part) slopes upwards to the south. This land is bounded to the north by a line of mature and protected trees (not within the application site). The larger area of land of which this application site forms a small part also stretches to the south, where it is again bounded by mature trees, and is also bounded by Rowbarrow and Odstock Roads to the west. To the east is situated the Park & Ride site and adjacent footpath, although these do not abut the application site itself.

The Woodbury Iron Age Settlements Scheduled Ancient Monument (SAM) is located to the south of the site on the ridgeline that curves away from the site.

The site currently forms part of a larger area of informal grazing land, but is allocated in the Salisbury District Local Plan (Policy H2F) for housing development. The site is also subject of an adopted Development Brief which is Supplementary Planning Guidance.

THE PROPOSAL

This is a reserved matters application which relates to outline planning permission S/05/0980, with all matters to be considered (appearance, scale, layout), except landscaping and access. (Members will note that the access details for this proposal have already been assessed and agreed as part of the original outline planning permission. A separate reserved matters application related to details of landscaping will be submitted separately).

This application relates to the construction of up to 130 houses on the site, served via two vehicular access points off the existing Rowbarrow road (already approved under outline consent S/05/0980).

PLANNING HISTORY

The site is allocated in the Salisbury District Local Plan (Policy H2F) for housing development. The site is also subject of the Development Brief which is adopted as Supplementary Planning Guidance. The adopted Brief accepts the development of the site for up to 130 dwellings and a shop, and also accepts the design concept of a Country House style development, in a grid pattern.

Subsequently, an outline planning application was submitted and approved for the construction of 130 houses and a shop on the site, which also gave detailed permission for vehicular access off Rowbarrow road (application ref S/2005/0980).

The outline application was also accompanied by a detailed Environmental Impact Assessment (EIA) which outlined the various likely impacts of the proposal, and details for mitigation of those impacts.

CONSULTATIONS

WCC Highways-	Final response awaited - At the time of writing, a meeting has been held between the applicants and WCC to resolve a number of issues related to the detailed layout of the scheme to ensure that the roadways would be designed to adoptable standard. It is hoped that these matters will be satisfactorily resolved shortly, and any amending plans will be presented at Committee.
Highways Agency -	The proposal will have no significant detrimental effect on the Strategic Road Network – we therefore offer a no objections response.
WCC Library/ Museum -	An archaeological evaluation took place in the proposed development area in 2004. A number of archaeological features were identified, including a burial of probable Romano-British date. I recommended that a condition be placed on (the outline consent), requiring an archaeological excavation prior to development. If you consider it appropriate the same condition can be attached to (this) proposal.
Wiltshire Police -	The applicants have consulted me prior to this application being submitted. I have raised some minor issues with regard to Secure by Design compliance should this be required, but in general I support this application and commend the applicants for their early consultation with regards crime reduction.
SDC Tree officer -	Final response awaited. Additional information awaited from applicant regards protection of existing tree belt.
Housing & Health Officer -	Advised same comments as outline consent – ie The EIA identifies and evaluates all the major issues and I have no concerns about the principle of the proposal. Some attenuation measures may need to be implemented. It is considered essential that all sewers, manholes, pumping stations etc are built to adoptable standard and are adopted by the Water Authority. Permeable paving/surfacing should be used where possible. Oil/silt interceptors should be used for roads and parking areas, sustainable urban drainage systems should be installed.
Environment Agency -	No objections, although raised comments regards water efficiency measures being implemented for all dwellings.

REPRESENTATIONS

Advertisement	Yes. Expiry 23/1/09
Site Notice displayed	Yes. Expiry 23/01/09
Departure	No
Neighbour notification	Yes. Expiry 07/01/09

Third Party responses Yes. 12 letters (including a letter from Rowbarrow Residents Association) raising the following issues (summary):

- 3 storey names and development names shown on the plans
- How will this development affect local schools
- Have drainage issues been fully considered
- Some neighbours did not get a neighbour letter
- Will development be completed due to existing financial downturn ?
- Development will ruin an open, recreational area
- Impacts of construction will affect amenity
- Development will mean more strain on local infrastructure
- The new shop is essential to serve the new housing – will this still go ahead ?
- Is traffic calming proposed as part of the development ?
- Development will overlook existing dwellings
- No need for a local shop – will encourage antisocial behaviour
- Developer needs to reassure council that development will be completed
- Will devalue property prices

- Proposed flats will have maintenance issues on windswept hill
- Development will affect the hillside/landscape
- Flats will increase noise and antisocial behaviour
- Flats would be less visible at bottom of the hill

MAIN ISSUES

1. Principle and policy
2. EIA - Summary of previously considered impacts
3. Design, and impact on character of area
4. Impact on residential amenities
5. Impact on highway safety
6. Planning gains already secured

POLICY CONTEXT

Due to the scale of this proposal, much of the Central Government Guidance is relevant to this proposal, and most if not all of the policies in the Development Plan are directly or indirectly related and relevant to this proposal. The EIA covers these issues and policies in detail. However below is a brief list of some of the most relevant policies:

Government Guidance - PPS1 PPS3 PPG9 PPS13 PPS25

Structure Plan policies – DP1 DP3 DP5 DP7

Salisbury District Local Plan policies:

H2F (site allocation policy) H25 (Affordable housing) , G1,G2 (general development policies),G3, G8 (water and drainage issues) G9 (Planning obligations) D1, D7 (extensive development and design),R2,R4 (recreational open space and facilities) C7 (Special Landscape Area) , CN20-23 (Archaeology) TR1 TR12 (Transportation)

PLANNING CONSIDERATIONS

1. Principle and policy

The site is allocated in the Salisbury District Local Plan (Policy H2F) for housing development. The policy states that:

“Land at Downton Road is allocated for residential development, including housing, open space, structural landscaping and ancillary community facilities in the form of a local shop and surgery. A mix of housing types and sizes will be sought, including a minimum of 25 percent of affordable housing in accordance with the identified need in Salisbury. The development of the site will be phased whereby no more than half the houses are to be constructed until the off site highway improvements have been implemented and the community facilities have been provided. Planning Obligations will be sought where they are necessary, relevant to planning and directly related to the proposed development. A development brief will be prepared for the site”.

