

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting:	24 th April 2013		
Application Number:	S/2012/1704		
Site Address:	Route of works includes various sites across South and West Wiltshire		
Proposal:	64KM Water pipeline from Corfe Mullen to Salisbury, including works to enlarge existing treatment works sites at Littledown, Codford, Wylve, and Camp Hill and the creation of new sites at Monkton Deverill & Summerslade Down.		
Applicant / Agent:	Wessex Water		
City/Town/Parish Council	Various affected along route, particularly Donheads, Sedgehill and Semley, East and West Knoyle, Upper Deverill, Codford, Sherrington, Stockton, Wylve, Langfords, Great Wishford, South Newton		
Electoral Division	Various	Unitary Member	Various
Grid Reference:	Various		
Type of Application:	Full and Outline Hybrid		
Conservation Area:	N/A		
Case Officer:	Richard Hughes	ContactNumber:01722 434382	

Reason for the application being considered by Committee:

Councillor Bridget Wayman requested that it be determined by committee due to the scale of the proposal and its highway and environmental impacts across a wide area. The matter also needs to be referred to Strategic Committee due to its cross boundary impacts and the scale and timescale of the project.

1. Purpose of report

To consider the above application and to recommendation of the Area Development Manager that planning permission be **Granted** subject to conditions. Members should note that the respective sections of the pipeline scheme in East Dorset and North Dorset received planning permission a few weeks ago.

2. Report summary

1. Need for the proposal
2. General impacts on landscape and heritage assets
3. General impact on Highway and rights of way systems

4. General impacts on Amenities
5. General impacts on ecology and flooding
6. General Archaeological Impact
7. Detailed impacts related to sections of the route and the proposed treatment works sites

11 formal responses from third parties raising various issues (although there is also other communication between the applicant, the third parties, and the LPA related to resolving these concerns and this communication is reflected in the report below)

3. Site description

The pipeline project and hence the application site would cover a total of 64km from Corfe Mullen in East Dorset to its termination at Camp Hill, adjacent the Devizes Road near Salisbury. Approximately half of the pipeline would be located within Wiltshire Council's administrative area.

The pipeline route travels northwards through East then North Dorset districts, crossing into the Wiltshire area at the A30 road (adjacent to the access and driveway serving St Marys School). It then travels northwards adjacent to the County boundary towards the Littledown WTW site (adjacent the A350 near Semley).

The pipeline then reemerges into Wiltshire in the Sedgehill area, before travelling northwards between East and West Knoyle, then to Monkton Deverill and Summerslade Down. After utilising the existing Summerslade to Codford water main, the new proposed works commence again at the Codford treatment site, and travels eastwards via Sherrington, Stockton, Bapton to Wylve, where the existing treatment works will be extended. The pipeline then travels down the Wylve valley on the southern side of the railway line, (adjacent Hanging/Steeple and Little Langfords and Great Wishford) before crossing the A36 and the railway at South Newton, and heading northwards and terminating at the Camp Hill reservoir site.

The pipeline route and associated works travels through the open countryside of the AONB. A small section of the western part of South Wiltshire (around Mere and Sedgehill), and the eastern end of the route at Camp Hill is located within the Special Landscape Area designation, and this latter area is close to landscape designated within the Landscape Setting of Salisbury and Wilton. The route by its very nature contains numerous heritage assets, including important archaeological features, listed buildings, scheduled ancient monuments, and conservation areas. The route is of ecological importance, including important wildlife habitats, SSSI's and the protected river systems SAC's. For much of its Wylve valley route, the pipeline will be situated adjacent to the main railway line.

4. Relevant Planning History

Given the uniqueness of this proposal, the size of the site coverage, and the rural nature of much of the route, there is no planning history directly relevant to the proposal site, although the land along or adjacent the route of the works is likely to have a myriad of planning history which cannot be summarised here. Any particularly relevant history related to particular sites, is referred to in the detailed report below.

However, of some relevance are planning applications S/2012/0814 & 815 which proposed a new housing site and cemetery on land to the south of the Camp Hill WTW site. Whilst the cemetery proposal was refused, and associated housing scheme was approved, and involves works to the highway close to this site.

The planning application related to the Wilton UKLF site (ref S/2011/0517) is also of some relevance given that this site is located off The Avenue, which is located adjacent to the Camp Hill site, although some distance from it.

5. Proposal

The scheme consists of a large section of buried water supply pipe approx 600mm in diameter, together with associated works at existing pumping stations and water storage tanks located the route of the proposed pipeline at Littledown, Codford, Wylde, and Camp Hill. Works to create new pumping stations or storage tank sites are proposed at Monkton Deverill, and Summerslade Down.

The proposals include the creation of various temporary contractors compounds along the route, including “washout” facilities to nearby watercourses. These will be located at every low point along the route to allow the drainage of potable water for maintenance and during emergency events, and these are only likely to be used infrequently. Washout pipework will not exceed 225mm in diameter. Along the route, other more minor features will include air valves, water meters, marker posts, sluice valves, and leakage monitoring chambers.

Typically, an area of approximately 20 -35 metres width will need to be affected around the pipeline location along the whole length of the route in order to facilitate safe working and allow for works and plant access.

Where the route meets major obstacles such as major roads and railway lines etc, the pipeline will be laid using directional drilling techniques, where a tunnel or passage is cut under the crossing and the pipe is inserted into this. Following the laying of the pipeworks, the area of works is backfilled, and hedging or other landscaping reinstated.

This is a hybrid application, and it should be noted that some of the details related to the new or enhanced pumping stations, storage areas, compounds and associated structures are presented in outline format only. Consequently, future “reserved matters” applications will be required for the approval of some of the various details, particularly with regards the Monkton Deverill, Codford and Wylde WTW.

(Fuller explanation and details of individual sites and works including the planned telemetry masts can be found elsewhere in this report, and within a variety of documents associated with planning application, including the detailed Environmental Assessment and other documents).

6. Planning Policy

Given the scale of this proposal, many of the national and local policies will be relevant to a lesser or greater degree. The list below therefore summarises those policies which are considered of most direct relevance to the proposal.

National Policy Framework

Most relevant sections – para 75 (rights of way) para 115 & 116 (landscape) para 117 (ecology) 120 (pollution) 123 (noise and disturbance), 134 (harm to heritage assets)

Wiltshire Structure Plan 2016

Most relevant policies – DP1, C1, C2, C3, C5, C8, C12, HE2, HE3 HE5 HE7

Draft Wiltshire Core Strategy

Most relevant policies – CP41, CP50, CP51, CP52, CP56, CP58 CP68, CP69

South Wiltshire Core Strategy

Most relevant policies – CP20, CP22

Salisbury District Local Plan saved policies

Most relevant – G1 G2 G3 G5 G7 G8, C2, C3, C4, C5, C6 C7 C11, C12, C13, C14, C17, C18, C19 CN5 CN8 CN11 CN18 CN19, CN20, CN21, CN22, R17 TR15

Landscape Character Assessment document 2008 – Salisbury District Council

West Wiltshire District Plan 1st Alteration 2004

Most relevant policies – C1 C2, C4, C6, C6A, C9, C15, U6, C17, C27, C31A, C32, C34A, C38 T11, T12

West Wiltshire Leisure & Recreation Development Plan Document

Most relevant policies - CR1 CR3

Cranborne Chase & West Wiltshire Downs AONB Management Plan 2009-2014

7. Main Planning Issues

Need for the development

Impact on amenities

Impact on the landscape character/AONB/Special Landscape Area

Impacts on highway system/highway safety

Impacts on rights of way/footpaths

Impacts on river systems/ecology/protected species

Impacts on heritage assets including archaeology

8. Consultations

AONB partnership –The AONB is very concerned that the variety of issues raised in the past few weeks do need to be covered by conditions. One of the main concerns with the

North Dorset section relate to the installation of the pipeline in the heavily used road at Spread Eagle Hill and the consequent impacts of diverted traffic on the lanes and tranquil environment of the AONB for a number of weeks. The other big issue relates to the whole scheme and that is the WW support for the extension of the South Wilts Farmland Birds project officer to include the whole of the AONB as the means of covering all the residual landscape mitigation. As the project will be impacting on the AONB for the whole of that time, the AONB would like the relevant condition to ensure the agreed annual funding for the SWFB project officer is extended to the years covering at least the whole duration of the installation, construction, and testing periods.

The AONB is concerned about the masts and has made some suggestions if they really are essential. Relocating, and painting in line with our Good Practice Note could reduce, but not eliminate, the visual intrusion. The undergrounding of power lines, existing and proposed, to and from the sites would go a significant way to helping the structures integrate with the landscape. Painting security fences, site metal work, and covering exposed concrete facings with timber space boarding would all aid integration. Using wildflower mixtures on the constructed sites would assist with visual integration and contribute to biodiversity – and possibly decrease annual mowing for WW.

The AONB has a number of specific concerns to get matters to a ‘good enough to approve’ state from an AONB perspective. If these matters are able to be covered robustly then the AONB would not be considering a formal objection.

Environment Agency – No objections, subject to conditions and informatives related to the following issues, Flood Risk, Flood Defence consent, Pollution Prevention, Site Waste Management Plan, Biodiversity Protected Species

Natural England – No objection subject to conditions related to mitigation measures. The scheme minimises impacts on designated sites through a combination of route selection and construction methodology. Satisfied that the trenchless crossing of the River Wylde along with pollution prevention and washout discharge measures will avoid harm to the river system SSSI/SAC. The scheme minimises impacts on the County Wildlife sites, the potential impacts on the European Protected Species identified within the EIA can be fully mitigated via planning condition. The scheme has mitigated proposed for other protected species and biodiversity.

Highways Agency – Content that the proposals will not have any detrimental effect on the Strategic Road Network, and offer no objections

English Heritage – Did not want to comment in detail, but offered general observations - This scheme does not impact directly on any scheduled monuments but it does go through an area of high archaeological potential.

WC Environmental Health –The Upper Deverills Water Action Group concerns are noted. We share their desire to ensure that the installations don’t lead to excessive noise pollution. Subject to amendment of the CEMP in line with their response, no objection to dealing with the remaining outstanding matters by way of condition.

WC Ecology – Several meetings attended by representatives of Atkins, Wessex Water, Natural England, the Environment Agency, the relevant AONBs and LPAs have been held

over the last year specifically to address ecology issues in relation to this application. Consider that the scheme has benefitted from this method of iterative design and that the application presents a well designed proposal that will provide sufficient mitigation to remove adverse impacts on habitats and species and will deliver a suitable level of ecological enhancement, as required by the National Planning Policy Framework (NPPF).

The scheme described in the application meets all relevant environmental legislation. A Habitats Regulation Assessment has been produced by Atkins and agreed by Natural England. The LPA as competent authority giving planning permission for this scheme, adopts or endorses the existing HRA, rather than duplicating this work. In summary, the proposed scheme can be delivered without significant adverse impact to habitats and species of conservation value.

A condition should be added to any permission requiring the submission of a brief construction method statement prior to the start of each section, giving details of measures to be undertaken to protect habitats and species within that particular area of the works. The content will be informed by the monitoring and updating surveys carried out at the appropriate time of year, prior to each section coming forward for construction.

WC Highways – No highway objection in terms of the impacts of the road system, subject an advisory note related to the need to comply with all statutory requirements relating to the temporary closure/diversion of all public highways and rights of way necessitated by the proposed development.

WC Rights of Way – No objections, subject to ongoing liaison with the developer during the construction process on a site by site basis. (For fuller response, see Impact on Rights of Way section of this report)

WC Landscape - In summary, inclined to agree that overall, on the completion of the development, there is unlikely to be any significant far reaching adverse impacts on the quality of the AONB landscape, or features that contribute to the quality of local landscape character. There will clearly be some loss of visual amenity during the construction phases but this will be short lived. The applicant has devised a landscape mitigation strategy which must be integrated into the construction method statements for each construction phase and applied to the reserved matters detail design.

Satisfied with the level of assessment and mitigation presented for both the outline and full elements of the application.

Littledown, Summerslade and Camp Hill - Concerned that the drawings illustrate a very engineered appearance rather than with a '*curved concave slope at the bottom and convex slope at the top*' as described in the landscape mitigation which would produce a more natural and pleasing appearance appropriate to a designated landscape.

Codford - The appearance of the bunded reservoir is oppressive and uncomfortable, it is too high in relation to the surrounding landscape and dominates the proposed pumping station.

Fencing - it should be incorporated on the internal boundary of the sites with proposed planting to the outside of the perimeter fence for improved visual amenity.

WC Land Drainage – No final response, but initial comments highlighted need for Land Drainage Consent from Local Authority

WC Environment and Resources – I have reviewed the submitted site waste management plan and consider that the information provided is sufficient in policy terms.

WC Archaeology – Extensive evaluation has taken place and in some areas, significant archaeological remains have been identified. Recommend that a mitigation plan and programme of works be conditioned.

Wylve Parish Council – No objections to the passage of the water line through the area. Main concern is with disturbance to the village during construction, particularly the loading of pipe into the proposed pipe store compound. The streets of the village are unsuitable for frequent use of heavy vehicles over the 6 month operational period, particularly Teapot street. Any such traffic should ideally use the northern route into and out of the village via the A303/A36.

