

STRATEGIC PLANNING COMMITTEE

Date of Meeting	11 ^h December 2019
Application Number	19/05824/OUT
Site Address	Land south of Netherhampton Road Salisbury
Proposal	Mixed use development comprising of residential (Class C3) up to 640 dwellings, local centre (Class A1), primary school (1.8 ha), employment (2 ha) public open space including country park (10 ha), landscaping, 2 vehicular accesses, estate roads including loop road in detail and associated infrastructure and landscaping.
Applicant	Bovis Homes
Town/Parish Council	Netherhampton
Electoral Division	Fovant and Chalke Valley (Cllr Josie Green)
Grid Ref	413569 129104
Type of application	Outline Planning application
Case Officer	Adam Madge

Reason for the application being considered by Committee

The planning application is before the Strategic Planning Committee because of the scale of the development, which is of strategic importance to the delivery of housing land in the Southern Housing Market Area identified in the Wiltshire Core Strategy.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

2. Report Summary

This is an outline planning application to erect 640 new dwellings; a local centre; a new school; a country park and employment uses on land to the south of Netherhampton road in Salisbury. At this stage, detailed approval is sought for the means of access only. The other detailed matters, including design and landscaping would be dealt with in a subsequent application for reserved matters approval should this outline planning permission be approved.

Netherhampton Parish Council objects to the application.

The planning application has been publicised by local newspaper advertisement, site notice and letters to neighbours. This has generated (at time of writing of 27th November) 258 representations objections/expressions of concern.

The application is recommended for approval, subject to conditions.

3. Site Description

The site consists of a number of agricultural fields which border the main A3094 (Netherhampton road) which itself lies to the north of the application site. The land slopes gently in a southerly direction rising from the main road. The border with the main road is hedged.

To the east lies the 'in excess' retail warehouse facility and removals warehouse as well as a site recently granted planning permission for 82 dwellings on the former Harnham business Park. (see site history below). Following the main road further east takes you into Harnham where the road is bordered predominantly by residential properties and then into Salisbury itself via the Harnham Gyratory junction.

To the west of the site adjacent to the main road is the Salisbury Livestock Market which is used for various activities including the regular livestock auction. Beyond this lies a garden centre which also fronts the main road and beyond this are open fields. The main road in this direction continues towards Wilton eventually terminating at its junction at Park Wall in Wilton where it joins with the main A36 trunk road.

North of the site across the main road are a series of open fields leading to more Water meadows and eventually the western parts of Salisbury. To the south on higher ground at the rear of the site runs The Old Shaftsbury Drove byway and beyond that further fields.

There is a bridleway that runs through the site (Nham 10) as well as pylons on the far west. A footpath Nham 2 defines the Western boundary.



HAMPTON
P

Site Location Plan

In planning policy terms, the site is located in the open countryside outside the boundary for Salisbury City as a principal settlement as defined in the Wiltshire Core strategy. It is however allocated in the Wiltshire Housing Sites Allocation DPD. (see policy section below)

The site is not located in an area vulnerable to flooding (such as flood zone 2 or 3). The River Avon Special Area of Conservation is located north of the site in the fields beyond the main road. The nearest listed buildings are located some considerable distance away to the west within Netherhampton village and to the east within Harnham.

Part of the site to the north is located in a special landscape area as defined by saved policy C6 of the former Salisbury District local plan.

4. Planning History

18/11093/SCR EIA screening opinion for residential led, mixed use scheme comprising 640 residential units, commercial floorspace, new primary school, new access road and associated development.
EIA Not Required

18/04067/OUT Harnham Park (To the east of this site) Erection of up to 82 dwellings and associated works. Approved with conditions 27/3/2019

5. The Proposal

The proposal is in outline form only and is for up to 640 dwellings on this site. As the application is in outline most of the detail is reserved for later determination although members should note that the details of the site accesses are to be determined as part of this application. The site extends to just over 46 hectares. The indicative site layout is shown below:



The indicative layout shows a proposed primary school adjacent to the existing playing fields to the west, with a local centre towards the front and centre of the site. An area of employment is shown behind the existing employment uses at Bookers warehouse and 'In Excess'. A new Country Park is proposed to be created in the south east of the site.

There will be a single primary vehicle access from Harnham road with a second emergency access to the east. It is proposed to build a pedestrian and cycle access up to the edge of the development where it meets with the approved site at Harnham Business Park so that there is a continuous pedestrian cycle link between the two. Elsewhere it is indicatively shown how pathways will link with the existing bridleways around the site.

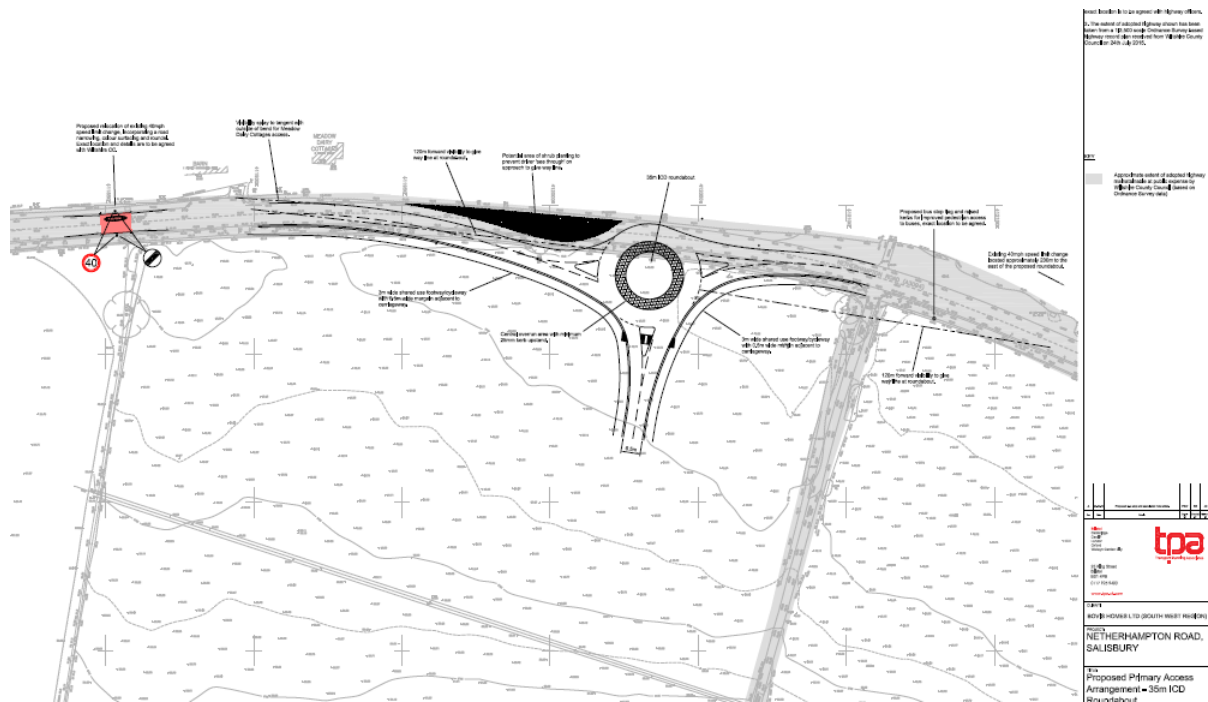


Diagram showing the main access into the site via a roundabout.

The application is accompanied by a Design and Access Statement, a Heritage Statement, an Archaeological assessment, a contamination report, a drainage Strategy, a Flood Risk Assessment, a Transport assessment, an ecological appraisal, an air quality assessment, a noise impact assessment, an odour assessment, a statement of community involvement, an arboricultural impact assessment, a landscape and visual impact assessment, and a Planning Statement.

6. Planning Policy

Wiltshire Core Strategy

Core Policy 1 – Settlement Strategy

Core Policy 2 – Delivery Strategy

Core Policy 3 – Infrastructure requirements

Core Policy 33 – Spatial Strategy: Wilton Community Area

Core policy 34 – Additional employment land

Core policy 41 Sustainable construction and low carbon energy

Core policy 43 Providing affordable homes

Core Policy 45 Meeting Wiltshire’s housing needs

Core Policy 50 – Biodiversity and Geodiversity

Core Policy 51 Landscape

Core Policy 52 Green Infrastructure

Core Policy 55 – Air Quality

Core Policy 56 – Contaminated Land

Core Policy 57 – Ensuring High Quality Design and Place Shaping

Core policy 58 – Ensuring the Conservation of the Historic Environment

Core Policy 60 – Sustainable Transport

Core Policy 61 – Transport and new development

Core Policy 62 - Development impacts on the transport network

Core Policy 64 – Demand management

Core Policy 67 – Flood Risk

Core policy 69 - Protection of the river Avon

Salisbury District Local Plan (‘saved’ policies)

Policy G7 – The Water Environment

Policy D8 – Public Art

Policy C6 Special landscape areas

Policy C18 Development affecting rivers and river valleys

Policy R1C Outdoor recreation

Policy R2 Open space provision

Policy R7 Dual use of educational facilities

Policy PS1 Community facilities

Policy PS5 New educational facilities.

Wiltshire Housing Site Allocations Plan – this plan is not yet formally adopted, but is significantly advanced, having been the subject of a Public Local Inquiry into objections to the proposal earlier this year.

Under policy H3.1, this site is allocated for development of approximately 640 dwellings, subject to any proposal meeting a number of specified criteria (addressed in the report below). The criteria have been introduced as a main modification to the plan recommended by the Inspector who considered the objections at the Public Local Inquiry and subsequently wrote to the Council suggesting that these modifications be included.

National Planning Policy Framework

Creating Places design guide adopted April 2006

7. Consultations

Netherhampton Parish Council:

1. Netherhampton Parish Council has previously made a considerable effort to put the opinion of residents before the Inspector appointed to review the Wiltshire Draft Housing Allocations that the proposed inclusion of site H3.1 Netherhampton Road in the Draft Housing Allocation is not justified or effective.

Specifically, referring to Issue 5.3, that the likely impact of the proposed development upon:

- v. Strategic and local infrastructure including transport
 - vi. The efficient operation of the transport network, highway safety
 - vii. Air and water quality, noise pollution, odours, land stability, groundwater and flood risk
- is such that the site should not be allocated.

That Inspector's report has not yet been produced and it is therefore entirely premature for a planning application for this site to be considered.

2. It is especially premature, in our view, given that evidence continues to emerge that the projected requirement for housing in the Salisbury area is declining.

For example, Appendix 5 of the Wiltshire Local Plan Review April 19 shows that estimates for the number of new houses required in the entire Salisbury Housing Market Area to 2036 are now 11% lower than the estimates on which the Draft Housing Allocation were based. A reduction of 670 dwellings.

The specific proposed development 19/05824/OUT should not go ahead because of likely severe adverse impact on:

- Strategic and local infrastructure including transport
- The efficient operation of the transport network, highway safety
- Air and water quality, noise pollution, odours, land stability, groundwater and flood risk

Transport Network

Paragraph 109 of the NPPF) states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

We believe that the impact of this development will indeed be severe

In the preamble to the Travel Assessment (para 2.7) the developer/ its advisors say the following: “It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.”

This is a ludicrous assertion. It is not at all “commonly accepted” – quite the opposite in fact. There are no footpaths at all west of the site beyond the Cattle Market, and the majority of local residents would consider a walk of 2km given the current infrastructure a vastly inferior mode of transport. The vast majority of “local” facilities will continue to be accessed by car.

Thus, one of the base assumptions underlying how expected use of cars has been modelled by the developer and its advisors is clearly completely false.

Further, Wiltshire Council's own comments in the Draft Housing Allocation Plan acknowledge, with regard to the proposed site, that ...” future residents would most likely rely on private vehicles to access city centre services and facilities.”

We would add to this, that given the almost total absence of local employment, residents will inevitably use cars to get to jobs to the north of the city and further afield.

The 2018 Salisbury Transport Strategy Refresh makes provision for some new cycle routes into the city but has its head firmly in the sand when it comes to substantive measures to address the key issue of road capacity on the A3094 between Park Wall Junction (proposed “improvements” costed at £2,382) and The Harnham Gyrotory (proposed remodelling costed pro forma at £1.23m including substantial design costs i.e. there is as yet no clear scheme).

There is no clear plan at all for how these proposed measures would mitigate increased traffic.

Given that the section of the A3094 alongside the proposed site has had the highest rate of growth in traffic of Salisbury's major roads over a 10-year period and that both junctions (Park Wall and Harnham) are already operating at close to capacity there is no reasonable basis for assuming that the measures mentioned in the Transport Strategy will provide useful mitigation of the severe impact of the proposed development on road traffic.

Salisbury has seen considerable development in recent years. Such transport and infrastructure strategy as exists contains no clear plan for improvements to cope with the resulting huge increases in traffic. It appears that the plan, such as it is, is to add housing incrementally around the outskirts and rely on an eventual infrastructure crisis to provide the political impetus for proper infrastructure improvements.

We feel very strongly that this approach demonstrates a disastrous failure of political will and is precisely the wrong-way-round.

Our contention is that the studies referenced by Bovis at a recent public consultation event regarding this site, drastically understate the number of journeys that the development will create.

Using TRICS data the number of journeys that this development will create on a weekday between 8am and 9am is 730 (95 arrivals, 269 departures and 365 two-way). These numbers are considerably higher than those cited by the developer, but we believe ours are accurate.

In conversation at the Public Consultation, the developer's transport consultants admitted to considerable massaging of the TRICS data based on the assumption that the development will "eat its own smoke" if the employment land is occupied. Given that other employment land in the vicinity has lain vacant for ten years (and in fact recently given over the housing development i.e. the recently granted permission for 82 houses at the "Booker Site") there are no grounds at all for making this assumption.

We believe that the Travel Assessment provided by the developer is invalid due to flawed calculations (and also, as reported by neighbouring parish councils, due to a failure to assess key junctions and routes that will be affected). Here is an illustration of how the traffic impact of this development is being underestimated:

In 2017 we organised for 20 cars to make the round trip between Park Wall and Harnham during the morning rush hour on a Tuesday. In total there were 72 single trips by our group along the route during the hour – that equates to slightly less than 10% of the TRICS projected increase arising from this development. The impact, as reported by local media, was immense. There were long tailbacks forming along Netherhampton Road, and average journey times between Park Wall and Harnham more than doubled.