The site is also subject of an adopted Development Brief which is Supplementary Planning Guidance, and the site benefits from an outline planning permission for 130 dwellings, including a shop.

Whilst a number of third parties have written to voice their concerns regards the loss of the currently open site, the principle of the redevelopment of this site for 130 houses has already been established.

Although this application is for the approval of reserved matters , further details are still required for matters covered by conditions on the outline permission. (except for highway details). This current scheme should be considered primarily in terms of the likely impacts and mitigation measures outlined in the EIA, apart from the highway matters, for which detailed plans are available for consideration.

2. The EIA – Summary of previously considered impacts

A number of third parties have also voiced their concerns regards the impact of the current reserved matters application scheme on the general environment and the general paucity of information attached with the current reserved matters application.

Members should however note that the reason for this is that a detailed Environmental Impact Assessment has already been submitted and approved by this Council as part of the outline planning permission. Any scheme approved as part of this current reserved matters application will therefore have to be built in accordance with the recommendations and mitigation measures indicated by the EIA, and as already conditioned as part of the existing outline consent.

However, given that the original outline application dated from 2005, and a number of Members and public may be unfamiliar with the findings of the EIA as agreed by members of the city area committee in 2005, the following paragraphs provide an general outline of what matters have already been considered, and have already been accepted.

(However, the EIA is a large and complex technical document, at it is not possible to reiterate all the details of that document in this report. Instead, for the sake of brevity, the following paragraphs contain a summarised, easily digestible version of the details and conclusions contained within the EIA. Members and other third parties should refer to the original outline planning permission and the actual EIA document for detailed assessments of the impacts of the scheme and any mitigation measures).

Archaeology and cultural heritage

There are a number of known archaeological sites and findspots within the general vicinity, including the Iron Age settlements of Little and Great Woodbury. A small part of the site actually lies within the boundary of this scheduled monument. Other archaeological remains include an upstanding round barrow along with ring ditches, pits and ancient field boundaries to the north of the site, and other features to the west of Odstock Road. There is evidence of prehistoric activity within the potential development site.

Linear ditches and associated features will be affected by construction activities, such as footings or services, and any currently unknown archaeological features could be similarly affected. The human burial in the east of the site and any associated burials which are currently identified will also be affected. The construction programme will however have no visual impact of the setting of the Scheduled Monument.

Mitigation measures

An archaeological desk based assessment has been undertaken, followed by an initial trial trenching evaluation. Mitigation measures undertaken thus far have been aimed at three separate archaeological issues:

- provision of information regarding the location and plan of known archaeological remains within the site
- details of the location and nature of previously unknown archaeological features
- provision of information regarding the nature of features identified as cropmarks

Further mitigation measures will include the detailed excavation of the identified human burial and watching briefs during construction in certain parts of the site.

The impacts of the archaeological features will be reduced to acceptable levels through a phased programme of mitigation. The removal of parts of the site from potential arable farming will have a long term benefit in that archaeological remains in this area will no longer be subject to the annual cycle of ploughing and secondary cultivation. The development will have no impact on the setting of the Woodbury Iron Age Settlements Scheduled Monument.

Officer comments

A suitable archaeological condition was included on the outline consent.

Ecology

The site is located approximately 300m from the River Avon SAC, with highly permeable geological conditions beneath the site.

It has been agreed that the proposed development does not require an Appropriate Assessment under the Habitat Regulations. The proposed development is unlikely to have a significant impact on the River Avon.

The EIA indicates that the site is dominated by semi-improved grassland of low habitat value, and surrounded by trees and hedging of intermediate habitat value. There is no evidence of badgers on the site, although bats are known to forage in the grassland. Several common bird species were recorded. No evidence of reptiles or amphibians was recorded during the survey, although there is evidence of foxes.

Potential significant impacts - During construction

The development proposals will result in the permanent loss of semi-improved grassland which is of a low to intermediate ecological value as a food source and nesting area for wildlife. This impact is considered to be of minor significance. The impact on breeding birds is considered to be of minor to moderate significance.

The removal of vegetation from the site, ground regrading and general construction activities are likely to result in increased volumes of surface water run-off being generated at the site. Under normal conditions, it is considered unlikely that run off from the site would discharge directly into the River Avon. However, in the event that untreated contaminated run off was to enter local drainage ditches, temporary, localised ecological impacts of minor significance may arise.

The EIA indicates that mitigation measures might include that construction works will be undertaken following good practice guidelines to minimise disturbance. Site clearance will take account of the bird breeding season. Early on in the process, a temporary ditch will be constructed along the northern boundary of the development to contain surface water. This will not impact on the adjacent tree screen. Other measures will including siting compounds away from sensitive areas. An Environmental Management Plan will cover these issues.

Post construction impacts

The generation of additional surface water run off will result in a slight alteration to the local ecology in the vicinity of the site, particularly within the beech tree belt. Changes in the local ecology arising from increased surface water run off are anticipated to be minimal and of minor significance. Street lighting will increase the lighting levels on the site, with the species most likely to be affected include bats, birds moths and insects.

In mitigation, the EIA indicates that the existing tree belt alongside Downton Road will be retained and the area between the trees and the development will be managed as a public open space and will comprise an informal rich wildflower/meadow grassland to encourage wildlife. The existing hedgerow on the north eastern boundary of the site adjacent to the Crest Dairy will be enhanced by new planting, which will be native in origin. Tree planting will be undertaken on the southern and eastern boundaries of the site to integrate the development in to the local area. The proposed planting and informal grassland area will provide foraging habitat for wildlife, this planting will reduce the impact of artificial lighting on bats and breeding birds. The reaction of bird boxes on walls of the new buildings or existing semi mature trees will potentially enhance the area for wildlife. Foul water from the new development will be discharged into existing sewer facilities and surface water run off will be managed through interceptors and Sustainable Urban Drainage.

The EIA concludes that providing that the necessary mitigation measures and appropriate landscaping design and maintenance are implemented, operation of the development will not adversely affect the protected species currently utilising the site. The long term residual impact during operation is considered to be of minor significance.