Steeple Langford Parish Council – No objections to the installation of the proposed pipeline and its potential benefits in reducing abstractions is welcomed. However, raise the following issues:

- The restricted byway The Hollow is to be used as an access point. This track is very badly eroded and is a flooding hazard. This track is not suited to heavy traffic and will rapidly damage it further and increase flood risk. Therefore, traffic using this track should be kept to a minimum and the track reinstated with the drains kept clear.
- There are other private tracks which might be viewed by the developer as potentially useable for access purposes. These should not be used.
- The roads through the Parish are narrow sometimes dangerous and already degraded due to heavy traffic. We request that contractors are directed to access the pipeline route by avoiding the villages wherever possible

Upper Deverills PC - The Parish Council resolved: That it supported the application subject to the below concerns that were brought to its attention at the meeting from the Community Group called WAG, are addressed. The community considers the following as minimum requirements for the legacy of the new pump station at Monkton Barns.

a) Noise concerns - This is the community's primary issue.

The nearest receptor (nearest residential property) guideline is totally inappropriate here due to the existing tranquillity. The topography of the valley amplifies all noise generated. Wessex Water's noise survey confirms the very low night time noise levels recorded. It is paramount that this tranquillity is safeguarded.

b) The height of the new pump station must not exceed that of the existing barns adjacent.

c) The orientation of the new pump station site should be turned round so that the new building is close to the existing to reduce the visual impact from the village.

d)The community is reassured to have received confirmation from Wessex Water that the generator will only be operated during times of power failure. As email from Janette Shaw (WS Atkins) dated 30th January 2013.

e)The community expect that all construction traffic will access the site via the B3095 and will not use Hindon Road.

f)The AONB website details suitable roofing materials to avoid solar glare. The new building should have its choice of roof taken from this shortlist.

g)The community notes Wessex Water's commitment that there will be no parking on site when the building is unoccupied.

h)The Quails, can work on the pipeline be scheduled so as to minimise the impact on the quail population, i.e. can work be completed by the end of April 2014?

I)The Rights Of Way: can Wessex Water confirm that with regard to the temporary ROW they will be established?

j)Re-instatement can Wessex Water confirm that with regard to the re-instatement of hedges etc, that they will be protected and maintained, until they are established.

Sherrington Village Meeting – Concern that The private water supply to the village should not be disturbed or disrupted during the construction process. If there are any interruptions, immediate and full repairs and restitution should be made.

Heytesbury, Imber and Knook PC – No objections

Mere PC – No objections

Longbridge Deverill and Crockerton PC – Support

East Knoyle PC – Support

West Knoyle PC – Support subject to consideration needs to be given to timing of the road closures in respect of the school bus and local businesses. The Parish Council has no objection to the planning application itself. However, members are concerned about the proposed road closures in West Knoyle. In particular: The proposed road closures will affect the school bus route. The school bus needs to pick up the children and there is no alternative safe route or indeed, anywhere for the bus to turn around.

Codford PC – No objections

Sedgehill and Semley – No objections

Upton Lovell PC – No objections, provided that there are no works west of codford pumping station, that satisfactory landscaping around codford pumping station is put in place, and that Manor Road exit to A36 is carefully handled.

Publicity - Third parties comments

Monkton Deverill area- 3 letters/emails raising the following issues (including the Upper Deverills Water Action Group)

- Proposed pumping station
- Height of building seems to exceed the height of the farm buildings adjacent ?
- Orientation of pumping station needs altering to reduce visual impact
- Noise pollution. There should be no noise or light pollution. Extreme quietness is a feature of the area and highly valued by the community. The topography of the valley and surrounding area will amplify any noise. The nearest house is not the appropriate reference point, as many walkers and riders get closer to the building.
- Generator – how often will this be used ?
- Mast. A 15m mast as proposed will be unsightly and height should be reduced
- Access to the site. Hindon Road and track is not a suitable access to site
- Materials for the roof of the pumping station should not be reflective/solar glare
- We have been assured that the site will only be accessed infrequently once up and running and then only by authorised vehicles. This should be conditioned.
- Should there be issues with construction or future operation, to whom should concern be addressed ?

Pipeline route

- The bird survey in EIA appears to be incorrect. There is a high chance of Quails being present on the route.
- Permanent route markers should be on fence posts, not in middle of fields

Noise – mechanical plant in proposed building should be subject of a noise attenuation condition with readings taken at appropriate locations and times.

Mast/Tower – Proposed 15m mast could be visually prominent in the AONB – could an alternative be found such as hard wired buried services ?

Landscaping – this should be conditioned with input from local people

Construction activity – Road closures should be minimised and undertaken in consultation with local people, and noise minimised and controlled by the LPA.

Stockton and Sherrington area – 2 emails letters raising the following issues:

The private water supply to the village should not be disturbed or disrupted during the construction process. If there are any interruptions, immediate and full repairs and restitution should be made. Will the scheme affect private water meters ?

East/West Knoyle area – 2 letters raising the following issues:

The disruption of the work proposed will have a serious effect on operation of farm/commercial enterprises. Works need to be timed so that major public events at Bison Farm are not affected.

St Mary's School (A30 road area where pipeline enters Wiltshire) – Laying of water main will involve pipeline running up part of entrance driveway to school. There is no difficulty with this in principle, but the closure of the only access will be unacceptable, given the need for the school to remain open and accessible during operational times, and the need for access during school holidays during the schools own construction project.

Steeple Langford area – 2 emails/letters raising the following issues:

- Objection to scheme if it leads to additional abstractions, given the ongoing lowering of levels in the river system and local wells

9.0 Planning Considerations

9.1 Need for the scheme

This pipeline scheme forms a key component of a wider project called the Integrated Grid Programme. The programme involves improving connections within the existing water supply system to enable water to be moved from areas where it is available to areas where it is needed. The programme will also allow Wessex Water to meet its obligations under several regulatory regimes. It is intended that the scheme will commence in Summer 2013, for completion by 2018.

The applicants submitted ES explains that a number of alternative solutions were considered before the final route and the works were chosen. Wessex Water considered over 100 options initially, and these were short listed down to eight, then two preferred routes. The preferred option subject of this application was considered by the applicant to have fewer environmental impacts, was considered cheaper and safer to build, and avoided the need for new water treatment works, as it made better use of existing groundwater sources.

9.2 Benefits of the chosen scheme

Wessex Water indicate that the scheme offers several benefits:

- Reduced abstractions from 4 existing underground water sources, leading to flow improvements in the River Wylde and Bourne.
- Maintenance of drinking water quality for 140,000 customers
- Provision of a more secure water supply for 88,000 water customers

9.3 General overarching impacts of the scheme

The applicant has undertaken an Environmental Impact Assessment, which details the likely impacts of the development on a number criteria, and outlines the mitigation measures likely to be needed to reduce the harm caused by the development. The following sections briefly summarise the conclusions of the applicants ES, together with the reaction of the relevant consultees. It should be noted that these paragraphs are intended to cover the general impacts, and any localised impacts of the development on specific areas of Wiltshire are dealt with elsewhere in this report. The Local Planning Authority has also undertaken an assessment of the likely significant effects of the scheme, and it is considered that the applicants Habitats Regulations Assessment is appropriate and acceptable.

9.31 General Impact on amenities (noise, vibration and air quality)

Whilst the majority of the pipeline works is located in isolated rural locations, at a number of points along the route, the pipeline and associated works are within very close proximity to residential properties. The works therefore have the potential without mitigation to have an adverse impact on residential amenity. However, the various impacts below have been covered by the applicants submitted environmental statement, and suitable planning conditions have been suggested which would limit the impact of the construction works.

Vibration - resulting from the use of a directional drill at a major crossing point may be perceptible at dwellings within 20-30m. However, the ES states it is unlikely to cause damage to buildings within this distance range. Local residents will be kept informed of the progress of the works.

Dust - emissions could increase during excavation of the pipeline trench or at the proposed compound sites and the through vehicular movements along the pipeline route. However, the potential significance of such dust emissions would be “neutral” if best practice measures are applied and pollution prevention guidelines are adhered to. The ES indicates that changes in air quality as a result of additional construction vehicles travelling to and from construction sites would be negligible, as would those resulting from road diversions.

Noise - impacts associated with the installation of the actual pipeline is considered “insignificant”, although the ES states that there would be a “slight adverse” noise impact on a “very small” number of dwellings which are within 100m of the construction works. This impact is expected to last for approximately 4 days and will be mitigated through temporary noise reduction barriers during construction.

With respect to noise from the pumping station / other above ground installations the ES and noise work are for illustrative purposes only and the detailed work, such as thorough background noise surveys and detailed design and specification of the equipment and structures is yet to be done and they intend to carry out their work at reserved matters stage. From their response, it would also seem that we are in broad agreement about what would constitute a reasonable noise limit from the equipment and installations. These would be relative to the background noise and, therefore, specific to each site.

The applicants have clarified that the buildings will be designed to satisfy the required noise level at the nearest residential properties; in some areas the background levels are very low which may require provision of internal acoustic housings to meet the performance level specified at any given location (see the Monkton Deverill section below).

Their intention is to provide a noise performance specification in related to the “reserved matters” application for the compounds; such applications, which will come forward separately for the pumping stations, and will contain these details and an assessment of the attenuation across the building and any acoustic housings or other measures required to achieve the agreed performance level at each location.

Standby generators - The applicants have also commented that standby generators are to be provided on all key sites to ensure plant remains in service in the event of a mains power outage (to keep the pumps working and water supply flowing). To ensure the generators remain in an available condition, Wessex Water have a standard maintenance regime

whereby once per year each generator is given a full service and is run on load for up to 1 hour. In addition to this each generator is tested off line when it is run for up to 30 minutes; the frequency of this is normally twice per year. Maintenance would occur during normal working hours.

Hours of work - The Council's Environmental Health officer has also raised concerns about the hours of construction work. The applicant has now agreed to more limited working hours at the request of the EHO, and a suitable condition is attached.

In officers opinion, the pipeline route has been designed as far as possible to avoid large centres of population. However, at a number of points along its route, the pipeline would be located within close proximity to various buildings, and in some case, almost directly adjacent. Furthermore, in order to construct the proposal, plant and machinery will have to be transported via the existing road system through the various settlements, and given the extent of the works, it seems likely that even those occupied buildings located some distance from the works and not located on an access route to the works may also be in some way affected by the works in terms of visual, or other general amenity being altered.

Whilst these impacts would seem unavoidable given the extent of the scheme, the applicants ES outlines various mitigation measures which should help reduce the impact of the construction works.

It should however be noted that most of the significant impacts of the scheme will be created during the construction phase of the project, and that following completion, the remaining impact will largely be the visual impacts of the new works, coupled with possible noise emissions from proposed plant/machinery, which will hopefully be quite minimal. Conditions are suggested as part of this report which will hopefully mitigate/reduce the likely impacts of the scheme.

9.32 General impact on the landscape

Within Wiltshire Council's area, the pipeline would be sited mostly within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. The pipeline passes close to various villages and hamlets, farmsteads and other isolated rural properties, many of which are heritage assets and located within or close to Conservation Areas. Many of these settlements and the landscape have historic churches and scheduled ancient monuments. The form of the landscape is varied and changes along the route of the pipeline, containing a number of elevated areas from which the route of the pipeline and the proposed compound works will be most visible. The remainder of the route; the area around Mere and Sedgehill, and from the point at which the pipeline crosses the A36 at South Newton to Camp Hill, is designated within the Special Landscape Area covered by policy C6 of the SDLP. At this latter point, the pipeline also skirts the Landscape Setting of Salisbury and Wilton, referred to by saved policy C7 of the SDLP.

Areas of Outstanding Natural Beauty (AONBs) are afforded a high level of protection in both local and national planning policy. The National Planning Policy Framework (NPPF) further confirms the importance of the conservation of such areas. This indicates that:

“Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important

considerations in all these areas, and should be given great weight in National Parks and the Broads.

Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and*
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.”*

Saved policies in both the South and West Wiltshire Local Plans seek to conserve the character and scenic quality of the landscape and in general development is restricted to that essential to maintain the rural economy or is desirable for the enjoyment of its amenity. Major development will not be permitted unless there is a proven national need and no suitable site is available outside the AONB. The policy also (in relation to “small scale” development) states that where there is a need to introduce development in an AONB, it indicates that careful consideration should be given to its scale, location and siting and particular attention should be paid to design and landscaping. Policies C6 and C7 related to the remainder of the landscape along the route in South Wiltshire has similarly restrictive wording.

Draft Wiltshire Core Strategy policy 51 indicates that proposals should protect, conserve and where possible, enhance landscape character and must not have an unacceptable impact upon landscape character. Aspects that need consideration are:

- The locally distinctive landscape character, features, patterns and species
- The separate identity of settlements
- Visually sensitive skylines, solid, geological and topographical features
- Landscape features of cultural, historic, and heritage value
- Important views and visual amenity
- Tranquillity and need to protect against intrusion from light pollution, noise and motion
- Landscape functions including places to live, work, relax, and recreate.

The Cranborne Chase and West Wiltshire Downs AONB Management Plan 2009-2014, is also a material consideration in this case. It is a statutory plan that sets out priorities and identifies where there is pressure on the designation from different types of development. The management plan identifies one of the development pressures as being that the importance of integrating infrastructure with the existing infrastructure is not sufficiently understood.

