

AGENDA

Meeting: Southern Area Planning Committee
Place: Sarum Academy, Westwood Rd, Salisbury SP2 9HS
Date: Thursday 15 October 2015
Time: 6.00 pm

Please direct any enquiries on this Agenda to Lisa Moore, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line (01722) 434560 or email lisa.moore@wiltshire.gov.uk

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

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Membership:

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

Substitutes:

Cllr Trevor Carbin	Cllr Helena McKeown
Cllr Terry Chivers	Cllr Leo Randall
Cllr Ernie Clark	Cllr Ricky Rogers
Cllr Tony Deane	Cllr John Smale
Cllr Dennis Drewett	Cllr John Walsh
Cllr Peter Edge	Cllr Bridget Wayman
Cllr Magnus Macdonald	Cllr Graham Wright

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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 5 - 18*)

To approve and sign as a correct record the minutes of the meetings held on 11 June 2015 and on 24 September 2015.

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 (acting on behalf of the Corporate

Director) no later than 5pm on **Thursday 8 October 2015** 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 19 - 20*)

To receive details of completed and pending appeals.

7 **Planning Applications**

To consider and determine planning applications in the attached schedule.

7a **15/06930/FUL - From Salisbury Road, Bulford (north of junction with High Street) to Salisbury Road, Amesbury at Folly Bottom (north of junction with A303), Wiltshire, SP4 9DT**

The construction of a shared user path on agricultural land, including a ramp and stairs.

7b **15/07470/VAR - Land at Paddock View, The Street, Teffont, Salisbury, Wiltshire, SP3 5QP**

Vary condition 2 of 14/02238/FUL to amend the plans to replace 2 Velux windows with 2 dormer windows on north elevation, and raise ridge and eaves of new dwelling by 600mm.

8 **Urgent Items**

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

SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF THE SOUTHERN AREA PLANNING COMMITTEE MEETING HELD ON 11 JUNE 2015 AT ALAMEIN SUITE - CITY HALL, MALTHOUSE LANE, SALISBURY, SP2 7TU.

Present:

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

Also Present:

Cllr Bridget Wayman

67 Apologies for Absence

There were no apologies for absence.

68 Minutes

Resolved:

To approve as a correct record and sign the minutes of the meeting held on 21 May 2015.

69 Declarations of Interest

A declaration of interest was made in respect of item 7a 15/01047/OUT by Cllr Jeans as he had traded with the business, he would participate in debate and vote with an open mind.

70 Chairman's Announcements

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

71 Public Participation and Councillors' Questions

The Committee noted the rules on public participation.

72 **Planning Appeals**

The committee received updates on planning appeals as detailed in the agenda.

Resolved:

To note the update.

73 **Planning Applications**

73a **15/01047/OUT - Farmer Giles Farmstead, Teffont, Salisbury, Wiltshire, SP3 5QY**

Richard Hawkins and Callie Troup spoke in objection to the application.

Angus Corrie-Deane, speaking on behalf of the applicant, and Andrew Bracey spoke in support of the application.

Cllr David Wood, Teffont Parish Council, supported the application on balance but expressed some concerns and commented that the Parish Council would have liked to receive a full planning application to consider.

The planning officer introduced the report which recommended to grant planning permission subject to conditions, attention was drawn to the late items. It was explained the application had been brought to Committee due to significant material considerations and differed to a previous application in that it was accompanied by a landscape impact report which demonstrated no detrimental impact on the Area of Outstanding Natural Beauty (AONB); determination had been deferred to allow members to attend a site visit. Photographs, illustrative plans and curtilage of the proposed dwelling were shown and it was confirmed the area to be demolished would be 2175 square metres, with a dwelling of 600 square metres to be built in a different location on the site. The Planning Officer verified that buildings attached to those to be demolished would be retained and repaired as required. The Committee was reminded the application sought outline permission for access and scale only.

The Committee then had the opportunity to ask technical questions and it was confirmed this was a Brownfield site and included holiday homes.

Members of the public then addressed the Committee as detailed above.

The local member, Cllr Bridget Wayman, declared herself a member of the AONB panel and spoke in objection to the application, also highlighting that the application's demolition plan had not been published online. The local member felt the outline application did not address concerns identified by the

Committee in the original application. A key concern was that great weight was to be given to enhancing the landscape in an AONB, however the dwelling would be in an isolated and elevated position therefore causing an intrusion upon the landscape of the AONB. The Councillor commented the new dwelling would be much larger than suggested since plans included a basement, and argued the exceptional circumstances permitting development like this in the open countryside had not been met. Further points were that the business had already closed and so there would be no benefit to the AONB of reduced traffic visiting the site. Finally the use of the land for holiday homes, equine use or liveries had not been addressed.

The planning officer confirmed the location of buildings to be demolished.

In the debate that followed the Committee agreed it would have been desirable to have a full planning application to consider. Some members commented the development should not be permitted in an AONB since the scale of the building was excessively large and highly intrusive on the sensitive landscape due to its elevated position. If the new dwelling was to be located in place of current buildings, this would have been more acceptable. Members felt the limited circumstances that permitted development in the open countryside were not applicable in this case, it was noted in particular that the application did not comply with any 'rural life' exceptions in Core Policy 48 of the Wiltshire Core Strategy.

Other members of the Committee argued the application could be a marginal improvement to the AONB by removing buildings, reducing pollution from traffic not visiting the business and that commercial development of the land by another company, instead of the proposed dwelling, would have more impact on the AONB. Some Councillors felt it would be unfortunate to demolish buildings that could be used to provide rural employment. The Chairman noted that the statement from the applicant indicated she would continue the use of holiday lets on site however this was not permitted under the original condition. The Committee concluded that reasons for refusal provided when the original application was determined had not been addressed and the status of holiday lets had not been resolved.

Resolved:

To refuse planning permission for the following reason:

1.The application site lies in open countryside and an Area of Outstanding Natural Beauty. Within the countryside there is effectively a presumption against new residential development except in limited circumstances not relevant in this case. This presumption is in the interests of sustainability and amenity. It follows that as a matter of principle the proposal comprises unacceptable development.

In terms of harm, the proposal would introduce a house and its curtilage with inevitable domestic paraphernalia, and these would be visually intrusive and alien in such an isolated rural location, distant from other residential properties or any settlement. By reason of their visibility and alien appearance, the house and its curtilage would detract from the wider appearance of the landscape, neither conserving nor enhancing its status as an Area of Outstanding Natural Beauty. There are no exceptional circumstances which outweigh the harm to the countryside.

The proposal is, therefore, contrary to Core Policies 1 and 2 (the settlement and delivery strategies) of the Wiltshire Core Strategy, Core Policy 51 (Landscape) of the Wiltshire Core Strategy, and guidance in the National Planning Policy Framework - paragraphs 109 and 115.

2.The application site supports three holiday lodges. These lodges were given planning permission subject to conditions requiring their removal in the event of Farmer Giles Farmstead Ltd ceasing to trade or operate from the land and/or ceasing to be open to the public.

The description of development set out on the application forms is "Demolition of some existing buildings and cessation of business and erection of a dwelling all matters reserved save for access, scale and siting". The supporting Design and Access Statement further states that "the 'tourist' use cabins [the lodges] would remain on site".