Officer comments on EIA

The findings of the EIA were accepted by Members, and in approving the outline planning permission, Members imposed various conditions related to the above matters.

Landscape and visual impacts

The EIA contains a detailed assessment of the landscape qualities of the areas surrounding and including the application site. This includes an assessment of the key viewpoints, particular from an Old Sarum, and the various surrounding footpaths.

The EIA concludes that there would be no direct impacts on the Avon Valley Floodplain. However, it does indicate that the only area with direct impacts would be to the South Barrow Slopes. In particular:

Construction impacts

There would be a loss of the open character of the area, although this impact is minimised by keeping development lower down the hill. Also, a length of approximately 15 metres of the structured planting along Rowbarrow would be removed. The planting to be removed is on eastern edge of the structured planting and has not established well. A small section of planting would also be removed, opposite Millennium Close, for a footpath access to the site. There would also be some significant visual impacts during construction due to the nature of the works, which include the removal of a significant amount of chalk and the regrading of the land.

Post construction impacts

In year 1, the open character would be replaced by built development, with some parts of the development more readily visible than others depending on viewing location. However, given the built up character of the area and the positioning of the development further down the slope, Impacts are judged to be slight adverse. In year 15, the EIA indicates that the development impact would be negated by the mature planting.

Cumulative impacts

The EIA also assesses the cumulative visual impact of this proposal in conjunction with other large development proposals in Salisbury, with particular regard to the Park and Ride site and the Harnham Relief Road. With regards the latter, the EIA concludes that it is unlikely that the two sites could be seen together from the majority of viewpoints, although probably visible together from distant viewpoints. With regards the former site, the EIA concludes that whilst both sites may be seen together from a number of view points, the existing landscaping and planting would minimise impacts.

Officer comments on EIA

The surrounding land to the south and west is within the Landscape setting of Salisbury designation covered by policy C7 of the Salisbury District Local Plan. The land to the north and north west is already developed for established residential and other use.

The site is located on rising land and forms a small part of a larger field, which is visible from many locations in the immediate and wider area, including from other higher land to the north across the city, including the Old Sarum Ancient Monument.

However, the application site itself occupies the lower north western corner of the existing larger field, and the visibility of any development on this land would be largely confined to the areas immediately around the site, as when allocating the site for development, the site area was restricted in size. Furthermore, the adopted Development Brief indicates clearly that no development should breach the agreed contour line, thus restricting the visibility of the development from long distance views.

Even from the Downton Road, the development would be partially screened by the existing mature tree line running adjacent to the north of the site boundary, particularly in summer months when the trees are in leaf.

The development would therefore be most visible and most apparent from the area around the existing Rowbarrow Road, looking from the west and north west. However, the supporting information indicates that the development would be cut into the existing land creating a stepped development, thus reducing the overall apparent heights of the proposed development. It is therefore likely that given the significant set back of the development from Rowbarrow Road, the development is likely to be seen against rising higher land to the south.

The development would of course be also visible from the east (from the existing Park & Ride site and adjacent footpath) and surrounding open (and higher) land to the south. However, from these directions, the development would be seen against other development to the north of the application site, including the city centre.

Impact on amenities

The EIA does not have a specific chapter titled "amenities" but instead addresses the various impacts on amenities in its separate sections. Whilst those sections are also summarised elsewhere in this report (see noise etc) , it is considered appropriate that at this point in the officers report, after the above discussions on design issues, that the likely impact of the development on the amenities of existing adjacent residents be considered.

The officer report to Members of the City Area Committee related to the previous outline planning permission stated: "In a visual sense, given the set back nature of the scheme with respect to adjacent dwellings in the existing Rowbarrow area and along Downton Road, and given its relatively secluded and screened location described elsewhere in this report, it is unlikely that the scheme would result in any significant impacts on adjacent amenities, in terms of overlooking, overshadowing, dominance etc. In terms of loss of outlook, it is obviously the case that the residential aspects of dwellings facing onto the site will be altered by this proposal. However, this would be inevitable with any residential development of the site and members should therefore take into account the significant weight carried by the allocation of the site and the Development Brief in the determination of the application. Notwithstanding this matter, the illustrative sketches submitted with this application indicate that the mature tree line adjacent Downton Road is to remain unaffected, and furthermore, the development itself would be sited and set back from the existing boundaries of the existing field by quite a significant distance. As such a relationship is considered to be acceptable in many respects, it is suggested that a condition be attached to any consent which will in, broad terms, restrict the siting of any future development to approximately this positioning".

In approving the outline scheme, Members endorsed the above point of view.

Transport

The EIA considers the impact of the scheme once complete and during construction. It also assesses the cumulative impacts of the scheme in the context of other schemes, in particular the Harnham Relief Road and the Park and Ride. A Transport assessment has also been submitted.

Potential significant impacts - Construction Phase

The EIA indicates that the development would generate the need for four delivery lorries during the daytime and around 25 vehicles associated with construction staff. In addition to this demand, there is likely to be around 8 delivery lorries during the daytime associated with the removal of earth material from the site. The vehicles associated with construction staff are anticipated to arrive at the site in the morning, between around 7.30am and 8.00am and would leave the site at the end of the working day around 1630hrs. The lorries delivering materials to the site would be distributed throughout the course of the day.

There may be a temporary disruption to bus services on Rowbarrow during the construction of the footway/cycleway on the south side of the road.

The main periods of transportation of material, plant and works would be carefully timetabled to avoid periods of peak traffic flow on Downton Road, Odstock Road and Rowbarrow.

The transportation of materials, plant and personnel would be undertaken outside sensitive periods.

Impacts following construction

The EIA indicates that a package of measures will provide mitigation for the development as they do not form part of the on site works or access proposals:

Contribution towards increasing the coverage of the existing cycle routes in Salisbury
Contribution towards improving bus stops including real time information
Contribution towards Downton Road bus lane, and
Funding of a cycle lane on carriageway on the north side of Rowbarrow

An increase in traffic of 10 percent or more would be experienced on Rowbarrow during the morning and evening peak hours and over a typical day. The proposed development would give rise to a doubling of traffic flow on Rowbarrow. However, as the resulting future traffic is well below the capacity of the link and the proposals include the construction of a footway/cycleway which would improve facilities for pedestrian, the impact is considered to be of negligible magnitude and significance.