The AONB partnership was consulted by the applicants as part of their broad pre application discussions, and a number of aspects of the original route and works were adjusted to try and address their concerns. As part of the planning application, there has continued to be on going discussions/exchange of views between the parties and officer of the LPA, and it is clear that whilst the submitted scheme addresses many of the AONB previous concerns, there remain a number of concerns outstanding at the time of the writing of this report. These range from broader issues about how the importance of the AONB designation and the landscape is referred to in the applicants submitted EIA and the plans, to more granular

concerns regards the more detailed aspects of the scheme in terms of the impact on rights of way of the construction works, and the level of detail submitted for the works to the proposed/extended compounds. It appears the AONB group would have preferred a full application to be submitted, which presented all the works in detail, rather than in a hybrid form as has been submitted.

The Council Landscape officer has assessed the project and is aware of the concerns expressed by the AONB partnership. She has indicated that overall, on the completion of the development, there is unlikely to be any significant far reaching adverse impacts on the quality of the AONB landscape, or features that contribute to the quality of local landscape character. There will clearly be some loss of visual amenity during the construction phases but this will be short lived. The Landscape Visual Assessment has devised a landscape mitigation strategy which must be integrated into the construction method statements for each construction phase and applied to the reserved matters detail design.

Officers have some sympathy with the concerns of the AONB partnership, as the LPA is being asked to agree the impact of the works on the AONB, without actually seeing the final details of those works.

However, in this particular instance, given the scale of the works, and the long term nature of the project, the applicants are not in a position to confirm the final details of the various works at this precise time. The level of detail that has been submitted to the LPA as part of the outline part of the application is considerably more than needs to be formally submitted for an outline application, and is considered more than sufficient to allow officers to ascertain the likely impact on the AONB in broad terms.

The applicants ES explains that the route of the pipeline has been chosen to avoid as far as possible any woodland areas and important mature hedgerow, as well as historic features.

The proposed works to create the pipeline route would initially result in an area of approximately 20-30 metres width of the topsoil being removed along the length of any works. The pipeline itself would only require a few metres of this area, but such a wide area is required for construction purposes. The information submitted by the applicant indicates that in a visual sense, the works would appear as a wide and long strip through the landscape, and it seems reasonable to assume that the works would result in a significant "visual scar" on the landscape for many months whilst works continue and any replanting/re-landscaping works take hold. There will be significant temporary disruption within the AONB for a number of years, which would in officers view cause some short term harm to the character of the landscape and the tranquillity and enjoyment of it by the public.

However, officers have analysed the route, location, and visibility of the proposed works from numerous viewpoints and locations, and have come to the conclusion that the route chosen appears to be the most acceptable route in terms of limiting the visual impact of the pipeline works. In particular, officers consider that whilst obviously prominent at close quarters, the works will in many locations be screened or partially screened from the viewpoint of users of the rural road system by the undulating nature of the landscape around the chosen route, coupled with the various hedge and tree planting, or built features of the landscape, such as the various settlements.

Whilst the construction works for the pipeline may be most visible from high level viewpoints/rights of way around the area of the pipeline works, even at such elevated locations, the undulating nature of the landscape around the route may well screen much of the pipeline works. Along the Wylde valley, the existing railway embankment and mature screening is also likely to screen much of the works.

In terms of the works to the various pumping stations/treatment works, some care has been taken to ensure that any new structures either have an agricultural visual quality, or where required, any structures are surrounded by grass bunding so that the resultant works can better blend into the surrounding landscape. The detailed impact of the specific works at each compound is outlined and assessed elsewhere in this report.

Indeed, after construction is completed, a mitigation strategy of landscaping would be implemented, which reflected the nature and character of the previous land, and flora. Whilst in the short term, the re-landscaped area is likely to be visible, in the longer term, it seems likely that the original visual harm of the works would have significantly softened if not mitigated completely.

The water pipeline is undoubtedly in the public interest as it is required to provide ongoing water security within the southwest region and to improve and maintain drinking water quality in the face of a noticeable deterioration in the quality of groundwater at some Wessex Water sites. Environmental commitments to reduce abstractions rates would also be in jeopardy. Furthermore, there is no real scope for the proposal to completely avoid the important AONB designation, as to do so, would remove the ability of the scheme to increase water resilience by linking up to the existing infrastructure. It is required to ensure that there is water security within the region into the future.

Officers consider that the principle of the development in landscape and visual terms is acceptable and that any “temporary” harm to the tranquillity and visual character of the AONB would be clearly outweighed by the wider benefits of the proposal in the longer term. In terms of the works to extend or create new treatment works/pumping stations, whilst these works would be visible within the landscape, it is considered that over time, such apparatus would to a certain extent become assimilated into the landscape, and hence, in the longer term, would not (in officers opinion) be regarded as having an lasting impact on the landscape character. The design and impact of these schemes can be resolved in some cases at reserved matters stage with suitable choices of materials and landscaping.

In accordance with paragraph 116 of the NPPF, any detrimental effect on the environment, landscape and recreational opportunities have been identified and moderated to an acceptable level. The scheme also accords with the provisions and aims of the saved Local Plan policies, and draft Wiltshire Core Strategy policy 51.

9.33 General impacts on the highway system/highway safety

The proposed route of the pipeline will cross the A30 road, the A350 road, the A303 and the A36, together with other minor roads.

A Transport Assessment (TA) has been submitted with the application. The submitted Transport Movement Assessment document provides detailed information on Diversion routes and works, but in very general terms, where the pipeline meets the road system, the pipeline will either be drilled under the road, or the roadway will be dug up to allow for the laying of the pipeline, and the surface renewed. The applicant’s information indicates that if roads are dug up and temporarily closed, the works will take no longer than two weeks, and usually 2-3 days, and a diversion route put in place.

Chapter 11 of the ES, sets out the transport assessment methodology and significance criteria. This approach was agreed with the Highway Authority at the scoping stage. The ES considers the impact of the scheme at construction and operation.

The applicants ES concludes that transport impacts of the works will be minimised by ensuring that construction vehicles deliver/remove from sites outside of peak hours and that construction traffic journeys are minimised where possible. All direct impact on major traffic routes is avoided through “directional drilling” of the pipeline crossing under the main roads. Routes for construction vehicles have been provided and mitigation measures have been identified where necessary. The applicants ES goes on to conclude that the significance of the impacts on footways and cycle routes would be negligible, and the potential adverse impact on bus routes will be avoided through mitigation measures in terms of the timing of open cut construction and the timing of resultant road closures. The ES concludes that the scheme is considered to have a “negligible to slight adverse” effect on traffic and transport.

In response to concerns regards roadworks and closures from various parties, the applicants have offered the following:

“Minor highway crossings will be programmed with a minimum of three months notice given to the Council. They will also be advertised in the local press and we will use our best endeavours to minimise any inconvenience to local businesses and residents.

In most cases application will be for a one week closure to allow reinstatement to the necessary highway standards. The crossing itself will take 2-3 days, as the contractor will need to get a safe distance clear on both sides to continue without impeding the highway. On the third or fourth day the road surface will be permanently reinstated, the total process taking up to 3.5 days”

The Council’s Highways officer has offered no highway objection in terms of the impacts of the road system, subject an advisory note related to the need to comply with all statutory requirements relating to the temporary closure/diversion of all public highways and rights of way necessitated by the proposed development.

It should be noted that any diversions will need to form part of a separate Transport Regulation Order dealt with by the Council. This will handle the works to the route, and any reinstatement. It is therefore not necessary in those instances to impose a planning condition related to those matters, as such matters will be handled by the Council Highways/Rights of Way officer.

9.34 General impacts on rights of way/public footpaths

The proposed pipeline will cross various public rights of way. However, at certain points, for instance where the pipeline route crosses hedging and similar features, the safeguarding strip will be reduced to approximately 5 -10 metres. Generally, the pipeline will be laid in an open excavated trench, and where the pipeline route crosses minor roads, footpaths and other rights of ways, such routes will have localised diversions put in place. With regards this matter, the applicants have offered the following:

“Very conservatively we have estimated that traffic controls may be required at open trench road crossings for up to 2 weeks, it is anticipated that the majority can be dealt with in a matter of days. With regard to other crossings, information is contained in the above ES extracts showing how they will be approached; it is expected that, with mains installation and backfill proceeding at a rate of 75m to 125m per pipe gang per day (subject to the transfer main material and ground conditions), the main construction works will roll through fairly quickly. However, the continuing need for vehicular access up and down the running strip may mean that PROWs are affected for a prolonged period until the section is completed and this will vary with the length of section involved”.

“The design teams are presently undertaking discussions with landowners on the detailed arrangements and programming but full information will not be in place until the successful contractor for each package is in harness. Accordingly we expect a planning condition requiring a fully worked up Construction Environmental Management Plan (CEMP) to be agreed in relation to each package (section of pipeline/surface site).....We do understand that it is the “when and how” detail that is of concern in relation to pipeline construction.

Wessex Water produces CEMPs as a matter of course on all its pipeline schemes – most of which are delivered under permitted development rights and of course they encounter the same issues regarding PROWs. In these cases there is no prior planning notification through a formal application but engagement occurs when the detail has been worked up and the same process will be followed in the CEMPs for the Corfe Mullen to Salisbury project. The proposed arrangements for each crossing, including programming and duration, will be discussed and agreed with the rights-of-way team during this process.”

The Council's Rights of Way officer has discussed the issues with Wessex Water, and has indicated that he has no objections to the works, and has indicated the following:

“I think the best approach from our perspective is to treat it as any programmed utility scheme, albeit a very large one, and deal with the necessary ROW temporary closures as the scheme demands and the subsequent reparations after the event on a site specific basis. There is already in place a good relationship and dialogue between our internal Rights of Way and Streetworks personnel and this is key to the coordination of temp closures and reparations afterwards.”

“As with any scheme our aim would be to limit the disruption to public access whilst treating public safety as the overriding priority. The contractors will no doubt have working guidelines as to what public access is permissible in or adjacent to the working area and this will certainly ere on the side of caution to negate any potential risk to the public and ensuing claims against them.”

“I am encouraged by the anticipated speed of the laying process and on the face of it this would appear that the operational works would pass fairly swiftly followed by the physical restoration of the ROW surface. Unfortunately I can envisage a scenario where the working strip will be the linear operational link between working areas and storage compounds so there will be a lot of plant traffic traversing and effectively severing the ROW for a lot longer than the physical pipe laying. As I have mentioned the contractors would not want the public crossing these service routes and may request that the paths stay closed until all plant access has ceased. Whilst we understand this there may be exceptional cases where an access link must be provided on priority routes and if a traffic light system or even a manned crossing is required then that should not be discounted.

The suitability of using tracks that are Public Rights of Way to link, for instance, the working strip to the road network would need to be evaluated on an individual basis. Apart from the disruption to the public there are also surface issues to consider from the effects of excessive vehicle movements. There would be an expectation of significant repairs/ maintenance certainly upon completion of the scheme but perhaps even during the scheme to ensure the integrity of drainage systems and the potential effects of a failing drainage system on the Highway or private property.

I would expect detailed information on all affected PROW to be made available well in advance, perhaps on a stage by stage basis so that it is manageable from our working perspective. I can foresee that it could consume a lot of our time and given the scale of the scheme then it would not be unreasonable for the factoring in of contractor personnel specifically for ROW and Streetworks and perhaps Environmental liaison to assist with managing this aspect of the project. This would then give continuity and provide more effective channels of communication throughout the duration of the project. This may already be considered”.

Based on the above, Members should note that close liaison between the rights of way team, the developer, and local community is facilitated by the requirements of the planning conditions suggested below.

It should be noted that any such diversions of rights of ways will need to form part of a separate Transport Regulation Order dealt with by the Council. This will handle the works to the route, and any reinstatement. It is therefore not necessary in those instances to impose a planning condition related to those matters, as such matters will be handled by the Council Highways/Rights of Way officer.

9.35 General Impact on railway system

Along the Wylde valley, the pipeline route has been chosen so that it is mostly located to the immediate south of the railway line. As the line is located on an embankment for much of its route, this is an ideal location as the pipeline works will be partially screened from most residential and other sensitive locations, and the landscape in this immediate area is not normally sensitive. However, the pipeline crosses the railway line to the south of Great Wishford, and there are proposed crossing points in the Langford area for the washout facilities. Either the works will involve a bore through the embankment, or utilise existing tunnels.

As a result, the pipeline works will be readily visible by users of the railway, and will in officers opinion, have a significant impact on the visual amenity of users of the system for the duration of construction works. There is no indication that any works to cross the railway line would have an impact on the operation of the railway.

There has been no formal response from Network Rail, and it is assumed that Wessex water would take all reasonable precautions when undertaking any works adjacent to or under the railway line. A suggested planning condition does however cover this issue.

9.36 General impacts on river systems/ecology

The majority of the land affected by the route is either arable or agricultural improved pasture, some of which falls within statutory or non statutory designated sites, namely the River Avon Special Area of Conservation (SAC), the Esbury Down Site of Special Scientific Interest (SSSI) and a total of five County Wildlife Site (CWS).

