

STRATEGIC PLANNING COMMITTEE

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 31 JANUARY 2018 AT COUNCIL CHAMBER - COUNTY HALL, TROWBRIDGE BA14 8JN.

Present:

Cllr Fleur de Rhé-Philippe (Chairman), Cllr Clare Cape, Cllr Ernie Clark, Cllr Andrew Davis, Cllr Stewart Dobson, Cllr David Jenkins, Cllr Christopher Newbury, Cllr James Sheppard, Cllr Tony Trotman, Cllr Fred Westmoreland and Cllr Matthew Dean (Substitute)

Also Present:

Cllr Richard Britton, Cllr David Halik, Cllr Jon Hubbard and Cllr Ian McLennan

1 Apologies

An apology for absence was received from Cllr Derek Brown OBE, who was substituted by Cllr Matthew Dean.

2 Minutes of the Previous Meeting

Resolved:

To confirm and sign the minutes of the previous meeting held on 6 December 2017.

3 Declarations of Interest

Cllr Stewart Dobson declared a non-pecuniary interest in Application No. 15/04004/OUT: Old Sarum Airfield Ltd, Lancaster Road, Old Sarum, Salisbury (Minute No. 83a below) as he personally knew the applicant 12 years ago as they owned adjoining land in a village in a different part of Wiltshire. He intended to withdraw from the meeting during consideration of this application.

4 Chairman's Announcements

There were no Chairman's announcements made at the meeting.

5 Public Participation

The rules of public participation were noted.

6 Planning Appeals and Updates

An update on planning appeals and decisions was received together with information on the legal duty to state reasons for making decisions on planning applications particularly where the Committee departs from officer recommendations.

Resolved: To note the contents of the updates.

7 Planning Applications

7a 15/04004/OUT: Old Sarum Airfield Limited, Lancaster Road , Old Sarum, Salisbury, Wiltshire, SP4 6DZ

Outline application with all matters reserved, except from the means of access to the site for the demolition, modification and renovation of existing buildings, structures and site development. Provision of approximately 18.6ha (gross) of residential land accommodating approximately 462 residential dwellings. Provision for a mixture of employment, commercial/leisure, and aviation uses on 3.1ha of land at Area B, including a "flying hub" comprising a control tower, heritage centre, visitor centre, café/restaurant, parachute centre, aviation archives and aircraft hangars. Provision of associated access, including the construction of new points of vehicles access to the surrounding highways network, car parking and connections to the surrounding footpath and cycle networks. Green infrastructure provision, including open space, play space, recreational footpaths, cycle paths and landscape enhancement areas; the provision of above and below ground utilities, including a sustainable urban drainage system. Associated vegetation removal, ground modification and engineering works.

Public Participation

Mr Ron Champion, a local resident, spoke against the application.

Mr Graham Renshaw, a local resident, spoke against the application.

Cllr Vic Bussereau, representing Laverstock & Ford Parish Council, spoke against the application.

The Committee received a presentation from the Case Officer which set out the issues in respect of the application. It was explained that following a protracted period of discussions and negotiations, the applicant had chosen to exercise their right to appeal against non-determination of the application. This meant that the Council no longer had the powers to formally determine the application, as this power now rested with the Planning Inspectorate. This matter was scheduled to be considered at a Public Inquiry for which no date had been set.

The views of the Committee on the application were now being sought to enable the Council to make its case to the Inspector. The Head of Development Management reported that he had received a letter from the applicant the previous day requesting that the application be withdrawn from the agenda for today's meeting to enable further dialogue and discussion to take place. This request had not been agreed as the application had been appealed

and was now being dealt with by the Planning Inspectorate who required the Council to set out its statement of case.

Members then had the opportunity to ask technical questions after which they heard the views of members of the public as detailed above, expressing their views regarding the planning application.

Members then heard the views of Cllr Ian McLennan, the local Member, who set out his objections to the proposal. In particular, he drew attention to the need to protect the Old Sarum Conservation Area and considered that the proposals would destroy the character of the priceless World War 1 flying field. The plans proposed would also result in a massive overdevelopment of the northern area of Laverstock and Ford Parish and would also jeopardise the current flying arrangements.