The improved bus stop with passenger information and the contribution to the mitigation measures would provide a benefit for the residents of the proposed development and the existing public transport passengers. The proposed new footway/cycleway would increase accessibility for cyclists over a wider area, and potentially reduce the conflict between pedestrians /cyclists and vehicles on Downton Road and improve pedestrian and cycle links between Downton Road and Odstock Road.

Officer's comments on EIA

In approving the outline planning permission, Members imposed various conditions related to the above matters.

Land quality and ground conditions

The EIA assesses the potential impacts of the proposal on human health, soil, geological resources and controlled waters arising from the prevailing ground and ground water conditions. It also considers the mitigation measures that will be implemented as part of the development process. Potential and existing sources of ground contamination in and around the site are examined to determine the likelihood of significant levels of contamination affecting future users and occupants of the proposed development. Potential contamination has been taken to include possible historical use of the land and surrounding area.

Mitigation measures – Construction phase

The EIA recommends that a detailed ground investigation is undertaken prior to construction works to determine the potential for contaminants to be present and to identify the underlying geology and hydro-geological regime. Gas monitoring could be included. However, if such features are found during the ground investigation or construction phase, they can be mitigated either with engineering solutions or alterations to the master plan. The EIA goes on to indicate that this matter will be addressed via an Environmental Management Plan for the site.

Mitigation measures – operational phase

The drainage strategy implemented during the operational phase will minimise the risk of contaminated surface water run-off from the site access roads directly entering the subsurface. Oil receptors will be provided if required and some form of Sustainable Urban Drainage System (SUDS) will be implemented at the site. No further mitigation measures are recommended for implementation during the operational phase.

Officer's comments

In approving the outline planning permission, Members imposed various conditions related to the above matters.

Water resources

The EIA outlines the results of a study of the existing hydrological and drainage conditions at Downton Road and an assessment of the potential impacts of the development on these conditions. The site is located approximately 1KM to the south and west of the main stretch of the River Avon, although it is within 500m of the Avon Navigation which part of the River Avon system. The study area includes the site itself and an area 2 KM around the centre of the site, and expanded where necessary.

Construction phase impacts and mitigation measures

Ground Compaction, earthworks, site regrading

The EIA indicates that an appropriate temporary drainage system to reduce surface water run off and maximise ground water recharge rates during construction will be installed. This will include an interceptor ditch located along the northern boundary of the site, and surface water drainage collection channels.

Construction vehicles and general site operations

All site works will be undertaken with suitable temporary drainage measures installed and in accordance with the Environment Agency's guidelines, and will be in accordance with the Environmental Management Plan.

Mobilisation of Historic Contamination

Any areas of contamination encountered during the course of construction works or identified by intrusive site investigations will be remediated during the development works.

Impacts and mitigation measures after construction

Changes in Natural surface and Groundwater Regime

The site will be drained via SUDS techniques, and a series of measures are incorporated into the development proposals to ensure that potential changes to the local hydrological regime are properly mitigated. (As described in detail in Technical Volume 8 Infrastructure).

Risk of Contamination reaching the Natural water environment

Surface water quality in the local area will be controlled by the use of a combination of passive SUDS techniques with silt traps and petrol interceptors where appropriate, prior to final release to ground water via soakaway (As described in detail in Technical Volume 8 Infrastructure).

Water demand

To reduce the water demand for the proposed site, and hence the volume of water abstracted and the required abstraction rate, a sustainable water supply strategy will be implemented at the development as part of the Environmental Management Plan. The strategy will incorporate techniques to minimise water usage, maximise the recycling and reuse of surface water run off (eg grey water recycling etc) and the installation of low water use devices.

Officer's comments

In approving the outline planning permission, Members imposed various conditions related to the above matters.

Waste and materials management

The EIA also identifies the potential impacts that may arise from waste generated during the construction and operational phases of the development are identified, with the overall aim of developing a strategy for legislative compliance and good practice in the storage, transfer, and disposal of waste arising from both phases of the development. It also outlines the opportunities for implementing waste mitigation measures during each phase of the development in order to ensure that waste management practices are consistent with both Central government and local authority waste policies and targets. This will highlight the opportunities and constraints for managing solid waste arising from the proposed new development in a sustainable manner with the aim of reducing the potential impacts on the environment.

Construction impacts and mitigation

A waste management plan comprising measures to reduce the impacts of construction wastes will be implemented through the Environmental Management Plan. This will include appropriate targets and objectives for the minimisation and recycling of any materials during each stage of the construction phase. It will also contain an action plan for the types and quantities of materials that are required for each phase. As part of the planning and consideration of materials, materials from the current BRE "Green Specification Guide" will be used, which will ensure that there is further reduction in the environmental impact of construction materials.

Where appropriate, provision will be made within the development for the allocation of waste receptacles for the segregation of recyclables and general waste streams throughout the construction process. The reuse and recycling of materials on site will be encouraged. In addition, the EIA mentions the following measures:

Dedicated and Colour coded skips for segregated waste for reuse and recycling
Efficient planning and timing of material deliveries
Dedicated haulage routes agreed with SDC and WCC to avoid peak periods
Emphasis on using locally sourced recycled materials

Post construction impacts and mitigation

Appropriate provisions will be made within the development for the storage of waste receptacles for the segregation of recyclables and general waste streams during operation of the development. It is proposed that these matters be the subject of appropriate conditions or a legal agreement. The EIA indicates that the following measures will be adopted once the scheme is built to encourage recycling:

- A) Waste Information Guide – Information leaflet regarding waste collection and recycling tips which will be given to each householder, shop owners, and users of community centre
- B) Waste Storage Provision – Provision will need to be designed into the development for segregating recyclables and residual waste. For those dwellings with gardens, storage provision will need to be allowed for the following:

Waste receptacle for residual waste
Black box for mixed recyclables
Single green sack for green waste

Storage area for cardboard for recycling

For residents with no garden, communal storage areas will need to be allocated for the storage of residual waste and a black box for mixed recyclables as a minimum. The EIA recommends that a centrally located communal refuse store be provided at ground level for the storage of recyclables and residual waste.