The NPPF indicates that regards protected sites, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts),

adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

- proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;
- development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;
- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss"

Policy CP22 of the adopted SWCS relates to the protection of Green Infrastructure. This policy indicates that development should *".....Put measures in place to ensure appropriate future management of Green Infrastructure.....Retain and enhance existing on site Green Infrastructure and create new or replacement Green Infrastructure equal to or above the current ecological value of the existing if damage or loss is unavoidable. Maintain the integrity of the existing Green Infrastructure network and prevent habitat fragmentation, and Identifies opportunities to enhance and improve linkages between the natural and historic landscapes of south Wiltshire. A development that would adversely affect the integrity and value of the existing Green Infrastructure network, or prejudice the implementation of the Wiltshire Green Infrastructure Plan will not be permitted"*

Policy 50 of the draft Wiltshire Core Strategy relates directly to this issue and indicates that:

".....development will avoid direct and indirect impacts upon local sites through sensitive site location and layout, and by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will generally be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts;

- I. cannot reasonably be avoided;*
- II. are reduced as far as possible;*
- III. are outweighed by other planning considerations in the public interest; and*
- IV. where appropriate compensation measures can be secured through planning obligations or agreements.*

Development proposals affecting local sites must contribute to their favourable management in the long-term."

Saved local plan policy C12 -18 of the Salisbury Local Plan, and policies C4 –C9 of the West Wiltshire Local Plan are also relevant to the protection of biodiversity and habitats, and the thrust of these policies largely reflects the national guidance and the guidance with the policies above.

The route of the pipeline is therefore highly sensitive, and the ES contains details of the chosen route, and mitigation measures. The Council's Ecologist, Natural England, and the Environment Agency have all been involved in prolonged pre application discussion, and the route chosen reflects those discussions and the advice of the professional bodies. All three bodies are happy that the scheme would not have significant effects subject to mitigation measures. The following summarises the broad impacts and issues.

SSSI - Where the pipeline crosses the River Wylde (a component of the River Avon SAC), adverse impacts will largely be avoided by directional drilling or auger boring under the river. A specific Construction Environmental Management Plan (CEMP) will be implemented to address residual pollution risks. Where it crosses the Esbury Down SSSI, the route has been designed to pass through the least sensitive parts of the site where the habitat is of a much lower value. Restoration will be in line with the conservation objectives for the SSSI.

County Wildlife Sites - The route has the potential to impact on five County Wildlife Sites. However, in consultation with the Wildlife Sites Project Officer it has been possible to adjust the route so that it will pass through the least sensitive areas and this will be coupled with a robust working method statement to address suitable soil handling strategies and appropriate habitat restoration. To help to mitigate for the disturbance, Wessex Water will facilitate nature conservation orientated habitat management works on these sites or on similar sites (CWSs) in the wider countryside.

Protected species - A significant amount of protected species surveys has been undertaken to inform the design of the pipeline route and wherever possible adjustments made to the route design to reduce impacts on wildlife species. There is particular potential for the scheme to impact on great crested newts, dormice and nesting birds, however, it is possible to design robust mitigation based on timing constraints and provision of alternative habitat, to ensure that local populations of these species are not adversely impacted as a result of the works. Further monitoring of species along the route will continue prior to the start of the works, so that for each phase, sufficient information is available to ensure appropriate working methods can be employed to protect wildlife species, such as habitat management and licensed disturbance works where appropriate. Where European Protected Species are present, Wessex Water will need to discuss with Natural England the need for any disturbance licenses.

For the remainder of the route which carries no designations for nature conservation, mitigation works on-site will address localised impacts. Careful habitat re-instatement and enhancement will be sought wherever possible within the footprint of the scheme.

Habitat Enhancement - The proposal involves temporary disturbance of habitats, all of which will be restored to at least an equal but where possible to a higher quality than those existing. No habitat will be permanently lost through this scheme. The phased nature of the

linear works will ensure that restoration of completed sections can take place alongside excavation of adjacent sections, ensuring habitat availability for the species they support is disrupted for as short a time as possible. This will be further aided by the active management and manipulation of some habitat areas both before construction commences and after restoration is completed, to ensure the best outcome for species that depend on those habitats, e.g. reptiles, bats, dormice and badgers.

Careful habitat re-instatement and enhancement will be sought wherever possible within the scheme

Additional mitigation - Wessex Water propose additional mitigation to assist the continued funding of the South Wiltshire Farmland Bird Project Officer and an additional proposal to encourage and undertake enhancement works in habitats across the wider countryside. However, these proposals cannot form part of any permission as there is no mechanism for enforcement of these actions within the planning system, where they are outside of the red line area of the application, or on land not in the ownership of the developer (Wessex Water).

Operational Phase- Once the works have been completed, the operational impacts of the pipeline are expected to be zero, except for discharge from storage tanks into the River Wylye, which will typically happen every five years. There will also be discharges from washouts along the route every ten to twenty years. All discharges will be de-chlorinated and the operations strictly controlled to avoid ecological impact e.g. from scouring, temperature shock or sudden change in flow regime.

9.37 General impact on private water supplies

The Council Environmental Health officer, together with a number of third parties, have raised concerns regards the impact of the pipeline works on private water supplies, particularly in the villages of Stockton and Sherrington. It appears that a number of properties are served via a private supply the route of which may be intersected by the route of the pipeline.

Wessex Water have indicated that although the pipeline corridor generally avoids service crossings, where they occur, the precise depth and alignment of existing buried services will be established during on-going detailing of the pipeline within the proposed corridor, in order to ensure that construction can proceed over/under existing utilities, with suitable safeguards and protection. On occasion it may be necessary to locally divert or re-align the affected services. Landowners and residents have been assured by Wessex Water that the greatest care will be taken when working in the vicinity of all vital services, including private water supplies eg Sherrington, Stockton. Any planned and potentially unplanned interruptions to water supply (including private supplies) will be kept to a minimum and within regulator targets for re-establishment.

Work is also being undertaken to ensure that the groundwater from which many of the private water supplies are sourced is protected from impact, including risk assessment of abstractions (private and public) close to the proposed directional drill sites.

9.38 General impacts on heritage assets including archaeology

The whole of the route of the pipeline is located in an archaeologically sensitive area, and the area around the pipeline route and areas close to the proposed treatment works and storage tanks sites contains numerous heritage assets.

The route was chosen after discussions with the Council's Archaeologist and English Heritage. The final route was chosen so that it avoided (in general) important listed buildings and scheduled ancient monuments and conservation areas.

Whilst the route of the pipeline and the proposed compound works would in some cases be visible from a number of listed buildings, it does not appear that any of the works are so close to any protected buildings that they would affect the setting or character of those building to a significant degree, apart from the works which skirt around Boyton and Sherrington, where the pipeline runs very close to the settlement. However, these works would be of a temporary nature, with the pipeline works re-landscaped and repaired, and any temporary compounds removed. Hence, any impact on the setting of listed buildings in this area would be short term and would be "repaired" over time. It is not considered that the proposed treatment works sites would be so harmful to any adjacent heritage assets as to warrant refusal, given that in most cases, the treatment works would be located away from existing properties, and screened by existing or proposed landscaping.

There has been an extensive programme of archaeological evaluation, including geophysical survey and trenched evaluation. It is understood from the ES that the route may affect areas of high archaeological potential. A mitigation plan was agreed with the applicants, and WC Archaeology has requested that such a plan is condition as part of any consent.

10. Localised impacts of pipeline route and associated works

The following paragraphs deal with the proposal in more detail, outlining the various works along the length of the pipeline and the various issues raised. The pipeline route is broken down into a number stages, although Members should not that this may not necessarily correspond with the sequence or location of works carried out by the applicant.

10.1 A30 road (Donheads) to Littledown section

Impact of pipeline route - The pipeline travels northwards from North Dorset area and crosses into the Wiltshire area via an open cut crossing of the A30. There is a group of properties in this immediate area, including an existing petrol station, and access off the A30 to a private school (St Mary's School). The new residential extension of Shaftesbury is located to the immediate west of this area.

The pipeline route travels north up the entrance driveway of St Mary's School, before turning north west at a farmstead (Landsley Farm) and travelling through countryside of the AONB to the west of Wincombe Park and the Mampitts Lane and Wincombe Lane areas (which contains a number of properties adjacent to the Wiltshire boundary, including Blackmore Vale dairy and Higher Wincombe House and the aforementioned residential extension of Shaftesbury). The route snakes around, (intersecting footpaths DSTM51, DSTM54 and Footpaths N1/5 & DSTM4 & 6), and coming into close proximity with a number of properties, including Langdale Farm, East Leaze Farm, and Higher Wincombe Farm and cottages. The route intersects an existing lane via an open cut crossing, and skirts adjacent to footpath DSTM2, before terminating adjacent to the A350 at the enlarged storage tank. A contractors temporary compound is also planned adjacent to this area.

In officers opinion the works in this area have the potential to be significantly disruptive to residential amenity (both in Wiltshire and North Dorset) and the amenity of users of the

countryside, due to general construction noise and disturbance. Users of Wincombe Lane and the immediate area will be particularly affected given the proposed intersection of works with this area. However, given the mitigation measures proposed along the route including the restrictive conditions proposed, it is considered that the impact on amenity, whilst significant for a short period of time, would be reduced to an acceptable level.

Similarly, users of the footpath/rights of way system will be similarly affected during the duration of the works in this area.

It is likely that users of the A30 will be affected by any road or lane closure works (the applicants TA also indicates that the A30 may be kept open using traffic lights, utilising one lane). In particular the existing properties along this stretch of the A30 will be most affected, including users of St Mary's School, who have raised concerns regards the use of its access driveway. The applicants have responded, and offered the following:

“Although we were not able to confirm a precise date for construction it is likely to be during the summer of 2015 which falls in with the school's preference for construction during the school summer holidays. Likely duration of works is expected to be about one week, including final bitmac reinstatement. We also confirmed that Wessex Water would endeavour to locate the pipe on one side of the road, subject to the location of existing utilities. Road plates could be used in order to help maintain vehicle access and minimise disruption. There is a possibility of local adjustment within the planning application corridor and this will be kept under review. School representatives were re-assured and confirmed that they were happy to work with Wessex Water to ensure an agreed solution to access. We will continue to liaise with the school to minimise disruption during construction”.

It therefore appears that provided any roadworks, or works to the rights of way system are undertaken in accordance with statutory procedures, it is likely that any disruption to traffic would be short term and have a limited impact. The enjoyment and tranquillity of the AONB would be affected for the duration of the pipeline works, but provided mitigating landscaping and reinstatement works are carried out, any impacts should be relatively short term.

10.2 Impact of Littledown storage tank works

The pipeline works join the existing Littledown WTW at this point. This is an existing unmanned storage site used for the storage of drinking water. The site will be extended to the south, including new storage tank, and small pumping station. The new storage tank will comprise a part buried concrete tank with grass banked sides approx 19.5m long by 26m wide and a valve/pump house 18m by 15m. The height of the new structure will be approx 4-5m above existing levels. New planting is proposed along the new southern, western, and eastern boundaries of the extended site.

A new lattice telemetry mast of up to 10m height is proposed adjacent to the immediate west of the storage tank infrastructure. A washout pipe is proposed to the River Lodden to the north of the A350. (It should be noted that these works have been applied for in full, not in outline)

It is proposed to utilise the existing access to this site via the A350, which will have its visibility improved. The applicants TA indicates that construction of this extended facility is estimated to take 52 weeks, and result in an approximate daily vehicular movement of 36

vans/cars, 20 concrete deliveries, 3 stone lorries, and one plant and hut delivery. Some pipe delivery would also occur at a frequency of 7 deliveries a day.

In officers opinion, the site is located in a fairly isolated location at the northern end of ribbon development which abuts the A350, although there is a property opposite the site. The existing site is elevated, and hence the works to extend the existing compound are likely to make the existing site more visible in the landscape to the immediate south and from the A350, although established screening will limit the wider impact on the surrounding AONB. Adjacent residential amenity is likely to be affected by construction works and vehicles. It is likely that the proposed communications mast would be visible to the wider countryside, although only from some viewpoints. The ecological or heritage potential of the site or surrounding area is limited, and hence the proposed works would be likely to have limited impacts. There have been no highways objections to the works. In officers opinion, provided mitigation works are undertaken, the impact of the scheme would be relatively short term and have a limited impact, and although an elongated construction period will have some impact on the level of amenity experienced by nearby dwellings due to heavy plant on the A350 and works on site, the significant distance from those dwellings will somewhat reduce such impacts.

10.3 Littledown to Sedgemoor section

From the extended Littledown storage tank, the works cross the A350 into North Dorset, before emerging in Wiltshire to the south west of Sedgemoor.

Whilst running partly in the open countryside (of the Special Landscape Area), the pipeline would be sited within close proximity to a number of residential properties/farmsteads, and cutting through footpath SESE5 & 6 and an existing road, and then crosses an existing road junction with Pitts Lane and Butterstake Lane close to a listed property called Pitts Farm, where a temporary contractors compound is also planned. The applicants TA indicates that 7 vehicles a day would be generated by the proposed pipe compound.

In officers opinion, there is a potential for significant temporary disruption in this particular area of Sedgemoor as the main road system around the settlement is crossed twice in Wiltshire, and the road system at this point is quite narrow. It is considered that the works will adversely affect the amenities enjoyed by those properties located close to these works, particularly Pitts Farm. However, the applicants submitted TA indicates a scheme for diversions around the existing road system serving Sedgemoor, which indicates that each closure for each crossing will be done one at a time, not all at the same time. Closure works would also be for a temporary period, as outlined in the Transport impact section of this report. As a result, whilst any disruption is likely to be disruptive and significant, it will hopefully last a short period of time, although visually, the route of the pipeline will take a few years to fully disappear as the new planting matures. The qualities of the landscape in this location will of course be affected for the period of the construction works (as will the setting of the listed building) but will be repaired by the re-landscaping works.