During discussion, Members considered that the level of proposed development was completely unacceptable and noted the impact this would have on local bus services, roads and local amenities. Concern was expressed at the minimum amount of consultation that the developer had held with local people. The reasons for refusal were examined and it was generally considered that they needed strengthening especially regarding reference to Core Policy 25 and the number of dwellings.

On the proposal of Cllr Fred Westmoreland, which was seconded by Cllr Andrew Davis,

Resolved:

To delegate authority to the Head of Development Management to strengthen the reasons for refusal as set out in the Case Officer's report with particular reference to Core Policy 25 and to advise the Planning Inspectorate that the Council would have refused the scheme for these reasons.

(Note 1: Cllr Stewart Dobson declared a non-pecuniary interest, as detailed in Minute No. 79 above and withdrew during consideration of this application.)

(Note 2: The reasons for refusal subsequently strengthened by the Head of Development Management are attached to these minutes at Appendix 1.)

7b 17/09248/VAR: Land East of Spa Road, Melksham, Wiltshire - Variation of Condition 32 of 14/10461/OUT relating to site access

The Committee received a presentation from the Case Officer which set out the issues in respect of the application, with a recommendation that the application should be approved subject to a revised Section 106 Agreement and conditions.

The proposal sought to vary Condition 32 of consented application 14/10461/OUT which listed the 2016 approved plan drawings, to allow the proposed northern vehicular site access located along Thyme Road, to be relocated approximately 150 metres further to the west. The variation proposal also included removing the second internal access road into the proposed development site.

Members then had the opportunity to ask technical questions after which they heard the views of Cllr Jon Hubbard, the local Member. He stated that, whilst generally supporting the scheme, he was concerned at the proposal to route construction traffic along Snowberry Lane, rather than along the new relief road, and the potential impact on residents in Snowberry Lane with regard to noise, traffic congestion and highway safety, bearing in mind that Snowberry Lane was used as a walking route to Melksham Oak School.

During discussion, it was noted that the Council's Highways Officer raised no objections to the proposed change of the northern access into the site.

On the proposal of Cllr Christopher Newbury, which was seconded by Cllr Tony Trotman,

Resolved:

To grant planning permission, subject to the completion of a supplemental Section 106 Agreement to the existing Section 106 Agreement relating to planning permission 14/10461/OUT so that the planning obligations secured therein apply to this planning permission and subject to the following conditions:

1 The development hereby permitted shall be begun either before the expiration of three years from the date of the original outline permission (i.e. by 22 September 2019), 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.

2 No phase as referred to in Condition 5, of the development hereby permitted shall commence, other than the site access until details of the following matters for that phase (hereinafter called "the reserved matters" have been submitted to and approved in writing by the Local Planning Authority.

- (a) The scale of the development;**
- (b) The layout of the development;**
- (c) The external appearance of the development;**
- (d) The landscaping of the site;**
- (e) The internal access arrangements**
- (f) The mix and type of housing**

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

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

3 Applications for the approval of reserved matters for a minimum of 300 dwellings shall be made to the Local Planning Authority before the expiration of three years from the date of the original outline permission (i.e. by 22 September 2019). Applications for the approval of the reserved matters for the residual amount of dwellings (any additional dwellings in excess of 300 units) shall be made to the Local Planning Authority before the expiration of five years from the date of the original permission (i.e. by 22 September 2021).

