

AGENDA

Meeting: Southern Area Planning Committee
Place: Alamein Suite - City Hall, Malthouse Lane, Salisbury, SP2 7TU
Date: Thursday 20 March 2014
Time: 5.00 pm (Changed from the Originally Published 6.00pm)

Please direct any enquiries on this Agenda to David Parkes, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line (01225) 718220 or email david.parkes@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Richard Britton	Cllr George Jeans
Cllr Richard Clewer	Cllr Ian McLennan
Cllr Brian Dalton	Cllr Ian Tomes
Cllr Christopher Devine (Vice Chair)	Cllr Fred Westmoreland (Chairman)
Cllr Jose Green	Cllr Ian West
Cllr Mike Hewitt	

Substitutes:

Cllr Terry Chivers	Cllr Helena McKeown
Cllr Ernie Clark	Cllr Leo Randall
Cllr Tony Deane	Cllr John Smale
Cllr Dennis Drewett	Cllr John Walsh
Cllr Peter Edge	Cllr Bridget Wayman
Cllr Russell Hawker	Cllr Graham Wright

AGENDA

Part I

Items to be considered when the meeting is open to the public

1 **Apologies for Absence**

To receive any apologies or substitutions for the meeting.

2 **Minutes** (*Pages 1 - 10*)

To approve and sign as a correct record the minutes of the meeting held on 6 February 2014.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation and Councillors' Questions**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register in person no later than 5.50pm on the day of the meeting.

The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered. The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications. Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on 13 March 2014. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Planning Appeals** (*Pages 11 - 12*)

To receive details of completed and pending appeals.

7 **Planning Applications**

To consider and determine the following planning applications:

7a **13/4728/OUT - Land adjacent 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP** (*Pages 13 - 32*)

7b **13/02520/FUL - The White Hart, 1 Dean Lane, Whiteparish, Wiltshire, SP5 2RG** (*Pages 33 - 40*)

8 **Urgent Items**

Any other items of business which, in the opinion of the Chairman, should be taken as a matter of urgency

Part II

Items during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

This page is intentionally left blank

SOUTHERN AREA PLANNING COMMITTEE

DRAFT MINUTES OF THE SOUTHERN AREA PLANNING COMMITTEE MEETING HELD ON 6 FEBRUARY 2014 AT ALAMEIN SUITE - CITY HALL, MALTHOUSE LANE, SALISBURY, SP2 7TU.

Present:

Cllr Brian Dalton, Cllr Tony Deane (Substitute), Cllr Christopher Devine (Vice-Chair, in the Chair), Cllr Jose Green, Cllr Mike Hewitt, Cllr George Jeans, Cllr Ian McLennan, Cllr John Smale (Substitute), Cllr Ian Tomes and Cllr Ian West

Also Present:

Cllr John Walsh

16 Apologies for Absence

Apologies were received from Cllr Richard Clewer, Cllr Richard Britton and Cllr Fred Westmoreland.

Councillor Clewer was substituted by Councillor Tony Deane.

Councillor Britton was substituted by Councillor John Smale.

17 Minutes

The minutes of the meeting held on 16 January 2014 were presented for consideration.

Resolved:

That subject to the removal of the Informative under Minute 14, to APPROVE as a correct record and sign the minutes.

18 Declarations of Interest

There were no declarations.

19 Chairman's Announcements

The Chairman explained the meeting procedure to the members of the public.

20 **Public Participation and Councillors' Questions**

The committee noted the rules on public participation.

21 **Planning Appeals**

The update on appeals was received and noted.

22 **Planning Applications**

Attention was drawn to the late list of observations and additions provided at the meeting, and to be made available online after the meeting.

23 **13/02939/FUL: Salisbury Divisional Police HQ, Wilton Road, Salisbury, SP2 7HR**

Public Participation

Mr Hill spoke in objection to the application.

Mr Koenders spoke in objections to the application.

Mr Scott Taachi, agent, spoke in support of the application.

Cllr Margaret Wilmot, Salisbury City Council, spoke in support of the application.

The planning officer gave a presentation to members and attendees detailing the application. The officer raised issues relating to the potential increase in congestion and parking. The application was recommended for approval.

Technical questions were received from members; these included the affect of the development on the A36, the Highways Agency's position on the application, issues relating to bicycle storage and motorcycle parking and the age and number of students who would be attending the University Technical College (UTC).

In response to queries regarding potential future interest in the site from Wiltshire Council, the legal officer advised the members of the planning committee that they were not precluded from considering the application by virtue of being councillors of Wiltshire Council. The usual rules applied to the members of the committee in terms of pre-determination and bias. The members of the committee were, as with any application, to determine the matter based solely on the planning merits of the application before them and the change in landownership that may occur in the future was not a material planning consideration nor was any benefit or otherwise that may fall to Wiltshire Council if it was to become the landowner.

Members of the public then had the opportunity to present their views to the committee as detailed above.

The Local Member, Cllr John Walsh, stated his support for the scheme but raised concerns regarding parking and drop off arrangements.

Members discussed parking concerns and the impact that the application would have on Salisbury and in particularly properties surrounding the site. The need for further work to be done on the robust travel plan was discussed in detail but members agreed that the UTC would be a positive addition to Salisbury.

Concerns were raised by the closure of the police custody suite and also the number of students attending the UTC from outside Salisbury.

Resolved:

That permission be granted subject to the following conditions:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2) The development shall only be undertaken in accordance with the following approved plans:

Plan Ref....P-010 (Block Plan)... Dated....13.08.13....
Plan Ref....P-021 D (Proposed Site Plan)... Dated....20.01.14....
Plan Ref....P-022 C (Proposed Landscape Plan)... Dated....20.01.14....
Plan Ref....P-023 C (Proposed Boundary Treatment).. Dated....20.01.14....
Plan Ref....P-030 (Existing & Proposed Site Sections). Dated....13.08.13....
Plan Ref....P-061 (Proposed Elevations)... Dated....13.08.13....
Plan Ref....P-050 A (Proposed Ground Floor Plan)... Dated....13.08.13....
Plan Ref....P-051 (Proposed Upper & Basement Floor Plan)..Dated....13.08.13....
Plan Ref....P-052 (Roof Plan)... Dated....13.08.13....
Plan Ref....P-061 (Proposed Elevations)... Dated....13.08.13....
Plan Ref....P-061 (Proposed Elevations)... Dated....13.08.13....
Plan Ref....M7 (Ground Floor Ventilation)... Dated....13.08.13....

Reason: For the avoidance of doubt.

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

Reason: To enable the recording of any matters of archaeological interest.

4) Before development is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and

roof[s] of the proposed development 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: To secure a harmonious form of development.

5) No development shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- (a) details of trees and hedgerows to be retained, together with measures for their protection in the course of development;
- (b) details of new trees and hedgerows to be planted, including species;
- (c) means of enclosure;
- (d) car park layouts;
- (e) hard surfacing materials;
- (f) minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc)

Reason: To ensure a satisfactory landscaped setting for the development.

6) All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory landscaped setting for the development.

7) For the first 4 years of the operation of the UTC, an annual review of the pick-up and drop-off facility must be completed by the UTC to ensure there is and will be no overspill of vehicles onto the A36(T). The reviews shall include a written report, detailing monitoring of the effectiveness of the pick-up and drop-off facility over the year, and recommendations to mitigate any identified problems, and shall be submitted to and agreed in writing by the local planning authority (in conjunction with the Highways Agency) prior to the commencement of the following academic year. Any review recommendations shall be implemented in accordance with a timetable agreed in writing by the local planning authority (in conjunction with the Highways Agency) and shall be maintained thereafter.