10.4 Sedgehill to East /West Knoyle & Milton pipeline route

From Sedgehill and the Special Landscape Area, the pipeline continues north through open countryside within the AONB between the settlements of East and West Knoyle. The route has been chosen so the pipeline is located as far away from either village centre as possible, including avoiding major wooded areas, and other features. However, the route does skirt several farmsteads and dwellings particularly in the Upton area between the two settlements, particularly as it is intended to temporarily cross the lane between the two settlements, thus requiring a brief road closure and diversion. At this point it is also intended to have a temporary contractors (pipe) compound, which will generate some 7 vehicles a day. A Right of Way (no. EKN021) would also be affected at this point. In officers opinion, the dwellings/properties in this area will therefore be most affected by the construction works, due not only to the actual physical works, but also the temporary changes to the road system, as well as the use of this area by plant and machinery.

The pipeline continues northwards, and cuts through right of way EKN 020 as well as Upton Lane (or Marthas Lane) (Right of Way EKN 014), where it is proposed to locate a temporary contractors (pipe) compound (estimated 7 vehicles a day), and also utilise this restricted byway for access for some construction vehicles. The dwellings in and around this secluded area, and particularly the dwellings immediately adjacent the Upton Lane/Marthas Lane right of way, will invariably suffer a reduction in their residential amenity for the duration of the works, even with mitigation measures in place. However, the applicants submitted details suggest that this right of way will be used for "limited access and emergencies only".

Officers have viewed the site from elevated public vantage points to the east at Wise Lane and at the open area adjacent the Fox and Hounds public house. However, in officers opinion, the works along the valley floor are likely to be screened by existing woodland planting and the undulating landscape. The pipeline skirts the rear of Chapel Farm (on Wise Lane), and therefore this property is likely to suffer some form of impact from the works, although due to the undulating nature of the land in this location, the main farmhouse will be divorced from the pipeline site, and therefore visual and noise impacts may be limited.

The route continues north, crossing footpath EKN 019 and Bridleway EKN 012. It then crosses the existing road (New Close) linking West Knoyle/Milton to the A303, and a contractors compound is planned in this location, (which will have an estimated 14 vehicles a day). The route then travels across the adjacent field northwards, and travels under the A303 via a trenchless crossing. The temporary closure of that part of New Close will involve (in officers opinion) a rather lengthy diversion via the southern section of The Street through West Knoyle, across the Upton area, and utilise Wise Lane. This section of works would be readily visible from the immediate area, but have been located in a manner that limits a wider visual impact, due to undulating landscape.

The main impact in this particular area is likely to be in terms of the temporary road closure of the road system linking with the A303. West Knoyle Parish Council has not objected to the scheme but has indicated that consideration needs to be given to timing of the road closures in respect of the school bus and local businesses. In particular, how the proposed road closures will affect the school bus route needs to be considered. There have also been similar highways concerns from the operator of the West Knoyle Bison Farm regards the impact of any works and road closures on the business. The applicants have responded, and assured the LPA and the concerned party that any road closures will be timed so as to

have a limited impact on the business (see general Transport impact section of this report). In particular, the applicants TA document suggests that any road closures will take place outside term time.

10.5 Keysley Down to Monkton Deverill and Summerslade Area

Impact of pipeline works: After crossing the A303, the route travels north via Keysley Down. The works in this location will utilise an existing track access from the A303 (Bridleway KDEV 14). The pipeline skirts around the listed Keysley Farm, and cuts through footpath KDEV 11, and Byway KDEV12. In officers opinion, users of the right of way network will obviously be affected by these works, and in particular, the occupiers of the farmstead who are likely to see a significant reduction in their amenity during construction works. Given the elevated nature of this area, it is also possible that construction and remediation works could be quite prominent until landscaping matures. The setting of the listed building would be temporarily affected during construction works

The route travels north adjacent to the public road leading north from Keysley Farm, and passes very close to another dwelling (Hill Barn) before arriving at the junction with Hindon Road, south of Monkton Deverill. A contractors compound is planned for this area. The route then travels westwards across fields to the site of the proposed pumping station. The plans show that three new water mains are required from the new pumping station travelling eastward through the field systems up to Summerslade Down, a route which involves an open cut crossing of the Hindon Road serving the village, and the crossing of footpath KDEV 18. From the proposed pumping station it is also proposed to lay a washout facility which will involve a trenchless crossing of the B3095 road serving the west of the village before terminating in the river. A temporary constructors compound is planned for the field system immediately north of the site of the planned pumping station, and the plans indicate that this area will be subject to "landscape reprofiling", although it is understood that this landscaping is subject to landowner consent, and that these particular works are not required to mitigate the visual or noise impacts of the pumping station works.

The applicants TA document indicates that HGV traffic will utilise the B3095 via the A303 to the west of Kingston Deverill, and that Hindon Road will need to be temporarily closed and diverted. The proposed pipe (compound) stores will be likely to generate between 7 and 14 vehicles a day. The total combined number of vehicles using the Monkton Deverill site is estimated by the applicants TA as being in the region of 56 (including the two pipe stores).

In this area, it is therefore considered that there is potential for the amenities of the occupiers of the village to be affected during construction, particularly due to temporary road closures and diversions, as well as the close proximity of the works to dwellings, and rights of way. The visual appearance of the field system to the south of the village would also be altered both during construction works. These works will also be most visible from Summerslade Down, and partly from the village to the north, and partly by users of Hindon Road. Monkton Deverill contains a number of listed buildings, but the works would remain at a distance from these buildings and hence, it is considered that the setting of these buildings would not be affected by the pipeline works.

10.6 Monkton Deverill pumping station impact - The new unmanned site would be created off a single track lane off Hindon Road, for use as a new pumping station, including

pumps, surge vessels, fuel store, transformer, generator and compressor kiosk. The new pumping station is approx 15m wide by 36m long and 8m high. A 4.5 m long, 4m high single storey building is also located along the length of this new pumping station to its southern flank. The new buildings will be designed to reflect the appearance of agricultural style buildings, using timber cladding and blockwork plinth. A lattice communication tower of up to 15m is required, sited directly adjacent to the southern side of the proposed buildings. These works are in outline only, and therefore reserved matters application will be needed for the detailed works.

A new access off the single track lane is required, and a passing bay along the lane for construction vehicles is proposed. Vehicles generated by the construction of this facility is estimated by the applicant as 12 stone lorries, 8 cars/vans, 2 concrete deliveries, and some other delivery vehicles of lesser frequency.

The site is located in a fairly isolated location to the south of the village, adjacent to an existing farm complex. In officers opinion, the proposed compound and communications mast would be readily visible from the adjacent track and right of way, and from the village to the north, being only partially screened by existing hedging and other landscape features. Proposed landscaping around the site will however help to soften the proposal over time and blend the site into the landscape. Whilst the land to the south east of this site is a Scheduled Ancient Monument and is highlighted in the Local Plan as of Ecological Value, the ecological and heritage potential of the immediate site is not significant, and the works are unlikely to have a significant impact on the adjacent designations as works and suggested compound would be some distance away. Hence the proposed works would be likely to have limited impacts. Overall, provided the design and materials used for the compound are of the agricultural aesthetic as suggested, it is considered that the visual harm of this compound would not be so significant as to warrant refusal.

A number of concerns have been expressed by both Monkton Deverill Parish Council, and the Water Action Group, which are outlined in this report. Communication regards these concerns has continued for some weeks with Wessex Water and your officers, and a number of the concerns and queries have been addressed. However, in response to the matter raised regards noise from the proposed pumping station, Wessex Water initially offered the following:

“A target noise level will be agreed in discussion with the LPA considering the existing noise levels at the nearest noise sensitive properties. This target noise level will be imposed on the planning consent. We expect and are working to a highly challenging design specification which will require considerable attention to the building envelope and noise attenuating measures. The “reserved matters” (detailed) submission will be accompanied by a full acoustic assessment to demonstrate that the noise emissions satisfy the requirements of the Council’s Environmental Health Officer.

The proposed noise level is defined in the Environmental Statement and will be specified in planning conditions. The planning authority will have full control of the outcome both through its ability to approve or reject the reserved matters application and through the ability to enforce any noise condition when the development is completed. In addition, the Action Group themselves will be able to question and judge the reserved matters application for the building when it is submitted, together with its accompanying assessment. Accordingly the

community will have a further opportunity to inspect the proposals which, at that stage, will be more fully developed with the benefit of precise sound power levels from the equipment identified for the unique circumstances at Monkton Deverill.

We fully appreciate these concerns and are happy to work with the community to achieve a high quality development in conformity with the social and environmental commitments of Wessex Water and the expectations of necessary utility development within the AONB.”

Regards the potential noise and disturbance issue referred to above, the Council's Environmental Health officer is fully aware of the local concerns related to this matter, and following detailed discussions with the applicants, he is content that the noise emissions experienced beyond the limits of the site and at the village (nearest dwelling) will be well within acceptable limits. Officers are therefore similarly reassured that, despite the understandable concerns expressed locally, the actual level of noise disturbance on the tranquillity of the countryside around the proposed pumping station site (although audible) would unlikely to be significant. A suitable planning condition has been suggested which restricts the level of noise emitted from the pumping station (and audible at 5m from the building) to 50decibels. This means that the noise audible outside the confines of the site will be unlikely to be loud enough to spoil the enjoyment of users, and the noise audible at the nearest dwelling (approx 234 m away to the north east) is likely to be essentially inaudible despite the quiet nature of the location. Notwithstanding this, it may be possible to redesign the proposed buildings and site to reduce the level of audible noise below 50 decibels, and this could be considered as part of any future application for the design of the site. However, members should be aware that any such works could increase the scale of the building slightly and alter the boundaries of the site and its arrangement, which may reduce any visual benefits of the current scheme and make it more visible in the landscape.

Notwithstanding the above however, the Environmental Health officer has requested that a condition be imposed which requires a scheme of noise control measures specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from the proposed pumping stations and associated development at the Monkton Deverill, Codford, and Wylve sites.

10.7 Impact of Summerslade Down pipeline route

The route continues north eastwards up the incline of Summerslade Down, adjacent to Bridleway BDEV7. The plans indicate that this is not crossed by the pipeline works, but in officers opinion, the works will be in such close proximity that the route and any users of that route will be affected by the construction works. Footpath BDEV5 and Bridleway BDEV6 are however both crossed by the works and therefore these will be affected by the works. The pipeline works terminate at the proposed storage tank site, which is also shown as having a proposed temporary compound around it.

In officers opinion, this section of the works is considered to have the potential to have a significant visual impact on the immediate area and the wider landscape of the AONB, given the elevated nature of the site. The construction works would also reduce the tranquillity of the location and the amenity of users of the relevant rights of way, particularly as access for the works is intended via an existing track off the adjacent public highway, to the east of the summit.

10.8 Impact of Summerslade Down storage tank

The pipeline from Monkton Deverill would run to a new unmanned site created at a high point, as a new storage tank, where water from the new pumping station at Monkton Deverill can be stored before flowing under gravity along the existing pipeline to Codford. A new access and roadway will be created off the existing unmade farm track.

The new tank will be approx 43 m long by 57.5 m wide and approx 4.25m high, enclosed with grassed bank sides up to 5m in height. A new pumping station 14m by 12m in size and 4.5m high is proposed to the immediate north of the storage tank, and this is also partially enclosed within the grassed banking. A new single pole telemetry mast of up to 5m is required, and this will be located to the north of the new building works adjacent the new access track. A washout pipe will be laid between this site and the Monkton Deverill site, and from there to the River Wylfe. (It should be noted that these works have been applied for in full, not outline)

The applicants TA indicates that the construction of this facility together with the pipe storage, will generate an estimated 77 vehicles a day.

In officers opinion, the new works, including the proposed telemetry mast, are likely to be prominent, both within the immediate area, and in the wider AONB, but only when viewed from other elevated locations in the vicinity, or the adjacent rights of way system. From other, lower level locations, it is officers opinion that the works will not be readily visible, due to the undulating nature of the landscape, and some existing tree screening at or around the site. The works will alter the visual appearance of the site quite dramatically and there is limited mitigation which could be undertaken. The ecological or heritage potential of the immediate site is limited, and hence the proposed works would be likely to have limited impacts. Overall, provided the design and materials used for the compound are as suggested (ie grassed bunding), it is considered that the visual harm of this compound would not be so significant as to warrant refusal.

The presence of protected species (Quails) has been raised by local third parties. This matter has been considered by the Council's Ecologist, who has advised that:

"I agree with the response supplied by Wessex Water and I am confident that they will carry out the necessary surveys before the commencement of works. If quails are found nesting within the zone of disturbance resulting from the pipeline works, a mitigation strategy will be drawn up and implemented. Wessex Water have a very good track record where ecological issues arise in the course of their works. At similar sites they have used timing constraints and buffer zones to enable the works to be completed while ground nesting birds are not present or have designed works to be achieved without causing disturbance." The Council ecologist also confirms that: *"It must be noted that the final CEMP for each section cannot be drawn up and agreed with Wiltshire Council until planning permission is granted, after which the timing of works can be finalised and surveys can be updated which will inform the CEMP. I do not consider that, at this time, any further survey work or design of CEMP is useful as it would not be entirely relevant to the ecology of the site immediately before commencement of works"*.

From Summerslade, the existing underground water pipeline to Codford WTW is utilised.