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4 Development shall not be commenced on site until a supplemental planning obligation has been completed by the Council and the freehold owner of the land comprised in title number WT72400

REASON: To ensure the land is bound by the relevant covenants in the Section 106 Legal Agreement related to this permission

5 No development shall commence on site until a phasing scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: To ensure the satisfactory delivery of the development and facilitate the proper planning of the area

6 No development shall commence on each relevant phase (as referred to in Condition 5) until a scheme of hard and soft landscaping for that phase has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include * location and current canopy spread of all existing trees and hedgerows on the land;

*** full details of any to be retained, together with measures for their protection in the course of development;**

*** a detailed planting specification showing all plant species, supply and planting**

sizes and planting densities;

*** proposed seed mix for the neutral grassland areas**

*** finished levels and contours;**

*** means of enclosure;**

*** boundary treatments;**

*** car park layouts;**

- * other vehicle and pedestrian access and circulation areas;
- * all hard and soft surfacing materials;
- * minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- * proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports);
- * retained historic landscape features and proposed restoration, where relevant.
- * arboricultural method statement

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

7 All soft landscaping comprised in the approved details of landscaping for each relevant phase (as referred to in Condition 5) shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development within that phase whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development in the relevant phase or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

8 No development shall commence on each relevant phase (as referred to in Condition 5) until details of the estate roads, footways, footpaths, cycle tracks, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture within that phase and a timetable for implementation and provision of such works has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in

an acceptable manner and to ensure that the roads are laid out and constructed in a satisfactory manner

9 No development shall commence on site until details of how and when an access will be provided to the offsite ecology area and how the proposed development hereby approved including the construction period will ensure that the adjacent sports field access (to Melksham Rugby and Football Club) remains unobstructed. The development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences.

10 No development shall commence on site until a written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority. The approved programme of archaeological work shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

11 No development shall commence on site until a Construction Traffic Management Plan (CTMP) which shall include inter alia, proposals for the phasing of the development, and how this might influence construction traffic routeing, and proposals to ensure that the adjacent highway is kept clear of site detritus has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner and to ensure that the amenity of the local highway network is adequately protected.

12 No development shall commence on site until a dust suppression scheme has been submitted to and approved in writing by the Local Planning Authority and shall be designed to minimise any windblown dust from the construction of the development affecting adjoining neighbouring properties. This scheme should cover all the phases of the construction site, including earth works, spoil heap storage, vehicle

movements and cutting of materials. The development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner.

13 No development shall commence on each relevant phase (as referred to in Condition 5) until a noise impact assessment and a scheme for protecting the affected proposed dwellings and their curtilages within that phase from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. Any works which form part of the details approved by the Local Planning Authority shall be completed before occupation of any approved residential dwelling affected by the road traffic noise (as determined by the assessment within that phase).

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to protect the amenity of future residents.

14 No development shall commence on each relevant phase (as referred to in Condition 5) until details of a foul drainage disposal scheme to serve the development within that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any approved building within the relevant phase.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner.

15 No development shall commence on each relevant phase (as referred to in Condition 5) until details of a storm drainage disposal scheme to serve the development within that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any approved building within the relevant phase.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner.

16 No development shall commence on each relevant phase (as referred to in Condition 5) until details of a surface water management scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall clarify the intended future ownership and maintenance provision for all surface water drainage works serving the development within that phase. The scheme shall subsequently be implemented in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to prevent the increased risk of flooding, and ensure future maintenance of the surface water drainage system.

17 No development shall commence on site until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner and to maximise water efficiency on the development.

18 No development shall commence on site until a landscape environment management plan (LMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas (other than small, privately owned, domestic gardens) and a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. The landscape environment management plan shall be carried out and implemented in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to the granting of planning permission and the matter is required to be agreed in writing by the Local Planning Authority before development commences in order to ensure the proper management of the landscaped areas in the interest of visual amenity and protection of adjacent listed buildings.

19 No development shall commence on site until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include, but not necessarily be limited to, the following information:

- a) Full specification of habitats to be created, including locally native species of local provenance and locally characteristic species;
- b) Description and evaluation of features to be managed; including location(s) shown on a site map;
- c) Landscape and ecological trends and constraints on site that might influence management;
- d) Aims and objectives of management;
- e) Appropriate management options for achieving aims and objectives;
- f) Prescriptions for management actions;
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-10 year period);
- h) Details of the body or organisation responsible for implementation of the plan;
- i) Ongoing monitoring and remedial measures;
- j) Timeframe for reviewing the plan; and
- k) Details of how the aims and objectives of the LEMP will be communicated to the occupiers of the development. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body (ies) responsible for its delivery. The Plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. The LEMP shall be implemented in full in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order to ensure the long-term management of protected and priority habitats and other landscape and ecological features, and to maintain and enhance these habitats and features in perpetuity.