Reason: To ensure the safe and efficient operation of the A36(T)

Prior to the occupation of the development the 25 pick-up parking spaces (as demarcated on plan ref: P-022 C) shall be made available for the sole

purpose of vehicles collecting pupils during the after school pick-up period, and shall be maintained for this purpose thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safe and efficient operation of the A36(T)

9) Prior to the occupation of the development a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority (in conjunction with the Highways Agency). The development shall thereafter be operated in accordance with the Travel Plan.

Reason: To ensure the safe and efficient operation of the A36(T) and to maximise the development's sustainable transport potential.

10) Prior to the occupation of the development a new pedestrian refuge on the A36, generally based upon the preliminary layout illustrated within Appendix G of the submitted Travel Plan (Mott MacDonald, August 2013) shall have been formed and made ready for use.

Reason: To provide safe pedestrian access to the west-bound bus stop.

11) No engineering works, industrial processes, plant or machinery shall be carried out/installed outside the workshops/garages, and all doors serving any of the engineering workshops / garages shall remain closed when they are in use.

Reason: In the interests of neighbouring amenity.

12) Before the development hereby permitted commences a scheme of acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from externally mounted plant, equipment and ventilation systems. The approved scheme shall be implemented before the development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details.

Reason: In the interests of neighbouring amenity.

13) Before the development hereby permitted commences a scheme of acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority specifying the measures that will be taken for the purposes of preventing and controlling the emission of noise from all workshops and garages. The approved scheme shall be implemented before the development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details.

Reason: In the interests of neighbouring amenity.

14) Before the development hereby permitted commences a scheme for the discharge and control of fumes, gasses and odours from the approved workshops, garages, laboratories and catering facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first brought into use and shall be maintained at all times thereafter in accordance with the approved details.

Reason: In the interests of neighbouring amenity.

15) There shall be no pupils/members of the public on the site outside the hours of 21:00 in the evening and 08:00 in the morning from Mondays to Fridays and between 21:00 Friday evening and 09:00 Saturday morning and from 17:00 Saturday afternoon to Monday 08:00 in the morning, nor at any time on Sundays and Bank or Public Holidays.

Reason: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

16) No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays. This condition shall not apply to the internal fitting out of the development.

Reason: In the interests of neighbouring amenity.

17) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles 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 site. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, and ensure future maintenance of the surface water drainage system.

18) Development shall be carried out in accordance with the recommendations of the Report on Site Investigation (BAM Construction Report 728220 Rev 01 - January 2014).

Reason: To protect controlled waters from pollution.

19) 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.

Reason: To protect controlled waters from pollution.

20) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: In some cases the infiltration of surface water through contaminated ground can present an unacceptable risk of pollution to controlled waters.

21) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater

Reason: In some cases piling through contaminated ground can present an unacceptable risk of pollution to controlled waters.

INFORMATIVE:

Condition 9 – Travel Plan

The Travel Plan shall have particular regard to the following:

- Maximising use of the Wilton Park & Ride;
- Measures to control student car parking within surrounding residential streets;
- Investigating the creation of pedestrian and/or cycle links from the north and/or east of the site, including on-going investigation to ensure opportunities are taken when the land adjacent to the Police Houses is made available for any future potential re-development.

The Travel plan shall be agreed by the Local Planning Authority, comprising officers and the chairman of the Southern Area Planning Committee.

Public Participation

Mr Robert Molteno spoke in objection to the application.

Mr James Cain, agent, spoke in support of the application.

Mrs Boase, applicant, spoke in support of the application.

Cllr Mike Lennard, Chilmark Parish Council, spoke in objection to the application.

The planning officer gave a presentation to members and attendees detailing the application. A similar application had been refused by the committee in November 2013, but officers recommended the amended application for approval due to the reduced scale. Concern was previously raised in regards to the development potentially being used as a dwelling in the future.

Technical questions were asked by members, which included the definition of a dwelling, the potential installation of running water and the potential installation of roof lights. The location of the development in relation to the footpath was discussed and the potential for conditions on the retention of hedgerows was stated to be unlikely to be achievable.

Members of the public then had the opportunity to present their views to the committee as detailed above.

The Local Member, Cllr Bridget Wayman – who was unable to attend due to other Council business – provided a written objection, stating a need to protect the local environment.

Members discussed potential conditions, the size of the windows and compared the new application to that previously submitted and refused, assessing the impact of the new design.

At the conclusion of discussion, it was

Resolved:

That Planning Permission be APPROVED subject to the following conditions:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON:

To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

P 1221/01 dated August 2013 received 23/12/13

1221/03 dated Dec 2013 received 23/12/13

1221/04 dated Dec 2013 received 23/12/13

REASON:

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

3) The outbuilding hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the main dwelling, known as 88 Ridge and it shall remain within the same planning unit as the main dwelling.

REASON: To comply with the terms of the planning application and to enable the local planning authority to retain control over the use of the development having regard to its location within a sensitive landscape and close to other residential properties.

25 Urgent Items

There were no urgent items

(Duration of meeting: 6.00 - 8.05 pm)

The Officer who has produced these minutes is David Parkes, of Democratic Services, direct line (01225) 718220, e-mail david.parkes@wiltshire.gov.uk

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

This page is intentionally left blank

APPEALS

Appeal Decisions

Application Number	Site	Appeal Type	Application Delegated/ Committee	Appeal Decision	Overturn	Costs
S/2013/0024	Lime Tree Cottage, Flower Lane, Amesbury	WR	DEL	DISMISSED		COSTS DISMISSED
13/00451/FUL	Site at Old Southampton Road, Whaddon	WR	DEL	DISMISSED		
13/02645/FUL	Land off St Margaret's Close, rear of 37 Fowlers Road	WR	DEL	DISMISSED		
S/2012/1705	Hillbilly Acre, Clarendon	H	ENF	DISMISSED		COSTS DISMISSED
E/2012/1543/OUT	Granby Gardens, Ludgershall	H (was WR)	NON DET	WITHDRAWN		

Outstanding Appeals

Application Number	Site	Appeal Type	Application Delegated/ Committee	Overturn
S/2012/1566	Penruddocke Arms, Dinton	WR	NON DET	
13/01159/FUL	Parcel of land to South of B3089 between Teffont and Dinton	WR	DEL	
S/2012/1613/FULL	Ridge Side, The Ridge, Woodfalls, Salisbury	WR	DEL	
S/2013/255/LBC	Park Cottage, Milton, East Knoyle, SP3 6BG	H	DEL	
13/01691/ADV	Fabric Land, 45-49 Catherine Street, Salisbury	WR	DEL	
13/03615/FUL	Land at Duck Lane, Laverstock	WR	DEL	
13/03164/FUL	9 Hilltop Close, Shrewton	WR	DEL	

New Appeals

Application Number	Site	Appeal Type	Application Delegated/ Committee		Overturn
13/03367/FUL	88 Ridge, Chilmark	HH	Comm		YES
13/05892/FUL	18c Firs Road, Firsdawn	HH	Comm		YES

WR Written Representations
HH Fastrack Householder Appeal
H Hearing
LI Local Inquiry
ENF Enforcement Appeal

10th March 2014

Date of Meeting	20 March 2014		
Application Number	13/4728/OUT		
Site Address	Land adjacent 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP		
Proposal	Erection 4 detached houses with separate double garages retaining existing access and visibility splays		
Applicant	Mr Tony Cowles		
Town/Parish Council	Laverstock		
Electoral Division	Laverstock, Ford & Old Sarum	Unitary Member	Cllr Ian McLennan
Grid Ref	414477 134066		
Type of application	Out Line		
Case Officer	Richard Hughes		

Reason for the application being considered by Committee

The development is contrary to development plan policies C2, C7 and H23 in that the dwellings would be located in the open countryside. However, officers consider that there are significant material considerations in this particular instance which need to be taken into account in this instance, and the views of Members are therefore sought.