10.9 Codford to Wylve route

10.10 Codford Water Treatment Works

The pipeline works commence again at Codford WTW, which is located directly adjacent to the main railway line to Salisbury. The existing unmanned WTW site will be extended to the north west and south, including a new pumping station, storage tank and iron treatment plant and additional ancillary buildings and internal roadway and planting/2.4m boundary fencing. Existing access is to be enhanced off Station Road with new 2.1m gate and fencing. Some redundant structures on the existing site will be demolished.

The new pumping station will be approximately 28.5m long by 14m wide with a pitched roof to approx 8m high. This building would be designed with timber boarding and a blockwork base. The adjacent new storage tank would measure approx 25m long by 20 m wide, with a 7m high flat roof design. This building would be encased in grassed banking on three sides, which would extend out 17m to the south, north, and west. A new pump house will be located to the east of these buildings, and measure approx 14 by 13 metres and 6.5 metres high, and of similar design and materials to the pumping station. Several other structures and plant of utilitarian design and varying but smaller scale are also planned on the extended site. New planting is proposed, particularly along part of the southern and northern boundaries of the site. A new communications mast, up to 12m high is required, located adjacent to the north of the new pumping station. These works are in outline only, and therefore reserved matters application will be needed for the detailed works.

The applicants TA document estimates that the total number of construction vehicles a day will be in the region of 105 vehicles, as a worst case scenario. In officers opinion, this level of traffic has the potential to significantly affect the amenities of nearby residents, particularly those on the route between the compound and the main A36.

The existing site is located on the southern side of the railway line, and there is evidence of a Bronze Age settlement and possibly a 17th century water meadow systems. The existing site already contains numerous utility paraphernalia and apparatus, including boundary fencing, and is already a prominent feature in the immediate landscape, although from longer distance, the existing site generally blends into the surrounding landscape.

The proposed works would involve a significant enlargement to the site and the existing buildings. The Council's Landscape officer has raised concerns that the proposed storage tank and fencing will be too visually dominant in the adjacent landscape, and the applicants have agreed to try and address these issues as part of their detailed design and reserved matters application. However, in general terms, some existing buildings/apparatus would be removed, and given the rather isolated location of the site and its built character, it is considered in principle that the resultant enlarged site and new works would not have such a significant impact on the wider AONB as to warrant refusal, although the extended compound will be more visible from the south and the adjacent Station Road which runs parallel to the site. Occupiers of dwellings to the south of the facility (in Boyton) will be most affected by these works, although there is a significant distance and a mature tree screen between the works and the dwellings. For this same reason, the setting of the listed buildings in Boyton would remain unaffected by the works, as would the Conservation Area. Dwellings and listed properties to the north of the site and the railway would be similarly

affected. The ecological or heritage potential of the immediate site is limited, and hence the proposed works would be likely to have limited impacts.

Notwithstanding the above however, the Environmental Health officer has requested that a condition be imposed which requires a scheme of noise control measures specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from the proposed pumping stations and associated development at the Monkton Deverill, Codford, and Wylde sites.

10.11 Impact of Boyton and Sherrington pipeline works – A temporary contractors compound is proposed to the immediate south of the existing Codford treatment site, together with a washout facility which stretches south into the existing field system. Notwithstanding these works, from the Codford treatment works site, the pipeline would continue southwards, via a trenchless crossing of the main road (to the south of the level crossing), and carries on across the field system, via a trenchless crossing of the River Wylde, and a secondary small watercourse, and crosses footpath BOYT26, before carrying on towards Sherrington village.

The pipeline crosses the field system southwards from the Codford compound, and exits the field system via an open cut crossing of the main road adjacent to Sherrington village, which also serves as the National Cycle Route 24. This part of the main road to Boyton will need to be temporarily shut and diverted, and the applicants submitted TA indicates that traffic will be diverted via Station Road and the A36. A temporary contractors compound is planned on the southern side of the main road, which is likely to be readily visible in the landscape and affect the amenities of existing dwellings in this location. The applicants TA document indicates that this pipe compound will generate some 7 vehicles a day.

This is considered to be a highly visible part of the route, and the pipeline works are likely to have an immediate visual impact on the landscape. Likewise, during construction, the proposed compound will be highly visible, being located directly adjacent to the village and the main road through the settlements. Several listed buildings are located within very close proximity to the pipeline works at this point, and their setting will be temporarily affected by the works, although the fabric of the buildings will in no way be harmed as many are located on the opposite side of the road or the field system from the works. The pipeline route would skirt the south western edge of the Sherrington Conservation Area but given the temporary nature of the works and the proposed re-landscaping, it is considered that any visual harm to the character of the area would be short-lived.

The pipeline continues east from here, skirting the south edge of the main road and will cross (and therefore affect) the junction of Bridleway SHRR4, Bridleway SHRR9, 10 & 11. The pipeline then carries on eastwards across the field system where it crosses an existing road (via an open cut crossing), and in this location a contractors compound is planned adjacent to the immediate south of the railway line. A washout facility is also planned in this area.

Sherrington PC and third parties have raised issues regards the impact of the works on a private water supply that serves the village. This apparently runs across the field system to the west of the village, and is therefore intersected by the proposed pipeline works running

from Codford treatment works site towards the village. Wessex Water has offered the following comments:

“The pipeline corridor generally avoids service crossings but during detailed design work, where they occur, the precise depth and alignment of existing buried services will be established in order to ensure that construction can proceed over/under existing utilities, with suitable safeguards and protection. On occasion it may be necessary to locally divert or re-align the affected services. Residents can be assured that the greatest care will be taken when working in the vicinity of all vital services, including Sherrington's water supply pipeline, to ensure that there is no service interruption. Any planned and potentially unplanned interruptions to water supply (including private supplies) will be kept to a minimum and within regulator targets for re-establishment”.

Providing safeguards are put in place, it is officers opinion that any private water systems will be only temporarily affected, and that the visual harm caused will be short term, following reinstatement landscaping works.

10.12 Stockton and Bapton pipeline works – From the Sherrington area, the pipeline runs immediately to the south of the railway line (Stockton village is away to the north), and this involves the crossing of several access tracks, including a track serving Stockton Dairy, a rights of way STOC6 (leading from Manor Farm), and STOC2, a restricted byway. A Contractors compound is planned with access via the public highway via one of these tracks (leading off the main village road south past Glebe Cottage and existing barns). At this location, a planned washout facility will spur off northwards, via a trenchless crossing of the railway, following the aforementioned track, and across the main road through the village (via open cut method) before washing out into the River Wylfe. Buildings and any dwellings associated with Glebe Farm complex at this location will be affected by these works.

There has been a concern raised regards interruption of a private water supply. The applicants have offered the following:

“.....we understand that this relates to a single private water supply main that crosses the route of the Codford to Camp Hill main south of Stockton. It was brought to our attention by the landowner ...during the public meetings last summer. He informed us that he owns and operates a private water supply system, which comprises a storage tank on the south side of the railway and a single gravity supply main that runs down the hill across the railway and supplies a number of properties in Stockton. He had no issue with the Scheme crossing the main as long precautions are taken to protect it. We therefore providethe same assurances given to the residents of Sherrington”.

Overall, it is considered that the route chosen for the pipeline appears to be the least harmful, in terms of it being largely screened behind the railway embankment and existing planting associated with the rail line. Stockton Conservation Area, which does not extend over the railway, will therefore remain largely unaffected by the temporary works proposals. The location is also secluded, and is unlikely in itself to have harmful impacts on the wider landscape or residential amenity. Equally, the route of the pipeline is limited in terms of its ecological and archaeological potential.

10.13 Wylye to South Newton section

10.14 Impact of Wylye pipeline works – Leaving the Bapton area, the pipeline runs south eastwards on the south side of the railway through field systems. A contractors compound is proposed, served off right of way (STOC7), and this Bridleway will also be used by construction traffic. The pipeline then involves a trenchless crossing of the A303, before emerging and crossing an existing track (Cow Drove), which is a right of way (STOC7). This bridleway will also be used for construction traffic, with a temporary contractors compound planned. It appears from the plans that any construction traffic would utilise the junction of the A303 with this track. The Highways Agency has raised no objection to the proposals.

The pipeline then continues south eastwards, crossing right of way (WYLY4), then turns eastwards, with an open cut crossing of the Dinton Road (adjacent the existing railway crossing), before the pipeline route skirts the existing Wylye treatment works site. A temporary contractors compound would be located to the immediate east of existing commercial buildings at this location.

Wylye Parish Council have raised concerns regards the accessing of the route of the works by large lorries carrying pipeline sections, siting the narrow nature of the village road system. The applicants have responded and indicated that where access is difficult, the Contractor may use shorter lengths of pipe and offload the main deliveries remotely, bringing them in on smaller vehicles; this may be one of those cases. They would also seek advance agreement with the highway authority (prior to works taking place) on the movement routes for all HGVs so as to avoid sensitive locations; the contractor will be required to sign up to these routes and ensure that measures are put in place to ensure observance.

This section of pipeline works will be as visible as other works along this route, given its close proximity to the adjacent settlements and the intersections with rights of way and the main road system. It is also considered that given the rather narrow road system, there may be the potential for construction traffic to have an impact on the road system of the village. It should of course be noted that the route of the pipeline will be used for most traffic, and the applicants TA shows access being gained via the A303, so it would seem that the actual impact on village roads will be very short term and very limited, and will mostly be affected by the temporary closure and diversion of Dinton Road where it is crossed by the pipeline works – traffic will be diverted from Dinton, up the B3089 and A303 and utilise Teapot Street.

However, there appears to be no objections from Wiltshire Highways or the Highways Agency.

10.15 Impact of Wylye Water Treatment Works

The pipeline then intersects the existing WTW site, which would be extended with a new pumping station erected, including a new substation and transformer. The proposed pump house is 4m long by 3.1m wide, and 2.25m high. The substation will be 2.5m long by 2m wide, and 2m high. All will be housed in standard kiosk, clad in dark green finish. New planting is proposed around the perimeter, particularly at the north west and south eastern corners of the compound.

The existing access to the site will not be altered. No new telemetry mast has been proposed at this site. These works are in outline only, and therefore reserved matters application will be needed for the detailed works.

The existing secluded site is located on the southern side of the railway line, and already contains utility paraphernalia and apparatus, including boundary fencing. The proposed works would involve some enlargement to the site and the existing buildings. However, some existing buildings/apparatus would be removed, and given the rather divorced location of the site and its already urban character, it is considered that the resultant enlarged site and new works would have no more significant impact on the surrounding AONB than the existing site. The ecological or heritage potential of the immediate site is limited, and hence the proposed works would be likely to have limited impacts. The applicants ES indicates that during construction, a slight adverse noise impact is predicted for the nearest properties closest to this site, but indicates that in order to mitigate this best practice construction techniques will be employed, as well as any noise barriers and enclosures deemed necessary. In officers opinion, given the location of these works, located away from the main village on the southern side of the railway line, it is considered that the temporary construction impacts on amenity would not be significant apart from those dwellings which are located immediately adjacent the railway line and the railway crossing area.

Notwithstanding the above however, the Environmental Health officer has requested that a condition be imposed which requires a scheme of noise control measures specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from the proposed pumping stations and associated development at the Monkton Deverill, Codford, and Wylve sites.

10.16 Hanging & Steeple Langford pipeline works – From Wylve, the works travel east, and the pipeline runs adjacent to the south of the railway line, and involves a contractors compound, and a washout facility which involves the trenchless crossing of the railway line and the road. The pipeline then crosses right of way WYLY6, hence affecting this Bridleway, before travelling south some distance from the railway and the village centre, where it crosses a right of way (SLAN8) called The Hollow. This right way would be utilised by construction traffic from the village. The pipeline runs directly south eastwards adjacent to a property shown on the plans as Holloway Hedge Barn. The route would largely avoid the main part of the settlements, but one of two properties would still be located within close proximity to the works, and are likely to suffer detriment to amenity during the construction works, particularly as the works are often elevated above the settlements.

Steeple Langford PC have raised concerns about the impact of any works on The Hollow, a right of way which is intersected by the route of the pipeline to the south of the village, and particular the use of the Hollow for vehicular access for construction purposes. The applicants have responded and indicated that:

“The contractor has come back to us to say that it may be necessary to use the track, although the nature of the vehicles has to be confirmed – it may only be for land rovers and vans. As indicated below and stated in other correspondence, however, we propose to seek advance agreement with the highway authority (prior to works taking place) on movement routes for HGVs so as to avoid sensitive locations; the contractor will be required to sign up to these routes and ensure that measures are put in place to ensure observance.”

The proposed works in this location would be elevated, with the land to the south of the railway line rising sharply to the south. Hence the pipeline works, which run through this area east/west, are likely to be readily visible (in part) from the valley below and the settlement, as well as visible from higher land to the immediate south and the A36 corridor and surrounding land to the north. In officers opinion, there is a significant potential for works in this area to have a short term adverse impact on the character of the area, particular if The Hollow, an narrow unmade track, is used by vehicles. WC Rights of Way officer is aware of these issues but has raised no fundamental objections, subject to close liaison with Wessex Water during the works in this location.

10.17 Little Langford pipeline works– The pipeline runs to the south of the railway line, and skirts to the immediate south of Langford Farm. Construction access would be gained via an existing track through the farm complex from the public highway to the north. A constructors compound is planned off this track to the immediate south west of the farm, where a washout area is also planned. As the pipeline continues east from this location, a second constructors compound is planned, as well as a washout to a watercourse which would involve a spur off the pipeline route north across the road and railway.