At AM peak times Harnham Gyratory already sees considerable queues during the AM and PM peak period. Park Wall routinely sees queues of 30 minutes or more during the PM peak period. The Travel Assessment provided by the developer states that there will be "no material impact" on the junctions at Park Wall and Harnham Gyratory. Anyone who lives and travels in the area will find this completely laughable.

In summary, we believe

- that the base assumptions underlying the Travel Assessment are badly flawed
- that the mitigations measures are insufficient and ill-defined
- that the methods used for assessing capacity and the traffic impact from the proposed development are inaccurate
- and, thus, that the likely impact of traffic from the new development is being significantly understated and will in fact qualify as "severe".

Air and Water, Groundwater and Flood Risk

A similarly vague approach is evident when it comes to groundwater and flood risk. The river system close by Netherhampton operates very close to capacity. In extremely wet winters (such as 2014) numerous properties in Netherhampton Village can be inundated due to inadequate pumping facilities both in the immediate valley and further downstream. There are no specific mitigation measures planned that in any way reassure residents that the substantial impact of run off from a development of this size will be dealt with in order, to quote policy that 'surface water management (...) achieves equivalent or less than current greenfield rates of run-off'.

We have no figures for the likely CO2 impact of the new development, but logic suggests, given the traffic impact described above, that it too will be severe. There is no evidence of serious thought having been given to how this will be mitigated.

Summary

We in Netherhampton are not being NIMBYs about this proposed development. Recently our residents have engaged constructively with a recent application to build 20+ units of mixed housing types in Netherhampton (an increase of 30% in our total dwellings) as it can broadly be accommodated by the existing infrastructure.

Simply allowing more houses to be built on each consecutively available piece of agricultural land and then hoping like Mr McCawber that something will turn up and that the infrastructure impact will eventually somehow be dealt with is the very antithesis of a sane approach and represents a complete failure of the planning system.

The inclusion of 2 Ha of employment land in the proposal is further evidence of muddled thinking. Employment land just along the Netherhampton Rd that has lain unused for 10 years was recently granted a change of use with permission to build 82 homes. Businesses are simply not interested in locating south of Salisbury. Thus, all new housing in the area will generate more congestion as people drive elsewhere for work; and it would be entirely unsurprising for the 2 Ha designation to eventually be given over for more housing, thus making the problem even worse.

We ask that this planning application is refused until there is a fully thought-through, costed and joined up plan to deal with its inevitably severe impact on local transport infrastructure, the efficient operation of the transport network, air quality, noise pollution and groundwater and flood risk.

Quidhampton parish council:

At the Quidhampton Parish Council Meeting held on Tuesday 23rd July, it was unanimously agreed to register an OBJECTION to Planning Application 19/05824/OUT, with the following comments.

Background

In 2017, Quidhampton Parish Council objected to further housing developments included in the Wiltshire Draft Housing Allocation Plan (WDHAP) along the A3094 in Netherhampton/Harnham.

The Council considered that such developments would inevitably cause an increase in the already heavy traffic in Lower Road Quidhampton, causing an unacceptable increase in risk to life and health on the narrow village street a significant part of which has no pavements.

Lower Road is a well-known 'rat run' for traffic taking the back route into Churchfields and Salisbury city, given 'no right turn' at the A36 traffic lights. Much of this traffic is believed to be generated from along the A3094 in Harnham and from the south west via the minor road beside the racecourse, from the Chalke Valley and the A354 at Coombe Bissett.

The proposal

Scrutiny of the Transport Assessment in the proposal 19/05824/OUT reveals that Lower Road Quidhampton has been omitted from the assessment. The route does not appear either in the traffic model or related traffic counts. These omissions alone would appear to negate the traffic study in the proposal.

Traffic is known to be heavy, especially at morning and evening school and working peak times. Vehicle counts made by the Quidhampton Community Speed Watch (CSW) team in the first half of 2019 show typically between 180 and 240 vehicles per hour travelling in one direction. Most of it is believed to be turning traffic to and from the south on the A3094, and this significant flow has been omitted from the Traffic Assessment.

The Wiltshire Council planning officer, Adam Madge and at his request the highways planner, Mark Wiltshire have been informed by email giving details of the omitted roads and junctions which are believed relevant for the traffic flows along Lower Road (see Appendix for email text).

The village is actively trying to reduce the risks, with advice from Wiltshire Council's local senior highways engineer, and seeks to reduce current traffic speeds and flow.

Measures in the last three years include:

- establishing a 20-mph speed limit
- enforcing 20 mph with regular CSW
- a Speed Indicator Device (SID) joined in consortium with other villages, to be sited at times on Lower Road and on the A3094.
- a village-wide survey carried out recently to sound out opinions before the parish council seeks to apply other measures.

Quidhampton Parish Council asks that this planning application is refused until full and proper studies have been undertaken of the road infrastructure in the area, and accounting for the traffic conditions and current and future risks to life and health in Lower Road, Quidhampton. Any increase coming from the proposed development would add to and not reduce the risks in Quidhampton and is considered to be as unacceptable now as in 2017.

Salisbury City Council:

SCC objects to this application for the following reasons;

1. It is pre-emptive of the inspector's report

2. The lack of traffic infrastructure information included in the proposal.
3. SCC asks that the developer incorporates proper provisions for pedestrians and cyclists to cross the Netherhampton Road, and that these provisions are adequately connected to the City of Salisbury.

This should include the proposed hardcore track being a tarmacked path for both pedestrians and cyclists.

Wilton Town Council

Wilton Town Council raises no objection to this application. However, the Council makes the following observation:

The 106-condition attached to this site should make provision for a cycle/footpath link to Lower Bemerton/Quidhampton (Lower Road). Encouraging residents to cycle or walk into the City will help to reduce the increased traffic flows that will be an inevitable consequence of the development.

Wiltshire Council Archaeology:

Support subject to conditions –

The proposed development area has been shown to have high archaeological potential, based on desk-based assessment and field evaluation, which has also demonstrated the regional to national significance of a number of the heritage assets within the site boundary. The proposed development has potential for high negative effects on archaeological remains, unless appropriate mitigation is applied.

The field evaluation has confirmed the presence of later prehistoric monuments, including an Iron Age enclosure and a number of ring ditches, some definitely including burials. There are also remains relating to land use and land division potentially from later prehistory onwards, into the post-medieval period.

The applicant and their consultants have fully engaged with the archaeological potential of the site and have previously discussed preservation in situ for some remains with the Wiltshire Council Archaeology Service; we note that the site boundary has now been reduced to exclude some remains.

There are remains and deposits of proven significance on the site. These assets also have potential to contribute to placemaking for the new development, as an education resource for the proposed school, and to make a contribution to the better understanding of the evolution of the historic environment in the Wilton – Salisbury area, particularly as what appear to be the most significant remains on the site relate to the landscape before either the city or the historic town of Wilton were founded.

Therefore, in line with the NPPF (2018), the following recommendations are made:

Conditions:

No development shall commence within the area indicated (proposed development site) until:

- A written programme of archaeological investigation and mitigation, 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; and
- The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the safeguarding and recording of any matters of archaeological interest.

Wiltshire Council Arts Service:

I have been unable to locate any reference to public art and design in this application. The arts service would expect the integration of public art and design into this site should planning approval be made, as referred to in Core Policies 3 and 57 of the Wiltshire Core Strategy.

Core Policy 57: Ensuring high quality design and place shaping [page 287, paragraph xii)] promotes “the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm”

Core Policy 3: Infrastructure Requirements [page 58, paragraph 4.42]. This promotes and defines public art as a type of place-shaping infrastructure and states that the cost of providing infrastructure can be met through the use of planning obligations. The Planning Obligations Supplementary Planning Document (October 2016) refers to the 2011 guidance note of art and design in the public realm [page 31, paragraph 10]. This guidance note is attached for reference.

This would also be in line with the Salisbury District Council saved policy: Salisbury Local Plan 2011 Design Policy D8: “Where appropriate, the District Council will encourage proposals for public art, of a high standard and quality, in the provision and enhancement of buildings and open spaces” which is supported in the saved Salisbury District Council Creating Places Design SPD, adopted 2006 [pages 42 - 44 on ‘The Importance of Public Art’].

The integration of art and design is also supported by the NPPF which recognises that cultural wellbeing is part of achieving sustainable development and includes cultural wellbeing within the twelve core planning principles that underpin both plan-making and decision-taking. The PPG complements the NPPF and states that “Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.”

Art and design in the public realm will help to mitigate the impact of development by contributing to good design, place-shaping, infrastructure and engage communities with the development. We would expect public art provision to be in line with our guidance note

(attached) and that an experienced professional public art advisor joins the design team to devise a public art scheme. We would want to work with the design team, assist with the short listing of a public art advisor and approve the final public art scheme for the whole development.

Through the use of planning obligations, the indicative public art contribution figure (based on £300 per dwelling and £3 per sq m) for this site would be £253,200 for 640 dwellings and 20,400 sq m. We would expect that no more than 10% of this figure to be spent upon the production of a public art plan.

There are potentially a number of art and design opportunities for this site which could include permanent, tangible installations, temporary work as well as creative engagement with the community. Areas/activity might include open spaces, country park, gateway points, walkways/links, lighting, local centre or community events. We would expect art interventions to reflect local distinctiveness, create a sense of place and identity and be meaningful to the local community and environment.

Wiltshire Council Conservation Officer:

No objections

Wiltshire Council Drainage:

The applicant has provided a commentary against the matters raised in the drainage consultation from the 12th August 2019.

At present the soakaway design is non-compliant with WCC standards. However, as the applicant has demonstrated that in principle, using infiltration is feasible, the issue of non-compliant soakaway design will be resolved at reserved matters. On this basis, it is possible to support this outline application with conditions.

Conditions:

No development shall commence on site until a scheme for the discharge of surface water from the site /phase, including SuDS (sustainable drainage systems) and all third party approvals, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority and the sewerage undertaker where the surface water connection is proposed. Scheme details shall include any required off-site capacity improvements needed to allow the site/phase to be served, and to include a programme allowing sufficient time for the delivery of any required improvements.

REASON: To comply with Core Policy 67: Flood Risk within the Wiltshire Core Strategy (adopted January 2015) and to ensure that the development can be adequately drained without increasing flood risk to others.

Informatives:

In order to discharge the condition, the developer must provide the following information:

Drainage strategy

- A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds. The plan should show any pipe node numbers referred to within the drainage calculations.
- A plan showing the cross sections and design of any attenuation pond and its components.
- A manhole / inspection chamber schedule to include cover and invert levels.
- Pre and post development surface water discharge rates.
- Measures to prevent pollution of the receiving groundwater and/or surface waters.

Third party agreements

- Where a connection to a surface water sewer is proposed, confirmation and acceptance of an agreed connection point and discharge rate for surface water disposal from the sewerage undertaker.

Detailed drainage calculations

- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 30 year rainfall event;
- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 100 year plus climate change rainfall event in respect to a building (including basement) or utility plant susceptible to water within the development;
- Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property;

Maintenance and Ownership

- The proposed ownership details of the drainage infrastructure;
- The maintenance programme and ongoing maintenance responsibilities of the drainage infrastructure.

Construction plan

- The construction phasing plan.

Wiltshire Council Ecology:

Matters Considered:

Ecological Appraisal, (EDP, May 2019)

Illustrative Landscape Strategy, edp2810_d093e, 7 May 2019

Parameters Plan Land Use Rev B

On the basis of appropriate assessments prepared for the Wiltshire Core Strategy, the Draft Wiltshire Housing Site Allocations Plan and a number of Neighbourhood Plans, it is possible to screen this application out of appropriate assessment for all European sites except the River Avon SAC.

Appropriate assessment for the River Avon SAC

This application lies within the River Avon catchment and is screened into appropriate assessment due to the potential impact of sewage derived phosphorus in combination with other plans and projects.

The River Avon SAC qualifies as a European site on account of this Annex I habitat type, which comes under the category of 'watercourses of plain to montane levels with the *Ranunculus fluitans* and *Callitriche-Batrachion* vegetation. It also qualifies on the basis of its internationally important populations of the following Annex II species; Desmoulin's whorl snail, sea lamprey, brook lamprey, Atlantic salmon and bullhead.

Conservation objectives for the SAC and supplementary advice for implementing them have been published by Natural England (NE). These are underpinned by targets for various chemical and physical attributes of the river in line with Common Standards Monitoring Guidance (CSMG). Of particular relevance to development is the fact that elevated levels of phosphate are preventing the conservation objectives from being achieved and causing the river to be in unfavourable condition. Developments within the river catchment have the potential to contribute to elevated phosphate through foul water discharges from sewage treatment works and package treatment plants.

A Nutrient Management Plan was published in 2015 which demonstrated that further development in the catchment would be more than offset by reductions in agriculturally derived phosphates. However in early 2018 Natural England and the Environment Agency advised Wiltshire Council that in order to comply with the Habitats Regulations, all newly permitted development would need to demonstrate it would be phosphate neutral, regardless of the availability of headroom at sewage treatment works. As calculations demonstrate that the loss of agricultural land does not offset the quantum of phosphate generated by a development, it was clear that mitigation measures would need to be identified to enable development to proceed in this catchment.

By March 2018, Wiltshire Council and other Local Authorities in the catchment had entered into a Memorandum of Understanding (MoU) with Natural England, Wessex Water and the Environment Agency agreeing to deploy a range of measures to ensure that development between March 2018 and March 2025 would be phosphate neutral. The MoU focusses on residential development down to single dwellings as the impacts arise from the in-combination effects of all developments in the catchment. It is reviewed annually to ensure the housing trajectory matches phosphorus reductions achieved on the ground and to ensure it remains fit for purpose as a result of the growing scientific evidence base. The MoU also sets out an agreed model condition to be imposed on all residential planning permissions to ensure water efficiency standards are provided (paragraph 15).