1. Purpose of Report

To consider the recommendation of the Area Development Manager (South) that planning permission be **Granted, subject to a S106 Legal Agreement and subject to conditions.**

2. Report Summary

1. Principles and policies
2. Design and impact on wider area including heritage assets
3. Impact on Neighbour amenity
4. Highways and parking issues
5. Archaeology
6. Ecology and drainage
7. Aircraft safety

8. S106 heads of terms

The Parish Council: Support provided the development is not visible
Neighbourhood responses: None

3. Site Description

The land subject of the application appears to form part of the curtilage of No.1 Longhedge Cottages, although only part of the land is apparently actual garden area. There is an existing vehicular access off the adjacent A345. The other semi detached cottage (No.2 Longhedge cottages) forming part of this existing grouping does not form part of the application site.

The site is located between the A345 road and the field system to the south east and north east, which is allocated with the adopted South Wiltshire Core Strategy for 450 dwellings and other associated development. At the time of writing, the Council has resolved to approved (subject to a suitable S106), and development of up to 673 dwellings on this adjacent land, with associated community infrastructure. This significant development would also result in a new highway layout to the immediate north of the application site subject of this report, with the provision of a roundabout, new bus stops, and associated footways.

A gas pipeline runs through this adjacent Longhedge site, and close to the application site.

To the east of this allocation, the Old Sarum development is continuing to grow, and has permission for up to 674 dwellings, plus the 99 additional dwellings recent allowed on appeal. This will also have associated community infrastructure, including the existing school.

To the west, there is "Longhedge House", a Grade 2 listed building located opposite the site on the western side of the A345, and the adjacent "Longhedge Farm".

The wider environment remains currently characterised by open countryside, and the site forms part of the setting of the adjacent Old Sarum Scheduled Ancient Monument (SAM). The surrounding area has been the subject of a number of archaeological finds, and the adjacent agricultural land is also of some importance in ecological terms, including being within the catchment of the River Avon SSSI.

The site is located some distance from the adjacent Conservation Areas which cover the adjacent historic airfield and its buildings, as well as the Old Sarum SAM. The former toll house located at the roundabout with the Portway is also a listed property, although this is some distance from the site.

The site lies to the north of the established development including a Park and Ride facility, and the land to the south adjacent the airfield has also been allocated for development (See Core Policy 9 South Wiltshire Core Strategy).

4. Relevant Planning History

In recent years, there have been two applications on this land, both related to the change of use of the land to residential curtilage (applications S/2006/1974 and S/2008/1410) in 2006 & 2008. The reason for refusal was as follows:

“The proposed change of use from agricultural land to residential curtilage represents an undesirable encroachment into the countryside for which there is no overriding justification. As such, the proposal would be contrary to the desirability to protect the countryside for its own sake and its intrinsic character and beauty, being therefore contrary to saved policies C2 of the adopted Salisbury District Local Plan and PSS7 ‘Sustainable Development in Rural Areas’.”

The wider area has been the subject of significant changes over recent years, including the development of the Old Sarum community.

In particular, the site adjacent to this application site, known as Longhedge, has been allocated in the South Wiltshire Core Strategy for a development of up to 450 dwellings, including new access arrangements, community facilities, and commercial uses. More recently, in relation to this field system, planning application 13/00673/OUT was recently resolved to approve subject to a S106 on the adjacent field system. The application relates to a development of up to 673 dwellings, including community infrastructure, and a new access roundabout of the A345, together with commercial uses. The S106 will hopefully be completed shortly and a decision issued.

5. Proposal

This proposal is in outline form, with only access and layout being in detailed form. The submitted plan shows the redevelopment of the land to the immediate south of the existing cottages for four detached dwellings, arranged in a linear fashion, with associated parking and garages. The existing vehicular access to the existing cottage is reutilised, and the proposed dwellings then accessed via a linear driveway, running between the dwellings and the boundary of the site.

Further to more recent discussions, the submitted scheme also now includes the provision of footway between the main A345 and the proposed dwellings. The plan also indicates the creation of a 2 metre noise barrier between the dwellings and the retained boundary hedging to attenuate noise from the adjacent road system. (It should however be noted that these noise attenuation details are in outline form, and the Council’s EHO has requested some conditions to be imposed regards this feature, which may ultimately alter the design of this part of the proposal).

6. Relevant Planning Policy

Given the scale of the larger adjacent Longhedge development most of the policies within the Adopted South Wiltshire Core strategy (incorporating saved policies from the Salisbury District Local Plan) could be construed as being in some way relevant to this proposal. However, for the purposes of this application, the following policies are considered most relevant:

G1, G2, G3, G9, D1 D2, R2, C2, C7, C8, CN11 and CN20-23, H16 H23 H27.

CP1, CP3, CP6, CP14, CP18, CP19, CP20, CP21, CP22, including the development template for the Longhedge site at Appendix A.

In addition the following are relevant:

Adopted Supplementary Planning Guidance “Creating Places”

NPPF

Draft Wiltshire Core strategy policies:

CP1, CP2, CP3, CP20, CP23, CP24, CP43, CP45, CP48, CP49, CP50, CP51, CP52, CP57, CP58, CP60, CP61, CP62, CP67, CP68, CP69

7. Consultation response

Laverstock and Ford Parish Council – Support provided the development screened from public view

WC Spatial Planning – Provided the scheme is developed out in tandem with the previously agreed Longhedge scheme, it is considered that the scheme would be sustainably located.

WC Housing – Financial contribution required towards offsite affordable housing provision under policy CP3 SWCS

WC Archaeology - This site does have the potential to contain heritage assets of archaeological interest and that field evaluation is necessary. Recommend that an archaeological field evaluation is carried out prior to the determination of the application. This information should reveal the impact of the proposed development on any buried archaeology, and a Written Scheme of Investigation agreed by this service.

No decision on approval of this scheme should be made until the results of the field evaluation have been made known. If the results are positive, it may be necessary for a further programme of archaeological works as an appropriate planning condition to be carried out prior to development, or to recommend preservation *in situ* of the remains.

WC Open space - As previously demonstrated at the Old Sarum development, there currently is a shortfall of Equipped Play Space and Youth and Adult Space within the vicinity of the proposed 4 dwelling development.

However it is noted that the development of 673 dwellings has been approved subject to a S106 adjacent to the proposed 4 dwelling development. Prior to the POS being provided at Longhedge an under provision of Equipped Play Space and Youth and Adult Play Space will remain in the vicinity and the R2 Contribution would therefore be sought in the usual manner as above.

WC Ecology – No objections due to small scale of site, and provided existing vegetation is protected, together with conditions related to limiting the impact of construction works of protected species and the environment.

WC Environmental Health - Any planning permission should be made subject to conditions in relation to the following. It will require a fully 24 hour noise survey of the site concerned and a demonstration that both internal and external (amenity area) noise levels will be achieved appropriate WHO / BS8233 standards. Any information submitted to discharge this condition should also specifically consider night time maximum (L_{Amax}) noise levels caused by road traffic noise and demonstrate that maximum noise levels will not significantly exceed 45dBA. If it is necessary to keep windows closed in order to achieve appropriate internal noise levels then additional mechanical means of ventilation / climate control will be required and incorporated into the scheme. As this is an outline application we would also recommend the applicant considers the internal layout and design of the properties to mitigate against road traffic noise. On the basis of the work carried out for the ES of the Longhedge development, which includes the area between Equinox and the Longhedge Cottages site, we consider the Equinox is very unlikely likely to have any significant impact on the Longhedge Cottage site.