20 No development shall commence on site until a habitat creation plan has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner.

21 No development shall commence on the relief road until details of how the relief road will be designed to avoid impact on amphibians have been submitted to and approved in writing by the Local Planning Authority. The relief road shall then be constructed in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner and in the interest of biodiversity

22 The construction of dwellings within each relevant phase (as referred to in Condition 5) shall not commence on site until details of the storage of refuse, including details of location, size, means of enclosure and materials to serve dwellings within that phase have been submitted to and approved in writing by the Local Planning Authority. A dwelling shall not be first occupied until the approved refuse storage for that dwelling has been completed and made available for use in accordance with the approved details and it shall be retained in accordance with the approved details thereafter.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner and in the interest of public health and safety

23 No development shall commence on site until a waste audit regarding the construction of the site (Part a-g) of Policy WCS6 of the Waste Core Strategy) has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and in the interests of minimising waste from the construction development.

24 No external lighting shall be installed within each relevant phase (as referred to in Condition 5) until plans showing the type of light appliance, the height direction and position of fitting, illumination levels and light spillage of external lighting within that phase designed in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2011)" and areas to be maintained as dark corridors (including the green corridor along the relief road around the southern and eastern sides of the site) have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site including towards designated and nondesignated heritage assets and to protected ecological species.

25 Prior to the occupation of each dwelling, the roads including footpaths and turning spaces serving that dwelling shall be constructed with a properly consolidated and surfaced to at least binder course level between the dwelling and the existing adopted highway.

REASON: To ensure that the development is served by an adequate means of access

26 Prior to the occupation of the first dwelling hereby permitted, the highway infrastructure identified as Phase 1 on drawing number 10154-PP-01 Rev A shall be constructed and completed in accordance with the approved plans.

REASON: In the interest of highway safety

27 No more than 250 dwellings hereby permitted shall be occupied until the highway infrastructure identified as Phase 2 on drawing number 10154-PP-01 Rev A has been constructed and completed in accordance with the approved plans.

REASON: In the interest of highway safety

28 No more than 350 dwellings hereby permitted shall be occupied until the highway infrastructure identified as Phase 3 on drawing number 10154-PP-01 Rev A has been constructed and completed in accordance with the approved plans.

REASON: In the interest of highway safety

29 No dwelling hereby permitted shall be occupied until a public art scheme for the site and a timetable for installation has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure the proposal complies with the relevant public art policies.

30 The dwellings hereby permitted shall achieve a level of energy performance at or equivalent to Level 4 of the Code for Sustainable Homes. No dwellings shall be occupied until evidence has been issued and submitted to and approved in writing by the Local Planning Authority certifying that this level or equivalent has been achieved

REASON: To comply with Core Policy 41 of the Wiltshire Core Strategy 2015.

31 Demolition or construction works on the site hereby approved shall not take place outside 07:30 hours to 17:30 hours Mondays to Fridays and 08:00 hours to 12:30 hours on Saturdays nor at any time on Sundays or Bank Holidays.

REASON: In the interest of protecting the amenity of nearby residential properties.

32 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan 4769-L-03-C - received 16 January 2015; Transport Statement, Phasing Plan -10154-PP-01-REV C, Eastern Relief Road Sheet 1 10154-HL-03-Rev D, Eastern Relief Road Sheet 2 10154-HL-04-Rev E, Eastern Relief Road Sheet 3 10154- HL-05-Rev D, Eastern Relief Road Sheet 4 10154-HL-07-Rev F, Indicative Landscaping Plan 4769-L-05-REV G, Northern Access Plan 10484-SK-03-Rev C, Indicative Planting Scheme 4769-L-04-Rev K, Parameters Plan 4769-L-06-Rev J, Green Infrastructure 4769-L08-Rev F and Accessible Open Space 4769-L-08-Rev H - all received on 21 December 2017