In March 2019, the MoU parties agreed to an Interim Delivery Plan (IDP) which secures a trajectory of phosphorus reductions in line with the spatial and temporal pattern of housing delivery. In Wiltshire the plan is mainly being funded through CIL, with measures on site being provided through the form a development takes where possible (paragraph 37), and work is progressing with Wessex Water to establish an online trading platform for purchasing phosphorus reductions. The quantum and spatial distribution of reduction measures will be

matched against housing delivery on an annual basis with any shortfall being made up in the following year.

At the current time the platform has not been set up and no phosphorus reductions have been purchased. I considered this position to be adequate for the Council to be able to conclude, beyond reasonable scientific doubt that allocations in the Housing Site Allocations Plan would not lead to adverse effects. In order to be sure that the current application will not cause adverse effects we need to have certainty that phosphate reduction measures will be delivered at a rate that matches the build trajectory for the site. In addition the location of the requisite quantum of phosphate reduction needs to be somewhere upstream of the development. Assuming this outline application is approved at the time the Housing Sites Plan is adopted, and the first reserved matter application is approved in 2020, houses may start to be built and occupied in 2021 and continue for another 6 years or so. Further Main Modifications to the Wiltshire Housing Site Allocations Plan that are due to be published for consultation shortly, will include additional policy wording in relation to the River Avon SAC and this site. These modifications will need to be considered in assessing the application. (NB these have since been published and taken into account – see below)

At the current time it is expected that phosphorus reductions for the period 2020 – 2025 will be delivered and paid for by Wessex Water as part of their Asset Management Plan. The plan has yet to be agreed by OFWAT - expected towards the end of 2019. If approved, the Council will be able to rely on the plan for the appropriate assessment of this application. If not approved, the IDP will need to be revised to address what will be a large shortfall in phosphate provision. Also at the current time the trading platform has not been set up. If the appropriate assessment is to rely on the trading platform for all 640 dwellings, some progress will need to have been made to demonstrate the platform can be relied on.

Currently, as the trading platform is not proved to be effective and the provisions of the Further Main Modifications not addressed, it is not possible to conclude, beyond reasonable scientific doubt that this application would not lead to adverse effects in combination with other plans and projects. The application may not therefore be lawfully approved at the current time. However, there is confidence that the measures are capable of being implemented in due course. As such, I recommend that this AA is revisited when the application is ready to be determined and after Wessex Water's AMP has been approved. By that time, sufficient progress should have been made with the trading platform to demonstrate that it is likely to be able to deliver the quantum, rate and location of phosphate reductions required to mitigate this development.

Other Ecological matters

Overall, I very much welcome the Ecological Appraisal (EA), the standard and clarity of assessment work generally supports the application. A large number of surveys have been undertaken over the last 3-4 years and I have been periodically consulted informally on the approach to survey. Timing and outcome of surveys is summarised in the table below.

Ecological receptor	Timing of surveys	Outcome of surveys
Wintering birds	Dec 2015, Dec 2018	Red list species but due to abundance of arable, site of local (site/beyond site) value
Breeding birds	May – June 2015 April 2017 3 visits in Spring 2018	High abundance of red list species, District importance
Bats	Tree survey July 2015, Dec 2018 Building surveys Activity surveys, May – Sept 2015, updated 2017 - 2018	No evidence of tree or building roosts. On periphery of site: 2 trees with high roost potential (including T11 on boundary); 1 with moderate potential, and; 1 with low potential (including T82 on site boundary) Activity surveys show it is of local importance with 10+ species recorded including Annex II species. Activity focussed in the west H1 and H6 and in east H5, also to north of application site
Dormouse	Nest tube survey July – Nov 2015	Absent

	Updated May – Nov 2017	
Badger	Sept 2015 Nov 2018 Trail cameras on setts in 2015	2 active main setts on application site
Otter and water voles	Ditches north of application site – June and Sept 2018	No wetland habitat on site, unlikely to be present
Great Crested Newts	Pond P1 and Ditch D1 surveyed April 2018	No wetland habitat on site, limited potential for terrestrial phase habitats. No GCM record in off-site surveys.
Reptiles	June to Sept 2015 May to Sept 2018	Peak count 14 common lizard, 33 slow <u>worm</u> in east of site (field margin of H3, and F3). Green snake recorded north off site. Medium populations of local importance restricted to part of site where <u>management suitable</u> .
Hedgerows	June 2015, June 2018	Of local (beyond site) importance with H1, H5, H12, H15 and H17 species rich.
Other habitats	Arable, grassland, scrub, trees	Low (site level) importance

I have picked up below on matters where further details are required in order for the application to comply with biodiversity policy.

Non-statutory designated sites

The EA concludes the development will not lead to impacts on surrounding County Wildlife Sites (CWS). Most CWS identified in the report would necessitate a longish walk from the

development or would be accessed by car. On its own the development would probably not lead to significant harm to these. Harnham Hill Slope on the other hand lies adjacent to the development and forms a 3.5 km walk from the proposed housing. A sizeable proportion of dog owning residents may therefore be expected to access it through the proposed country park on a regular basis. Urban woodlands also become a focus for children and young people to make camps, fires etc and these activities have led to widespread loss of ground flora and removal of dead / live wood at woodlands near other development sites in Wiltshire. The proposed 640 dwellings increase the risk of such activities at Harnham Slope and the potential for negative effects is exacerbated because the woodland is on a steep slope making vegetation very fragile. The EA fails to fully examine this issue and the potential loss at Harnham Slope does not appear to have been taken account of in Appendix EDP14. I recommend this is taken account of in the 'Biodiversity Impact Calculator' and the need for further measures to offset ecological harm is considered.

On a non-ecology matter, the Chalk Pit SSSI which lies immediately adjacent to the development has very steep, high, crumbling chalk sides. I know that I've been able to get through the fence in the past so I suggest it will be important for reserved matters applications to demonstrate that fencing along the development boundary is robust enough to prevent people (children) getting through.

Habitats and species

Only one significant hedgerow will be lost, H12 which is a species rich hedgerow along the north side of the Netherampton Road. The length of hedgerow to be removed is not specified but it seems from aerial photos it will be approximately 450m. I note the 'Biodiversity Impact Calculator - Linear Features' does not tie in with this, i.e. it identifies there will be no loss of hedgerows of moderate condition and that 397m of hedgerow of poor condition will be removed. I would be grateful for further clarification on how the calculator was used. It would help to have a map of where the moderate and poor hedgerows are located and which are to be removed.

Hedgerow H1 lies along the site's western boundary. This is one of only 5 species rich hedgerows across the site and this boundary also had significant numbers of bats recorded along it. The Parameter Plan Land Use Rev B does not include a buffer for H1 and therefore there is a risk that subsequent reserved matters applications do not adequately protect H1 and allow sufficient space for it to be managed, kept dark and extended as a habitat corridor. I therefore request the plan is revised to incorporate at least a 10m buffer for the entire length of the western boundary with the Sale Rooms and the Football Ground.

Likewise the eastern boundary with In-excess, Booker Wholesale and Armishaws also needs to incorporate a buffer on account of the many bat records and it being a core area for the reptile population. I am aware of a main sett just offsite next to the electricity station on land with permission for 82 dwellings. This isn't mentioned in Appendix EDP9. Presence of this sett further justifies the need for a 10m buffer zone to be set aside on the eastern boundary.

I note and support the locations and proportions of chalk downland grassland and wildflower meadow grassland shown on the Illustrative Landscape Strategy and referenced in

Appendix EDP14. The applicant should note that to achieve chalk downland, the Council will be looking for existing topsoil to be stripped to ensure the nutrient load of the arable farmland is adequately reduced to allow this habitat to establish successfully. Storage of some surplus chalk may be feasible in the country park. This may have implications for spoil disposal and phasing which the developer will need to address in reserved matters applications.

I welcome that SuDs will be multipurpose and will be designed to deliver biodiversity benefits.

Conditions

Water efficiency – As set out in the MoU

CEMP - I recommend a bespoke condition

LEMP - I recommend a bespoke condition

Landscaping proposals

I recommend WC1 (Approval of landscaping before commencement) and WC2 (Landscaping to be carried out and maintained) are used and consideration is given to WC3 (landscaping to be phased)

The wording of WC1 to be modified to ensure that details of how new planting and habitat creation identified in the Ecological Appraisal will be designed and delivered. The plan should also include the location, number and design of bat and bird boxes.

S106 Agreement

To include setting up a Management Company with responsibility for implementing the LEMP.

Wiltshire Council Education

Early Years

Where an existing off-site Early Years facility is to be extended or upgraded, the Early Years cost per place multiplier will be used to calculate a contribution. Where the development creates a requirement for a new on-site Early Years facility the developer will be expected to pay the full cost of construction, including design fees and charges and provide the site free of charge. The accommodation requirements will be calculated by reference to Building Bulletin 99 and to the Sure Start Guidance. The specification will also need to comply with current Council design, build and space requirements, meet best practice for the type of facility and Government advice on design and environmental issues. This would also apply if it was agreed that the developer could provide the additional accommodation in kind rather than make a financial contribution, this is £17,522.00 per Early Years place.

Early Years Provision Place Cost Multiplier

Early years provision (3 – 4 Years) are most efficiently organised in groups of 8 children and 2-year olds in groups of 4 (this derives from statutory staff to child ratio). Taking the groups

across the age ranges and 40% provision for 0 - 2-year olds, this means that Early years provision built in Wiltshire is built in blocks of 40 places.

The Council has tracked the actual number of children arriving in Early Years settings and Wiltshire schools from a variety of different sized housing developments over 10 years. From this it has calculated pupil product figures which it uses as the basis for estimating the number of nursery, primary, secondary aged children likely to come from future housing developments. These figures are:

0.04 per dwelling for 0-2-year olds (4 per 100 dwellings)

0.09 per dwelling for 3-4-year olds (9 per 100 dwellings)

The planned increase in housing will increase the demand from parents requiring more affordable childcare/early years education in Salisbury. The section S106 money would not only provide money to help ensure that there is sufficient childcare/early years education in Salisbury to meet the local community's needs, it would also help ensure that parents can access the free entitlement grant which is a statutory function of the Local Authority to provide sufficient places.

The calculation to fulfil the statutory duty of provision of 15 hours for all 3- and 4-year olds and for 40% of places for two-year olds is as follows. The totals are currently divided by two as each place can be used by two children having 15 hours a week free education giving a total used of 30 hours each week. From September 2017 children of working parents will receive 30 hours of Free education rather than the current 15 hours.

The Assessment:

ASSESSMENT OF: 640 units – no mix supplied, so 40% affordable housing element has been assumed = 256 units.

EXCLUSIONS/DISCOUNTS APPLIED: 30% affordable housing discount applied to 256 units = 77 unit's reduction.

NUMBER OF PROPERTIES QUALIFYING FOR ASSESSMENT: 563

Number of units minus 30% for affordable housing 2year olds –

4 places per 100 dwellings 3- & 4-year olds-

9 places per 100 dwellings Total of places

Total

Divided by 2

Total required :

Numbers

563

23

51

74 £17,522.00 x 74 /2

Total requested: £648,0314

Alternatives are:-

- Land or building to be made available to either lease or sell to a nursery provider.
- An extension to a community building
- An extension to a school building if there is sufficient land available and does not impact on any school places.

PRIMARY ASSESSMENT DETAILS:

Primary provision within 2 miles safe walking distance of the development site:

- Aggregated capacities: 840 places.
- Aggregated Jan 19 census numbers on roll: 783 pupils.
- Aggregated peak forecasts/numbers: 783 pupils.
- In addition to this, current demand from new housing already registered/approved, requires a total of a further 35 places.
- So, at the moment there are 22 spare places available across this area.

PRIMARY CONTRIBUTION REQUIREMENTS: Current primary cost multiplier = £18,758 per place. *(Please note that as this figure applies to the 2018/19 financial year, it is due to be reviewed and updated shortly, for the 2019/20 financial year, and the latest multiplier will then apply to an S106 agreement. So, the contributions stated below are indicative figures only).

- There are currently 22 spare places available across the schools serving this part of Salisbury, and within 2 miles safe walking distance of this development site.
- So, these spare places can be offset against those required by this development: for option 1 = $198 - 22 = 176$ places still needed, and option 2 = $175 - 22 = 153$ places still needed.
- We therefore require a developer contribution towards the funding of those places that are not available i.e. for option 1 = 176 and option 2 = 153.
- Using the current cost multiplier of £18,758 per primary place (but please see note * above): option 1 = $176 \times £18,758 = £3,301,408$ and option 2 = $153 \times £18,758 = £2,869,974$ (both/either are subject to indexation).
- As a result of the lack of capacity available in this part of Salisbury, we also require a site for a new primary school, of 1.8ha to allow room for future expansion.
- Both the relevant financial contribution and the new primary school site will be secured by an S106 agreement to which standard terms will apply.

SECONDARY ASSESSMENT DETAILS:

Aggregated data for the three Laverstock secondaries and neighbouring Sarum Academy:

- Combined PAN years 7 – 11 total capacity = 3148 places. (This includes additional capacity to be provided at Sarum Academy that's already secured by S106s.)
- Combined Jan 19 Years 7 -11 number on roll = 2215 pupils.

- Current combined forecasts peaking at = 2597 in 2025 (includes approved housing completed/underway).
- This equates to 551 spare places being available across the schools.
- However, the latest total for additional places required by housing already registered/approved but not yet built out & so not yet in forecasts = 639.
- So, all spare capacity is already more than accounted for, and the Council is to make a phased expansion of capacity at Sarum Academy to meet the current shortfall in places.

SECONDARY CONTRIBUTION REQUIREMENTS: Current secondary cost multiplier = £22,940 per place. *(Please note that as this figure applies to the 2018/19 financial year, it is due to be reviewed and updated shortly, for the 2019/20 financial year, and the latest multiplier will then apply to an S106 agreement. So, the contributions stated below are indicative figures only).

- There is effectively no spare capacity across Salisbury at secondary level.
- As a result, the Council intends to expand Sarum Academy to provide substantial additional places plus implement a smaller scale expansion of provision on the restricted Laverstock secondary campus.
- We therefore require a developer contribution towards the provision of the full number of new secondary places that the development generates a need for i.e. on option 1 = 141 places and on option 2 = 124 places.
- Using the current cost multiplier per place of £22,940, (but please see note* above), option 1 = 141 x £22,940 = £3,234,540 and option 2 = 124 x £22,940 = £2,844,560, (both/either are subject to indexation).
- The relevant contribution will be secured by an S106 agreement to which the Council's standard terms will apply.