Having regard to the conditions on the earlier permissions relating to the lodges it is considered to be unclear from the current application how the lodges can remain. Notwithstanding the statement in the Design and Access Statement about their retention, the application (and the description of development in particular) makes no further allowance for the planning conditions. This lack of clarity amounts to a further reason to object to the development.

73b 15 03272/OUT- Land adjacent 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP

Richard Greenwood spoke in support of the application.

The planning officer introduced the report which recommended to delegate authority to Director of Development Services to approve planning permission subject to a s106 legal agreement and conditions. Attention was drawn to the late items and photographs and plans for the site and existing access arrangement were shown. It was explained the development was to be on a narrow site next to, but not part of , the Longhedge development. Details of the neighbouring development were provided alongside the retention of landscaping to screen dwellings. The Officer advised that since

the application was last considered by Committee the site had now been identified as a potential site for future development in the Council 'potential site options' document. The Wiltshire Core Strategy had also been adopted and so policy details were updated.

The Committee then had the opportunity to ask technical and it was verified that the land was a potential development site. The Planning Officer explained that a footpath on the plan aimed to link to the Longhedge development could not stretch the entire length as the land between was owned by a third party. As part of the Longhedge development, landscaping would partly screen the houses from the road but houses would still be in close proximity to the road.

The local member, Cllr Ian McLennan, spoke in objection to the application and moved that it be refused for the same reasons given by Committee at determination of the original application: namely that uncertainty remained about the layout of the Longhedge development and the permission constituted development in the open countryside. The councillor suggested the site should go through the Strategic Housing Land Availability Assessment (SHLAA) process. Other key concerns were that the site could suffer from overdevelopment and that the residential amenity of occupants of the dwellings could be reduced by neighbouring commercial development, moreover permission on this site could restrict the development of commercial units in a major strategic site. Other members commented that commercial units were already located near dwellings as part of the Longhedge development and so did not consider this application to be a concern.

Further observations included that the proposed condition 6 could address highways safety but that permission could not be conditioned on the final agreement of the Longhedge development. Additional points were that shrubbery should be used for screening where possible and the proposed pathway was not useful until linked to the other development. Some councillors argued the development could tie in well with the Longhedge site and was low-density however the Committee agreed the application was premature.

Resolved:

To REFUSE planning permission for the following reason:

The proposed dwellings would be located on a site which is currently located in the open countryside, and is not specifically allocated for housing development in the adopted Wiltshire Core Strategy. The adjacent A345 road onto to which the dwellings would have a vehicular access is a very busy arterial road between Salisbury and Amesbury, where traffic speeds are very high.

A large area of land immediately adjacent the site has been allocated for a significant mixed development within the development plan, and planning permission has been granted. A new highway arrangement has been proposed as part of the adjacent development, which will help improve highway safety and reduce traffic speeds.

However, this adjacent permission is in outline form and development has yet to commence. Consequently, at the current time, the surrounding land remains of a rural character, and it may be some time before the land is actually developed, including the provision of a roundabout. As a result, there is no certainty that the final development will resemble the layout currently envisaged or that the future developments would not conflict.

Consequently, due to the lack of certainty that the development of the area would occur as currently envisaged, it is considered that the scheme would be likely to result in housing development within the open countryside also result in additional traffic generation onto a busy arterial road to the detriment of highway safety, contrary to policies CP1, CP2, CP45, CP48, CP51 & CP57 of the adopted Wiltshire Core Strategy.

74 Urgent Items

There were no urgent items

(Duration of meeting: 6.00 - 8.30 pm)

The Officer who has produced these minutes is Libby Beale, of Democratic Services, direct line 01225 718214, e-mail elizabeth.beale@wiltshire.gov.uk

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SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF THE SOUTHERN AREA PLANNING COMMITTEE MEETING HELD ON 24 SEPTEMBER 2015 AT ALAMEIN SUITE - CITY HALL, MALHOUSE LANE, SALISBURY, SP2 7TU.

Present:

Cllr Christopher Devine (Vice Chairman), Cllr Richard Britton, Cllr Richard Clewer, Cllr Jose Green, Cllr Mike Hewitt, Cllr Ian McLennan, Cllr Ian Tomes, Cllr Ian West, Cllr Peter Edge (Substitute) and Cllr John Smale (Substitute)

Also Present:

Cllr Leo Randall, Cllr Bill Moss

96 **Apologies for Absence**

Apologies were received from:

- Cllr Fred Westmoreland who was substituted by Cllr John Smale
- Cllr Brian Dalton who was substituted by Cllr Peter Edge
- Cllr George Jeans

Cllr Chris Devine was in the Chair for this meeting.

97 **Minutes**

Resolved:

To approve as a correct record and sign the minutes of the meeting held on 23 July 2015.

98 **Declarations of Interest**

There were no declarations of pecuniary interest.

Cllr Clewer noted that the application for the Hotel had been an information item on the agenda of the Salisbury Area Board which he was a member of, and therefore this did not constitute a pecuniary interest.

99 **Chairman's Announcements**

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

100 **Public Participation and Councillors' Questions**

The committee noted the rules on public participation.

101 **Application to register land as a Town or a Village Green - The Common, Browns Copse Field, Bluebell Wood, Village Hall Field, Winterslow.**

Public Participation

Mrs Patricia Sheppard (Land Owner) spoke in objection to the application.

Mr David Read spoke in objection to the application.

Mr Richard Sheppard (Land Owner) spoke in objection to the application.

Mr Alex Greaves (Barrister) spoke in support of the application.

Mr Glyn Paton spoke in support of the application.

Mr Barry Clark spoke in support of the application.

The Rights of Way Officer explained that the application had been brought back before the Committee to formalise and agree the reasons for the Committee's in principle refusal (on 30 April 2015) of the Inspector's recommendation in relation to the copse, and to reach a decision on the application as a whole.

The Officer then presented a report on the application, which involved three clear areas of land, two owned by Mr and Mrs Sheppard, and one owned by Wiltshire Council, as explained at the meeting.

The decisions open to the Committee as presented in the report were:

(i) To agree the Inspector's recommendation in its entirety and register only the copse, other than the north-west corner owned by Wiltshire Council, based on the available evidence.

(ii) To reject the Inspector's recommendations/findings in part and register all of the land as a town or village green, based on the available evidence.

(iii) To reject the Inspector's recommendations/findings in part and not register any of the land, based on the available evidence.

(iv) To reject the Inspector's recommendations in full and to modify the area of land to be registered (for example only registering the field and/or the land owned by Wiltshire Council), based on the available evidence.

The Committee was advised that if it refused any part of the Inspectors recommendations then clear reasons for refusal would be required.

Members of the Committee had the opportunity to ask technical questions of the Officer. These included queries relating to evidence which showed that the land owner had erected signs on the application land during the last 20 years, notifying the public that it was private land. In response it was stated that the public had always considered that they were allowed to walk through the copse by the landowner. It was also noted that there were far fewer instances of lawful

sports and pastimes being enjoyed in the copse than in the field when the summary of written evidence was reviewed.

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

The Local Unitary Member Councillor Chris Devine then spoke, explaining that he could see both sides view, and although he would look at any future planning applications with a fresh mind, on this occasion he would abstain from voting.