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

Planning Informatives

1 This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated 22nd September 2016

2 In order to discharge the surface water management scheme the Environment Agency would expect to see the inclusion of the following: A clearly labelled drainage layout plan showing the pipe networks and (where appropriate) any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe node numbers referred to in the drainage calculations and the invert and cover levels of manholes; A manhole schedule; Model runs to demonstrate that the critical storm duration is being used; Confirmation of the appropriate discharge rates and volumes, with any flow control devices indicated on the plan with the rate of discharge stated; It is noted that discharge is to be to a single ditch. This ditch must currently receive flows from this site and the post development discharge rate and volume into that ditch must not exceed the existing rate and volume of discharge into the ditch. A 'site-wide' catchment analysis will be required to verify how much of the site currently flows into the ditch and hence to determine the acceptable flows. Calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 critical duration storm event; Exceedence flow can occur during short but very intense rain storms, or if system blockage occurs etc. The large volume of runoff generated from impermeable surfaces during such events may not all be captured by the drainage system and unless otherwise intercepted a proportion would

flow downslope possibly onto land under other ownership. For surcharge / flooding from the system, overland flood flow routes and "collection" areas on site (e.g. car parks, landscaping) must be shown on a drawing. CIRIA good practice guide for designing for exceedance in urban drainage (C635) should be used. The run-off from the site during a 1 in 100 year storm plus an allowance for climate change must be contained within the site and must not reach unsafe depths on site; A 30% allowance for climate change should be incorporated into the scheme in accordance with PPS25; Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365. Specification of how the scheme will be maintained and managed after completion.

3 The applicant is advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. A separate Community Infrastructure Levy Liability Notice will be issued by the Local Planning Authority. Should you require further information with regards to CIL please refer to the Council's Website

www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy

4 The applicant is advised that the reserved matters application should include low-rise development to ensure no harm is raised to the significance of the existing built historic environment.

5 Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.

6 Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at:

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

7 It is important for the applicant to note that the reserved matters application(s) should respect the setting of the listed buildings and listed walls and should include details of how they will be protected.

8 The Strategic Planning Committee welcomes the fact that the Developer has agreed to form a Neighbourhood Liaison Group.

There were no urgent items of business.

(Duration of meeting: 10.30 am - 12.20 pm)

The Officer who has produced these minutes is Roger Bishton of Democratic Services, direct line 01225 713035, e-mail roger.bishton@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

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APPENDIX 1

Minute 83(a) 15/04004/OUT: Old Sarum Airfield Limited, Lancaster Road , Old Sarum, Salisbury, Wiltshire, SP4 6DZ

Reasons Committee would have been minded to refuse the application for

1. The proposal envisages a total of up to 462 dwellings, 302 on Area A which will utilise access points with the Portway, and 160 dwellings in Area C, utilising a new access onto the "C" Class Roman Road, as well as the additional facilities in Area B. Traffic calming measures and road improvements are suggested along the Roman Road adjacent Area C.

In relation solely to highway matters, the development of Areas A & B are considered to be acceptable subject to the enhancement of the local bus services. However, Area C, would have a vehicular access onto Ford Road, which is a relatively narrow rural lane which serves the local community and a degree of non-access through traffic. The lane has no footways to provide for safe pedestrian movement between upper and lower Ford areas, or to facilities in Castle Road and beyond; a greater intensity of conflict between increased vehicular and pedestrian and cycle movements on this road would present a higher and unacceptable safety risk.

Local bus services convenient to the site are very limited; this, together with the potential perceived threats to local pedestrian and cycle movement on Ford Road demonstrates the site does not have adequate sustainable transport facilities to provide a real or acceptable choice to future residents. The width of Ford Road is generally narrower than would be required within the development site; the resultant increase in traffic movements on the road will add an unacceptable level of conflict and inconvenience to existing users.

Whilst the applicant has agreed in principle to a financial contribution related to a scheme of highway improvements along the Roman Road, it is unclear whether this will mitigate against all highway impacts including improving the local bus services.