Wiltshire Council Highways:

The proposed development is currently being considered by the Planning Inspectorate for inclusion in the Wiltshire Housing Sites Allocation Plan. Notwithstanding this forthcoming decision, the Local Highway Authority have considered the impact of this development without prejudice.

The proposed development represents a mix of complimentary uses, with 640 dwellings, employment, local centre and land for a primary school. This mix of uses aims to maximise containment of trips within the site and this has been considered within the assessment carried out. With specific regard to the details submitted for these complimentary uses, the highway officer has requested further scrutiny of parking levels to be considered at reserved matters stage and confirmation that the school site will be served by highway maintainable at public expense.

Despite being relatively peripheral to Salisbury, the site is considered accessible to a variety of destinations and modes of transport, however this would be vastly improved through the implementation of the Salisbury Transport Strategy which aims to increase accessibility to sustainable modes of transport. Within the Strategy there is consideration of improved bus service provision, however direct consideration of the site-specific needs has resulted in a bespoke contribution being considered separate from proportional funding of the remainder of the strategy.

With regards to recognised and acknowledged localised congestion, the Salisbury Transport Strategy is designed to mitigate the impacts of development, including by that proposed, and the impacts of further background strategic growth. In this regard, to accommodate traffic growth and create network resilience to accommodate bus transit, the key junctions of Harnham Gyratory, Exeter Roundabout and Park Wall are planned for capacity enhancements within the strategy. Because these interventions are strategic in their benefit and of a cost that would significantly implicate the developments viability, it is not intended to directly link occupations upon the development and completion of the intervention works, but simply to link contribution scale and delivery against occupations.

This approach to the strategy's delivery may represent a concern to local residents but gives flexibility to the authority to implement the junction interventions against partial funding from the development and external funding sources. Should these external funding sources not become available then the authority may deliver alternative works to either directly mitigate car traffic from the site or maximise modal shift across the strategy area, creating 'headroom' for the development.

Regarding the access strategy for the development, the principal access is formed from a small to medium roundabout which has been shown to operate significantly within capacity, even through sensitivity assessment which precludes any containment of trips associated with the delivery of the employment and primary school. A secondary access is also provided to accommodate emergency vehicles and access by pedestrians and cyclists. A further access opportunity has also been requested by highway officers to link to the adjacent site which may improve bus penetration and reduce bus journey times.

With regards to further mitigation, the applicant has also proposed the implementation of a travel plan which will aim to ensure that the development commits to targets of sustainable mode share.

In conclusion, the highway officer recommends approval subject to conditions and a planning agreement to secure funding towards the Salisbury Transport Strategy, the delivery of an extended bus service to serve the site, highway access to the school and securing of the travel plan.

Conditions:

Notwithstanding the submitted details, the access strategy, including both primary and emergency accesses shall be subject of a full design audit and Road Safety Audit, with any changes to design agreed in writing by the LPA and implemented prior to first use.

Reason: To ensure a safe and efficient access strategy is delivered in the interests of highway safety and in accordance with Core Strategy Policy 60, 61, 62 and 64.

The detailed layout of the development hereby permitted shall not preclude the achievement of a sustainable highway link, to accommodate bus transit, to the adjoining site known subject of planning application reference 18/04067.

Reason: In the interests of permeability and connectivity of large residential developments and in accordance with Core Policy 60, 61, 62 and 64.

Notwithstanding the submitted details, revised details of Primary School and Employment parking accommodation shall be submitted with the relevant reserved matters application and approved in writing by the LPA. The parking accommodation shall thereafter be implemented in all respects in accordance with approved details and maintained as such thereafter.

Reason: To ensure appropriate levels of parking are provided in the interests of highway safety and in accordance with Core Policy 60, 61, 62 and 64.

The Local Highway Authority will discuss the potential for further conditions to be applied, which may address street scene, movement framework and design codes, however the implementation of these will be at the discretion of the LPA.

Informatives:

This recommendation is predicated by the engrossment of a Section 106 agreement to secure the following:

Contribution: £750,000 towards extending the R5 bus service to directly serve the development site.

Phased delivery of this contribution will be the subject of ongoing negotiation.

Contribution: £1,551,363 towards the Salisbury Transport Strategy

1. Improvements to Harnham Gyrotory (H01)
2. Exeter Street Roundabout (H02)
3. Park Wall junction (H09)
4. Netherhampton to Salisbury Cycle Improvements (PC09) and improvements to ped/cycle infrastructure between the site and Wilton.

Phased delivery of this contribution will be the subject of ongoing negotiation, however it is advised that the first tranche, made prior to first occupation, may be directed towards delivery of improvements at Park Wall.

School Site Section 38: The school site will be served by multi modal access links, including carriageway, footway and cycleway, which shall be subject of a Section 38 application. The Section 38 shall be sufficiently progressed to granting of a Part 2 Certificate, prior to first occupation of the school, whereby the road will function as a Highway Maintainable at Private Expense, thereafter progressing to full adoption at Part 3.

Travel Plans: Prior to first occupation of relevant land use, an appropriate Travel Plan shall be submitted to and approved in writing by the LPA. The Travel Plans shall be constructed in broad compliance with the Framework Travel Plan and include all measures therein in compliance with Core Strategy Policy 60 and 64.

Wiltshire Council - Housing Team:

Should this site be considered suitable for residential development in this location, and be brought forward by the appropriate planning processes, we can advise that the requirements in respect of Affordable Housing would be as follows:

Policy Requirements:

Core Policy 43 of the Wiltshire Core Strategy (as currently amended by the National Planning Policy Framework) sets out a requirement for 40% on-site affordable housing provision on all sites of 10 or more dwellings within the 40% Affordable Housing Zone. There is therefore a requirement to provide 256 affordable units within a scheme of 640 dwellings. This would meet the policy requirement and would assist in addressing the need for affordable housing in Salisbury where there is a high level of demand for both affordable rented and shared ownership housing.

Tenure Mix:

In order to meet need the affordable housing units should be provided with a tenure mix of 60% of the units (154 units) being for Affordable Rented housing, and 40% of the units (102 units) provided for Shared Ownership.

Unit Size Mix:

Core Policy 45 of the Wiltshire Core Strategy states that housing size and type will be expected to reflect that of the demonstrable need for the community within which a site is located. There is currently a need for all sizes of affordable accommodation in Salisbury.

An indicative mix which would reflect current need would be:

Affordable Rented 60% (154 units):

30% (46 units) - 1 bed / 2 person flat/house/bungalow

40% (62 units) - 2 bed / 4-person house/bungalow

25% (38 units) - 3 bed / min 5-person house

4% (6 units) - 4 bed / min 6-person house

1% (2 units) - 5 bed / min 8 person house

Shared Ownership 40% (102 units):

65% (66 units) - 2 bed / 4-person house

33% (34 units) - 3 bed / min 5-person house

2% (2 units) - 4 bed / min 6-person house

There is also a demonstrable need for adapted housing in Salisbury. It is therefore requested that 10% of affordable units (26 units) are provided as adapted units in order to help meet this need. The adapted units should be provided as a mix of unit sizes of the affordable rented accommodation to meet demonstrable need.

We can advise that the current demonstrable need is highest for adapted ground floor flats / bungalows which would need to be built to Building Regulations M4(2) standards and provided with a level access shower. However, it should be noted that there is also current need for 3 bed and 4 bed adapted units.

NB: The Affordable Housing tenure mix/unit sizes would need to be confirmed at the time of any Reserved Matters planning application(s) in order to ensure it is still reflecting the current demonstrable need.

Minimum Size and Design Standards:

Affordable housing in Wiltshire is expected to meet high standards of design and quality, to be visually indistinguishable from open market housing, and to be evenly dispersed, in small clusters, of no more than 12 to 15 units, within mixed tenure developments.

Please note that flats over commercial units or garages are considered unsuitable for affordable units and that flats with 2 or more bedrooms should only be provided at ground floor level.

In order to ensure that the Affordable Housing units are eligible for inclusion in Homes England's Affordable Housing programme, we would advise that all affordable homes are built to meet at least 85% of the Nationally Described Space Standard (NDSS) relevant to the dwelling type and minimum person criteria.

The affordable homes do not require garages/car ports but do require sufficient parking bays as per current policy guidance - ie: 1 x parking space for each 1 bed flat, 2 x parking spaces to be provided for each 2 or 3 bed unit and 3 parking spaces for each 4-bed house— and preferably with in curtilage/designated parking bays for houses rather than parking courts.

Transfer to Registered Provider:

The affordable dwellings will be required to be transferred to a Registered Provider, approved by the Council, on a nil subsidy basis. It is strongly recommended that the applicant makes contact with Registered Providers as soon as possible in order to discuss the best option for the affordable dwellings. A list of Registered Providers who work in partnership with Wiltshire Council can be provided on request.

Nominations:

The Local Authority would have nomination rights to the affordable dwellings; secured through a S106 Agreement (a draft S106 document is normally provided by the Local Authority in order to meet the required format).

Wiltshire Council Landscape Officer

I can confirm that I have reviewed the documents submitted relating to landscape and visual effects. They have been prepared following current best practice and guidelines and I concur with the findings and conclusions of the assessment.

I was consulted by the applicant's landscape team prior to the submission to agree view points and photomontages for the LVIA. They have also considered the landscape advice offered at pre-application stage.

While it is acknowledged that there will be some landscape and visual harm as a result of the development it is not significant or far reaching. It is also noted that there will be no direct impact on the AONB and its dark skies.

Wiltshire Council Open Space Officer:

R2 requirements as follows:

The casual and play elements can be satisfied on site.

The youth and adult contribution would be £289,152 to be spent on the Sarum Academy 3G Artificial Turf Pitch project and /or any other leisure /recreation projects within the vicinity of the development.

Wiltshire Council Public Protection:

Air Quality

The findings of the submitted Air Quality Assessment are noted. The mitigation offered is also supported in particular EV charging points for all units.

A section 106 contribution in respect of local air quality projects associated with the Salisbury AQMA should be requested in accordance with calculations below:

Trigger Tariff	
Area in AQMA 25 or more units of accommodation	
Gross retail area	£11.325/unit*
£1.51/sq metre***	
Non AQMA area	50 or more units of accommodation
Gross Retail Area	£5.66/unit**
£0.75/sq metre	

*Based on average unit area of 75m @ 15.1p/m sq

** Based on average unit area of 75m sq @ 7.55p/m sq

*** taken from the Air Quality Costs Schedule that forms part of the supporting information to the council adopted SPD on Air Quality

Based on the above we would require a s.106 contribution of £11.325 x 640 = £7248.00

We are concerned about development to the south of Salisbury potentially exacerbating existing areas of air quality concern, however the submissions for this application do not warrant objection.

Construction

The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction programme;
- iv. Site working hours and a named person for residents to contact;
- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust and noise mitigation including management plans;
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.

There shall be no burning undertaken on site at any time.

Construction hours shall be limited to 0730 to 1800 hrs Monday to Friday, 0730 to 1300 hrs Saturday and no working on Sundays or Bank Holidays.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

Contaminated Land

The findings of the submitted ground investigation report are noted.

There does not appear to be any pervasive contamination present at the site. There was a pile of fly tipped waste observed that contains asbestos containing material and as such it should be removed in accordance with HSG210 'Asbestos Essentials'. This can be added as an informative as a contaminated land condition does not appear to be warranted.

Odour

I have read the attached odour assessment report and noted its findings. Including those reproduced below from the executive summary:

Any potential for odour impact upon new dwellings is likely to be unwelcome by new residents and the manner in which a 'slight adverse impact' would be received by residents cannot be predicted. The market operates for only two days a week at present however should this change then odour impacts and perception thereof could worsen.

Observations of moderate adverse odour impacts within the report are a source of concern.

The observed moderate adverse effects of odour from the livestock market were based upon an observed wind direction of 270 degrees.

Given the potential wind directions based upon the wind rose in the submitted report there is potential for wider moderate adverse odour impacts from this moderately offensive odour source, within the west to north west region of the development (approximate extent shown below on DC polygon) and as such residential development is not supported in this region. Instead some form of landscaping/POS may be a better use of this region of the site.

The report also identifies that odours were barely detectable at 300m from the sources (see extract below) and as such this could be used as a planning distance for high sensitivity development in proximity to the livestock market subject to a development layout being agreed with the LPA and the applicant's odour specialist.

A more detailed odour assessment would be required in order to delineate the extents of a region which would effectively be an odour buffer.

Lighting

It is not clear what external lighting schemes may be associated with school and employment development and as such a condition is recommended:

Noise

The findings of the submitted Noise Planning Report are noted. It provides a framework of standards and guidance that relate to noise and its effects upon the range of uses proposed at the development. Development must be undertaken in accordance with the requirements of the report.

In terms of the proposed front rank of housing facing the Netherhampton Road this for purposes of PRO PG is regarded as a barrier rank and as such the internal layout of habitable/sensitive rooms must reflect this rather than rely upon forced ventilation systems and potentially unopenable windows.

Details of all plant at the development must be submitted to the LPA prior to construction and a condition relating to this is recommended.

Wiltshire Council Spatial Planning

The site that this application refers to is allocated for residential development for approximately 640 dwellings in the Draft Wiltshire Housing Site Allocations Plan (WHSAP). The current adopted Local Plan, the Wiltshire Core Strategy (adopted January 2015), defines where development in Wiltshire will be the most sustainable across all of Wiltshire's settlements. Salisbury, as a 'Principal Settlement', is a strategically important centre and a primary focus for development that will safeguard and enhance its strategic role as an employment and service centre. It should provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting its economic potential in the most sustainable way to support better self-containment.

The Core Strategy's Delivery Strategy (Core Policy 2) seeks to reduce the need to travel and help redress the imbalance between jobs and homes, particularly at the Principal Settlements. This policy allows for additional sites outside of settlement boundaries to come forward through subsequent site allocations plans such as the WHSAP, to ensure the delivery of housing land across the plan period in order to help maintain a five-year land supply and to meet the housing requirements of the Salisbury Community Area Spatial Strategy (Core Policy 20).