A debate followed where the Committee decided to consider the Inspectors recommendations for the three individual areas of land separately and analysed the reasoning behind the Inspector's recommendations for the three parcels of land and whether or not they felt the recommendations were appropriate in the context of the evidence available to the Inspector and to the Committee .

Resolved

To APPROVE the Inspector's recommendation that the Field not be registered as a town or village green.

Resolved

To APPROVE the Inspector's recommendation that the section of Brown's Copse owned by Wiltshire Council not be registered as a town or village green.

Resolved

To REFUSE the Inspector's recommendation to register that part of Brown's Copse owned by Mr and Mrs Sheppard as a town or village green.

Reason:

- 1. The Inspector failed to make distinction of what constituted lawful sports and past-times on the field and how that was different to the lawful sports and past-times by reference to use of the Copse. By reference to the Inspector's recommendation the use of the field and the copse had been linked by almost everyone who gave evidence to the inquiry, therefore if the Inspectors' findings on lawful sports and past-times were correct in respect of the field, then it followed that his findings regarding the exercise of the lawful sports and past-times in respect of the use of the copse was not correct.**
- 2. There were references to signs being placed in and around both the land and the copse in the evidence referred to in Inspector's recommendation.**
- 3. Inside the relevant 20 year period the Landowner did take steps to show that the copse (wood) was private property.**

102 **Planning Appeals**

The committee received details of the appeal decisions as detailed in the agenda.

103 **Planning Applications**

104 **14/12175/FUL: Land between the junction of A36 (Southampton Road) and New Petersfinger Road, Salisbury, Wiltshire**

Public Participation

Mr Simon Berry (Agent) spoke in support of the application

Cllr Sven Hocking spoke in support of the application

Cllr John Lindley, representing the view of Salisbury City Council spoke in objection to the application.

The Senior Planning Officer presented a report which recommended approval of the application for a 65 bed hotel with drive thru restaurant with associated parking, access and landscaping, subject to completion of a section 106 obligation and 31 conditions. Key issues included highways impact and surface water schemes.

Members of the Committee had the opportunity to ask technical questions of the Officers. In response it was stated that a Transport Assessment had been carried out which detailed a forecast of predicted additional traffic flow on the A36 and on Millford Mill Road once the development was in place and details were provided on aspects of that assessment.

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

The Local Unitary Member, Councillor Ian Tomes, then spoke in objection to the application, noting that the main concern was increased traffic on both the A36 and Milford Mill Road, which were already congested and that other sites in the city might be more suitable for the developments.

A debate followed where it was considered that the application would involve an increase to traffic on an already congested road. Members considered if the design of the hotel was favourable the impact on the route into the city along the A36 and if the site was suitable for this scale and type of development.

Resolved

The application be REFUSED for the following reasons:

1) The site is located in an out of town location, and proposes a new hotel use and a fast food drive through restaurant use. 80 car parking spaces are also proposed. The NPPF supports a sequential, town centre first approach, and defines hotels and drive through restaurant uses as main town centre uses. The adopted Wiltshire Core Strategy policies related to retail & tourism provision seek to enhance the vitality and viability of the town centres in Wiltshire through promoting the regeneration of central

areas and delivery of new growth at settlements to support and strengthen the vitality of centres.

Furthermore, the Wiltshire and Swindon Visitor Accommodation Future Study 2014 makes a clear recommendation that further budget hotels in Salisbury should ideally be located within the city centre in order to maximise the contributions that they could make in terms of supporting the development of the city's evening economy through generating business for restaurants and bars, and in terms of minimising unnecessary traffic movement. Salisbury does not currently have any budget hotel provision in the city centre, and it is therefore very important that such provision comes forward in the city centre to support the night time economy. Furthermore, the thrust of National and Local Planning policy is to locate such uses within the centre of settlements in sustainable locations. Based on these requirements, planning permissions for two hotels have been granted in recent years within the heart of the city centre.

Whilst it has been taken into account that the proposal would provide tourism accommodation and employment within the defined Principal Employment Area, the Council remains to be convinced in this instance, based on the information submitted, that the proposed hotel and the separate drive-through restaurant are reliant on one another, and could not be disaggregated. Further, the Council remains to be convinced that the proposed hotel use would not have an adverse impact on the vitality and viability of the city centre, and therefore would be contrary to the aims of paragraph 24, 26 & 27 of the NPPF, which advocates a sequential, town centre first approach to the location of such uses, and the protection and enhancement of town and city centres. The proposal is also therefore contrary to the aims of policies CP21, 38, 39 & 40 of the Wiltshire Core Strategy which reflect the guidance within the NPPF, and which seek to protect the vitality and viability of the city centre, including the planned mixed use development of the Maltings Central Car Park.

2) Wiltshire Core Strategy policy 66 seeks to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.

Core Strategy policies 60 and 62 require proposals to mitigate the impact of developments on transport users, local communities and the environment at both the construction and operational stages.

Core Strategy policy 64 requires traffic management measures to promote sustainable transport alternatives, reduce reliance on the car and lower the risks of accidents and improve the environment.

The site is located adjacent to the main A36 trunk road, which serves as one of the main arterial routes through the city of Salisbury. The site is also located adjacent to, and would be accessed from, New Petersfinger Road (the access to the Petersfinger Park and Ride to the east) which leads onto the narrow Unclassified Milford Mill Road. This road provides

access to the adjacent settlement of Laverstock, as well as serving as an alternative route to and from the adjacent city centre, and is therefore already in frequent use by vehicular traffic as a so called "rat run".

The applicant's Transport Assessment confirms that the proposals will increase traffic to and around the site. Whilst it is acknowledged that its conclusions are accepted by Highways England and the Council's own Highway officers, such acceptance relies on suggested works to the surrounding highway system, particularly the provision of traffic lights on Milford Mill Road around the existing railway bridge, at a point where the road narrows and where vehicles speeds already slow considerably in both directions due to the lack of forward visibility around the bend.

Furthermore, due to the narrow nature of the road to the immediate north of the railway bridge, it is common practice for vehicles to stop at several points in the carriageway to allow oncoming vehicles to pass, and hence, the existing road is already subject to queuing traffic. It is considered that such bespoke vehicular behaviour is unlikely to have been modelled as part of the applicant's submitted assessment.

Consequently, it is considered that the provision of traffic lights at the railway bridge is likely to exacerbate the existing traffic queues along this road, and that due to the narrow width of the roadway; such queues are likely to further reduce the ability of oncoming vehicles to pass safely. Notwithstanding the above, it is also considered that the proposed additional traffic generated by the proposals would exacerbate the existing traffic congestion along the main A36 road, which has previously been acknowledged by the Highways England as being "at capacity" as part of the Local Development Framework site selection process. Due to existing daily congestion on this trunk road, Milford Mill Road is used as an alternative access route to the city centre and the settlements beyond. It is again considered that such bespoke vehicular behaviour is unlikely to have been modelled as part of the applicant's submitted assessment.

As a result, it is considered that the proposal, even with the suggested mitigation, would be likely to exacerbate the existing traffic congestion which already exists along the A36 and the Milford Mill Road, contrary to adopted Wiltshire Core Strategy policies 60, 62, 64 and 66 including the aims of the Local Transport Plan.