For the community building, the EIA recommends that an area is allocated for the provision of receptacles for the segregation of wastes. Green waste associated with the maintenance of the Public Open Space and landscaped areas will be composted off site. The provision of bins at intervals throughout the open space is recommended, including dedicated bins for dog owners.

Waste Collection- This will need to be agreed with SDC. However, the EIA outlines how this could be achieved for the various waste streams.

Communal Bring Site Provision- This would be located in the car park area associated with the community building as a central collection point for recyclable materials. It is recommended that collection banks are provided, although the number and type of banks to be provided will need to be confirmed with SDC.

Officer's comments

In approving the outline planning permission, Members imposed various conditions related to the above matters.

Infrastructure

The EIA also includes an appraisal of the availability of services for the development, both during construction and once the development is completed. The report outlines the following issues:

Construction impacts and mitigation

During construction, a temporary drainage system will be installed to reduce surface water run off and maximise ground water recharge rates. Measures to prevent direct discharge of surface and groundwater generated into the unnamed ditch or the existing surface water drainage system and measures to avoid water contamination will be implemented at the site through the Environmental Management Plan.

Post construction impacts and mitigation

Once development is complete, the EIA indicates that a "Water Conservation Strategy" will be put in place. This will incorporate techniques for minimising usage into the housing design, including metering of water supply, dual flush toilets, and the provision of water butts. The EIA goes further, stating that rainwater harvesting and storage will be implemented within the development. However, the recycling and reuse of grey water in the houses, will only be utilised if practical and economic. The EIA indicates that the water saving measure could reduce water demand on the site by approximately 30 percent.

In addition to water conservation measures, the principles of SUDS will be incorporated into the development, including the use of porous pavements, and the use of soakaways were applicable. Surface water run off will be attenuated on site through storm water balancing and a network of channels within grassed open spaces.

The BREEAM standards will be used as a reference point, and a low energy strategy will be adopted. Buildings will embrace the principles of low energy design and will be designed to minimise heat loss. Design features will include reduced heat loss through insulation, providing houses with good solar gain, shelter belt planting and avoiding exposed locations. The layout will maximise passive solar gain (see later paragraphs regards sustainable design).

Officer's comments:

In approving the outline planning permission, Members ensured that suitable conditions were imposed which ensured the above matters were addressed, including the submission of an Environmental Management Plan,

Noise and vibration

With regard to the construction noise, the EIA indicates that this can be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside the

usual core hours of the industry, generally taken to be 0730 to 1830 hrs Monday to Friday and 0800hrs to 1300hrs on Saturdays, with no working on Sundays or Bank Holidays.

It goes further and indicates that where ground and site conditions permit, consideration should be given to the use of quieter methods of piling methods, such as continuous flight auger.

Whilst the EIA indicates that the need for noise mitigation measures is considered not to be critical, it states that due regard will be given to minimising the noise exposure at the properties when designing the layout of the site. According to the EIA, this may include orientating the outermost properties adjacent to Downton Road such that their view of the road is reduced. It states that the internal noise limits set in the British Standards may be exceeded within the properties located along the north-eastern boundary during both the daytime and night-time periods with windows open. The EIA therefore envisages that habitable rooms should not be located on the façade adjacent to Downton Road. Furthermore, it recommends that some form of acoustic screening be erected between the properties and the road.

Officer's comments:

In approving the outline planning permission, Members imposed a condition regarding the hours of operation on the site, as indicated by the EIA.

Air quality

The EIA has considered the following issues:

- the existing air quality at the site
- the processes of site clearance, construction and landscaping operations, and their impacts on local air quality
- the impacts the development will have on air quality once it is operational

The report indicates that there is a potential for the generation and release of dust from construction processes. However, these impacts will be localised due to the fact that the dust is relatively heavy. Depending on wind speed and turbulence, it is likely that the majority of dust will be deposited in the area immediately surrounding the source (up to 200m away). Properties to the north east of the site are most likely to experience nuisance, including properties along Downton Road and Rowbarrow.

The EIA recommends a number of measures which should be implemented as appropriate, including the covering of vehicles carrying loose aggregates, regular inspection and cleaning of local highways and site boundaries, careful location of site plant, no unauthorised burning of any material anywhere on site. It also states that liaison with SDC will be maintained throughout the construction process.

In summary, the EIA indicates that through good site practice and the implementation of suitable mitigation measures (including adequate control of HGV movements arising from on site pre construction earthworks), the impact of dust will be reduced and excessive releases prevented. After construction, the results of the EIA show that the development would cause a small increase in pollutant concentrations but would not exceed the statutory objectives. The impacts of the development are not considered to be significant when comparing the increases in pollution concentrations caused by the proposals against defined significance criteria.

Officer's comments:

In approving the previous outline planning permission, Members of City Area Committee imposed suitable conditions on the construction works which will mitigate some of the impacts listed above.

Lighting

The EIA assessment considers the potential lighting impacts during the construction and operational phases, particularly in relation to local sensitive receptors. These include properties along Rowbarrow and Downton Road and the Crest Dairy located in the south east corner of the site, and the night time amenity of the surrounding area.

Construction impacts

During construction, light pollution impacts will be mitigated by implementing best practice during construction, through the Environmental Management Plan, which will include measures for specified working hours, location of lighting to be agreed with SDC, lighting times to be limited, security lights angled below 70 degrees and directing of light into the centre of the site away from sensitive areas.

Potential sky glow will be minimised by the use of modern floodlights with appropriate shields to avoid upwards light spill. The EIA indicates that the existing tree belt will help reduce light pollution levels.

Post construction impacts

The lighting strategy in the new development will be designed on the current best practice and technology, with street lighting agreed with WCC. The report indicates that the lighting is likely to be of a design suitable for a rural location, which would permit no more than 2.5 percent sky glow upward lighting ratio. Overall, the EIA seems to conclude that the existing and new landscaping would limit the amount of light pollution to an acceptable level.

