Wiltshire Council

The Town and Country Planning Act 1990

Refusal of Outline Planning Permission (Some Matters Reserved)

Application Reference Number: PL/2023/07368

Decision Date: 15 August 2024

Applicant:	Mr Hodge
Particulars of Development:	Outline application with all matters reserved, except means of access to site, for the demolition, modification & renovation of existing buildings, structures & site development. Provision of approx. 315 residential dwellings, & mixture of employment, commercial/leisure, & aviation uses, including a "flying hub" comprising control tower, heritage centre, visitor centre, café/restaurant, parachute centre, aviation archives & aircraft hangars. Provision of new vehicular access to surrounding highways network, car parking, & connections to surrounding footpath/cycle networks. Green infrastructure provision, including open space, play space, foot & cycle paths, & landscape enhancement areas; & sustainable urban drainage system & waste water treatment works. Associated vegetation removal, ground modification & engineering works.
At:	Land At Old Sarum Airfield, Old Sarum, Salisbury, Wilts, SP4 6DZ

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), this planning application has been processed in a proactive way. However, due to technical objections or the proposal's failure to comply with the development plan and/or the NPPF as a matter of principle, the local planning authority has had no alternative other than to refuse planning permission.

In pursuance of their powers under the above Act, the Council hereby REFUSE TO GRANT PERMISSION for the development referred to in the above application and plans submitted by you, for the following reason(s):

Refusal Reason(s): (5)

1 The development location would result in a significant increase in vehicular movements on a sub-standard rural road that provides no priority for walking and cycling in a location that is unsustainable in transport terms due to the high levels of car ownership and vehicle use associated with development in this area, and would

not make the best use of existing infrastructure through effective design, management and maintenance. The Roman Road (C.278 road) is unsuitable in design terms due to its substandard nature and would result in the route being unsuitable for all road users, particularly sustainable modes, and further increase the risk of harm and perception of safety to vulnerable road users. The increase in vehicle movements on a substandard vehicular route with no dedicated walking or cycling facilities will discourage uptake of sustainable modes in this location.

The proposal would therefore have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would be severe, contrary to the aims of the NPPF paragraphs 109, 115 & 116, the general amenity improvement aims of CP25 at criterions (iv) and (vi), and Wiltshire Core Strategy policies CP60, 61 and 62, and objectives SO3,06, 08, 09, 010, 012, 013, 014, 015, 017 & 018 of the Wiltshire Local Transport Plan, and the Wiltshire Highways Asset Management Policy and strategy in relation to the site.

2 The proposal is located within close proximity to and within the setting of the Old Sarum Scheduled Ancient Monument and its surrounding Conservation Area, and is located within the Conservation Area encompassing the Old Sarum Airfield, which itself contains several listed buildings. The site currently has an open character. The proposal is in outline form, with only access being a detailed matter, and the number of dwellings being approximately 315.

Policy CP25 does not specify the number of dwellings or quantum of development. The development in all three areas would be of a significant height and scale, and the Council remain to be convinced that the number of hangar buildings, the uses, and their overall design, proposed for Area B would enhance the operation of the airfield. The development would visually amalgamate as seen from the Old Sarum monument, and from south of the site. The green buffer along the airstrip between Areas B & C would be visually diminished. Thus, the open character of the site would be significantly reduced and eroded.

Consequently, it is considered that the scheme as proposed, which stems from the applicants submitted Master Plan and Conservation Management Plan, would have a significant visual impact, and be likely to cause less than substantial harm, to the character and setting of the surrounding heritage assets, including the historic landscape of the Conservation Area surrounding the Old Sarum Monument, and the airfield Conservation Area itself, which is not outweigh by significant public benefits. The proposal would therefore be contrary to the aims of policy CP25 and CP58 of the Wiltshire Core Strategy, the Laverstock and Ford Neighourhood Plan and associated Design Guide, and the guidance given in the NPPF, and sections 66 and 72 of Town and Country Planning (Listed Building and Conservation Areas) Act 1990.

3 The application scheme suggests the provision of a large area of public open space, including pathways and cycleways, and interpretation information. Whilst these public benefits are welcomed in principle, at the current time, the viability assessment of the application has not yet been concluded. Thus, it is currently unclear what mitigation, and via what mechanism (ie a legal agreement) this mitigation and public benefit is able to be secured, in respect of the on-site provision of affordable housing, or towards mitigating the off-site impacts of the development in terms of educational provision, provision for public art, highway improvements and waste and recycling facilities, and other mitigation.

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

4 Proposed Area C is located close to an active public firing range. There is currently conflicting information related to the intensity of use and operation of that firing range from the applicant and a third party. In the absence of further clarifying information from the applicant, it is considered that the proposal would be likely to result in noise impacts on some of the planned Area C dwellings to the south. On this basis, the proposal would be contrary to the aims of policy CP57 of the Wiltshire Core Strategy, and amenity and noise guidance in the NPPG.

5 The application is for a development of 315 dwellings in an area which has the potential to increase traffic within the Salisbury London Road Air Quality Management Area (AQMA). The air quality report confirms significant increases in nitrogen dioxide at the Salisbury London Road AQMA. According to the Council's draft Air Quality Management SPD, the site would be classed as a 'Type 3' site and therefore additional documentation is required from the applicant. In the absence of such additional evidence, the Council must conclude that the scheme would have an unacceptable impact on air quality, contrary to the aims of policy CP55 of the Wiltshire Core Strategy, and related guidance in the NPPF and NPPG.

Parvis Khansari - **Corporate Director, Place**

NOTES

1. **Appeals.** If the applicant is aggrieved by the decision of the local planning authority to refuse permission, they may appeal to the Secretary of State for the Environment in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of this decision. (Information and forms relating to the appeals process can be found at the Planning Portal - Appeal a planning decision: Overview - GOV.UK (www.gov.uk)).