3) The proposal is located on a prominent site at one of the main arterial road entrances serving the historic city of Salisbury. Whilst the visual appearance of this route has a very urban character on the latter section approaching the city, the character of the route up to, and including, the application site still retains some of its softer rural character, due in part to the substantial landscaping associated with the adjacent park and ride site, and the retained and protected landscape features which effectively screening the adjacent commercial buildings along the rear boundary of the site. The open character of the site itself also enhances the rural character of this section of the route, as does the open, unbuilt character

of the landscape to the immediate south of the A36 road, opposite the site, which forms part of the Britford Conservation Area.

Consequently, the development of the site as suggested, due to the combination of the large scale of the proposals; the very urban quality of the design and materials; the prominence of buildings in the street scene; the removal of some existing landscaping features, and the additional artificial lighting the proposal would introduce to this area, is likely to significantly alter the current open and rural characteristics of the site, and have an adverse impact on the visual character and qualities of the surrounding area and the approach to, and general setting of, the historic city. The proposal is therefore considered to be contrary to the aims of adopted Wiltshire Core Strategy policies CP51 & CP57, and the guidance on good design in the NPPF.

105 Urgent Items

There were no urgent items.

However, it was agreed to hold a site visit should app - 15/08251/FUL (Land at Brooklet Farm, Stapleford) come to Committee.

(Duration of meeting: 6.00 - 9.18 pm)

The Officer who has produced these minutes is Lisa Moore, of Democratic Services, direct line (01722) 434560, e-mail lisa.moore@wiltshire.gov.uk

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APPEALS Appeal Decisions

Application Number	Site	Appeal Type	Application Delegated/ Committee	Appeal Decision	Over turn	Costs

Outstanding Appeals

Application Number	Site	Appeal Type	Application Delegated/ Committee	Overturn
14/07785/FUL	Gilkin, Cuffs Lane, Tisbury	WR	DEL	
14/11779/FUL	Land adjacent to 9 Hilltop Close, Shrewton	WR	DEL	
13/05402/FUL	Harnham Telephone Repeater Station	H	COMMITTEE	O/T
14/11869/FUL	Neel Akash, 14 North Street, Wilton	WR	DEL	
14/05753/FUL	E S R Services Ltd, 28-32 Salisbury Road, Amesbury	WR	DEL	
14/11591/FUL	22 Cholderton, Salisbury	WR	COMMITTEE	O/T
14/10042/FUL	Former Bus Station Endless Street, Salisbury	H	DEL	
14/10606/VAR	4 Heath road, Salisbury	WR	DEL	
15/02869/FUL	3 Antrobus road, Amesbury	WR	DEL	
15/04540/FUL	251 Castle street, Salisbury	WR	DEL	
15/02098/FUL	Land off Butler Close, rear 81 Downton road	WR	DEL	

New Appeals

Application Number	Site	Appeal Type	Application Delegated/ Committee	Overturn
15/04531/VAR	Aldi Foodstore, 42 Salisbury st., Amesbury	WR	DEL	
14/08025/FUL	Penruddock Arms, Hindon Road, Dinton	WR	DEL	
14/10095/FUL	Land to the rear of 33 Bedwin St and Belle Vue Road	WR	COMMITTEE	O/T

WR Written Representations
H Hearing
ENF Enforcement Appeal

HH Fastrack Householder Appeal
LI Local Inquiry

2nd October 2015

REPORT OUTLINE FOR AREA PLANNING COMMITTEES

Report No. 1

Date of Meeting	15 th October 2015
Application Number	15/06930/FUL
Site Address	From Salisbury Road Bulford (north of junction with High Street) to Salisbury Road Amesbury at Folly Bottom (north of junction with A303) Wiltshire SP4 9DT
Proposal	The construction of a shared user path on agricultural land, including a ramp and stairs.
Applicant	Mrs Julie Wharton
Town/Parish Council	AMESBURY
Electoral Division	AMESBURY EAST – (Councillor John Noeken)
Grid Ref	416875 143290
Type of application	Full Planning
Case Officer	Lucy Minting

Reason for the application being considered by Committee

The application has been submitted by Wiltshire Council and as objections have been received raising material planning considerations, the application cannot be dealt with under delegated powers in accordance with 1.1 of the Scheme of Delegation Specific to Planning.

1. Purpose of Report

To consider the above application and the recommendation of the Area Development Manager that planning permission should be APPROVED subject to conditions.

2. Report Summary

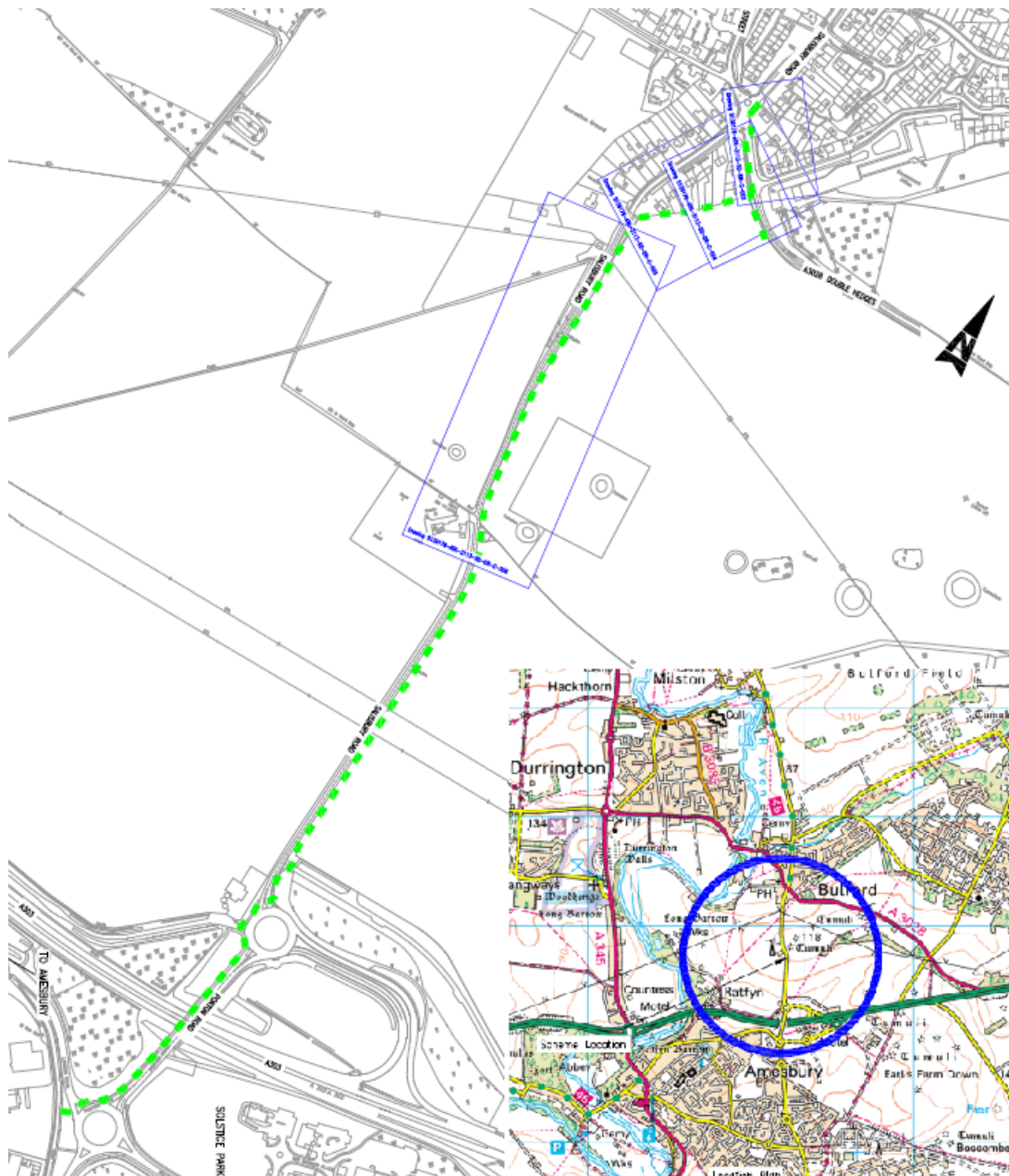
The main issues which are considered to be material in the determination of this application are listed below:

- Principle
- Visual impact and impact on residential amenity
- Impact to the setting of heritage assets & archaeological considerations
- Highway considerations
- Ecology
- Other issues raised by third parties

The application has generated Support from Amesbury Town Council and Bulford Parish Council, 7 letters of objection and 3 letters of support.

3. Site Description

The application site comprises a narrow strip of land which follows the east side of Salisbury Road along the field edge and road verges adjacent to the highway between Amesbury and Bulford. At Bulford the site passes behind the houses on Salisbury Road, to link through to the A3028:



There is no official footway alongside Salisbury Road; although to avoid walking on the carriageway there is evidence that pedestrians use the grass verge and ploughed field edge (in the form of bare compacted earth along the edge of the fields):



Photograph along proposed route looking south towards Solstice Park showing informal compacted earth path

4. Planning History

None

5. The Proposal

The construction of a shared user path on agricultural land, between Salisbury Road, Bulford (north of junction with High Street) to Salisbury Road, Amesbury at Folly Bottom (north of junction with A303).

The new route is 1.2 km in length and will link up with shared use footways around the north of Amesbury. The route construction will involve the creation of a ramp and stairs from the A3028 and creating a new 2.5m wide tarmac path along the field verges behind dwellings in Station Terrace and then adjacent to the Salisbury Road until the traffic island for the eastbound A303. At this point the route will cross to the western side of the Salisbury Road, over two small farm access roads and will join an existing widened footway which will be converted to shared use.

The application has been submitted by Wiltshire Council who will be the body responsible for the future maintenance and management of the path. Sustrans has collaborated with Wiltshire Council on the design and delivery of the proposed scheme.

The application documentation explains that funding for the route has been secured from nearby developments in Amesbury (including the Tesco development) and Bulford.

Extent of the proposals requiring planning permission

Class A of Part 9 of The Town and Country Planning (General Permitted Development) (England) Order 2015 refers to development by highways authorities and permits *'The carrying out by a highway authority on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.'*

6. Local Planning Policy

The Wiltshire Core Strategy (WCS) – Adopted January 2015:

CP1 (Settlement Strategy)
CP2 (Delivery Strategy)
CP3 (Infrastructure Requirements)
CP4 (Spatial Strategy for the Amesbury Community Area)
CP48 (Supporting Rural Life)
CP50 (Biodiversity and Geodiversity)
CP51 (Landscape)
CP52 (Green Infrastructure)
CP57 (Ensuring high Quality Design and Place Shaping)
CP58 (Ensuring the Conservation of the Historic Environment)
CP60 (Sustainable Transport)

Wiltshire Local Transport Plan 2011-2026

Cycling Strategy – Adopted March 2014

7. Summary of consultation responses

Local Highways Authority – No objections

Rights of Way officer – Support

Ecology - Support subject to condition

Archaeology – Support subject to condition

Historic England – No objections

8. Publicity

The application was advertised by press / site notice and neighbour consultation letters.

7 representations have been received supporting the scheme, summarised as follows:

- Will increase cycling safety - It is difficult to access quiet roads on Salisbury Plain without taking a major A road
- Separation of route from motorised vehicles will enable Amesbury and Bulford to be linked by safe and well planned cycling and walking route
- Need is urgent following increase in traffic arising from changes to junctions on the S303 at Solstice Park
- Benefits to recreation, leisure, touring and commuting cycling in South Wiltshire (contributes to the National Cycle Network Route 45 which links Chester with Salisbury via Whitchurch, Ironbridge, Bridgnorth, Droitwich Spa, Worcester, Gloucester, Cirencester and Swindon)
- Safe route will encourage children to choose cycling/walking as primary method of transport
- Helping the environment and improving health
- Encourage cyclists to use route to travel to work in Amesbury, Solstice Park and Boscombe Down
- Will help more elderly Bulford residents to visit Solstice Park on foot

- Overall contribute to pedestrian and cyclist safety in Wiltshire

3 representations have been received objecting to the scheme, summarised as follows:

- Loss of parking for Bulford residents (10 dwellings currently use the road to be developed for on street parking) will impact on existing residents blocking driveway accesses/affecting ingress and egress (including Newmans Way opposite which is a main entrance to the MOD and is constantly busy Mon-Fri)
- Additional parking should be provided to replace the spaces lost and should be a condition of planning approval.
- Suggestion for car park on corner with Newmans Way not put forward or considered during the application
- Will increase traffic obstruction at junction leading to the A303
- Loss of footpath for parking
- Speed limits should be reduced
- The road which approaches the proposed steps/ramp is a traffic accident hot spot (15 accidents witnessed) and proposed steps/ramp will be dangerous for drivers and pedestrians due to the approaching steep bend in the road
- Will escalate litter and debris deposited in field/road area
- Proposal does not take into account local developments arising from Army Rebasing – and should be conditional that the route should be continued to Canada Estate
- The shared user path ends after the junction between Salisbury Road and the High Street without a crossing, posing a safety risk for cyclists
- Querying whether right of way route is affected and if pathway on North side of High Street remains the same width
- Querying whether turning circles for tank transporters and tracked vehicles have been included
- Proposed crossing of the High Street by the shared user path is too close to the junction (following previous highways authority advice to resident wishing to create private vehicular access from High Street)
- Potential impact to banks and hedges

1 representation has been received with the following query:

- Closeboard fencing should extend entire length of garden of No 54 High Street to safeguard privacy/prevent overlooking from path into garden

Bulford Parish Council - Very strongly supported

Amesbury Town Council - Amesbury Town Council strongly supports and welcomes this planning application

Cycling Opportunities Group for Salisbury

COGS strongly supports this proposal that will considerably improve facilities for cyclists and pedestrians wishing to travel between Bulford and Amesbury. The direct route via Salisbury Road is heavily trafficked and narrow, and the gradient makes it difficult for drivers to overtake cyclists moving slowly whilst travelling uphill. The lack of a footway also means that pedestrians have a hazardous and unpleasant walk. The new path will make the journey more pleasant and easier for everyone, both local cyclists and pedestrians accessing the nearby retail outlets and hotel, and commuting to work and school as well as touring cyclists using National Cycle Network route 45. We welcome this important addition to sustainable transport infrastructure in South Wiltshire and look forward to our members using it in due course.