Given current outstanding viability issues, such mitigation may not be forthcoming. Furthermore, at the time of writing, no formal S106 exists which would secure this mitigation. Consequently, in the absence of such a legal agreement which secures the required mitigation, the Local Planning Authority must assert that the scheme as proposed would be likely to have a significant adverse impact on the wider highway system

The proposal would therefore be contrary to the aims of the Local Transport Plan, and adopted policies CP60-64 and CP3 of the Wiltshire Core Strategy, as well as the guidance within the NPPF.

2. Notwithstanding the impact on the road system immediately around the site, Highways England has recommended that the application is acceptable, solely in terms of the impact on the trunk road network, subject to the implementation of an enhanced traffic management scheme, which would improve the issues surrounding

the impact of traffic from the development on the wider network, in particular in relation to how the impact of additional traffic would exacerbate existing congestion issues at the existing junction between Castle Road and the A36 trunk road.

Whilst the applicant has agreed in principle to a financial contribution to such a scheme of £500,000, at the time of writing, no formal S106 exists which would secure this mitigation. Consequently, in the absence of such a legal agreement, the Local Planning Authority must assert that the scheme as proposed would be likely to have a significant impact on the wider highway system, particularly the A345 Castle Road and its junction with the A36 Trunk Road at Castle Roundabout. The proposal is therefore contrary to the aims of the Local Transport Plan, and adopted policies CP60-64 of the Wiltshire Core Strategy, as well as the guidance within the NPPF.

3. The proposals would be located adjacent to a working airfield and airstrip. A primary reason for the inclusion of Policy CP25 within the adopted Wiltshire Core Strategy is to secure a scheme to reduce historic noise and disturbance emanating from the use of the airfield. Notwithstanding this matter, the housing proposal sites Areas A & C would be located closer to the operating airfield than existing dwellings in the surrounding area. Several of the dwellings planned within Areas A & C would, in the opinion of the Council, be likely to suffer noise disturbance from the operation of the airfield.

Notwithstanding, in recent months the applicant has apparently increased flying activities at the airfield, including the introduction of helicopter training flights. This has resulted in additional complaints to the Council regards noise disturbance, and it is unclear whether these additional flights have been included in any updated noise assessment. It is also understood that these additional training flights would need to continue for the foreseeable future, due to contractual arrangements.

In addition, it is understood from viability discussions that the number of flights that would be needed to attain the viability the applicants seek would need to be above 50,000 a year. This raises the issue of whether, at this sort of scale of operation, the aim of achieving reduced noise disturbance can be realistically achieved.

Whilst the applicant has offered in principle to agree to restrictions and limitation on the operation of the airfield, at the time of writing, no binding S106 legal agreement has been entered into, and therefore it is not clear what measures the Council could reasonably impose on the airfield operations which would reduce the impact of the operations on existing and future residential amenity, and whether such restrictions would in any event adversely affect the long term viability of the airfield.

Consequently, in the absence of such a legal agreement which would achieve reasonable noise controls whilst maintaining the flying operations, the current proposal would be likely to have an adverse on existing and future residential amenity, contrary to the aims of policy CP25, and policy CP57 of the Wiltshire Core Strategy, and the guidance provided in the NPPF and the NPPG, and associated Aviation guidance, regards amenity and noise disturbance, and maintaining airfield operations.

4. The proposal is located within close proximity to and within the setting of the Old Sarum Scheduled Ancient Monument and its surrounding Conservation Area, and is

located within the Conservation Area encompassing the Old Sarum Aerodrome, which itself contains several listed hangar buildings. The site currently has an open character.

The proposal is in outline form, with only access being a detailed matter, but the number of dwellings being fixed. The applicants own visual assessments and other graphical information suggest that the residential development on Areas A & C would be readily visible from the Old Sarum Ancient Monument, with Area C likely also to be visible above the ridge line. The applicant's submitted information shows only a small area of landscaping, and to achieve the number of dwellings indicated on Area A, the indicative plans suggest the need to build up to three and four stories across much of the site, with some properties requiring under-croft parking arrangements.