Wessex Water – New connection to the main sewer will be required to serve development

English Heritage - No response

Environment Agency - No objection

Scottish and Southern Water - None received

Scottish and Southern Electricity – None received

Highways Agency – No response received

MoD – no response received

8.Third Parties/Publicity

No responses have been received

9.Planning Considerations

9.1 Principle and policy

The land subject of the current application does not form part of the adjacent Longhedge allocation, and consequently, the site is not allocated for future development as part of the SWCS, and is therefore for the purposes of planning, located within the open countryside, where the development of land for dwellings not associated with agriculture, forestry, or similar rural enterprises, is strictly controlled by planning policy. As a consequence, this application scheme is contrary to the aims of policy CP 6 of the South Wiltshire Core Strategy in that the site falls outside the Longhedge application, and also contrary to saved policies C2, C7 & H23 of the Salisbury District Local Plan.

The NPPF clearly indicates (at para 12) that development which conflicts with development plan policies should be refused unless material considerations indicate otherwise. Therefore, on the face of it, the scheme could be refused based on these development plan policies and the general national presumption in favour of conserving and enhancing the natural environment.

However, in officers opinion, this is a rather unusual and unique case, and there may be material considerations which outweigh the up to date local plan policies, which have occurred since the 2008 refusal.

The allocation of the adjacent land within the SWCS for a large scale mixed use development, and the recent resolution to approve a larger development partly on unallocated land, indicates that the Council is content for the character of this area to alter significantly from its current rural character, subject to the provision of a mixed use and sustainable development. Indeed, the development template for the Longhedge site as outlined in Appendix A of the adopted SWCS clearly indicates that the objectives for the Longhedge development are to develop a mixed use development; “..in a sustainable location”. It goes on to indicate that in the Council’s view, the “..introduction of additional dwellings to the Old Sarum area will add a critical mass to secure the delivery and viability of planned and new local facilities to create a more self contained community, based around a neighbourhood centre”.

Furthermore, the site (or at least the southern section of it) has previously been identified in the Council’s Strategic Housing Land Availability Assessment (SHLAA), as having the potential for development, particularly due to the allocation of the adjacent Longhedge site.

It is therefore clear that the Council believe the adjacent Longhedge site to be sustainably located, and the resolution to grant a recent application which (when developed) will contain a new primary school, and neighbourhood centre, together with a significant area of public open space, will result in a sustainable located development, which has access to services and facilities. It should also be noted that the recent Longhedge application contained 223 dwellings which are not located within the allocated site as shown in the SWCS, and in that instance, Members

considered that the resultant scheme would represent a more sustainable development, with enhanced facilities.

The Old Sarum development immediately adjacent to this site is permitted for 674 dwellings (plus an addition 99 dwellings) and the scheme will ultimately contain local facilities which would be readily accessible by local people.

It may therefore be difficult to argue that once the Longhedge development is provided, the site subject of this application would also not be similarly sustainably located, given that the NPPF clearly indicates that there should be a presumption in favour of “sustainable development”. A refusal of this current application based solely on the premise that the four additional dwellings would be located in the open countryside remote from services and facilities may be difficult to substantiate, particularly if provided after or concurrently with the planned Longhedge development.

However, notwithstanding the principle of developing housing outside allocated sites, the additional harm to the character of the countryside and the setting of the Old Sarum Conservation Area and associated landscape is an issue, as is the likely impact of the development on the highway system, and these matters are considered in the following paragraphs.

9.2 Design and landscape impact on wider area including heritage assets

The application site lies in an area of landscape significance, subject of Local Plan saved policy C7. The area also contains numerous historical features of interest, including the Old Sarum Ancient Monument and Conservation Area, and the Old Sarum aerodrome and conservation area. There are other listed buildings in the immediate and wider vicinity, including the adjacent Longhedge House.

9.2.1 Impact on character of countryside

This is an outline application with detailed matters related to detailed design are “reserved” and not for consideration. However, access and layout are for detailed consideration, and the submitted plan shows how the future layout of the scheme would be laid out.

Given the linear and narrow nature of the site, the proposed dwellings are rather uniformly laid out in a row, accessed via a driveway off the main A345 access arrangement. Whilst this arrangement is functional, if the scheme is developed in isolation, without the adjacent Longhedge development, it is likely that this arrangement will result in a very stark and rather urban appearance, rather at odds with the more rural character of the immediate area. However, if the Longhedge development occurs, the character of this site will change significantly and permanently, with more urbanised development located directly adjacent its rear boundary. Consequently, and subject to the Longhedge development being developed, the visual impact on the proposed development for 4 dwellings is unlikely to have any further visual impacts.

The Council's Environmental Health officer remains concerned that the presence of the adjacent A345 road will have an adverse impact on the future occupiers of the dwellings in terms of noise and disturbance. He has therefore requested that some form of noise barrier be erected between the dwellings and the main road to the immediate west. A plan has been produced which suggests that such a barrier is possible, consisting of hedging with a 2 metre fence behind. Whilst the details of this scheme remain to be determined as part of a noise assessment report, such a barrier may reduce the visual impact of the planned. However, there is very little that can be done to reduce the visibility of the development given its proximity to the main road, although it is planned to retain the existing hedging adjacent to the road.

It is also proposed to extend the pedestrian/cycleway which is planned as part of the adjacent Longhedge development, and this would be located at the front of the application site, between the A345 and the site. Whilst any such highway works will alter the character of the site significantly and have an urbanising effect, if such works were carried in conjunction with the adjacent Longhedge development, it is likely that the scheme would cause no more significant visual impact than the planned Longhedge development and associated highway works.

9.2.2 Impact on Old Sarum Ancient Monument/Conservation Area

The site is located some distance to the north of the SAM, which is surrounded by a Conservation Area. However, whilst the proposed development (in isolation) would be visible from the SAM, the proposal would be seen at some considerable distance, and would be seen in the context of existing development. Once the planned Longhedge development is built out, the development would not be prominently visible from the SAM, or have any significant impact on the setting or character of the heritage asset.

9.2.3 Impact on Old Sarum Aerodrome Conservation Area

The site is also located to the west of Old Sarum Aerodrome Conservation Area, and is located on higher ground. The existing property and land is currently visible from the lower land to the east (Old Sarum area), and if the Longhedge development remains undeveloped, the proposed development will be very prominent in the landscape as viewed from the east.

However, the larger Old Sarum development and the Longhedge development (once built) would largely block any views or visual relationship with the application site. Furthermore, the Aerodrome conservation area is slightly unusual in that it was designated due to the historic nature of the airfield and its buildings, and not as would normally be the case, because of the attractive historic character of the area in a visual sense. As a result, and given that the proposal would be located adjacent to a modern housing development, and somewhat divorced from the conservation area, it is considered that the proposal would not have an adverse impact on the character of the conservation area, or adversely affect the historic reasons for its designation.

9.2.4 Impact on Longhedge House

This property and its setting will be significantly affected by the construction works

associated with the planned Longhedge development, particularly due to the proposed roundabout works, which will completely alter the more rural character of the A345 at this point. The proposed four dwellings suggested by this current application are therefore unlikely to have any greater impact on this heritage asset once the Longhedge development is constructed.

9.2.5 The Beehive Toll House

This grade 2 listed building is located some distance to the south of the application sites. Its immediate setting and context was altered significantly a number of years ago with the construction of the park and ride complex and the associated roundabout and access junctions. Given this, and the distance from the application site, from which it will be largely screened by mature landscaping and other features, it is considered that the character and setting of the building is unlikely to be affected.

9.3 Impact on residential amenity

The application site would be located directly adjacent to No. 1& 2 Longhedge Cottages, opposite Longhedge House, and located to the west of the emerging Old Sarum housing development and Longhedge development. However, the site is divided from Longhedge House by the A345 and tree screening. Furthermore, given the (currently proposed outline) layout of the adjacent Longhedge development, it appears from the current layout that only commercial units would be located directly adjacent to the boundary of the property subject of this application. (With regards these commercial units, restrictive conditions will be imposed upon the operation of these units, once the separate Longhedge development is determined, and therefore it is unlikely that their operation would have a significant impact on the amenities of the dwellings suggested by this application).