9. Planning Considerations

9.1 Principle of development

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

The National Planning Policy Framework sets out Central Government's planning policies. It states the purpose of the planning system is to contribute to the achievement of sustainable development.

The Adopted Wiltshire Core Strategy seeks to build resilient communities and support rural communities.

Core Policy 48 seeks to improve access to services and improving infrastructure by focusing on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation. Core Policy 48 supports transport and infrastructure improvements including new cycle routes, where the development will not be of detriment to the local environment or local residents.

Core Policy 60 supports and encourages and sustainable, safe and efficient movement of people and goods within and through Wiltshire including '*Promoting sustainable transport alternatives to the use of the private car.*'

The 3rd Local Transport Plan (LTP3) (adopted March 2014) covers the period 2011-2016. The Wiltshire LTP sets out the council's objectives, plans and indicators for transport in Wiltshire.

The Department for Transport's 'Guidance on Local Transport' (July 2009) sets of five overarching national transport goals:

- support economic growth;
- reduce carbon emissions;
- promote equality of opportunity;
- contribute to better safety, security and health; and
- improve quality of life and a healthy natural environment.

In addition, the transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January 2011) has two main themes:

- offering people sustainable transport choices, particular for shorter journeys, that will stimulate behavioural change; and
- demonstrating how localism and the big society can work for transport.

The LTP3's overall long-term strategy seeks to address and support these goals and themes by providing a sustainable transport system. The strategic objectives of the LTP3 which relate to cycling include SO2 (to provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail) and SO5 (To improve sustainable access to a full range of opportunities particularly for those people without

access to a car). There are also a number of supporting strategies that also make up LTP3 including the Cycling Strategy.

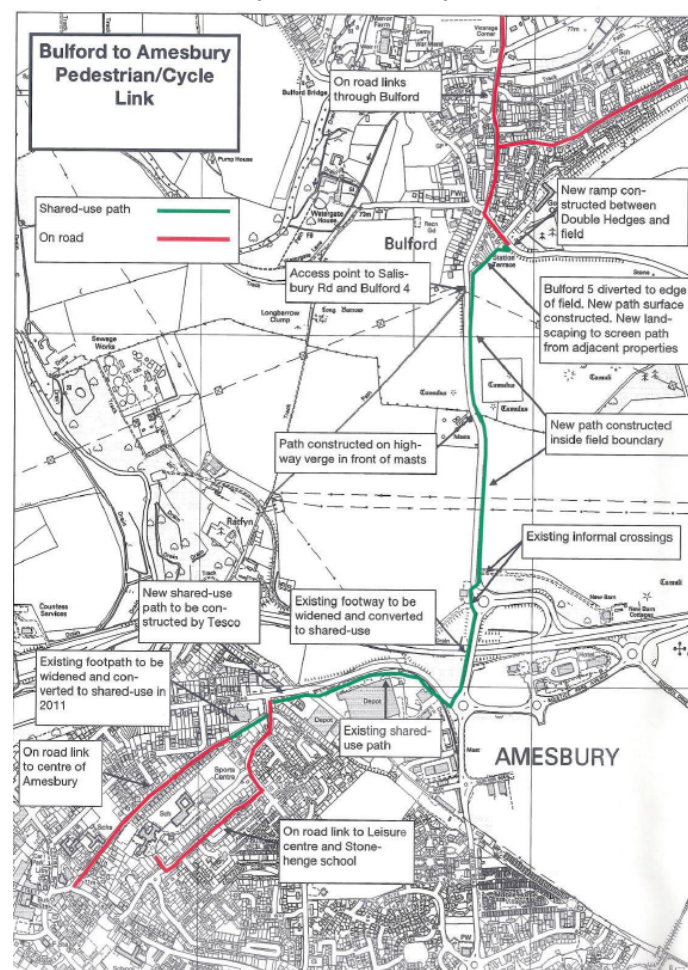
The Cycling Strategy explains that the council's preferred strategic options with regards to cycling measures include (policy 1) providing a sympathetically designed, high quality and well maintained network of cycle routes in the principal settlements and market towns and where appropriate, between the market towns and to national cycle routes.

Core Policy 1 of the Wiltshire Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. The Principal Settlements are Chippenham, Salisbury and Trowbridge and Market Towns include Amesbury.

The Cycling Strategy explains that Wiltshire Council will prioritise network improvements on strategic links in principal settlements and market towns. These links are shown on Wiltshire's Town Cycle Network Plans.

The Town Cycle Network map for Amesbury (including Durrington, Bulford & Larkhill) contained within the LTP3 Cycling Strategy includes the route proposed as a potential link between Bulford and Amesbury.

The following plan indicates the wider proposal for the Bulford to Amesbury cycle link, parts of which (around the north of Amesbury) have already been created.



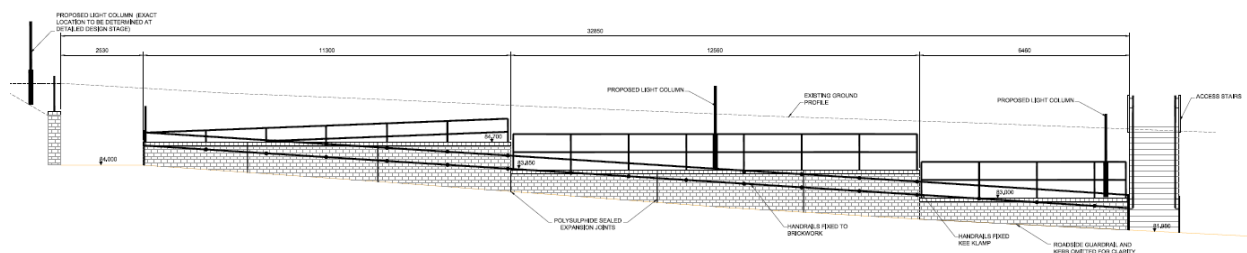
The design and access statement accompanying the application explains that the proposed path will provide a traffic-free route for pedestrians and cyclists between the two settlements and the proposals have been developed as a result of demand from residents of Bulford for a safe route along Salisbury Road where there is no footway. The route would create access to amenities and workplaces at Solstice Park and a link, via residential roads, to Solstice School and Amesbury Town Centre.

It is considered that the proposal is acceptable in principle, although it is also necessary to consider the other relevant planning policies and the normal range of material considerations that have to be taken into account when determining a planning application and a judgement is necessary in terms of all the development impacts considered below.

9.2 Visual impact and impact on residential amenity

The path will have a tarmac surface (which will be constructed flush with the existing ground level with no edgings to create a softer, more uneven verge) and be enclosed by stock-proof fencing on one side. As the path will follow existing ground levels, it is not considered that it will have a significant visual impact. The most significant visual impact will be construction of the proposed ramp and stepped access at the Bulford end of the proposed route.