Officer comments on EIA:

The conditions imposed by Members of the City Area Committee Members relating to lighting schemes, so that any adverse impacts can be reduced.

Ground works matters

The proposed development will take place on the lower slopes of chalk downland and the ground surface is characterised by shallow to moderate gradients. In order to prepare the site, it will be necessary to create level platforms to accommodate the development to ensure that the new housing sits well within the landscape. The preparation of the site would lead to the excavation of weathered and hard chalk which will require removal and management.

The EIA estimates that, as a worst case scenario, approximately 42000cubic metres of material will be excavated from the site, but this does not include the reuse of chalk for landscaping purposes. The report also indicates that topsoil will be stripped and retained on site for use in landscaping.

With regards the management of excavated chalk, the report outlines the following options:

- a) Re use on site - Some chalk will be reused on site where possible (landscape areas/bunds etc)
- b) Disposal on adjacent land - this is discounted in the EIA due to the significant visual impacts involved
- c) Off site management – The number of lorry movements estimated to remove 42,000 cubic metres of chalk off site is approximately 5329. This results in an anticipated 7 to 16 lorry movements a day throughout the 3 years of construction. Prior to transportation, some excavated chalk may be temporarily stored on site, and to minimise visual impacts, the majority of the material would, it is envisaged be stored between the existing tree belt and the edge of the development. The EIA claims that this would not affect the trees.

In conclusion, the EIA considers that option c is the most acceptable option, but recommends that lorry movements be phased throughout the construction periods, so that the number of lorry loads to and from the site can be reduced as much as possible. This would be enshrined in a Soil Handling Strategy.

Officer comments:

In approving the outline consent and the EIA, Members of City Area have already accepted that a significant amount of chalk will have to be removed from the site, and that the only appropriate way is to remove it from the site by vehicle. No matter what restrictions are placed on the scheme, it is likely that adjacent residents will, during construction, suffer a reduced level of amenity due to the actual ground works themselves, and the removal of waste from the site itself.

However, the re- grading of the ground will be an unavoidable necessity if the site is then to be developed for housing given the currently gradients of the site. On that basis, Members have already imposed certain conditions on the outline planning consent to reduce the likely impacts on adjacent amenities, in terms of restrictions on times of operations, lorry movements, and phasing.

Social and economic matters

The EIA also contains a chapter assessing the impact of the works and the development itself on the social and economic life of the area, assessing population changes, and employment opportunities. It is considered that most of the issues covered here have already been considered as part of the Local Plan allocation process, or are either not material to the determination of this planning application (ie the likely increase in population size), or have been dealt with else where in the EIA and this report.

However, the EIA does indicate that at least 33 percent affordable housing is to be provided, and that contributions will be made toward educational improvements off site. Highway contributions are also confirmed. These matters have been secured via a S106 agreement.

Assessment of the matters reserved

Notwithstanding the above issues already assessed and agreed, following submission of this reserved matters application and the details therein, the following sections highlight those issues which still remain as material planning considerations.

3. Design, and Impact on character of area

The general, and wider impact of the development of this site on the landscape and area has already been considered and accepted by this Council, and this is covered elsewhere in this report (see EIA section). Despite the concerns and claims of some of the third parties, it is very clear from the submitted plans that the existing tree belt along the Downton Road is to be retained and protected.

A number of concerns have been raised by third parties, who feel that the development would not be in keeping with the architectural style of adjacent dwellings, and would be of a totally different layout and built form.

Firstly, it must be reiterated that the adopted Development Brief for this site endorsed a formalised Country House concept approach to this site back in 2005, and this included indications of the likely massing of the development. The outline planning permission also contained reference to similar proposals, which Members of the City Area Committee endorsed. In officers opinion, whilst the comments of third parties are noted, it would now be extremely difficult to refuse the current reserved matters scheme on the design ethos or approach.

A detailed Design and Access statement has been submitted, which seeks to indicate how the design of the development would reflect architectural cues within the surrounding area. The statement indicates that the scheme would be divided into three main sections, namely the Country house style apartments, a Crescent, and the "estate village".

The "Country House" element would be finished with architectural element reflecting those commonly found on grander dwellings, and utilise stone detailing with a buff brick. Adjacent to the main "country house" element, the applicants have positioned smaller scale dwellings, which are designed to reference the style and subservient bulk of outbuildings commonly found around grander houses (stables, estate cottages etc). Together with the crescent, these elements will face the planned public open space, and hopefully in future, a community centre. The layout of the "estate" housing is a simple grid pattern, designed to lessen the amount of material which needs to be excavated from the site, whilst providing a legible and pleasing layout. Small linear pockets of tree planting are also planned between some of the houses, which are intended to break up the appearance of the housing when seen from the north.

(Members will note that notionally access points to land to the east of the site have been included, in order that in future, a permeable housing development can be created which allows links through the development for its users).

Regarding the detailed architectural treatment of the buildings (which is able to be considered), it is officers' opinion that the development would reflect many of the architectural elements present in dwellings throughout the Harnham area, including references to traditional tile hanging in the new Crescent at the entrance to the scheme, and some flint banding. The design also includes reference to the traditional estate cottages which are sprinkled throughout Harnham, with key building reflecting their overall design and buff colouration. The inclusion of a crescent of dwellings adjacent to the "country house" style apartments will in officers opinion, give the site its own character, differentiating it from other modern housing developments.

The scheme has also been designed to incorporate some visual cues and details which relate to the archaeological history of the area and some of the archaeological finds found at Little Woodbury SAM. These will be primarily incorporated into railing and balcony design.

It is therefore officers opinion that the scheme will be locally distinctive, in accordance with national design guidance, and the guidance provided in the Council's design SPG, "Creating Places".

At the time of writing, the LPA await further details regards how the tree belt along Downton Road will be protected.