The WHSAP is now at a significantly advanced stage – public examination hearing sessions were held in front of an independent planning inspector in April 2019 and his post hearings findings and advice were received by the Council on 10th June 2019. These findings and advice confirm the inspector's agreement of the inclusion of Policy H3.1 Netherhampton Road, Salisbury, the subject of this outline planning application, subject to Main Modifications. As a result, the Council is currently consulting on a Schedule of Further Main Modifications until 25th October 2019 which can be found at <http://www.wiltshire.gov.uk/planning-housing-sites-examination> – these Main Modifications, together with the Proposed Changes consulted on in September – November 2018 and December 2018 – January 2019 and the submission draft WHSAP should be referred to in making a decision on this application. These documents list a number of requirements which must be met by any planning application on this site. Spatial planning would wish to support this application if all of these policy requirements for this site have been met.

Environment Agency:

No objection to the application, but please include a condition relating to water efficiency if approval is granted.

Highways England:

No objection, subject to appropriate developer contributions;

Highways England previously provided a formal response in respect of this application dated 21 October 2019. At that time it was recommended that the application not be approved for a temporary period of 3 months, to enable further investigation of the potential mitigation options at the A36T Park Wall junction to prevent potential blocking back onto the A36T eastbound from the right turn lane to Netherhampton Road, during the evening peak hour.

TPA provided a further technical submission (Technical Note 8 (TN8)) dated October 2019, setting out potential options for improvements to the signal operation at the junction, including switching on MOVA at this location and installing an additional MOVA loop in the A36T right turn lane. TN8 confirms that the applicant is willing to provide the necessary contribution to implement both options.

A Highways England Signals Engineer has reviewed TN8 and the current performance of the junction. The Engineer has confirmed that MOVA is currently operating at the junction and it is their view that this appears to be operating well, even in the congested peak hour period. However, there would be merit in further reviewing the MOVA timings to ensure these are operating as effectively as possible.

The Engineer also confirmed that in their professional view, it is unlikely that the implementation of an additional loop in the A36T right turn lane would provide a benefit to the performance and operation of the junction.

Whilst it remains our view that the scale of development flow impact at the A36T Park Wall junction is significant, the existing highway constraints at the junction mean that it is challenging to propose proportionate mitigation works that will provide a perceptible performance benefit.

In agreeing the transport evidence base supporting the Local Plan strategic allocations, Highways England accepted that the introduction of measures identified within the Salisbury Transport Strategy (STS) would deliver the necessary mitigation to offset the impact of planned development on the SRN.

It will therefore be important for the applicant to commit to the provision of sustainable travel measures, consistent with the Local Plan policies and STS, and secured through a Travel Plan and Section 106 agreement to ensure that the development makes a proportionate contribution towards the delivery of these measures. Delivery will need to be appropriately phased as stages of development are brought forward, and we would welcome further engagement with the relevant parties to ensure the timely delivery of mitigation measures as the development is realised.

Highways England would also welcome ongoing discussion with the Council to identify future potential improvement options for the A36T Park Wall junction.

Recommendation

Given the above, Highways England recommends that a proportionate developer contribution is sought by Wiltshire Council towards the Salisbury Transport Strategy, particularly sustainable transport measures that will help to manage demand at the A36T Park Wall junction.

Natural England:

Green infrastructure. We note that the extent of the development is significantly reduced compared to the redline boundary in the draft site allocation plan, which appears (to judge

from the design revisions as shown in the Design and Access Statement (P25 January 2019) to be at the expense of the green infrastructure associated with the development. . We would welcome a return to the earlier extent in terms of green infrastructure. If this is not possible, widening the buffer between the development and the countryside would make the buffer more functional. I estimate it to be about 20m wide or about the canopy width of a single mature tree. Any increase would be an improvement, from landscaping, recreation and wildlife perspectives.

One logical change to the layout would be to incorporate the area marked in yellow on the attached map into the country park, as it would appear to be unviable as an arable field, and would bring the public rights of way adjoining it into the country park area.

A second, and more significant improvement in terms of green infrastructure would be to secure a link from the west of the site to the Roman Road even if it is merely an unsurfaced footpath, though ideally this would be of a higher quality. Failure to achieve this would permanently deprive 640 households of access to a high quality circular walk into the wider countryside, help with the health agenda, and avoid directing walkers along the busy main road to access this right of way.

Biodiversity. We very much welcome the analysis of net gain in the Ecology Appraisal (5.41 and Appendix EDP 14). That said, we have a couple of concerns regarding this analysis.

1. It is not clear where the areas used in the calculations are. Maps showing the before and after locations of the habitat categories are needed to have confidence in the figures used. We advise you request that maps are supplied.
2. We are unclear re the underpinning assumptions re the matrix were made in the absence of information re grassland management. However, we question whether the bulk of the country park will become good quality calcareous grassland within the target time frame of 15 years with any certainty. Soil phosphate levels of ex arable fields make achieving good quality chalk grassland challenging at the best of times. My experience of (say) the country park south of Amesbury is that around 8 years post initial impacts, the bulk is (at best) "Grassland: Other medium distinctiveness grassland". Re categorising it as that in the analysis, reduces a net gain of + 34.25 biodiversity units to + 2.36. Far greater clarity is needed in how this land will be managed post development, and how this is secured.

These matters become less significant if the extent of green infrastructure is increased.

As a minor refinement to the country park area, we advise that the southern edge has some woody planting along it to allow some linear connectivity between the woodland to the east, and the landscape buffer area to the west, as per the green dashed line on the attached map.

We note that para 5.50 and 5.56 of the Ecological Appraisal recommends that bird and bat boxes should be incorporated. We advise this should be conditioned at a suitable stage, at a rate of an average of 1 per dwelling, within the built structure.

Habitats Regulation Assessment. We advise that, as with all applications for additional residential development discharging ultimately to the River Avon SAC, a Habitats Regulation Assessment is undertaken.

Wessex Water:

Existing Sewerage Infrastructure

Foul flows from the Netherhampton / Harnham catchment are conveyed via a network of sewers and pumping mains to an existing 375mm public foul sewer which crosses the Rivers Nadder and Avon to join the sewer system serving central Salisbury prior to discharge at the sewage treatment works at Petersfinger. Predicted foul flows from a development of this size will represent a significant increase in foul flows within this catchment.

Proposed Sewerage

The site must be served by separate systems of drainage.

Foul Drainage

A size for size connection to the public foul network in Netherhampton Road can be agreed for foul flows. It is likely that the proposed development will require a connection greater than 150mm and therefore the nearest point of connection would be the 300mm sewer at MH SU1229 7101.

There is limited available capacity within the downstream foul sewer network and upon grant of planning, Wessex Water will undertake sewer modelling of the receiving foul sewers to consider the impact of the additional flow.

We will need to work closely with the developer and the planning authority to ensure that we can plan design and construct any necessary improvements to accommodate permitted development. Wessex Water will need a suitable period once outline planning consents are secured to develop a detailed design and construct any network upgrades. Prioritising and programming these works will require consultation with all stakeholders to ensure that capacity improvements can be delivered to match the rate of development.

It is important that we are kept informed of proposals and programme at all stages of the planning and development process so we may review and plan as necessary.

Surface Water Drainage

Surface Water to be disposed of in accordance with Building Regulations Hierarchy and NPPF Guidelines and should be directed to local land drainage systems. Points of disposal and maximum discharge rates are to be agreed with the Lead Local Flood Authority with supporting flood risk measures.

Surface water connections to the public foul sewer network will not be permitted.

Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

Water Infrastructure

There is limited capacity in the local water network to supply a development of this size. A size for size connection can be agreed to the water network and upon grant of planning, Wessex Water will undertake network modelling to consider the impact of the additional demand. We will need to work closely with the developer and the planning authority to ensure that we can plan design and construct the necessary improvements to accommodate permitted development.

8. Publicity

Over 250 representations have been received raising the following issues

- A) Concern that the local road system cannot cope with the amount of traffic produced. In particular the Harnham Gyratory which is decades old. The roads are already too congested. Considers that Harnham Road, Wilton Road and Southampton road will become gridlocked.
- B) Salisbury needs a bypass from the A36 at Stapleford linking with the A360 before splitting off at the Avenue and coming through this site linking with the hospital relieving congestion and potentially saving lives. Not this development.
- C) Consider that changing the traffic lights on Wilton road will not solve the problem of long queues that already develop. A travel plan and travel plan co Ordinator will not resolve the issues.
- D) The site does not provide easy access to a park and ride site thus increasing traffic through the already congested Harnham Gyratory and Park Wall junctions.
- E) The indicative layout would preclude the construction of a Harnham/Relief Road/Brunel Link. Even though the 2002 application was withdrawn, this route should be safeguarded from development for the foreseeable future as it is a solution to ridding the city centre streets of Churchfields HGV traffic and no other feasible alternative has ever been promulgated.
- F) A new school on the site will increase the number of cars in Harnham as non-residents will drop their children off at the school. This is not the right location for a school.
- G) There should be a proper cycle and walking route into Harnham with a crossing. Such Cycle routes should be to key destinations within an 8Km radius such as Salisbury district hospital.
- H) Wiltshire Council should consult with the South Western ambulance service on this proposal.
- I) The Framework Travel Plan seems very unlikely to succeed in reducing car journeys since minimum parking standards are proposed. When parking is freely available, and situated close at hand, it becomes much more difficult to persuade people to use more sustainable means of travel.
- J) Salisbury's streets are already choked with traffic. Any development that brings more traffic to the city centre is detrimental to the fabric of the city and increases air and noise pollution.
- K) The village of Quidhampton already suffers from significant amounts of traffic travelling through it at speed this will increase with this new development.
- L) The site has been identified in documents submitted to the council as capable of accommodating 1100 homes, not 640, and the DPD inspector has stated in his initial post-hearing advice that evidence supporting the need for employment land on the site is "weak" and that this requirement by the council should be deleted. Hence it seems likely that this will become a much larger, two-phase housing development, in which case the whole site should be master planned in one go.
- M) Request for the consideration of Swift bricks to be incorporated into the development which would help meet net gains in diversity as required by core policy CP50 and the NPPF para 170 (d) swift bricks are suitable for other species such as house sparrows, blue tits and great tits.

- N) A specific monetary contribution should be sought to extend the existing R5 bus service to the rest of the site and travel packs provided for each household. Bus routes should be 7.5M wide and high-quality bus shelters should be provided.
- O) There are no facilities on this side of Salisbury to cope with this amount of housing. There are not enough Doctors and our hospitals are overstretched.
- P) There are not the amount of jobs in Salisbury to cope with this size of development.
- Q) Concern is expressed about the environmental impact of the proposal and noise from the proposed building works and the traffic generated.
- R) The consultations that have been done with the public have all had negative responses. No one who lives in Harnham or the surrounding area wants these homes so why are Bovis continuing to force the issue?
- S) Not only are they building on a beautiful area but are covering the chalk pit too which everyone is aware locally is a great place, one of the few in Salisbury, where kids can safely ride their bikes, go sledging in the winter and generally hang out, how can the council allow for this to be removed too?
- T) Concern is expressed about the increased pollution from the additional vehicles. The NHS website says there is increased risk of dementia from living on a main road.
- U) Extra traffic will impact on quality of life to existing residents to such an extent that human rights will be affected.
- V) Sewerage system backs up in heavy rain and cannot cope with existing load.
- W) The drainage proposals are inadequate.
- X) Concerned about the loss of the green fields in this part of Salisbury.
- Y) There have been enough new housing estates around Salisbury in the last 20 years.
- Z) Local Bees will be affected by the loss of oil seed rape.
- AA) The council waste already cannot cope with the amount of waste and fly tipping will inevitably increase.
- BB) Salisbury has a great historical and cultural heritage, but it certainly lacks modern-day recreational opportunities and spaces for its growing population. Small and sparse play areas within new housing estates do not fill this void. The city is crying out for a leisure and entertainment complex with perhaps cinemas, restaurants, a proper bowling alley and more. What Salisbury does not need is another 640-houses-worth of residents who live in the vicinity but are practically forced to work and play elsewhere due to lack of opportunities nearby.
- CC) The development will impact on the landscape around Salisbury and will be an eyesore.
- DD) there is no point building new housing unless it is affordable for young people and those of working age who are on average salaries.
- EE) The application is premature as it has not been decided by the planning inspector yet.
- FF) This application should not be considered in isolation. This developer wishes to erect another 100 homes on the fields opposite this site and the cumulative impact on the roads, and in terms of floodwater drainage, should not be glossed over.
- GG) We have had no indication of what the "local centre" will contain. If new residents are not to be forced to cross the city, creating more road journeys, to access our already oversubscribed doctors' surgeries, it will surely have to include a medical practice, and not just a One Stop-style grocery shop.
- HH) WC should be asking for contributions towards secondary schools rather than building a new primary school.