The following extract shows the elevation of the ramped access facing onto the A3028:



The design and access statement explains that currently this location is a scrub covered embankment and there is no mitigation for visual impact in this location but the ramp will be faced in brickwork to ensure a high quality appearance (the application documentation includes details of the proposed brickwork):



ANTIQUE ORANGE BRICKWORK SAMPLE
WITH LIGHT BEIGE MORTAR MIX

The application documentation explains that ramp and steps will be lit for safety reasons, although lighting is not being considered for the path because of its visual impact in this rural

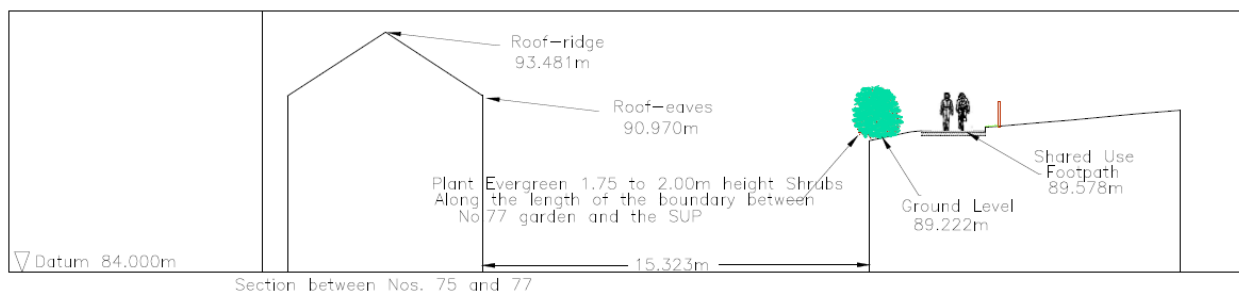
area between Bulford and Amesbury where Salisbury Road itself is not lit along its full length. Details of the lighting can be conditioned.

Policy CP57 requires that development should ensure the impact on the amenities of existing occupants is acceptable, and ensuring that appropriate levels of amenity are achievable within the development itself, and the NPPF's Core Planning Principles (paragraph 17) includes that planning should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.'

The proposed path will run to the side of No 54 High Street and to the rear of dwellings in Salisbury Road (Nos 59-77 Station Terrace):



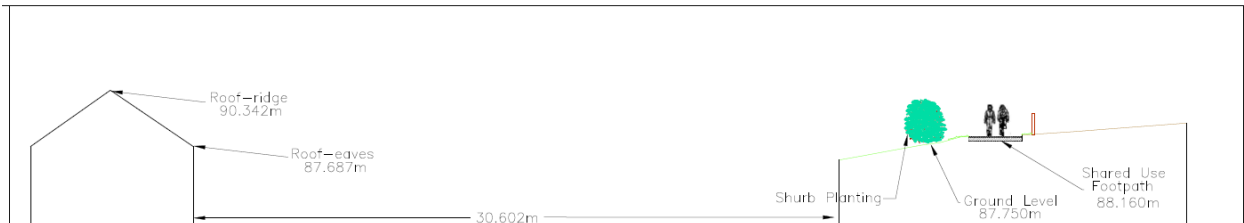
The dwellings in Salisbury Street are in a lower position to the proposed pathway, illustrated by the section plans accompanying the application:



Section A-A between Nos 75 and 77 Salisbury Road



Section B-B between Nos 71-73 Salisbury Road



Section C-C between Nos 67-69 Salisbury Road



Section D-D between 63-65 Salisbury Road

The proposed path is set back from the west boundary of the field with the residential gardens to the west and the scheme includes new shrub/hedgerow mix planting between the pathway and the west boundary of the field and stock proof fencing on the field side.

The applicant has confirmed that new fencing will be installed along the entire length of the eastern boundary of No 54 High Street which is closest to the proposed development.

Subject to conditioning the new landscaping and details of the new fencing; it is not considered that the residential amenity will be unduly impacted upon by the creation of the new path.

9.3 Impact to the setting of heritage assets & archaeological considerations

Part of the route lies between Scheduled barrows (designated heritage assets):



The NPPF outlines government policy, including its policy in respect of the historic environment (Section 12). Paragraphs 131 and 132 states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and requires development to enhance heritage assets and make a positive contribution to their setting.

Core Policy 58 'Ensuring the conservation of the historic environment' requires that '*Development should protect, conserve and where possible enhance the historic environment*'.

The Council's archaeologist has advised that whilst the design and access statement recognises the Scheduled heritage assets and the proposed line has avoided them, there are also a number of undesigned heritage assets on the alignment chosen, including Bronze Age pits. The Scheduled barrows make up part of a larger barrow cemetery, some of which are designated (Scheduled) and some of which are not.

The National Planning and Policy Framework (NPPF) contains the following Policy: 141. *Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.*

The Council's archaeologist has advised that the proposal has the potential to impact upon remains associated with the barrow cemetery (including other barrows) within this area, if the path is in an area that has been previously undisturbed and if works take place below the present ground level.

The Council's archaeologist has recommended that an archaeological watching brief takes place on this part of the proposed development as a condition of any consent.

Paragraph 132 of the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

The proposed section of path closest to the designated heritage assets is considered to be permitted development under Part 9 being adjacent to the highway, although it is also considered that given the proposed path is adjacent to Salisbury Road, any visual impact will be a minor change to the existing character and as such any impact is considered to be less than substantial harm to the designated heritage assets which would be outweighed by the public benefits of providing a shared user path in accordance with paragraph 134 of the NPPF which requires proposals which will lead to less than substantial harm to a heritage asset to weigh this harm against the public benefits of the proposal.

9.4 Highway considerations

Objections raised to the application include that the proposal will result in loss of parking on the public highway.

The application documentation explains that in order to accommodate the new pedestrian crossing on the A3028, two parking spaces would be lost on the north side of the road; however, this element of the proposal is considered to be permitted development under Part 9 and in any event, there is no 'right' to park on the public highway, neither is it the responsibility of the highways authority to provide parking for private properties.

The Council's rights of way officer supports the scheme given that the proposed link would join up several nearby rights of way.