Given the proximity of the works, there is likely to be some significant impacts on the amenities of any occupiers of Langford Farm. To a lesser extent, the planned washout works will be relatively close to existing cottages in Little Langford. Some reduction in residential amenity is therefore likely to occur in this area during construction works. The works would in part be readily visible from the Langford Road, east of Little Langford, simply due to the fact that around Little Langford, the main road skirts temporarily to the south of the railway line before deviating north of the railway line again, thus making the pipeline works adjacent this area visible. However, from distant views to the north, including the A36 corridor, this section of pipeline will be partially screened by the railway embankment, therefore visual impacts will be localised.

10.18 Great Wishford pipeline works – The pipeline runs south easterly at this point, to the west of the railway line and Great Wishford village. The pipeline works would cross and affect right of way/Bridleway GW155A, and right of way/Bridleway GW156 in this area, and a temporary compound is planned adjacent to an existing roadway Grovely Lane, adjacent to a small cemetery, which will be used as a temporary access to the compound from the village, and part of this road is shown on the plans to be temporarily widened as part of the construction works. A washout is planned for this area. Again, the majority of the pipeline works up to this point would be divorced from the adjacent village, due to the railway embankment. However, disturbance to amenity is likely due to the close proximity to the settlement and the use of the highway system by works vehicles.

The pipeline then crosses the main railway line (thrust bore crossing technique) and crosses onto the public highway (the Wishford Road), which may need to be temporarily. Footpath GWIS8 would be affected by the pipeline works. There is a washout planned in this area. The pipeline crosses the Wishford Road, and continues south east – at this point, the pipeline works will be very visible to road users, users of the surrounding countryside, and from across the valley from the village.

Together with temporary landscape impact, it is therefore considered that users of the rights of way network will be most affected by these works. Some residential amenity impacts are

likely, even though works are located some distance to the south of existing dwellings. The construction works will be very visible.

10.19 South Newton – After proceeding southwards between the railway and the river Wylde, the pipeline turns north east at Wishford Sewage Treatment works. There would be two washouts in this section of works and a planned contractors temporary compound adjacent to the existing treatment works site, crossing an Area of High Ecological Value, then the river system SSSI, and then a trenchless crossing of A36 to the south of South Newton. A Right of Way SNEW1 would be affected.

The Council's ecologist has not objected to these works, and therefore the impacts of this section would appear to be limited subject to suitable mitigation. However, the works are likely to be readily visible in this area, particular from footpaths, the A36, and adjacent dwellings, although only harmful for the temporary duration of the works. Some amenity impacts are likely on users of the rights of way system and those dwellings located across the river valley, though works are located some distance to the south of existing dwellings.

10.20 From South Newton to Camp Hill

10.21 Impact of pipeline works – After crossing the A36 at South Newton, the pipeline continues directly passed the properties known as White Cottages, north east up through the field systems, terminating at the Camp Hill storage site. Right of Way SNEW10 would be crossed by the works, and would also be utilised as an access to serve a temporary pipe compound. A washout area is planned in this section of works. At the point at which the pipeline works reaches the existing treatment works site, Right of Way SNEW 11 is affected by both the pipeline works, and the works to extend the compound.

These works are located on elevated land on the north side of the A36, and in offers opinion, will be readily visible from the A36, and from lower land of the Wylde valley to the south. The works are likely to be very visible both during construction, and for a few years after construction, prior to the landscaping maturing, particularly as they are located on one of the main routes leading to Salisbury. However, this section is located within the Special Landscape Area, and not the AONB.

The use of the right of way leading off the A36 (adjacent Chilhampton Farmhouse) by larger construction vehicles may have an impact on the A36 traffic during construction (and the amenities of that property), although there are no objections from WC Highways/Rights of Way regards this specific matter. It is likely that the amenity of users of the rights of way system and the occupiers of adjacent dwellings would be affected during construction works, given the relatively close proximity.

Camp Hill water storage site

Impact of works - The existing unmanned storage site will be extended, and a new storage tank erected, with new sub station, transformer and generator on site, and a new valve house. The new storage tank would be approx 32m long by 42m wide, with the adjacent valve house pumping station being 26m by 12m. The overall structure would be approximately 4 to 5m high, and encased in grassed embankments around all sides. New

planting is proposed, particularly adjacent to the southern boundary of the extended site. (It should be noted that these works have been applied for in full, not outline)

A new 8m high telemetry mast has been proposed at this site to the immediate south of the new buildings. A temporary pipe store compound is proposed at this location during construction. A washout area is proposed to the River Wylfe.

The existing site is located in a very elevated and prominent location, although is reasonably well screened at the moment from most viewpoints including the south. The proposed works to enlarge the existing compound and provide a communications mast would in officers opinion make the resultant compound even more visible in the wider landscape to the north and east, including from adjacent rights of way and the adjacent A360 road system, from where the existing site is already readily visible. However, this site is not within the AONB, and is currently only readily visible at immediate close quarters. Therefore, if viewed from the AONB some distance to the south, it is likely that any enlargement works will be no more visible than the existing compound, particularly once the proposed landscaping and bunding have matured. The ecological and archaeology potential of the immediate site is limited, and hence the proposed works would be likely to have limited impacts. Overall, provided the design and materials used for the compound are as suggested (ie grassed bunding), it is considered that the visual harm of this compound would not be so significant as to warrant refusal. The footpaths in this area will be subject of a temporary diversion.

A new vehicular access is proposed off the A360 some 20m to the south of the existing, together with an extended access drive. The existing access onto the main road further to the north would be stopped up. There are no highway objections to the planned new access onto the A360 (20m south of the existing), which will improve visibility to the north. It is noted in this respect that this new access may in future be sited adjacent to the planned and approved roundabout at this location, which is proposed as part of the Fugglestone Red expansion site (S/2012/0814 & 815 refers). These works itself will inevitably change the landscape context and setting of the site should it take place, thus in officers opinion, lessening any visual impact of the Camp Hill works. It should also be noted that the applicants ES document claims that the pipeline project will provide a resilient water supply to satisfy the growth resulting from the development.

It is not considered that the approve development scheme at the Wilton UKLF site adjacent to the Avenue will be affected by the proposal or will have an impact on the Wessex water proposals, due to the significant distance between the sites.

11.0 Conclusions

The works being proposed will be substantial, and will take place over a prolonged period of time. The proposed works would be largely located in the open countryside of the Area of Outstanding Natural Beauty or Special Landscape Area, and during the construction period would be likely to have a significant visual impact on the landscape, together with the character and tranquillity of the area. The character and setting of the various heritage assets would equally be affected during the planned works. The construction works also have the potential to have a significant impact on the amenities of occupiers of dwellings, particularly close to the location of the works, and will cause some disruption to the highway

and right of way system, particularly the more minor roads and lanes. Without mitigation, the works also have the potential to adversely affect the ecology and biodiversity of the area.

However, it is considered that in this particular instance, there is an over-riding national requirement for the pipeline and associated works. Furthermore, substantial mitigation measures are proposed which if implemented, would result the potential harmful outcomes of the construction works being largely negated or moderated, and in some cases, would result in the enhancement of the area. Following completion of the works, including any mitigation measures, it is considered that the proposal would have a limited future impact on the qualities and character of the AONB, including its ecology and biodiversity. The amenities of occupiers of the landscape, including users of the countryside and the highway and right of way systems would also be largely unaffected in the longer term.

As a result it is considered that, subject to suitably mitigating conditions, the proposal subject of the full application (the various pipeline works and access points) is acceptable. The proposals subject to the outline application (the various pumping and water storage site/compounds and associated apparatus) are also considered acceptable in principle. Whilst it is clear that there are outstanding issues and some concerns remain, particularly from the AONB group and residents affected by the works, it is considered that these issues can either be resolved via suitable conditions, or considered in detail at the reserved matters stage. and in accordance with the aims and policies of the NPPF, particularly para 116, and policies DP1, C1, C2, C3, C5, C8, C12, HE2, HE3 HE5 HE7 of the Wiltshire Structure Plan 2016; policies CP41, CP50, CP51, CP52, CP56, CP58 CP68, CP69 of the Draft Wiltshire Core Strategy, policies CP20, CP22 of the South Wiltshire Core Strategy, saved policies G1 G2 G3 G5 G7 G8, C2, C3, C4, C5, C6 C7 C11, C12, C13, C14, C17, C18, C19 CN5 CN8 CN11 CN18 CN19, CN20, CN21, CN22, R17 TR15 of the Salisbury District Local Plan; policies C1 C2, C4, C6, C6A, C9, C15, U6, C17, C27, C31A, C32, C34A, C38 T11, T12 of the West Wiltshire District Plan 1st Alteration 2004, and policies CR1 CR3 of the West Wiltshire Leisure & Recreation Development Plan Document

RECOMMENDATION: that permission be GRANTED, for the following reasons:

Reasons for Approval

The Council is required to give a summary of the reasons for this decision and its conditions, and a summary of the development plan policies and proposals relevant to the decision and its conditions. These are set out below:

The decision to grant planning permission has been taken on the grounds that the proposed development would not cause any significant harm to interests of acknowledged importance and having regard to the National Planning Policy Framework and policies DP1, C1, C2, C3, C5, C8, C12, HE2, HE3 HE5 HE7 of the Wiltshire Structure Plan 2016; policies CP41, CP50, CP51, CP52, CP56, CP58 CP68, CP69 of the Draft Wiltshire Core Strategy, policies CP20, CP22 of the South Wiltshire Core Strategy, saved policies G1 G2 G3 G5 G7 G8, C2, C3, C4, C5, C6 C7 C11, C12, C13, C14, C17, C18, C19 CN5 CN8 CN11 CN18 CN19, CN20, CN21, CN22, R17 TR15 of the Salisbury District Local Plan; policies C1 C2, C4, C6, C6A, C9, C15, U6, C17, C27, C31A, C32, C34A, C38 T11, T12 of the West Wiltshire District Plan

1st Alteration 2004, and policies CR1 CR3 of the West Wiltshire Leisure & Recreation Development Plan Document

In accordance with paragraph 187 of the National Planning Policy Framework, Wiltshire Council has worked proactively to secure this development to improve the economic, social and environmental conditions of the area.

And subject to the following conditions:

Conditions

1(a) Details of the appearance, landscaping, layout, and scale and access (hereinafter called "the reserved matters") of the proposed pumping stations and associated development at Monkton Deverill, Codford, and Wylde sites (that has been submitted in outline as indicated in Table 1.2 page 9 of the Planning Statement) shall be submitted to and approved in writing by the local planning authority before any development to construct the new buildings at these sites begins and the development shall be carried out as approved.

(b) An application for approval of any 'Reserved Matter' shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

(c) The development hereby permitted shall be begun before the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: For the avoidance of doubt

2 The development hereby permitted that is submitted in full (as indicated in Table 1.2 page 9 of the Planning Statement and which relates to works within the Wiltshire area only), namely the pipeline details, the landscaping/planting details, and the details associated with the storage tank sites at Littledown, Summerslade Down, and Camp Hill (including access to these sites) shall be begun before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3 The development hereby permitted (in so far as it relates to development in the Wiltshire area) shall be carried out in accordance with the following approved plans and documents:

- Planning Statement by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012, (to include all drawings listed in Table 1.2), and those drawings as contained with the Environmental Statement (Planning Drawings) document as revised
- Design and Access Statement by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012
- Transport Movement Assessment by Atkins re: Corfe Mullen to Salisbury Transfer Scheme Revision C1.1 dated 12/11/12.
- Flood Risk Assessment by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012

- Environment Statement Volume 1 Non-Technical Summary by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012
- Environment Statement Volume 2 Main Text by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012
- Environment Statement Volume 3a - Part 1 and Part 2 - Appendices/Reports by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012
- Environment Statement Volume 3b – Technical Appendices – Drawings and Tables by Atkins re: Corfe Mullen to Salisbury Transfer Scheme dated November 2012
- Watercourse works and Water Vole Mitigation Technical Note – dated 7th February 2013

Reason: For the avoidance of doubt

Protection of amenity

4. Notwithstanding the limitations agreed as part of the CEMP, the temporary contractors' compounds at:

Littledown WTW
 Pitts Farm, Sedgehill (REF LD05)
 Public Right of Way EKN 014 (REF LD08), at East Knoyle, off Wise Lane (PLAN NO B0400/7556 REV A)

Keysley Farm (REF LD11) PLAN REF B0400/7558 REV A)
 Monkton Deverill REF LD12 & LD13
 Codford WTW REF CF01 & CF02
 Sherrington (PLAN REF B0400/ 7801 REV A)
 Camp Hill (PLAN REF B0400/7814 REV A)

shall only be accessed during the following times;

Monday to Friday between 07:30 to 18:00
 Saturday between 08:00 and 13:00

Reason: To prevent an adverse impact on the living conditions of the occupants of dwellings within very close proximity and to protect the tranquillity of the open countryside
 Policy G2 C4 & C5

5. Notwithstanding the limitations agreed as part of the CEMP, the works to construct the section of pipeline adjacent to:

Pitts Farm, Sedgehill (PLAN REF B0400/7554 REV A)
 Keysley Farm, Keysley Down (PLAN REF B0400/7559 REV A)
 Hill Barn, Monkton Deverill (PLAN REF B400/7560 REV A)
 Sherrington (PLAN REF B0400/7801 REV A & B0400/7802 REV A)
 Wylve (Dinton Road crossing) (PLAN REF B0400/7806 REV A)

White Cottages & Chilhampton Farm, South Newton (PLAN REF B0400/7814 REV A)

shall only take place during the following times;

Monday to Friday between 07:30 to 18:00

Saturday between 08:00 and 13:00

There shall be no works undertaken in these locations on Sundays or Public Holidays.