Given the relatively modest scale of the development, in officers opinion, the scheme is therefore unlikely to have wider amenity impacts, other than in relation to the amenities experienced by any occupiers of the adjacent Longhedge cottages, which are adjacent the application site. Should this development occur without the larger Longhedge development occurring, it is likely that construction works would have a noticeable effect on the amenities currently experienced by occupiers of the adjacent cottage, given the rural nature of the area, particularly from construction vehicles utilising the access. However, should both developments occur in conjunction, together with the proposed roundabout works, it is likely that the impact caused by the development of 4 additional dwellings on this site would not have any significant impacts over and above those likely to result from the development of the adjacent Longhedge development.

Following construction, the addition of 4 dwellings on this site are likely to reduce the privacy and isolation currently experienced by existing occupiers of both Longhedge cottages, mainly due to the increased traffic movements and general noise and disturbance. Whilst such a change will be very noticeable compared to the existing situation, it is considered that in terms of overlooking/loss of privacy and overshadowing, the impacts of the new houses would not in officers opinion be so significant as to warrant refusal.

Once the Longhedge development occurs next door, the impacts of the planned four dwellings is likely to be less noticeable given the context.

It is therefore considered that whilst the scheme would significantly alter the current amenities of the Longhedge cottages in terms of noise and disturbance, a refusal of the scheme based on the impact of the development on the amenities of occupiers may be somewhat difficult to defend, given the linear nature of the development which reduces its impact, and due to the imminent redevelopment of the adjacent Longhedge site.

9.31 Vibration/noise issues

There is currently an environmental health issue related to an ongoing industrial operation and the creation of vibration emanating from one of the adjacent industrial units on the Old Sarum business Park, located some distance to the south east of these sites. A number of existing properties on the existing Old Sarum site have apparently experienced this vibration. The Council's environmental health officer has indicated that he would normally object to the construction of additional dwellings in this area due to the nuisance caused by this vibration issue, until a full study and remedial work is undertaken. No such study has been undertaken regards the site subject of this application.

However, in this particular instance, the applicants of the adjacent Longhedge site have already undertaken a study, the conclusions of which have already been assessed by the EHO as part of that separate application process. The study concludes that there is unlikely to be a significant issue in relation to noise/vibration issue at that site. Because of this, it seems unlikely that there would be issues caused by vibration on the site subject of this application, given its locational aspects and its small scale. On this basis, the EHO does not wish to raise objections on this point.

9.4 Highways and parking issues

The scheme envisages the retention and enhancement of the existing access off the A345, which would then serve four proposed dwellings plus the existing dwelling. The applicants have also included a shared footway and cycleway along the front of the site which would link with an existing pathway route leading into the Longhedge development.

The existing A345 road is currently unlit along this section, and traffic speeds are high. It is relatively straight around the application site, and traffic levels are high, being the main route between Salisbury and Amesbury (and beyond). The existing access has limited visibility to the north, although to the south, there is adequate visibility, due to the creation in the past of a wider visibility splay and the removal of mature trees.

However, the proposal would result in a significant increase in vehicular movements compared to the existing limited usage, as a result of the four additional dwellings. Due to the speed of the road, it is officers opinion that even with increased visibility

splays to the north, vehicular movements in and out of the access are likely to be somewhat hazardous.

However, the adjacent Longhedge development will result in a number of adjustments and improvements to the A345 road, including:

- The construction of the site access roundabout as indicated in outline on plan number SK004/A, including street lighting of the roundabout.
- Construction of a 2 metre wide footway over the A345 frontage of the site.
- Construction of 2 bus laybys on the A345 including shelters and real time bus time information electronic display boards.
- Implementation of a 50 mph speed limit on the A345 between the site access and the Beehive roundabout.

As a result, once the highway improvements are implemented, traffic speeds along the A345 are likely to be significantly reduced around the immediate surroundings of this application site, thus reducing the need for extensive visibility splays to be created, and making traffic movements into and out of the site less hazardous as a result. Furthermore, the site itself would cease to be isolated in traffic terms, and would benefit from the sustainable transport initiatives created by the improved works associated with the larger development.

Furthermore, the application scheme subject of this application would help extend southwards the planned cycle/pedestrian routeway adjacent the A345, thus making a linkage to the Park and Ride site to the south possible in future (subject also to adjacent third party land owners and any future similar development).

As a result, it is considered that providing the development of the four additional dwellings occurs commensurate with the highways improvements planned for the adjacent Longhedge development, then it would be difficult to defend a refusal of the scheme on sustainability or highway safety grounds.

9.5 Aircraft safety

The Longhedge Cottages schemes are located a significant distance away from the Old Sarum airfield landing strip, and separated from it by the larger Longhedge development, the Old Sarum site, and a number of larger commercial buildings including hangers. It would therefore seem unlikely in this instance that the proposed local centre buildings would have an adverse affect of aircraft safety.

9.6 Ecology/drainage

The site is located within 2km of the River Avon SSSI. Hence the area is generally sensitive in terms of development which may affect the water systems and drainage.

However, the Environmental Statement (ES) which covers the adjacent Longhedge site concludes that there is unlikely to be significant impacts from this larger development, subject to conditions. The EA were consulted on this much smaller scale 4 dwelling scheme, but have not chosen to raise any objections in terms of its likely impacts over and above those of the adjacent development. The Council's

drainage officer has not offered any objections. The Council's ecology officer has offered no objections, subject to standard conditions to protect any natural habitat.

Subject to standard conditions related to these matters, it is therefore considered that the scheme is unlikely to cause any significant harm.

9.7 Archaeology

The Council archaeology department has indicated that the area may have significant archaeological potential, and has recommended that archaeological evaluation works take place before construction. An evaluation has taken place, and officer will report at the meeting.

9.8 S106 Heads of Terms

Affordable Housing

The Council's housing officer has confirmed that there is a demand in this area for affordable housing, and therefore as outlined by policy CP3 of the SWCS, and financial contribution towards the provision of off site affordable housing is required to make the development acceptable.

Open space

The Council's open space officer has confirm as usual that under the terms of policy R2 of the development plan, a financial contribution is required towards the provision and maintenance of off site public open space, given current deficiencies in the area.

At the time of writing, a S106 Agreement related to the larger adjacent Longhedge site is being completed with the applicant and the Council's legal team. The following contributions need to be made towards the mitigation of the impact of that larger development:

Given the extent of the provision and contributions on the adjacent Longhedge development, it is considered that this smaller scale 4 dwelling scheme is therefore considered to require only the more standard S106 requirements in terms of the off site affordable housing contribution, and the contribution towards off site public open space.

Highway improvements

The scheme envisages the retention and enhancement of the existing access off the A345, which would then serve four proposed dwellings plus the existing dwelling. The applicants have also included a shared footway and cycleway along the front of the site which would link with an existing pathway route leading into the Longhedge development. Whilst it is understood that some of this route may be under the ownership of the applicant, it is unclear at present whether the remainder of the route is owned by the applicant or is highway land. Consequently, whilst part of the route can be achieved via planning condition, part of the route may have to be achieved via a S106 agreement.

10. Conclusion

The development of four new dwellings in the open countryside without justification would normally be contrary to planning policy, particularly policy CP 6 of the South Wiltshire Core Strategy, and also contrary to saved policy C2, C7 & H23 of the Salisbury District Local Plan and somewhat at odds with the established national presumption against isolated and unsustainable housing development in the open countryside.