- II) What are the proposals to ensure that the development has a zero-carbon build?
- JJ) this is a green field and an important setting for the cathedral from this direction. The development will not only be visible from the immediately adjacent footpath network but will adversely interrupt these long-distance views to our most important heritage asset. The houses will extend too far up the contour disrupting views and damaging our important green edge. All of the existing development here, including large industrial units, currently nestle into the Harnham slope. This will ride rough shod over this and carve into the landscape with boring urbanised nobby houses that really will be a blot on the landscape and not at all reflect its currently rural character/setting. Not to mention destroy invaluable habitat for deer, bats, badgers, foxes, owls, and a whole host of other wildlife.
- KK) Proposal would result in the loss of good quality agricultural land.
- LL) We need to plant more trees to save our planet! Not small garden trees but large oak trees etc. This is our children's future and we must act now. Use brown field sites for houses - along the railway line in Churchfields, flats in all the empty buildings in the town centre.
- MM) The development will cause further light pollution and spoil the vista along the hillside from both north and south aspects.
- NN) The city of Salisbury is one of the few thirteenth century bastides built in England. France in many areas has hundreds, often created by the English, and well-preserved and protected. In Salisbury, already, in the 1930s and 1950s, eminent historians, such as RLP Jowett, were voicing concerns about the sacrilege of Salisbury's urban town planning, which consisted largely of urban sprawl, spreading around the ancient city without any coherent cultural understanding of the Cathedral and its Close, or of the bastide. The sprawl of the 640 houses, which it is proposed will be built adjoining Netherhampton and Harnham, near to the rivers and above the ancient water meadows, would suggest that little progress has been made in understanding the site of this unique city, and the proximity of the Conservation Areas of Netherhampton and Harnham.
- OO) Considers proposal should not be considered before the Salisbury neighbourhood plan has been completed.
- PP) Questioned why the site boundary is drawn more tightly than in exhibition panels could these not be enlarged to include larger areas of greenspace
- QQ) Livestock Market considers that Any new development will make trespass onto our site very much more likely leading to vandalism, theft, fly tipping and general inconvenience.
- RR) it will destroy the separation zone between Wilton & Salisbury leading eventually to one large conurbation as Salisbury.
- SS) Concerned that Foxmore Drove at its Northern end is too narrow as shown on the indicative plans.
- TT) It is essential that earthwork drawings are submitted and approved in advance to avoid the issues experienced with the Riverdown development in Laverstock & Ford on the northeast side of Salisbury.
- UU) Concern about the number of architectural styles that might be used in the new development.
- VV) There should be restricted working hours for construction on this site if it goes ahead.

9. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

9.1 Principle of development

The development plan in this case is the adopted Wiltshire Core Strategy and saved policies from the former Salisbury District Local Plan. Currently, in the adopted development plan, the site lies outside of the limits of development of any settlement. However, it is a significant consideration that the site is proposed as an allocation for development of approximately 640 dwellings in the Wiltshire Housing Site Allocations Plan. This Plan has been through an Examination in Public where the Inspector considered objections to the proposal and subsequently wrote to the Council on the 10th June with his post hearing findings and advice. Although the detailed report of the Inspector has yet to be received, the findings and advice of the Inspector confirm his agreement to the inclusion of Policy H3.1 relating to the allocation of this site for development, provided that it meets the main modification requirements to the policy that he has recommended. These findings carry considerable weight in the decision-making process. If the Inspector had considered the site to be unacceptable in principle, then he would have recommended the deletion of the policy and proposed allocation (as he has at a site in Warminster). If the current proposal therefore meets the main modification requirements, then it is considered that this should be given very significant weight in the planning balance.

The main modification requirements for this site are identified by the Inspector as –

- **sensitively designed vehicular access from the A3094 Netherhampton Road with minimal signage and lighting to ensure views of Salisbury Cathedral spire are not subject to unacceptable harm.**

The proposed new roundabout is considered to meet this criteria, as shown on the plans and any lighting to this roundabout is controlled by condition to ensure that it is the most sensitive type that will comply with highways safety.

- **measures to positively support walking, cycling and public transport use between the site and Salisbury, including improvements to bridleway NHAM10;**

The developer has introduced various measures in this respect and they are outlined under the sustainable transport section below

- **at least 1.8ha of land for a two-form entry primary school along with playing pitches;**

This is proposed as part of the development and will be secured via the legal agreement prior to planning permission being granted.

- **a local centre of an appropriate scale to provide local access to services and facilities;**

A local centre (to include a shop) is proposed as part of the development and will be secured by condition.

- **a Country Park of at least 10ha in size, located in the east and south of the site, with associated parking and facilities, provision of strategic landscaping and appropriately located public open space and green infrastructure throughout the rest of the site.**

A Country park of 10 hectares is proposed along with strategic landscaping. The management of this will be via a management company and controlled by condition.

- **design and layout to be guided by appropriate heritage and archaeological assessments**

The applicant has carried out both heritage and archaeological assessments which have guided the development (see below)

development to be located below the 75m contour.

All built development as part of this scheme is to be located below the 75M contour line.

provision made for transport network improvements necessary to accommodate the scale of development envisaged, as identified through a comprehensive transport assessment

Significant investment in the Salisbury Transport Strategy is proposed as part of this development

on or off-site healthcare capacity to meet the needs created by the development

The developer is proposing a contribution to healthcare facilities locally which is likely to be spent on a new surgery site when one is found to amalgamate the three existing practices in Salisbury City Centre.

measures to safeguard the interest of Harnham Hill Chalk Pit SSSI and Harnham Slope County Wildlife Site

This is included in the Ecological assessment.

a Flood Risk Assessment (incorporating an assessment of the predicted effects of climate change) and comprehensive drainage strategy to inform site layout and

design of the site so that surface water is controlled and does not exacerbate flooding off site.

The applicant has submitted a flood risk assessment as part of this proposal to which the Environment Agency has not objected and the site is not in an area at risk of significant flooding.

measures to protect the integrity of the River Avon SAC, with regard to phosphate discharge into the River Avon and its tributaries. This will be informed by appropriate survey and impact assessment;

This matter is covered in detail in the section on ecology below.

provision made for improvements to local sewerage systems, informed by a water infrastructure capacity appraisal; and surface water management, to include comprehensive surface water drainage measures (including a sustainable drainage system), that achieves equivalent or better than current greenfield rates of run-off.

This is covered in the drainage section of the officer report below.

9.2 Housing Land Supply

It is a material consideration that the Council's Housing Land Supply Statement demonstrates that the South Wiltshire and Salisbury Housing Market Area within which this site is located lacks a five-year housing land supply. Granting planning permission for a site of this scale would make a material contribution towards increasing the housing land supply in this Housing Market Area as well as providing a significant economic boost to Salisbury with this multi-million-pound development. This is a material consideration which attracts significant weight in the planning balance.

9.3 Ecology

The proposed development has the potential to affect nature conservation and ecology issues at the development site. Building on farmland is likely to displace some wildlife despite the land currently being used for agricultural purposes. It also has the potential to have effects across a wider area as a result of increased people and vehicular movement.

Core policy 69 seeks to protect the River Avon Special Area of Conservation and one of the ways that this can be helped is through water efficiency measures. Developers will be expected to submit details of how water efficiency has been taken into account during the design of proposals. It is proposed that a condition can be imposed to achieve these water efficiency measures.

In order to avoid and reduce the potential environmental effects on water quality in the River Avon Special Area of Conservation, appropriate schemes of mitigation, including consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures, will be required to mitigate potential disturbance effects. A Construction Management Plan should also be submitted to the Local Planning Authority to

ensure measures proposed during construction are satisfactory.

As is noted in the ecologist's advice –

At the current time it is expected that phosphorus reductions for the period 2020 – 2025 will be delivered and paid for by Wessex Water as part of their Asset Management Plan. The plan has yet to be agreed by OFWAT - expected towards the end of 2019.

Work is progressing with Wessex Water to establish an online trading platform for purchasing phosphorus reductions. The quantum and spatial distribution of reduction measures will be matched against housing delivery on an annual basis with any shortfall being made up in the following year. At the current time the platform has not been set up and no phosphorus reductions have been purchased.

In view of this the Council's ecologist cannot conclude beyond reasonable scientific doubt at the present time that the proposal would not have an adverse effect on the River Avon SAC and therefore planning permission cannot be granted at this stage. However, given that it appears imminent that a resolution will be found, Officers are recommending that members agree to delegate the final decision to grant planning permission to the Head of Development Management once the Council's Ecologist can agree the necessary appropriate assessment relating to the issues surrounding the discharge of Phosphates into the River Avon. If no such agreement is reached within six months, the matter will be referred back to the Strategic Planning Committee.

Other ecology matters

The applicants have produced a comprehensive ecological assessment which has been informed by numerous surveys over a number of years through discussion with the Council's ecologist. However there are a couple of matters that need to be considered still further which include the effect on Harnham slope from dog walkers and other activities associated with the development and in this respect a condition is proposed that would update the ecological assessment and specifically the biodiversity impact calculator to take account of this.

Similarly whilst some hedges are proposed to be removed as part of this development these are generally of lower quality ecological value. Hedge H1 which lies adjacent the Livestock market however, is of high quality and it is proposed to have a buffer between this and the livestock market. (This would tie in with potential odour issues from the livestock market see below)

Natural England whilst not objecting to the application have raised a few matters of concern these being –

They would prefer that the green buffer shown around the edge of the consultation plans was reinstated or that the existing buffer strip is increased. Officers have been advised by the applicant that the reason the buffer strip is not wider is that there are archaeological remains in this area which the developer is keen to avoid disturbing and reducing this strip is

therefore a balance between not disturbing the archaeology and implementing planting in this area.

It has been requested that bird and bat boxes are put in throughout the development and this can be incorporated as part of a condition regarding biodiversity loss. (see conditions)

9.4 Highways

The amount of additional traffic that this development would generate has been one of the main concerns of objectors to this proposal. Vehicular traffic would exit this site from one main access onto Netherhampton road. (with a secondary access for emergency use only). This access would involve the creation of a new roundabout in order that vehicles could exit east or west.

Exiting east-ward bound vehicles would travel along Netherhampton road through Harnham to reach the Harnham Gyratory system where various main routes head south and west to places such as Bournemouth and Blandford. It is also the main route for traffic wishing to access Salisbury hospital.

Exiting westward bound vehicles would travel towards the main A36 trunk road and the Park Wall junction where there are traffic lights and a left hand turn only junction. The main A36 trunk road in this direction goes towards Wilton, Warminster, Bath and Bristol. It should be noted that there are two more minor turnings off the road in this direction leading towards Salisbury racecourse and into Quidhampton. It should be noted that the right hand turn into Quidhampton is used as a cut through as it is possible to drive through Quidhampton into Salisbury via Lower Bemerton and this is one of the main concerns of Quidhampton parish council (see above).

The applicants have prepared a full transport assessment to accompany this application and to assess the impact of traffic on this area if this proposal were to be built. They have considered the effect on both the Park Wall junction and the Harnham Gyratory as well as other main junctions around the Salisbury ring road. The conclusion of their transport assessment is that *“A local highway network assessment has been undertaken and demonstrated that, with mitigation in place, the proposed development does not have a material effect on the highway network. With the inclusion of the proposed sustainable transport strategy the effects of the proposed mitigation would be improved further.”*

The transport strategy has been assessed by the Council’s highway engineers and by Highways England and in respect of the proposed traffic the Council’s highways officer has stated the following –

“With regards to recognised and acknowledged localised congestion, the Salisbury Transport Strategy is designed to mitigate the impacts of development, including by that proposed, and the impacts of further background strategic growth. In this regard, to accommodate traffic growth and create network resilience to accommodate bus transit, the key junctions of Harnham Gyratory, Exeter Roundabout and Park Wall are planned for capacity enhancements within the strategy. Because these interventions are strategic in their benefit and of a cost that would significantly implicate the developments viability, it is not

intended to directly link occupations upon the development and completion of the intervention works, but simply to link contribution scale and delivery against occupations.

This approach to the strategy's delivery may represent a concern to local residents but gives flexibility to the authority to implement the junction interventions against partial funding from the development and external funding sources. Should these external funding sources not become available then the authority may deliver alternative works to either directly mitigate car traffic from the site or maximise modal shift across the strategy area, creating 'headroom for the development.'

In respect of the proposed improvements to the Harnham Gyrotory and other junctions £1,551,363 is to be secured towards the Salisbury Transport Strategy to help fund these works.

Highways England when assessing the impact of the proposal have stated the following –

Whilst it remains our view that the scale of development flow impact at the A36T Park Wall junction is significant, the existing highway constraints at the junction mean that it is challenging to propose proportionate mitigation works that will provide a perceptible performance benefit.

In agreeing the transport evidence base supporting the Local Plan strategic allocations, Highways England accepted that the introduction of measures identified within the Salisbury Transport Strategy (STS) would deliver the necessary mitigation to offset the impact of planned development on the SRN.

It will therefore be important for the applicant to commit to the provision of sustainable travel measures, consistent with the Local Plan policies and STS, and secured through a Travel Plan and Section 106 agreement to ensure that the development makes a proportionate contribution towards the delivery of these measures. Delivery will need to be appropriately phased as stages of development are brought forward, and we would welcome further engagement with the relevant parties to ensure the timely delivery of mitigation measures as the development is realised.

Both Highways England and the Council's highways engineer have therefore concluded that whilst traffic will increase as a result of this development, provided the proposed mitigation is implemented there would be no grounds for objection to the proposal on this basis.

Sustainable transport

The other key aspect to this proposal is the use of as many sustainable methods of accessing the site as possible. In this respect it is intended to extend the R5 bus service to the site. (The bus would run in a loop around the site).

It is also intended that there will be a footpath and cycle link to the recently approved Harnham Business Park site as well as the existing footpath, and bridleway links off site. Travel plans are also proposed by the developer for the development. The inclusion of a new

primary school on site and a local centre further helps to mitigate the impact of the development by decreasing the need to travel.

Local plan policies CP 60 - 62 consider the need to plan sustainably for development and to fully consider the impact on the local and wider road network of development. This development has been fully considered by both Wiltshire Councils own highway engineers and by Highways England and whilst a greater highways impact than is presently the case is anticipated it is considered that the mitigation proposed will ameliorate the impacts and that consequently there is no significant highway reason to prevent the development from taking place.

9.5 Affordable housing

The developer is proposing a 40% on site affordable housing offer to include both rented and shared ownership homes. This complies with the requirements of core policy 43 of the Wiltshire Core strategy which states that –

On sites of five or more dwellings, affordable housing provision of at least 30% (net) will be provided within the 30% affordable housing zone and at least 40% (net) will be provided on sites within the 40% affordable housing zone. Only in exceptional circumstances, where it can be proven that on-site delivery is not possible, will a commuted sum be considered.

The proposal satisfies the requirements of local policy and the NPPF to provide the appropriate affordable housing and this will need to be ‘pepper potted’ throughout the site when the reserved matters submission is made. There will be a need to secure the number and tenure of affordable homes on site which can be secured by legal agreement which is included in the officer’s recommendation at the end of this report.

9.6 Landscape issues

Landscape issues are important to this site as development here has the potential to be very prominent and part of the site (to the south) is located within the special landscape area for Salisbury which is covered by saved policy C6 of the former Salisbury District local plan.