4. Sustainable/waste design issues

The Design and Access statement related to the scheme also indicates (see pages 41 and 42) that the affordable housing element of the scheme would be built out to Code level 3 of Sustainable Code for Homes, but does not specify what Code the remaining private dwellings will be built out to. However, the submitted do indicate that the following features would be included:

- A) encourage water efficiency in their design
- B) building insulation will exceed current building regulations
- C) have individual composters to encourage recycling of garden waste and vegetable matter
- D) cycle storage will be provided
- E) each house will have a water butt
- F) a proportion of dwellings will use renewable energy technologies. Air sourced heat pumps may be used to harness latent energy in the outside air or solar panels using the energy from the sun to provide hot water.

With regard to waste matters, the dwellings have been designed to allow residents to store bins and recycling containers in their rear gardens, whilst flats will be provided with internal enclosed bin stores hidden around the rear of the building. Paved collection points for the manoeuvring of the bins and for access on collection day will be located by the bin stores.

With regard to crime prevention concerns of some of the third parties, Members should note that the design liaison officer from Wiltshire Police has offered her "support" for the application. Furthermore, the submitted design and access statement (page 43), outlines clearly the approach to be taken to reduce crime and antisocial behaviour on the site.

5. Impact on residential amenities

Most of the impacts of the development of 130 dwellings, and the construction of the development have already been considered and found acceptable as part of the previous outline consent, and some details of this assessment are detailed elsewhere in this report (see (EIA section).

These matters are therefore not for reconsideration.

In officers opinion, the only matters for consideration are how the design of the development would affect the amenities of existing surrounding amenities (and that of future occupiers), in terms of overlooking/loss of privacy/general disturbance resulting from the actual physical three dimensional form of the proposed buildings.

With regards this matter, it must be noted that the buildings proposed would be located a significant distance away from existing dwellings located to the west (Rowbarrow), and those located to the north along Downton Road. Whilst some third parties/adjacent residents have raised issues regards the impact of the development on their amenities, it is officers opinion that given the significant distances between existing and the new development (and in the case of Downton Road dwelling, the additional advantage of a mature tree screen), the resultant overlooking/loss of privacy caused by this new development would not be so significant as to warrant refusal. Similarly, whilst a new housing development will introduce more general disturbance in terms of noise into this area, in officers opinion there is nothing unusual about the design of the proposed dwellings which would otherwise result in a significant disturbance not created by any other housing development on this land.

As regards future occupiers, the Council's EHO has no objection in principal to the proposals, but has highlighted the possible need for mitigation measures along the northern boundary of the site, due to the proximity of, and the general disturbances caused by traffic along Downton Road.

This raises a difficult issue, particularly in design terms. It is considered that the development, if built, should generally face towards the public realm, where it is important that facades of dwellings face the street scene, in order to provide a pleasant environment and to limit possibilities for crime. In officers opinion, whilst some form of acoustic barrier could be erected along the northern boundary of the site, this would be undesirable from a number of points of view.

Given that the proposed dwellings would be located some distance from the Downton Road and elevated above it, it is therefore officers opinion that any likely noise disturbance issues would not be so significant as to warrant the erection of an unattractive physical barrier, and consequently, the insertion of suitable noise mitigating glazing would suffice in this instance.

6. Layout of internal highway system

The wider highway impacts of the development, and the construction of the development have already been considered and found acceptable as part of the previous outline consent, and some details of this assessment are detailed elsewhere in this report (see (EIA section). The access points onto the Rowbarrow, and the assessment of the likely traffic impacts of 130 dwellings has also already been assessed and accepted.

These matters are therefore not for reconsideration.

At the time of writing, a meeting has been held between the applicants and WCC to resolve a number of issues related to the detailed internal road layout of the proposed scheme to ensure that the roadways would be designed to adoptable standard. It is hoped that these matters will be satisfactorily resolved shortly, and any amending plans will be presented at Committee. It appears that any changes would not significantly alter the existing proposed layout. The Highways Agency has reconfirmed its acceptance of the scheme.

7. Planning Gain

The outline planning permission is linked to a section 106 legal agreement, which secures a number of planning gains as part of this development, for instance:

- Provision of at least 33 percent affordable housing
- Provision of/contributions towards on and off site public open space
- Contributions towards off site educational facilities
- Provision of/contribution towards community centre
- Commitment that no more than half of the dwellings (up to 75) will be constructed before the community facilities and the off site highway works are provided
- Provision of/contribution towards off site highway facilities/infrastructure
- The site for the proposed shop being marketed for an agreed period and contingency arrangements being agreed
- The transfer of salisbury district council land
- Future maintenance schedule for landscaping
- Provision of waste recycling facilities on site
- Protection and enhancing of existing trees and landscaping off site

Therefore, these matters have already been agreed, and do not need to be considered as part of this reserved matters application.

CONCLUSION

The site is allocated in the Local Plan for residential development. Outline planning permission already exists on the site for the development of 130 dwellings, to a similar design ethos to that proposed. The Environmental Impact Assessment indicates that the surrounding environs will be largely unaffected by this proposal following mitigation, which has already been controlled via various conditions placed on the outline planning consent. Similarly, the EIA indicates that the traffic increase would not have a significant impact on surrounding highway systems, and the vehicular access into the site has been agreed in detail as part of the outline planning permission. A S106 legal agreement already exists which assures that the scheme will result in a number of planning gains. The wider impacts of the proposal have already been considered and agreed.

The layout and design approach submitted as part of this reserved matters scheme is considered to accord with the site allocation, the adopted Development Brief and the outline planning permission. Given the divorced nature of the scheme from surrounding residential development, it is considered that the scheme as designed would cause no significant harm to the amenities currently enjoyed by surrounding dwellings in terms of loss of privacy or overshadowing, or general noise disturbance. From a highway point of view, the internal road layout as proposed is acceptable in highway terms.

RECOMMENDATION: SUBJECT TO AGREEMENT OF WCC HIGHWAYS AND SDC TREE OFFICER TO ANY AMENDED/ADDITIONAL INFORMATION, THEN APPROVE:

FOR THE FOLLOWING REASONS

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And subject to the following conditions

01 This approval of matters reserved discharges condition 01 of outline planning permission S/05/0980 in relation to scale, design layout only, but does not by itself constitute a planning permission. (A08A)

REASON: For the avoidance of doubt.