Thus, the development of Area A as suggested with the number of dwellings proposed would be highly prominent and intrusive in the landscape. In relation to Area B the details of the buildings and uses within this area are sketchy and it is unclear how tall these buildings would be, or how they would relate to the adjacent development or surrounding open land, or how visible they would be within the surrounding area. In relation to Area C, the large number of dwellings proposed would significantly enlarge the size of the existing small settlement of Ford, a settlement designated with Laverstock in the Wiltshire Core Strategy as a 'small village' where development is normally restricted to a few dwellings. This scale of development, together with its extent would have an unacceptable impact on the character of the village, and would also have an adverse impact on the character and appearance of the landscape and the Old Sarum Airfield Conservation Area. The northern edge of this scheme would be visible across the airfield and would be likely to visually amalgamate with the development of Area A and B as seen from higher land to the south, including the Old Sarum Monument.

Consequently, the current quantum of residential development is unacceptable and it is considered that the scheme as proposed would have a significant visual impact and be likely to cause substantial harm, to the character and setting of the surrounding heritage assets, including the historic landscape of Conservation Area surrounding the Old Sarum Monument, and the airfield Conservation Area itself. The proposal would therefore be contrary to the aims of policies CP1, CP2, CP23, CP25 and CP58 of the Wiltshire Core Strategy, and the guidance given in the NPPF, and sections 66 and 72 of Town and Country Planning (Listed Building and Conservation Areas) Act 1990.

5. Notwithstanding the heritage issues related to Areas A, B & C, the application suggests that enhancement works would be undertaken to the heritage assets currently present within the airfield site, including the listed hangars. Whilst such a commitment is welcomed, it is currently unclear exactly what such enhancement works would entail and to which structures. Consequently, and in the absence of a suitable legal agreement to secure such works, it is considered that proposal would therefore be contrary to the aims of policy CP3, CP25 and CP58 of the Wiltshire Core Strategy, and the guidance given in the NPPF, and sections 66 and 72 of Town and Country Planning (Listed Building and Conservation Areas) Act 1990.

6. The application scheme suggests the provision of a large area of public open space, including pathways and cycleways, picnic areas, and interpretation information. The

applicant has also confirmed the proposal would mitigate its impacts with respect to waste and recycling matters.

However, at the current time, the applicant's viability assessment suggests that no mitigation is able to be offered in respect of the on-site provision of affordable housing, or towards mitigating the off-site impacts of the development in terms of educational provision, and does not make provision for public art.

Consequently, in the absence of a suitable legal agreement to secure such mitigation, it is considered that the proposal would not be sustainable development and would be contrary to the aims of policy 6 of the Wiltshire Waste Core Strategy, policies CP3, CP25, CP43, CP57, and CP61- 64 of the Wiltshire Core Strategy, including saved policy D8 and R2, and the guidance given in the NPPF regarding planning obligations and the provision of sustainable development which mitigates its impacts.

7. The application site abuts Green Lane, a right of way running to the north east of the airfield perimeter. Insufficient information has been submitted to demonstrate that potential bat corridors along Green Lane can be maintained in the long term. No survey information was provided in relation to this corridor and, in light of the use made by bats of Green Lane at Hampton Park II to the south, the Council assumes it forms a commuting and potential foraging route for bats at Old Sarum. The Illustrative Landscape Plan is unclear on the treatment of this boundary. In addition, the Council remains to be convinced that boundary features under private control and located so close to adjacent dwellings will be maintained and managed appropriately for bats in the long term as experience from other schemes demonstrates new owners often remove or degrade hedgerows.

Additionally, Green Lane appears to be promoted in some of the application literature as a sustainable transport route. This has the potential to diminish the significance of the route for bats. The appellant has yet to demonstrate how such impacts will be avoided if there is future pressure from users to light this route.

Consequently, in the absence of information to the contrary, the proposal would be likely to have an adverse impact on protected species and the River Avon Special Area of Conservation, contrary to the aims of policies CP50 & 52 of the Wiltshire Core Strategy and the guidance provided by the NPPF regards biodiversity and habitat management.