However, this is considered by officers to be an exceptional case, given that a substantial area of land immediately adjacent to this site is allocated in the adopted South Wiltshire Core Strategy for 450 dwellings, plus associated facilities and provisions, and that the Council has resolved to approve an application for up to 673 dwellings. This larger development has been designed to be inherently sustainable, with associated community facilities and transport linkages. Thus, whilst the site is currently isolated from services and facilities, once the planned Longhedge development has occurred, and once the smaller development is linked to it via the improved highway works, it would in officers opinion, be difficult to defend a reason for refusal based on the unsustainability or remoteness of the site.

Furthermore, the development of the allocated Longhedge site as resolved by the Council would have a considerable impact on the character of the area, particularly the character and setting of the application site for 4 dwellings. Thus, in officers opinion, it would be difficult to defend a reason for refusal based on the likely visual harm caused by 4 additional dwellings over and above the harm caused by 450 or 673 dwellings. It is considered that the landscape impact of the scheme particularly in terms of the setting of the heritage assets, when weighed against the already developing character of the area; the likely visual impact of the allocated site being built out, would not be so sufficiently harmful as to warrant refusal of the scheme on that basis alone.

Whilst the addition of 4 dwellings adjacent to the existing Longhedge cottages would alter the level of amenity enjoyed by existing residents, conditions can be imposed which mitigate many of the impacts.

Similarly, whilst the existing vehicular access arrangements serving the site are far from ideal, and 4 additional dwellings would affect traffic safety along this fast stretch of road, once the highway improvements associated with the adjacent Longhedge developments are in place, highway and traffic safety within this locality is likely to improve, with improved lighting and lower traffic speeds. As a result, a refusal based on the likely impact of the 4 additional dwellings on the highway network would, in officers opinion, be difficult to defend, following implementation of the planned highway improvements. The scheme also offers the (albeit modest) extension of the footpath network which ultimately could result in a link with the park and ride to the south.

Subject to financial contributions being secured towards affordable housing and open space provision, it is therefore considered that provided the scheme would be developed in conjunction with the adjacent Longhedge development, the proposal

would be acceptable. A range of conditions has been suggested which would tie the development of the 4 dwellings into the development of the larger Longhedge development.

RECOMMENDATION: That subject to the outcome of the current archaeological evaluation indicating that the development of the site would not have adverse effects on heritage assets, and, subject to all parties entering into a S106 legal agreement which secures:

- Financial contributions towards the provision of public open space
- Financial contributions towards the provision of off-site affordable housing
- A 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, adjacent the A345 road, and to link to the existing pathway network, as indicatively shown by plan ref 0771/01 Rev M.

To delegate to the Associate Director of Economic Planning and Development Services to APPROVE Planning permission.

Subject to the following conditions:

01 This permission relates to the detailed approval of the access and layout only. Approval of the details of the scale, appearance of the buildings, and the landscaping of the site (herein called the reserved matters) shall be obtained from the Local Planning Authority in writing as per condition 03 below.

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

02 Plans and particulars of the reserved matters referred to in condition 01 above, relating to the scale, appearance of any building to be erected, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

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

03 Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

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

04 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years

from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

05 The development shall be carried out in general accordance with the following plans:

Drawing 0771/01 Rev M – layout and access of scheme showing pathway between site and A345 road. (Note: the noise attenuation barrier illustrated on this plan is considered to be indicative, and therefore not approved in detail, as such a measure will be subject of a further noise assessment and attenuation scheme to be agreed as a later date by the LPA)

REASON: For the avoidance of doubt

06 No development shall commence until the highway works (roundabout and associated works) to the A345 road associated with planning application reference 13/00673/out and the adjacent Longhedge development, (and shown on plan ref 0771/01 Rev M submitted with this application), and the Local Planning Authority has agreed in writing that such works have been carried out and completed to a suitable standard and stage.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high, and where there is limited visibility from the existing access to the site. This condition is required to ensure that the development has a safe and secure vehicular access with suitable visibility splays.

07 No development shall commence on site until details of the approved access showing junction radii, surface material, access widths and a scheme for the discharge of surface water from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access has been constructed in accordance with the approved scheme, and until the visibility splays shown on the approved plan (ref: 0771/01 Rev M) have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

08 No dwelling on the development hereby approved shall be occupied until sufficient space for the parking of two vehicles per dwelling (excluding the proposed garages), together with consolidated and surfaced vehicular access and turning space, has been provided in accordance with the details shown on plan ref 0771/01 Rev M . The parking spaces shall not be used other than for the parking of vehicles or for the purpose of access. Any turning space so approved shall thereafter be retained and kept clear of obstruction at all times.

REASON: To ensure that adequate provision is made for parking and turning within the site in the interests of highway safety.

09 The dwellings hereby approved shall not be occupied until:

- i) The highway improvements to the A345 associated with the adjacent Longhedge development (the roundabout and associated works) have (at the very least) resulted in the provision of a safe and continuous pedestrian pathway leading to and from the Longhedge development site, which allow safe access to operational bus stops, and suitable street lighting has been provided, and the Local Planning Authority has agreed in writing that such a standard and stage has been achieved, and
- ii) A 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, in accordance with details to be first submitted to and approved by the Local Planning Authority, over the entire frontage of the site, along the western boundary with the A345 road, as indicatively shown by plan ref 0771/01 Rev M.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high. The current access arrangements have limited visibility and no lighting, and hence a high potential for conflict between vehicles. The site is also currently located in an unsustainable location. This condition is required to ensure that the development has a safe and secure vehicular access with suitable visibility splays, and to improve the sustainability of the site, in order that future occupiers of the dwellings have access to sustainable transport choices and local facilities.

10 No development shall commence on site until a noise survey and associated scheme for noise attenuation for the noise generated by traffic along the A345 has been submitted to and agreed in writing by the Local Planning Authority. Such a scheme shall include a scheme of acoustic insulation for the purposes of preventing the ingress of road traffic noise to the proposed residential dwellings. This scheme shall include details of acoustic glazing and ventilation systems, and (if deemed necessary by the Local Planning Authority) a scheme of acoustic screening between the properties and the A345, for the purposes of protecting the residential properties and their external amenity space from road traffic noise.

Any works which form part of the approved scheme shall be completed prior to the dwellings being occupied and shall be maintained in accordance with the approved details at all times thereafter.

REASON: The A345 is currently a very busy arterial road where traffic speeds are very high, and noise generated by the traffic is considered to be capable of adversely affecting the amenities of future occupiers of the dwellings. This condition is required to ensure that occupiers of adjacent dwellings and the planned dwellings are exposed to a reduced level of noise disturbance from construction traffic, and adjacent traffic from the A345.

11.No construction work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: In order to limit the impact of works on residential amenity

12. Prior to any construction works commencing, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority which details the measures to be taken to protect the residential amenities of the occupiers of the dwelling(s) directly adjacent to the proposed works during construction. The scheme so agreed shall be carried out in strict accordance with the agreed details.

REASON: In order to limit and reduce the impact of the construction works on the occupiers of residential properties located within immediate proximity of the proposed works.

13. No development shall take place within the application site until a written programme of archaeological investigation, has been submitted to, and approved in writing by the Local Planning Authority. The approved programme of archaeological mitigation has been carried out in accordance with the approved details.

REASON: To safeguard the identification and recording of features of archaeological interest.

14. Before development commences, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority which secures protection of habitats and species during the construction period, including pollution prevention measures. The development shall be carried out in accordance with the agreed CEMP.

REASON: In order to prevent pollution of the water environment and to protect habitats and species during the construction period so as to limit the impacts of the development

15. Before development commences, a scheme for water efficiency shall be submitted to and approved by the Local Planning Authority. The scheme should Development shall be carried out in accordance with the agreed schemes.

REASON: In order to improve the sustainability of the scheme in line with Core Policy 19 of the South Wiltshire Core Strategy.

16. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use/occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained
Lighting

17. No development shall commence (including any works on the highways access hereby approved) until the existing trees and hedging to be retained have been protected by means of a scheme submitted to and agreed in writing with the Local

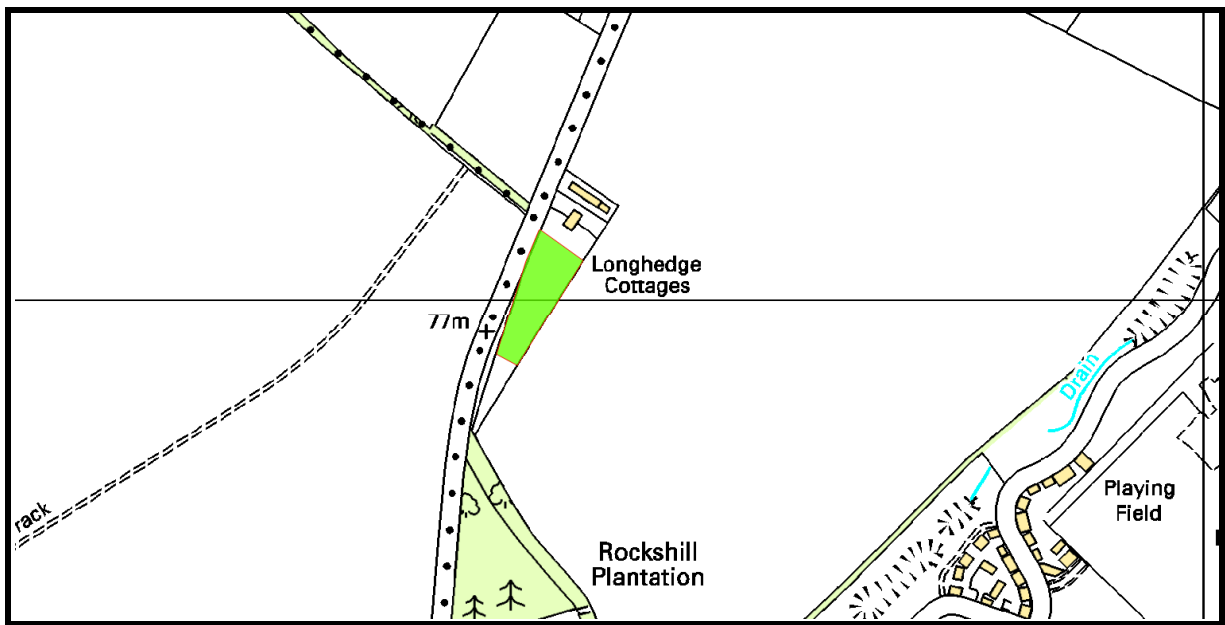
Planning Authority prior to works commencing. Development shall be carried out in accordance with the agreed scheme.

REASON: To ensure that the amenity value of the most important trees, shrubs and hedges growing within or adjacent to the site is adequately protected during the period of construction.

Informatives

1. The developer should note that as part of condition 10 above, a full noise assessment is required as part of the permission. It will require a fully 24 hour noise survey of the site concerned and a demonstration that both internal and external (amenity area) noise levels will be achieved appropriate WHO / BS8233 standards. Any information submitted to discharge this condition should also specifically consider night time maximum (LAmax) noise levels caused by road traffic noise and demonstrate that maximum noise levels will not significantly exceed 45dBA. If it is necessary to keep windows closed in order to achieve appropriate internal noise levels then additional mechanical means of ventilation / climate control will be required and incorporated into the scheme. As this is an outline application we would also recommend the applicant considers the internal layout and design of the properties to mitigate against road traffic noise.
2. With regard to the archaeology conditions above the work should be conducted by a professionally recognized archaeological contractor in accordance with a written scheme of investigation agreed by this office and there will be a financial implication for the applicant.
3. The applicant should ensure that they have thoroughly investigated ground conditions and levels of vibration on the development site and use appropriate construction methods and materials to ensure that the occupants of the houses concerned are not adversely affected by vibration and or/reradiated noise caused by Equinox prior to any of the properties being sold or occupied.

13/04728/OUT – Land adj. 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP



This page is intentionally left blank

Date of Meeting	20 March 2014		
Application Number	13/02520/FUL		
Site Address	The White Hart, 1 Dean Lane, Whiteparish, Wiltshire, SP5 2RG		
Proposal	Convert 4 bed dwelling into 2 x 2 bed flats		
Applicant	Mr Clarke		
Town/Parish Council	WHITEPARISH		
Electoral Division	Alderbury and Whiteparish	Unitary Member	Cllr Richard Britton
Grid Ref	424631 123684		
Type of application	Full Planning		
Case Officer	Ben Hatt		

Reason for the application being considered by Committee

The application has been called to committee by Councillor Richard Britton for the following reason(s):

- Over development
- Parking

1. Purpose of Report

To consider the recommendation of the Area Development Manager (South) that planning permission be granted subject to conditions.

2. Report Summary

The issues in this case are:

- The principle of residential development in this location;
- Design and impact on character of the area;
- Highway safety;
- Financial contributions.

The application is subject to an objection from the Parish Council. There have been no third party representations.

3. Site Description

The White Hart is an end of terrace property located at the junction of Dean Lane and Romsey Road. The property is within a Conservation Area and the Housing Policy Boundary for Whiteparish.

4. Planning History

S/1988/0875	Replacement of two bay windows AC 22/6/88
S/1999/0689	From public house to private dwelling AC 10/09/99
S/2000/1782	Conversion of dwelling to form two dwellings and construction of four houses and construction of new vehicular and pedestrian access REF 12/1/01
S/2002/2371	Creation of parking space with access onto Dean Lane for use with Rabbit Cottage REF 22/1/03
S/2004/0641	Creation of two residential units from one with provision of parking and amenity spaces and accesses AC 22/6/04
S/2005/1002	Conversion of existing cellar room to ancillary accommodation AC 15/7/05

5. The Proposal

Permission is sought for the conversion of an existing 4 bedroom house to create 2 two bedroom flats. Physical alterations are limited to the conversion of the existing integral garage to living space and creation of a second access and driveway to the side of the house.

6. Planning Policy

Salisbury District Local Plan: Policies G1, G2, D2, H16, R2, CN8 (as 'saved' within the adopted SWCS)

South Wiltshire Core Strategy: CP3

NPPF

7. Consultations

Whiteparish Parish Council: The PC objects to this application as it feels it is over development and there is a lack of sufficient parking spaces.

Environmental Health: No observations.

WC Housing: refer to previous planning consultation response dated 14/8/13 regarding the affordable housing contribution due under Core Policy 3 of the SW Core Strategy in relation to the above application.

A financial viability assessment has been completed based on the evidence provided by the applicant, and in this instance it will not be viable to take an affordable

housing contribution.

WC Highways: no highway objection subject to condition.

8. Publicity

The application has been publicised by way of site notice and letters to near neighbours.

The publicity has generated no third party letters of support or objection.

9. Planning Considerations

9.1 Principle

The site lies within the Housing Policy Boundary of Whiteparish where Policy H16 allows new residential development provided ...

- (i) it does not constitute tandem or inappropriate backland development;
- (ii) it does not result in the loss of an open area which makes a positive contribution towards the character of the settlement; and
- (iv) it does not conflict with the design policies of the Plan.

[Criterion (iii) of Policy H16 relates exclusively to Wilton and so is not relevant].

The proposal in this case is to convert an existing dwelling into two flats. This complies with Policy H16 in that it is not tandem or backland development, it would not result in the loss of important open space, and it is in accordance with the design policies (considered further below).

9.2 Design and impact on character of the area

Policy G2 of the SDLP sets out general development management criteria requiring, in particular, new development to have satisfactory means of access and parking provision, and an acceptable impact on established development in terms of visual and residential amenity.