The landscape around Salisbury is situated in a hollow (or bowl) where five rivers meet and as such for many years the various planning authorities have tried to prevent development up the sides of the valleys within which Salisbury sits from having an adverse visual impact and whilst this is becoming increasingly difficult as those areas of the valley floor that are not prone to flooding are built up, it is still important to protect the valley sides as far as possible. This development is situated on the valley side and rises up to the rear and south and therefore it is important to protect this rear part of the site.

Draft policy H3.1 of the Wiltshire Housing Site Allocation DPD seeks to guide development on this site in line with the acknowledged history of planning in Salisbury below the 75M contour line and to provide a country park to mitigate any harmful effects of the development.

The applicants with their submission have included a full Landscape and Visual Impact Assessment which in its conclusion states –

Inevitably, this LVIA has found that it is impossible to mitigate all adverse effects upon the localised landscape context and visual receptors within it. The sensitivities of the existing open rural valley and downland slope landscape would inevitably lead to some localised harmful effects arising from changing a greenfield site to urban development, especially where distinctive characteristics include open intervisibility between the valley and downland rim surrounding it, but these effects are limited to the immediate landscape context of the Application Site on the edge of the existing settlement. Ultimately, the proposed development of the Application Site offers the opportunity to deliver a high-quality scheme, which, guided by its strategic landscape strategy, can deliver valuable and substantial new public open space and a Country Park that provides valuable new chalk grassland, scrub and woodland habitats whilst also retaining the best views towards Salisbury Cathedral and the City's valley setting within its layout.

The applicants were guided in which views to assess and the points where the development would be most prominent by the Council's landscape officer and she has assessed the proposal and states the following –

While it is acknowledged that there will be some landscape and visual harm as a result of the development it is not significant or far reaching. It is also noted that there will be no direct impact on the AONB and its dark skies.



The indicative landscape masterplan does show the development kept below the 75M contour line and the large Country park to the East as required by the draft policy in the sites allocation DPD.

Taking account of the advice of the landscape officer, the applicant's submitted LVIA and the relevant local plan policies and guidance contained within the NPPF it is considered that the proposal goes as far as possible towards ameliorating any adverse effects on the surrounding landscape.

9.7 Drainage

The applicant's submitted a drainage report with the application which was assessed as part of the proposal. Although the Council's drainage team raised concerns about the system that was originally proposed, since that point the applicants have submitted further information to address the concerns and the Council's drainage team consider that the development can be adequately drained and that this has been demonstrated by the applicant. They have requested a condition that requires further details to be submitted and this is included in the list of conditions at the end of the report.

The water system locally will need to be upgraded as stated in the Wessex Water response and following the grant of outline planning permission there will be a need for connection and potential improvements to the sewage system locally. This can be agreed between the developer and Wessex Water.

9.8 Archaeology and impact on historic features

The applicant has carried out a substantial amount of archaeological work and some significant archaeological remains have been identified particularly in the western part of the site and as a result the red line for the application was moved from that initially shown on the consultation draft before the application was submitted.

As a result of the extensive archaeological works undertaken to date including trench evaluation and the identification of some significant archaeological remains the Council's archaeologist is recommending that a condition is imposed that further archaeological work is carried out

- *No development shall commence within the area indicated (proposed development site) until:*

A written programme of archaeological investigation and mitigation, 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; and

The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the safeguarding and recording of any matters of archaeological interest.

It is considered that this will be sufficient to satisfy Core Policy 58 in respect of archaeology.

Wider heritage impacts

The applicants have prepared a full heritage report. There are few heritage assets immediately adjacent the site. The nearest listed buildings are in Netherhampton village. Further afield, to the West lies Wilton House and its grounds both of which are of significant historic importance and it is not considered that this development will have an impact upon those.

Obviously also seen from the site is Salisbury Cathedral and its spire and it is important to protect views of this. English Heritage were consulted as part of the site's allocation DPD process and have not raised objections to the development of this site. The applicants LVIA (as discussed above under landscape considerations) has considered the impact on views of the Cathedral from various points and concluded that such views as are present from public view points can be maintained.

9.9 Education

Education provision in the Harnham area is insufficient at present to accommodate this development in terms of early years provision, primary and secondary school education.

Primary school provision is intended to be dealt with by building a new primary school on site that will serve this development and this is something provided for in the S106.

Secondary school provision is to be dealt with by way of a financial contribution that would be spent on enlarging Sarum Academy as the need arises.

A further financial contribution is proposed in respect of early years provision to be spent on provision locally.

The impacts can therefore be satisfactorily mitigated by the developer through such provision.

9.10 Noise, pollution and lighting

The applicants have submitted a noise assessment with this application which has been assessed by the council's public protection officers. (Their assessment is contained in the consultee responses above). The Council's Public Protection officers are keen to see that there is no adverse noise from plant operated on the site and a condition is included to that effect. Similarly, in respect of road noise. Whilst the indicative plans show the front row of dwellings set back from the road these will to an extent act as a buffer to the rest of the development and therefore it is important to know that these do not suffer unacceptably from

disruptive road noise and this can potentially be achieved by locating most of the main habitable rooms to the rear of the property. A condition is suggested to deal with this.

The applicants have submitted an air quality assessment and have committed to paying a charge towards local air quality improvement projects. In addition, other mitigation measures are proposed (such as travel plans for the development) and the introduction of Electric vehicle charging points in each unit. A condition is proposed to achieve this.

As is noted from the above landscaping section of this report the site has the potential to be visible particularly at night and development particularly towards the front (Netherhampton road) part of the site. It will be important to ensure lighting in the most sensitive parts of the site is kept to a minimum and this includes the proposed entrance roundabout. Public protection have requested a condition to this effect.

An odour assessment has been submitted which identifies the potential for some limited odour on the days that the livestock market operates where the development adjoins that site. As a result and in order to meet the requirements of CP57 further work and discussion is required to identify if there needs to be a buffer between the development and the livestock market to prevent odour intrusion particularly if in the future the livestock markets activities were to intensify. A condition is suggested to that effect.

9.11 Public Art

Core policy CP3 and saved former Salisbury district local plan D8 require sites to incorporate public Art. The Councils public Art officer has been consulted who has stated the following –

There are potentially a number of art and design opportunities for this site which could include permanent, tangible installations, temporary work as well as creative engagement with the community. Areas/activity might include open spaces, country park, gateway points, walkways/links, lighting, local centre or community events. We would expect art interventions to reflect local distinctiveness, create a sense of place and identity and be meaningful to the local community and environment.

It is proposed to provide a contribution towards public art for the benefit of residents to the development. This will comply with local plan policies.

9.12 Other material considerations

In addition to the main concerns relating to highways and the general principle of development a variety of other matters have been brought up residents and local interest groups relating to this development. The following addresses the concerns of those who have written to the local planning authority –

Part of this site would have formed part of the Harnham relief road a project that was cancelled a decade ago and which there are no current plans to revive. The site is not allocated for a relief road and there are no planning grounds for refusing it as such.

There should be proper cycle and walking routes to the city centre from the development

There is an existing cycle and footway at the front of the site which will continue to be able to be used. In addition there will be a second pedestrian and cycle route linking this development with the adjacent Harnham Business Park residential development. This is considered by the Council's highways engineers to be adequate for a development of this size.

The Inspector looking at the housing sites allocation DPD has already questioned the need for employment land on this site so it will just be used for more housing.

The application before the council proposes the site for employment use and that is what the council must currently consider. If the applicants wanted to use the site of the employment land for future housing that would need to be considered separately via a planning application at that time.

There are insufficient jobs in Salisbury for this size of housing development

The council has no control over where people work but it has allocated through both the sites allocation DPD and previously in its core strategy large areas for employment uses for business to facilitate for jobs

10 S106 contributions requested

- 1) £750,000 contribution towards extending the R5 bus service**
- 2) £1,551,363 towards the Salisbury Transport Strategy**
- 3) 40% affordable housing provision to include shared ownership and rented.**
- 4) £2,844,560 Secondary school contribution subject to 2019/20 indexation**
- 5) site for the provision of a new primary school of 1.8ha**
- 6) £2,869,974 for primary school places subject to indexation for 2019/20**
- 7) £657,075.00 towards early years provision subject to indexation for 2019/20**
- 8) An agreement to set up a management company to oversee the LEMP.**
- 9) £253,200 public Arts contribution.**
- 10) Potential bus route to Harnham business Park residential development**
- 11) £289,152 towards adult open space at Sarum Academy**
- 12) £7248.00 towards local air quality projects.**
- 13) £566,300 towards the provision of a new surgery in central Salisbury.**
- 14) A monetary provision for the provision of bins on the site in line with the Wiltshire council waste collection guidance for new developments.**

11 Conclusion – The Planning Balance

The site lies outside the current Limits of Development for any nearby settlement. As things stand, the proposal therefore conflicts with policy CP 2 of the Core Strategy. However, set against this is the fact that the site is a proposed allocation for approximately 640 dwellings under policy H3.1 in the Wiltshire Housing Site Allocations Plan. This plan is now well advanced, having been through a public local inquiry held by an independent planning inspector. He has suggested modifications to the allocation in the form of a set of detailed policy requirements but has not recommended that the site

be deleted as an allocation. His findings can therefore be given significant weight. Significant weight must also be given to the fact that the Council cannot demonstrate a five-year housing land supply in the housing market area within which this site lies.

The proposal has been assessed against the criteria proposed for inclusion in the modifications to the Housing Sites Plan Policy relating to this site. The conclusion reached is that the proposal is in accord with all of these criteria, with the sole exception of the measures required to protect the integrity of the River Avon SAC. With regard to this point, measures are in hand to satisfy this requirement, and there is no reason to suggest that they will not be in place very shortly. However, it would be premature to issue any grant of planning permission until the Council is satisfied on this point, and accordingly permission will not be granted until an appropriate assessment is in place.

Although there are well expressed concerns about highway matters, the expert advice is that the development, with its associated mitigation, will not give rise to significant problems that would justify a refusal.

There are also other factors to be weighed in the planning balance – the development will deliver much needed affordable housing in accordance with the policy requirements of the development plan, and will provide a boost to the local economy, in addition to social and well-being benefits, including the country park.

Weighing these matters up, it is concluded that the overall benefits of the scheme and its accordance with the modifications to the policy proposed for the site in the well advanced Wiltshire Housing Sites Plan Sites outweigh any perceived harms and that accordingly, planning permission should be granted, subject to the prior completion of a Section 106 agreement to cover the necessary mitigation identified in Section 10 above, and subject to the satisfactory completion of an appropriate assessment to protect the integrity of the River Avon SAC. If the latter is not forthcoming within six months, the application will be referred back to the committee for consideration.

RECOMMENDATION

To defer and delegate to the Head of Development Management to grant planning permission –

- (A) Subject to an appropriate assessment being carried out and agreed with Natural England that concludes beyond reasonable scientific doubt that this application would not lead to adverse effects in combination with other plans and projects on the River Avon SAC**
- (B) Subject to the prior completion of the Section 106 legal agreement by all relevant parties to provide: -**
 - 1) £750,000 contribution towards extending the R5 bus service**
 - 2) £1,551,363 towards the Salisbury Transport Strategy**
 - 3) 40% affordable housing provision to include shared ownership and rented.**
 - 4) £2,844,560 Secondary school contribution subject to 2019/20 indexation**
 - 5) site for the provision of a new primary school of 1.8ha**

- 6) £2,869,974 for primary school places subject to indexation for 2019/20
- 7) £657,075.00 towards early years provision subject to indexation for 2019/20
- 8) An agreement to set up a management company to oversee the LEMP.
- 9) £253,200 public Arts contribution.
- 10) Potential bus route to Harnham business Park residential development
- 11) £289,152 towards adult open space at Sarum Academy
- 12) £7248.00 towards local air quality projects.
- 13) £566,300 towards the provision of a new surgery in central Salisbury.
- 14) A monetary provision for the provision of bins on the site in line with the Wiltshire council waste collection guidance for new developments.

And subject to the following conditions -

1) No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) 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;

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.

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

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

- 3) The development hereby approved shall accord with the design principles set out within the Design and Access Statement submitted with the application.

REASON: To ensure that a development of this scale appropriately reflects the traditional scale, design and appearance of its landscape context in the interests of landscape and visual amenity.

- 4).Prior to the submission of the first reserved matters applications the applicant shall submit to and have approved in writing by the Local Planning authority a phasing plan for the overall development approved in principle by this planning permission which shall include details of the number of dwellings in each phase and the phasing shall subsequently accord with the approved scheme unless subsequently agreed in writing by the Local Planning Authority.

REASON: To ensure that a comprehensive approach is taken to the coordination of the overall development.

5) The details of all lighting proposed including street lighting, lighting for footpaths, communal parking areas and the employment land including the intensity of the lighting and design for light column shall be submitted to and approved in writing by the Local Planning Authority prior to the development of each phase of development, and the works shall subsequently accord with the approved scheme.

REASON: To ensure that the lighting scheme respects the overall design qualities from the development and to minimise impact of the lighting scheme upon the surrounding landscape on the edge of Salisbury

6) Prior to the commencement of development in each phase, a schedule of external facing materials relating to that reserved matters application shall be submitted and where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: To secure a harmonious form of development.

7) No development shall take place in any phase of the development until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected for the phase (as referred to in the programme of phasing (condition 5)). The approved boundary treatments for each phase shall be completed in accordance with the plan prior to the first occupation of the first building in that phase.

REASON: To ensure proper planning of the development in the interests of amenity.

8) No development shall commence within the area indicated (proposed development site) until:

- A written programme of archaeological investigation and mitigation, 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; and
- The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the safeguarding and recording of any matters of archaeological interest.

9) No development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission site in terms of both hard and soft landscape works, to include the phasing of implementation, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use of the development hereby permitted. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle or pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units signs, lighting etc); proposed and existing functional services above and below ground (eg. Drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc) retained historic landscape features and proposals for restoration where relevant).

REASON: To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

10) No development within each subsequent reserved matters submission shall take place until details of the requirements of that reserved matters submission site in terms of earthworks have been submitted to and approved in writing by the Local Planning Authority.