02 The further approval of the Local Planning Authority in respect of those matters reserved by condition 01, (landscaping) 10,12,13,14,16,17,19,20,21 & 22 of outline permission S/05/0980 is required prior to the commencement of development. (A09A)

REASON: For the avoidance of doubt.

03 Prior to first occupation of the dwellings hereby approved, a scheme for the protection of the occupiers of those dwellings from traffic noise from the adjacent Downton Road to the north of the site, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed scheme.

REASON: In order to limit the impact of traffic noise from the A338 road on future occupiers of the scheme.

04 Unless otherwise agreed in writing, the palette of materials and colours used in the development shall be as approved as part of this application, as outlined in the design and access statement. Samples of the materials and colours to be used throughout the development, including manufacturers details and exact name of the materials and colours, shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any dwellings. Development shall be carried out in accordance with the agreed scheme. This condition relates not just to the dwellings and flats, but also the garages, walls, railings and hardstanding areas.

REASON: In order to ensure that the scheme is constructed in accordance with the aims of the development brief and the design and access statement.

05 The garages hereby permitted shall not be converted to habitable accommodation.

REASON: In order to retain sufficient parking space on the proposal site in the interests of the wider highway network

06 The car parking areas and garage parking shall be made available for use prior to the first occupation of the associated dwellings.

REASON: In order to retain sufficient parking space on the proposal site in the interests of the wider highway network

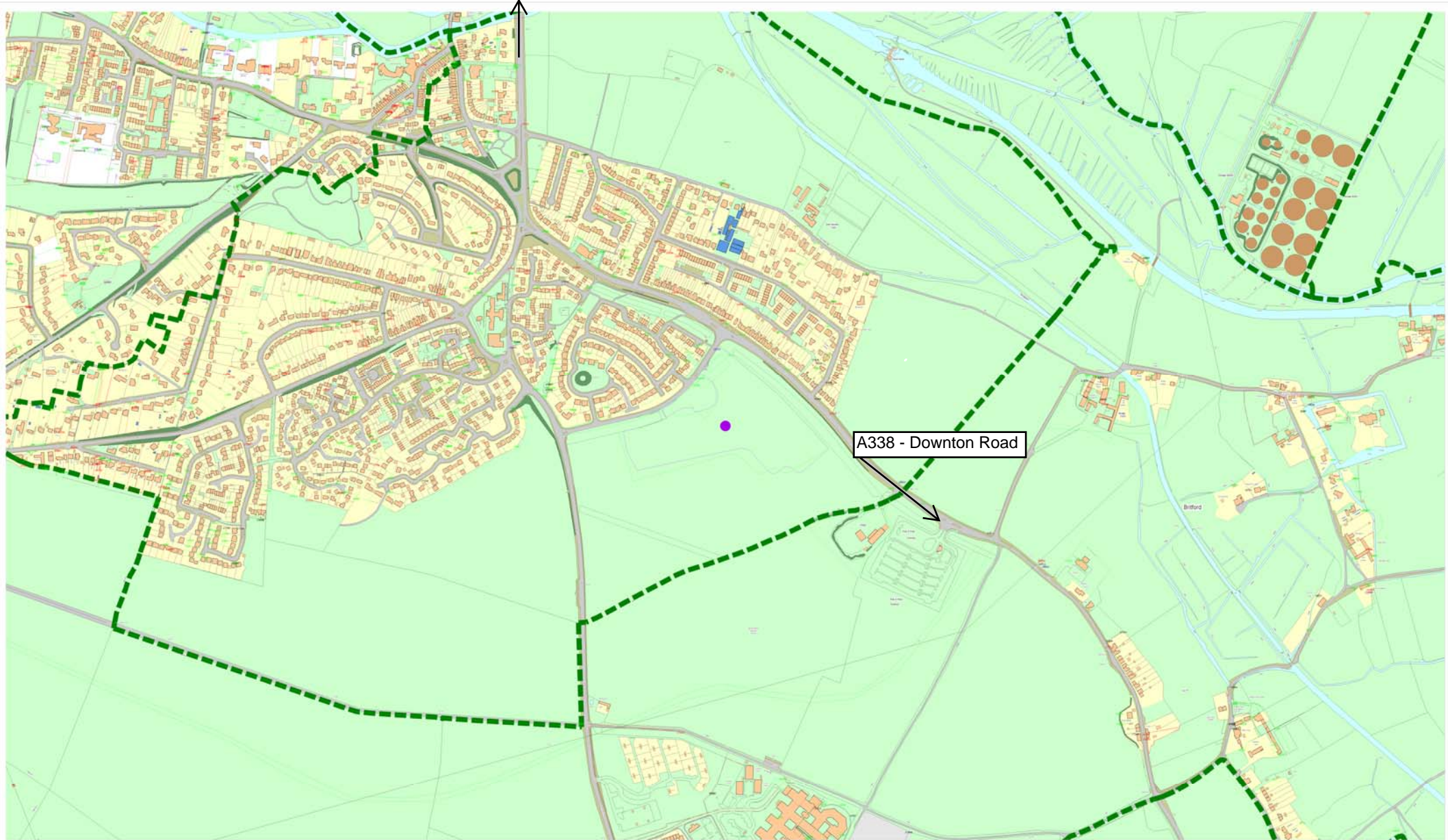
And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

H2F (site allocation policy) H25 (Affordable housing) , G1,G2 (general development policies),G3 G8 (water and drainage issues) G9 (Planning obligations) D1, D7 (extensive development and design),R2,R4 (recreational open space and facilities) C7 (Special Landscape Area) , CN20-23 (Archaeology) TR1 TR12 (Transportation)

INFORMATIVE: -

The applicant is advised to refer to the pollution prevention guidelines found on the environment agency website in developing a scheme for mitigation works during construction and appropriate pollution control measures for surface water run-off from roads and hardstandings.

Central Salisbury



A338 - Downton Road



DOWNTON ROAD, SALISBURY S/2008/2077

SCALE: 1:10000

DATE: 25th February 2009

Dwg No.:

DRAWN BY:

DEPARTMENT:

PROJECT:

REF:

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