The proposal requires minimal external alterations with an existing garage door to the rear elevation to be replaced with a window serving a shower room and the entrance for the ground floor flat, and an additional parking space provided. As such it is considered that the proposal would have no greater visual impact than the existing dwelling on the site. Indeed, to all intents and purposes, the converted building would continue to 'read' as a single house.

Some weight must be given to the circumstances of the existing house which being located on a relatively small corner plot has very limited outdoor private amenity space. Despite its four bedrooms these circumstances of the plot are not ideal for use as a family home, whereas they are more accommodating to use as two smaller two bedroom flats where practical outdoor amenity space is a less critical consideration for occupiers.

An additional access and off street parking space would be provided to the side of the existing house to serve flat 2. This would be screened to a degree by an existing hedgerow, and as such would not detract from the character or appearance of the existing street scene.

9.3 Highways

The Highways Officer has raised no objections to the on-site parking provision for the development and the alterations to the access. Currently the existing four bedroom house has parking for one vehicle off-street parking space (plus the garage). The proposal is to create a second off-street parking space, so providing one space for each flat.

Current minimum parking standards set out in the Local Transport Plan are 3 spaces for 4 bedroom dwellings and 2 spaces for 2 bedroom dwellings (garages do not count). It follows that as far as these standards are concerned both the existing house and the proposed flats are substandard. That said, there is plenty of on-street parking in the immediate vicinity which can be used (including right outside the site) without harm to the amenities of neighbours or highway safety. No objection is raised by the Highways Officer in any event.

9.4 Contribution

Policies CP3 and R2 require financial contributions towards off-site affordable housing and open space provision provided this would not make the development unviable. In this case the applicant has demonstrated non-viability in the event of the contributions being made, and consequently it is accepted that they must be waived.

10.0 Conclusion

The proposed conversion of the existing dwelling into 2 two bedroom flats would be of an acceptable scale and design due to the limited external alterations, and therefore, would not have an adverse impact on the visual appearance and character of the Conservation Area. Similarly, due to its modest scale, it is considered that the proposal would be unlikely to have a significant impact on the amenities enjoyed by occupiers of adjacent dwellings.

The proposal would therefore accord with the aims and objectives of the development plan and other Government guidance, having particular regard to Local Plan policies G1, G2, D2, H16, CN8, R2 (as saved within the adopted South Wiltshire Core Strategy) and CP3.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be first occupied until the first five metres

of the access to the west of the dwelling, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

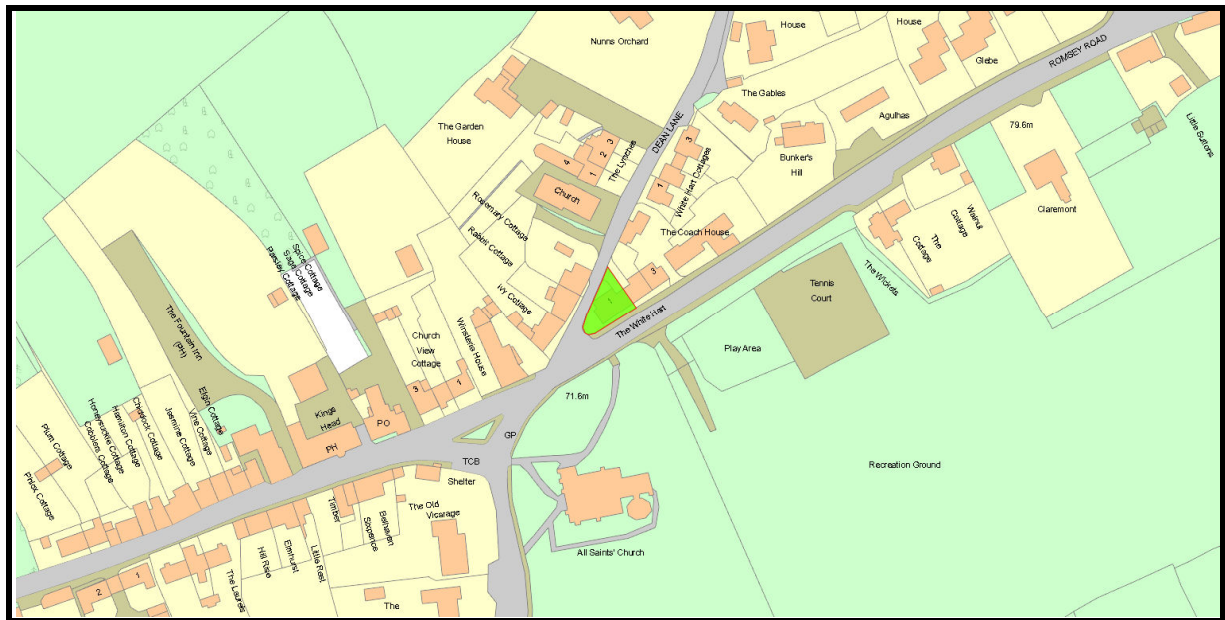
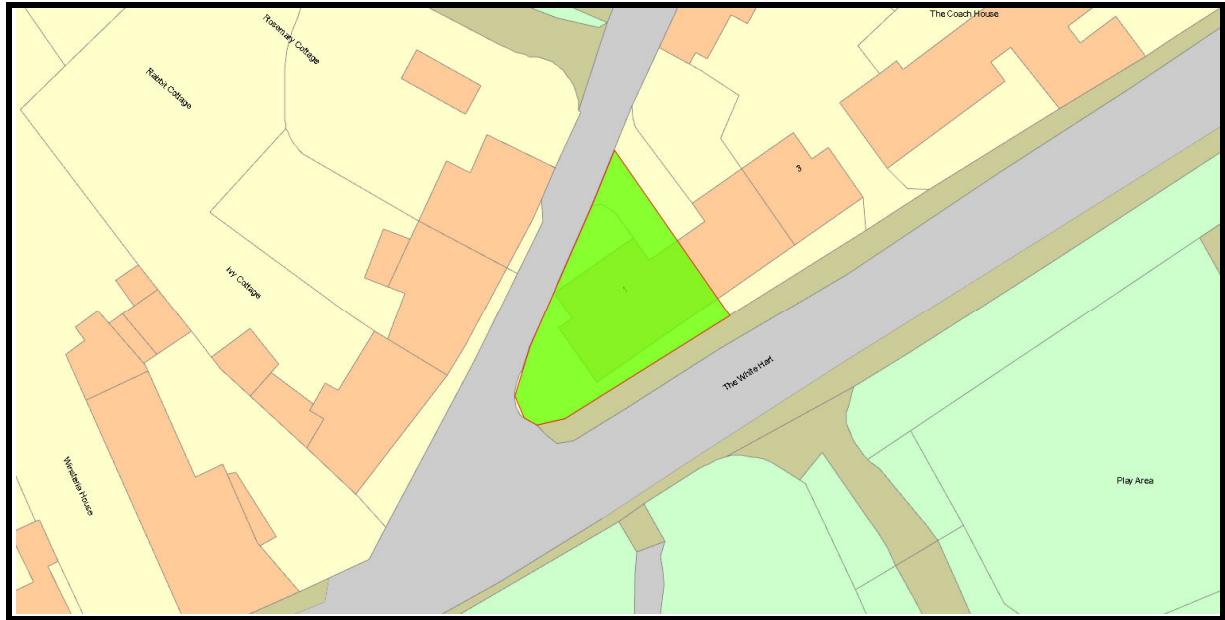
REASON: In the interests of highway safety.

3. The development hereby permitted shall be carried out in accordance with the following approved plans: parking layout, site location plan, design and access statement, DRG No. 13061/1, 13061/2 received 6/8/14.

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

This page is intentionally left blank

13/02520/FUL - The White Hart, 1 Dean Lane, Whiteparish, Wiltshire. SP5 2RG



This page is intentionally left blank