Reason: To prevent an adverse impact on the living conditions of the occupants of dwellings within very close proximity and to protect the tranquillity of the open countryside
Policy G2 C4 & C5

6. Unless otherwise agreed in writing by the Local Planning Authority, the Pumping Stations at Monkton Deverill, Codford, and Wylve WTWs shall be designed to achieve a maximum external ambient noise level of 50dB LAeq at a point 5 metres from the facility.

Reason: To prevent an adverse impact on the living conditions of the occupants of dwellings within close proximity and to protect the tranquillity of the open countryside
Policy G2 C4 & C5

7. No development shall commence (in respect of the relevant pumping station sites) until a scheme of noise control measures has been submitted to and approved by the Local Planning Authority specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from the proposed pumping stations and associated development at the Monkton Deverill, Codford, and Wylve sites. The approved scheme shall be implemented before the related development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: Further detailed work is required to accurately establish the prevailing background noise environment in the areas of receptors and to establish appropriate noise limits at the location of the receivers (as opposed to 5m from the development) and what will be required to meet them in order to protect residential amenities

Policy G2

8. The proposed electricity generators for the Monkton Deverill and Codford Water treatment works sites shall only be used in emergencies and during essential maintenance and not used at any other time, unless the generator is provided with noise attenuation to a rating level to be agreed with the Local Planning Authority.

Reason: In the interests of the amenity of occupants of adjacent dwellings.

Archaeology

9. No excavation works shall take place until a programme of archaeological work has been implemented. This programme shall be informed by a written Scheme of Investigation which has been submitted to and agreed in writing by the Local Planning Authority. The Scheme shall cover archaeological fieldwork together with post-excavation work and publication of

the results. Excavation work may commence once a Written Scheme of Investigation has been submitted and approved for the area to be excavated.

Reason: To ensure any archaeological remains are documented and collected.

10.All services to the new buildings and structures shall be laid underground, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

Tree protection and new landscaping at the Storage tank/Pumping station sites

11.Prior to any works commencing at the individual sites, the protection of trees shall be in accordance with the Arboricultural Reports, ref: AJE/AF/268000FIN1 (Monkton Deverill), AJE/AF/26797 (Codford), AJE/AF/26813 (Wyllye), AJE/AF/26774 FIN 1A (Camp Hill Reservoir) dated October 2012, compiled by Alan Engley, as contained with the Environmental Statement Vol 3a (20), and the position of the tree protection at each site shall be as shown on the Tree Protection Plans dated October 2012, as contained within the Environmental Statement Section 3b Technical Appendices and Drawings, unless otherwise agreed in writing by the Local Planning Authority.

Any new planting shall be carried out in accordance with the agreed plans, and carried out during the planting season immediately following commencement of development. The planting shall thereafter be maintained for five years during which time any specimens which are damaged, dead or dying shall be replaced and hence the whole scheme shall thereafter be retained.

Reason: To protect landscaping during construction and to ensure that any new planting is protected and retained in the interest of biodiversity, and the visual appearance of the countryside and the particular sites.

Tree and Hedgerow protection and landscape replacement along pipeline route

12.Before particular sections of pipeline works are commenced, a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall contain as a minimum:

- The position of the tree protection at each site. (This shall be as shown on the Tree Protection Plans dated October 2012, as contained within the Environmental Statement Section 3b Technical Appendices and Drawings, unless otherwise agreed).
- A scheme indicating details of those particular sections of hedgerow and those trees to be removed;
- A written planting schedule;
- Timing of planting, and
- A Landscaping Maintenance scheme

The new replacement landscape works shall be carried out in accordance with the agreed scheme. Such details should accord with those outlined by the generic arboricultural method statement – (hedgerow removal for 20m wide working width), and the applicants Landscape Visual Impact Assessment strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and enhance the appearance and character of the locality and its biodiversity.

Policy G2 C12 C18

Flood Risk (EA)

13. Prior to works commencing on the each particular site, surface water drainage schemes for each water storage, pumping station and water treatment site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The submitted details shall clarify the intended future ownership and maintenance provision for all drainage works serving the sites.

These attenuation schemes shall provide the water storage volumes set out in Table 1 of the Flood Risk Assessment by Atkins dated November 2012, unless otherwise agreed in writing by the Local Planning Authority (having regard to infiltration capacity of the drainage system). Works shall not commence until surface water drainage and attenuation schemes have been approved by the Local Planning Authority for the pumping stations they relate to, and the schemes shall subsequently be implemented in accordance with the approved details.

Reason: To minimise surface water flooding.

Contractors Compounds/pipe stores

14. Prior to each of the contractors' temporary compounds/pipe stores in Wiltshire listed in Table 11.9 of Volume 2 of the Environmental Statement commencing, details of the works to create each compound, including any access to and visibility splays for the compounds/pipe stores shall be submitted to and approved by the Local Planning Authority. The compounds/pipe stores shall then be constructed in accordance with the approved details, and once the compounds are no longer required in association with the pipeline works, the land they occupy shall be returned to its former condition in accordance with a reinstatement scheme that shall be agreed in writing by the Local Planning Authority (prior to any reinstatement works being commenced). Any hard surfaced areas shall be permeable to allow rainwater infiltration into the ground.

Reason: In the interests of highway safety and visual amenity
Policy G2

15. Notwithstanding the information provided, details of the embanked side slopes of the storage tanks at Littledown, Summerslade and Camp Hill shall be submitted to and agreed with the Planning Authority prior to commencement of works at these facilities.

Reason: To fulfil the recommendations of the LVIA for landscape mitigation.

Policy G2 C4 & C5

Watercourses

16. Before work commences within the proximity of a watercourse, an Environmental Management Plan shall be submitted and agreed with the Local Planning Authority, providing details of:

- i) any mitigation for marginal and wetland fauna,
- ii) measures for the prevention of the spread of invasive species,
- iii) reinstatement of the banks and any aftercare
- iv) the works are to be carried out in accordance with the Technical Note from Atkins dated 7th February 2013.

The works shall be carried out in accordance with the agreed details

Reason: In the interests of the protection of flora and fauna during construction, and prevent the spread of Signal Crayfish, and to ensure Water Voles are protected during construction.

Policy G2 C12 C18

Sensitive areas and protected species

17. No development shall take place in relation to each section of pipeline or each surface facility until an Environmental Management Plan (EMP) has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas and protected species, their aftercare and maintenance, including a plan detailing the works to be carried out showing how the environment will be protected during the works.

The EMP should also include details of the provision of bird and bat boxes, the provision of barn owl nesting boxes on suitable buildings / trees, and the creation of BAP habitats (eg species rich grassland, broadleaved woodland, native hedgerows and ponds).

Proposals for ecological mitigation shall be in accordance with commitments contained in the ES and delivered in accordance with the agreed Environmental Management Plan (EMP). The EMP will make provision for the updating of survey information prior to each section being commenced and the plan updated to reflect any change in presence or location of protected species. The EMP, in relation to any identified pipeline section or surface facility shall be submitted to and agreed by the planning authority prior to commencement of works to that section or surface facility.

REASON: In order to ensure that ecological mitigation is carried out in the correct manner and at the correct times, in order to ensure that protected species and flora are protected and enhanced as part of the works.

Policy G2 C12 C18

Highway visibility splays

18. Prior to commencement of works at the Monkton Deverill Water Treatment Works site, details of the passing bay along the adjacent lane serving the site (to include visibility splays and any removal of hedgerow or vegetation) together with landscaping details, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the

improvements shall be undertaken in accordance with the approved details and remain as such in perpetuity.

Reason: In the interests of highway safety.
Policy G2

19. Prior to commencement of works at the Camp Hill WTW site, details of the improvements to the junction with the A360 (to include visibility splays and any removal of hedgerow or vegetation) together with landscaping details, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the junction improvements shall be undertaken in accordance with the approved details and remain as such in perpetuity.

Reason: In the interests of highway safety
Policy G2

20. Prior to commencement of works at the Littledown WTW site, details of the improvements to the junction with the A350 (to include visibility splays and any removal of hedgerow or vegetation) together with landscaping details, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the junction improvements shall be undertaken in accordance with the approved details and remain as such in perpetuity.

Reason: In the interests of highway safety

Policy G2

CEMP

21 Prior to each section of pipeline being commenced, a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority. Any such CEMP shall cover the following issues as a minimum:

- Hours of working and operation along the route, with particular regard to works with 100metres of any dwellinghouse
- Dust/Noise/Fumes/Vibration mitigation measures
- Lighting, including how the impact on adjacent receptors will be reduced
- The use and operation of the Rights of Way, including details of liaison with the Council's Rights of Way department and the relevant Parish Council and local community
- Transport/lorry routes including details of liaison with the Council's Rights of Way and Highways department and the relevant Parish Council and local community
- Phasing of pipeline works across the Wiltshire area so that works do not occur all at one time
- Impact on private water supplies
- Surface water attenuation measures to comply with Environment Agency advice

REASON: In order to ensure that the detailed impacts of the works are mitigated in a manner which addresses local concerns and those of the relevant authorities.

Policy G2 – protection of amenities

Materials details

22. Prior to works commencing at each of the storage tank and pumping station sites, details and samples of the materials to be used for the buildings/structures, hard surfaces, and

boundaries shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the impact on the landscape character

Policy G2

Informatives:

Reserved matters issues

Codford - Notwithstanding the details hereby agreed, as part of any future reserved matters application in relation to the enlarged Codford treatment site, the LPA will expect the submitted details to address the concerns of the LPA which considers the appearance of the bunded reservoir to be oppressive and uncomfortable, it is too high in relation to the surrounding landscape and dominates the proposed pumping station. As discussed, consideration should be given to both lowering the height of the balance tank and to review the configuration of the process plant to see if this can be consolidated which will provide the opportunity to 'harden' the structures and reduce the security requirement at the perimeter.

Monkton Deverill - Notwithstanding the details hereby agreed, as part of any future reserved matters application in relation to the enlarged Monkton Deverill treatment site, the LPA will expect the submitted details to address the concerns of the AONB, the Parish Council and other third parties regards the use of regressive materials, and the visibility of the works in the landscape. Consideration should be given to adjusting the orientation and design of the building, including the telemetry mast, and landscaping and boundary fencing. This is notwithstanding the issues raised regards noise attenuation.

Routes of traffic – The applicant will be aware that some concern has been expressed regards the routing of construction traffic through narrow rural road systems and the possible use of rights of way by vehicles. The LPA will expect the applicant to have discussed and agreed any such matters with the relevant highway authorities and with any affect third parties, including local Parish Councils prior to any works commencing on site. The applicant will be aware that some concerns have been expressed in this regard in relation to the Monkton Deverill, Wylve, East /West Knoyle and Steeple Langford areas.

TRO requirement – The applicant will do doubt be aware of the need to separately discuss and agreed any temporary Diversions or other highway works which affect rights of way with the Highways Department of this Council, and the separate requirements of the Traffic Regulations Order system.

Environment Agency

i)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 a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

ii) Any facilities for the storage of oils, fuels and chemicals shall be provided with secondary containment that is impermeable to the substance being stored and water. In this regard, details of bunding for any oil, fuel or chemical storage facility shall be submitted to and approved by the Local Planning Authority prior to their construction and the use of the storage facility. The minimum volume of the secondary containment shall be at least equivalent to the tank capacity plus 10%. If there is more than one tank in the secondary containment, the capacity of the containment shall be at least the capacity of the largest tank plus 10%, or 25% of the total tank capacity, whichever is greatest. All fill points, vents gauges and sight gauge must be located in the secondary containment. The secondary containment shall have no opening used to drain the system. Associated above ground pipe work should be protected from accidental damage. Below ground pipe work should have no mechanical joints, except at inspection hatches and either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards into the bund.

iii) Surface water attenuation features should not be located within areas at risk of fluvial, surface water, ground water or other source of flooding. Schemes should be designed in accordance with best practice guidelines set out in PPS25 Practice Guide (which is still current and supports the NPPF) paras 5.47 - 5.54.

There must be no interruption to the existing surface water and/or land drainage arrangements of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively.

The Environment Agency (EA) takes no responsibility for incorrect data or interpretation made by the Flood Risk Assessment (FRA) authors. The EA response does not constitute approval of the FRA or supporting calculations nor do they constitute EA consent or approval that may be required under any other statutory provision, byelaw, order or regulation. The responsibility for the FRA and proposal details and calculations remains with the developer or his agents. Flood risk cannot be eliminated and is expected to increase over time as a result of climate change and our response does not absolve the developer of his responsibility to ensure a safe development.

iv) Prior written Flood Defence Consent from the Environment Agency will be required for all works (permanent and temporary) in, under, over or within 8m of the Main Rivers that will be affected by this scheme. The need for this consent is over and above the need for planning approval. Applicants should contact Daniel Griffin (Tel: 01258 483421) for more advice.

v) The prior written Land Drainage Consent of the Lead Local Flood Authority (Wiltshire Council) will be required for works that could affect the flow of an ordinary watercourse. Applicants should contact Danny Everett of Wilts CC (Tel: 01249 445554) for more advice.

vi) Site Waste Management Plan - 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>