These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

REASON: To enable the Local Planning Authority to ensure that the proposed earthworks will relate satisfactorily to existing features within the site and its surroundings in the interests of visual amenity.

11) No works or development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission in terms of all proposed tree planting and the proposed times of planting, have been approved in writing by the Local Planning Authority and all tree planting shall be carried out in accordance with those details and at those times.

REASON: To ensure the satisfactory establishment of the approved scheme for the landscaping of the site.

12) Before any development commences on site including site works of any description, all the existing trees to be retained shall be protected by a fence of a type and in a position to be approved by the Local Planning Authority, erected around each tree or group of trees. Within the areas so fenced, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas, they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 2 inches (60mm) or more shall be left unsevered.

REASON: In the interest of the amenity and the environment of the development.

INFORMATIVE

Retention of native trees on site is strongly advised particularly for the higher value specimens. Where removal of trees and scrub is necessary the replanting of replacement native species in appropriate places should be included in the plans. This will maintain, and potentially increase (if additional trees are planted) the biodiversity of the site.

13) The development shall strictly accord with the Approved Code of Construction management. Additional details will be submitted to and approved in writing prior to the commencement of each reserved matter application setting out the provision for staff car parking away from adopted roads, together with precise location of stored materials, the provision of noise attenuation measures, dust management and wheel washing facilities where necessary and the construction process shall subsequently accord with the approved working practices.

REASON: In order to protect the residential amenity of future and adjoining residents.

14) No construction work (excluding the internal fitting out of dwellings) nor the movement of spoil from the site shall take place outside the hours of 0700 – 2000 Monday to Thursday, 0700 – 1800 on Friday, 0800 – 1300 on Saturday and at no time on Sundays and Bank holidays.

REASON: In order to protect the residential amenity of future and adjoining residents.

15) Prior to the commencement of development of any of the dwellings in any one of the proposed phases hereby approved a scheme to demonstrate how biodiversity loss from the site will be offset by specific biodiversity gains shall be submitted to and approved by the Local Planning Authority. Such a scheme as is approved shall be implemented prior to first occupation of the dwellings.

Reason: The development is likely to result in the loss of some biodiversity from the site such as farmland birds and such biodiversity loss needs to be compensated for through biodiversity gains.

INFORMATIVE

With respect to specific measures for biodiversity gains, these may include but should not be limited to measures such as –

- All casual open space to be seeded with a low maintenance species rich grass mix that is suited to the chalk geology. In suitable locations this should also be rich in wildflowers to encourage a diversity of pollinating species.
-
- Bat roosting and bird nesting features incorporated into the built environment (integral to the buildings).

16) No development shall commence on any phase of the development until full detailed engineering drawings for the internal road layout and construction specification have been submitted and approved in writing by the LPA; and the internal road layout shall be constructed in accordance with the approved details within one year of completion of housing within each phase of the development.

REASON: to ensure that the development is served by a safe and adequate road, footway and cycle network in the interests of highway safety.

17) The internal road layout shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footway and carriageway to at least binder course level between the dwelling and the existing public highway.

REASON: to ensure that the development is served by a safe and adequate road, footway and cycle network in the interests of highway safety.

18) No building hereby permitted shall be first occupied until the access, turning area and parking spaces serving that building have been completed in accordance with the details shown on the approved plans. The access turning area and parking spaces shall be retained for those purposes thereafter.

REASON: In the interests of highway safety.

19) Notwithstanding the submitted details, the access strategy, including both primary and emergency accesses shall be subject of a full design audit and Road

Safety Audit, with any changes to design agreed in writing by the LPA and implemented prior to first use.

Reason: To ensure a safe and efficient access strategy is delivered in the interests of highway safety and in accordance with Core Strategy Policy 60, 61, 62 and 64.

20) Notwithstanding the submitted details, revised details of Primary School and Employment parking accommodation shall be submitted with the relevant reserved matters application and approved in writing by the LPA. The parking accommodation shall thereafter be implemented in all respects in accordance with approved details and maintained as such thereafter.

Reason: To ensure appropriate levels of parking are provided in the interests of highway safety and in accordance with Core Policy 60, 61, 62 and 64.

21) If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

REASON: To protect controlled waters from pollution by the mobilisation of unidentified ground contaminants.

22) No development approved by this permission shall be commenced until a Construction Environmental Management Plan for proposed development, incorporating pollution prevention measures, has been submitted to and approved by the Local Planning Authority. The plan shall subsequently be implemented in accordance with the approved details and agreed timetable.

REASON: To prevent pollution of the water environment.

INFORMATIVE

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

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

The applicant should refer to the Environment Agency's Pollution Prevention Guidelines at: <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>.

INFORMATIVE

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that a SWMP should contain depends on the estimated build cost, excluding VAT. The duty of care for waste must also be complied with. Because all waste movements need to be recorded in one document, having a SWMP will help to ensure compliance with the duty of care. Further information can be found at <http://www.netregs.co.uk>.

23) The development shall not be commenced until; a foul water drainage strategy is submitted and approved in writing by the local Planning Authority and Wessex Water. The drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

REASON: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream property.

24) The development hereby approved shall make provision for the following:

1. At least 2 ha of Employment Land (Class B1 and B2 uses);
2. A Local Centre supporting:
 - (i) a convenience/food shop (Class A1 use) of up to 400 sq. m;
 - (ii) further shops and services (Class A1-A5 uses) totalling no more than 600 sq. m;
 - (iii) A proportion of residential units amounting to no more than 40% of the overall floor space of the other Local Centre uses approved in this condition;
- At least 21.3 ha of open space as set out on page 28 of the design and access statement (comprising at least 1 NEAP and 2 LEAP's), and to include Natural and semi-natural open space, including a 10 Ha Country Park.
3. Up to 640 residential units.

REASON: To clarify the terms of the planning permission.

25) The employment area hereby approved shall consist only of B1 and B2 uses. Where the employment area abuts neighbouring residential properties, the uses shall only be those falling within the B1 use class order.

REASON: In the interests of the amenity of neighbouring residential properties.

26) The development hereby approved shall be carried out in accordance with the following plans and documents

Utilities Appraisal report by Peter Brett.

Transport planning assessment by transport planning associates dated April 2019

Statement of community involvement by D2 planning dated April 2019

Phase 1 desk study report by Hydrok dated February 2019

Planning statement by D2 Planning dated April 2019

Noise report by Hydrok date March 2019

Landscape and Visual impact assessment by EDP dated April 2019

Heritage assessment prepared by EDP dated April 2019

Flood risk assessment by Peter Brett dated May 2019

Ecological appraisal by EDP associates dated May 2019

Design and Access statement by Bovis Homes

Archaeological evaluation by Headland Archaeology dated May 2019

Archaeological assessment by EDP dated March 2019

Arboricultural Impact assessment by EDP dated April 2019

Application form dated 12th June 2019

Air Quality assessment by Hydrok dated March 2019

Additional infiltration testing by Hydrok dated March 2019

Site Location Plan Plan No. CB_44_154_S_000_13

Parameters Land Use Plan No. CB_44_154_S_PARAMETERS_001 Rev B

Primary Access Plan No. 1504-96-SK11 Rev A

Proposed Emergency Access Arrangement Plan No. 1504-96-SK13 Rev B

Constraints Plan Plan No. CB_44_154_S_902

Illustrative Landscape Strategy Plan No. edp2810_d093e
General Arrangement Plan No. 4553/2005/101 Rev A
General Arrangement Plan No. 4553/2005/102 Rev A
Swept Path Analysis Plan No. 4553/2005/121
Swept Path Analysis Plan No. 4553/2005/122
Swept Path Analysis Plan No. 4553/2005/123
Swept Path Analysis Plan No. 4553/2005/124
Swept Path Analysis Plan No. 4553/2005/125
Highway Long Sections Plan No. 45553-2005-161
Highway Long Sections Plan No. 45553-2005-162
Highway Long Sections Plan No. 45553-2005-163
Drainage Strategy 1 of 5 Plan No. 45553-2005-500
Drainage Strategy 2 of 5 Plan No. 45553-2005-501
Drainage Strategy 3 of 5 Plan No. 45553-2005-502
Drainage Strategy 4 of 5 Plan No. 45553-2005-503
Drainage Strategy 5 of 5 Plan No. 45553-2005-504

REASON: For the avoidance of doubt and in accordance with national guidance in the interests of proper planning.

27) No development shall commence on site in any particular phase of the development as referred to in the approved programme of phasing of the development until details of the proposed ground floor slab levels of all buildings within that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels details.

REASON: In the interests of visual amenity.

28) Prior to first occupation of the development hereby approved a programme for the phasing of the development shall be submitted to the local planning authority for approval in writing. In particular, the programme shall state that the Employment Land will be fully serviced, fully accessible and fully available prior to the occupation of the 300th dwelling on the site; and the local Centre shall be completed and ready for occupation prior to the occupation of the 400th dwelling on the site. The development shall be carried out strictly in accordance with the approved programme for the phasing of the development.

REASON: To ensure the proper planning and phasing of the development in accordance with an appropriate scheme.

29) Prior to the commencement of development an updated ecological assessment shall be submitted which updates the biodiversity impact calculator in the assessment submitted with this application to take account of any potential ecological impact from the development from walkers on Harnham Slope and the assessment shall also include maps showing the before and after of habitat categories as used in appendix EdP14 of the EA.

REASON: In order to clarify the assumptions made in the ecological assessment.

30) No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON: In the interests of sustainable development and prudent use of natural resources.

INFORMATIVE

The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered. Any submitted scheme should include detailed information (capacities, consumption rates etc) on proposed water saving measures. Manufacturer's specifications should not be submitted. Applicants are advised to refer to the following for further guidance
<http://www.environment-agency.gov.uk/homeandleisure/drought/31755.aspx>
<http://www.savewatersavemoney.co.uk>

31) No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to the LPA. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

Reason: Core Policy55; Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

Air quality betterment achieved through mitigation must be demonstrated quantitatively or qualitatively within 6 months of the development's completion.

Reason: Core Policy55; Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

32) No works shall commence until details of a Landscape and Ecological Management Plan (LEMP) shall be 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:

- 1) Details of the body (e.g. Management Company) responsible for implementing the plan
- 2) Obligations of the management company
- 3) Details of all communal ecological and landscape features to be managed (e.g. SuDs and Wild River Zone) marked up on a scaled plan
- 4) Aims of management for each feature
- 5) Management prescriptions for each feature including timescales, equipment and manpower requirements
- 6) 5-year work schedule capable of being rolled forward
- 7) Mechanism for reviewing the plan

The LEMP shall be implemented in full and in perpetuity 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 to ensure the long-term management of riparian habitat in the Wild River Zone and other landscape and ecological features, and to maintain and enhance these habitats and features in perpetuity.

33) Prior to commencement an assessment of the acoustic impact arising from the operation of external and internal plant shall be undertaken in accordance with BS 4142: 2014 and BS8233. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed ventilation shall be less than background and is protective of local amenity. The scheme shall be submitted to and approved in writing by the Local Planning Authority. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

34) Prior to the commencement of development an acoustic report shall be submitted to the LPA that demonstrates the internal and external amenity standards in accordance with BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings and WHO Guidelines for Community Noise (1999) can be met within the proposed development; this must include details of any scheme of mitigation required to achieve this. Any scheme of mitigation applied to this development must be approved by the LPA prior to implementation and followed by verification prior to first occupation of the development and thereafter be permanently retained.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

35) Notwithstanding the plans hereby approved. The Odour impact assessment dated the 4th October 2019 by Hydrok identifies that there may be a slight adverse impact on residential property from the adjacent livestock market based on its current operation of two days a week. If the livestock markets operation intensifies, this may intensify any potential odour nuisance. A more detailed odour assessment would be required in order to delineate the extents of a region which would effectively be an odour buffer to development around the market to prevent odour nuisance occurring to any new residential. As such prior to the commencement of development a further odour assessment shall be submitted setting out an appropriate distance that development shall be set back from the livestock market as a buffer Zone.

REASON: To prevent Odour nuisance and in the interests of amenity.

36) Prior to first occupation of relevant land use, an appropriate Travel Plan shall be submitted to and approved in writing by the LPA. The Travel Plans shall be constructed in broad compliance with the Framework Travel Plan and include all measures therein in compliance with Core Strategy Policy 60 and 64.

REASON: In order to encourage the use of sustainable transport at each stage of the development.

37) Prior to the commencement of development an updated ecological assessment shall be submitted which updates the biodiversity impact calculator in the assessment submitted with this application to take account of any potential ecological impact from the development from walkers on Harnham Slope and the assessment shall also include maps showing the before and after of habitat categories as used in appendix EdP14 of the EA.

REASON: In order to clarify the assumptions made in the ecological assessment.

38) No development shall commence on site until a scheme for the discharge of surface water from the site /phase, including SuDS (sustainable drainage systems) and all third party approvals, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority and the sewerage undertaker where the surface water connection is proposed. Scheme details shall include any required off-site capacity improvements needed to allow the site/phase to be served, and to include a programme allowing sufficient time for the delivery of any required improvements.

REASON: To comply with Core Policy 67: Flood Risk within the Wiltshire Core Strategy (adopted January 2015) and to ensure that the development can be adequately drained without increasing flood risk to others.

INFORMATIVES:

In order to discharge the condition, the developer must provide the following information:

Drainage strategy

- A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds. The plan should show any pipe node numbers referred to within the drainage calculations.
- A plan showing the cross sections and design of any attenuation pond and its components.
- A manhole / inspection chamber schedule to include cover and invert levels.
- Pre and post development surface water discharge rates.
- Measures to prevent pollution of the receiving groundwater and/or surface waters.

Third party agreements

- Where a connection to a surface water sewer is proposed, confirmation and acceptance of an agreed connection point and discharge rate for surface water disposal from the sewerage undertaker.

Detailed drainage calculations

- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 30 year rainfall event;
- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 100 year plus climate change rainfall event in respect to a building (including basement) or utility plant susceptible to water within the development;
- Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property;

Maintenance and Ownership

- The proposed ownership details of the drainage infrastructure;
- The maintenance programme and ongoing maintenance responsibilities of the drainage infrastructure.

Construction plan

- The construction phasing plan.