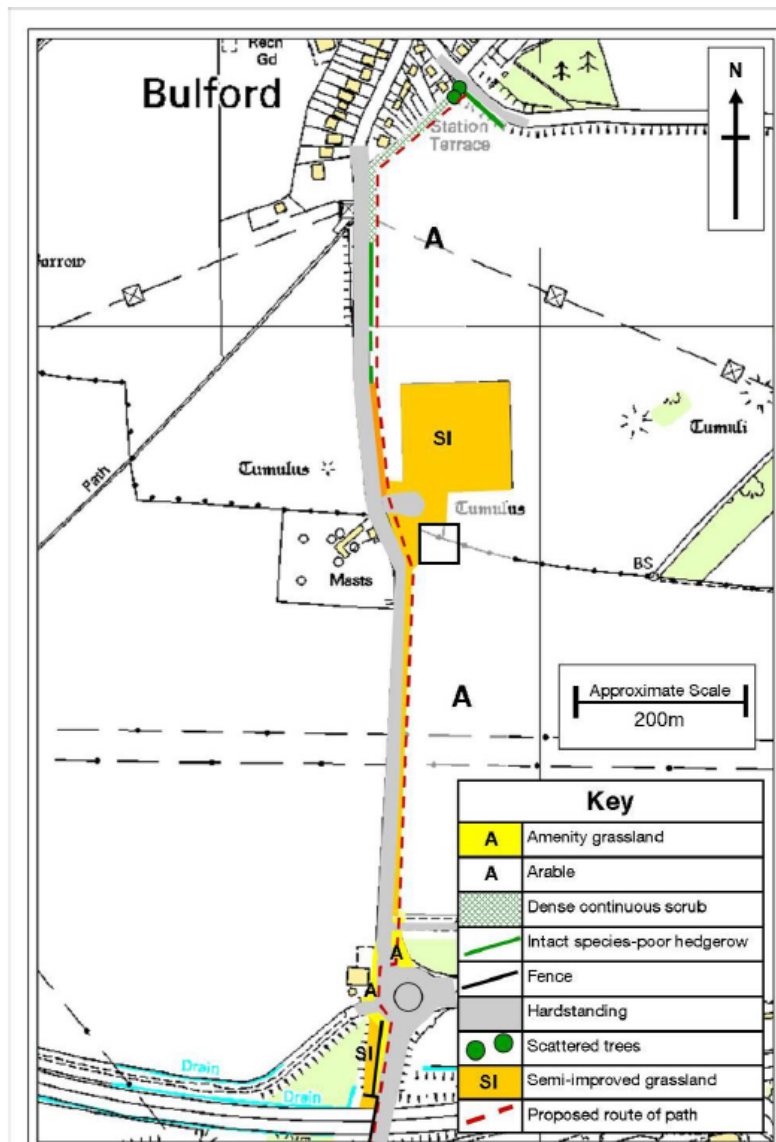
Objections have been raised on grounds of highway safety impact at the Bulford end of the proposal impact given accidents at the junction with Salisbury Road and the A3028. The speed limit at this junction is 30mph and the applicant has confirmed that *'all collisions that are reported to the Police, that result in injury are recorded and monitored by Wiltshire Council. The database reveals only one recorded incident in the past 5 years, at this junction that has resulted in personal injury. The proposed informal crossing and road narrowing will highlight the presence of crossing movements to motorists and thus improve safety at the junction.'*

The highways authority has raised no objections to the proposal.

9.5 Ecology

Core Policy 50 of the Wiltshire Core Strategy and the National Planning Policy Framework requires that the planning authority ensures protection of important habitats and species in relation to development and seeks enhancement for the benefit of biodiversity through the planning system. It is therefore necessary to assess development sites for their potential to support habitats and species of importance to nature conservation.

The application has been supported by an ecological survey of the proposed route along the edge of the arable field, across amenity grassland and existing pavement:



The survey identified that the habitats within the route were found to be of limited value to nature conservation.

The following recommendations are given within the report for future management of the retained roadside verges in order to result in a greater diversity of wild flower areas and a small increase in the local area of chalk grassland.

- *Where practical the ground works in the root area of the trees should be minimised and any significant root pruning that occurs should be balanced by appropriate pruning of branches to reduce stress to the tree.*
- *The headland between the path and arable field should be maximised to allow natural grassland and wildflowers to establish outside the area affected by agricultural run-off.*
- *No topsoil or compost should be introduced along the route;*
- *Exposed soil should be left bare to allow the natural colonisation of arable weeds;*
- *Consideration should be given to seeding yellow rattle *Rhinanthus major*, eyebright *Euphrasia officinalis* or other species that are semi-parasitic on grasses to reduce*

competition from coarse grass species in the long-term. No other seed mixes are to be introduced to allow the agricultural weeds already present to colonise.

- *The future management regime should only include the minimum mowing requirements to keep the path free of overhanging vegetation. Initially as the vegetation establishes, no mowing is likely to be required. If the verges become dominated by coarse grasses, more mowing is likely to be necessary but consideration should be given to removing the cuttings after mowing to keep the nutrient content lower.*
- *Vegetation clearance on the bank should be undertaken outside the bird nesting season. This is generally considered to extend between March and September inclusive but is weather dependent. Should this not be possible, and vegetation clearance is required within this period, it should be preceded by a check for nesting birds by a suitably experienced ecologist.*
- *A method statement should be prepared to show how works will be undertaken in a manner that will not hurt reptiles. It is anticipated that the best approach would be to make the construction footprint unsuitable for reptiles prior to works commencing so that they are not present in that zone when work commences.*
- *Disturbed soil should be left in situ and not 'tidied up' thus increasing the structural diversity for invertebrates and the variety of microhabitats present.*
- *Consideration could be given to planting plugs of caterpillar food plants in the verges, such as creeping cinquefoil or strawberry *Fragaria sp*, for grizzled skipper *Pyrgus malvae*, bird's foot trefoil *Lotus corniculatus* for dingy skipper *Erynnis tages* or kidney vetch *Anthyllis vulneraria* for the small blue butterfly *Cupido minimus*.*

The Council's ecologist supports the proposed subject to a condition requiring the pathway to be constructed in accordance with these recommendations.

9.6 Other issues raised by 3rd parties

In response to objections raised to increased littering, the applicant has confirmed *'litter bins will be provided at the entrances to the shared user path'*.

In response to comments that the path should continue to the Canadian Estate, the applicant has confirmed *'this link would be worthwhile given the proposals to build new housing on the south west side of Bulford. An extension to the path is outside the scope of this project however, the link should be incorporated within any future development.'*

The *'Report on public consultation'* submitted with the application confirms that whilst a route along the full length of Salisbury Road (avoiding the need to go behind the dwellings in Station Terrace) would be preferable this is not a feasible option due to lack of agreement with landowners, the need to obtain additional land to create sufficient width and the engineering works to accommodate the steep embankment on the east side of Salisbury Road where it enters Bulford would be costly and undermine the viability of the project.

10. Conclusion

The proposed scheme will provide a motorised traffic-free route for pedestrians and cyclists between Amesbury and Bulford, improving accessibility and helping to reduce social exclusion, isolation and rural deprivation, in accordance with Core Policy 48 of the Wiltshire Core Strategy and the aims of the Wiltshire Local Transport Plan 2011-2026 Cycling Strategy.

Subject to conditions, it is not considered that the scheme will have an adverse impact upon heritage assets, ecology or residential amenity.

RECOMMENDATION: To grant planning permission 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) No development shall commence within the area indicated (proposed development site) until:

- A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
- The approved programme of archaeological work has been carried out in accordance with the approved details.

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

3) The pathway will be constructed in strict accordance with the recommendations given at Section 5 of the Preliminary Ecological Appraisal Report by Sustrans Ecologist, Hannah Lewis, dated February 2013.

REASON: In the interests of protected species and habitat retention in order to maximise the diversity and value of the path side habitat.

4) No external lighting shall be installed until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2005)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner in the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

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

- a detailed planting specification showing all plant species, supply and planting sizes and planting densities and
- details of the height and design of boundary fence to be erected along the east boundary of No 54 High Street, Bulford, SP4 9DT.

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion of the development; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years,

die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.

The agreed fencing shall also be carried out in accordance with the approved details and implemented in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

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

Drawing No: 5139176-ATK-3113-SD-DR-C-002, dated 09/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-SD-DR-C-001, dated 09/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-GA-DR-D-100, dated 03/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-SD-DR-C-003, dated 02/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-SD-DR-C-004, dated 02/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-SD-DR-C-005, dated 03/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-SD-DR-C-006, dated 11/06/2015, received by this office 14/07/2015

Drawing No: 5139176-ATK-3113-GA-DR-D-101, dated 03/06/2015, received by this office 14/7/2015

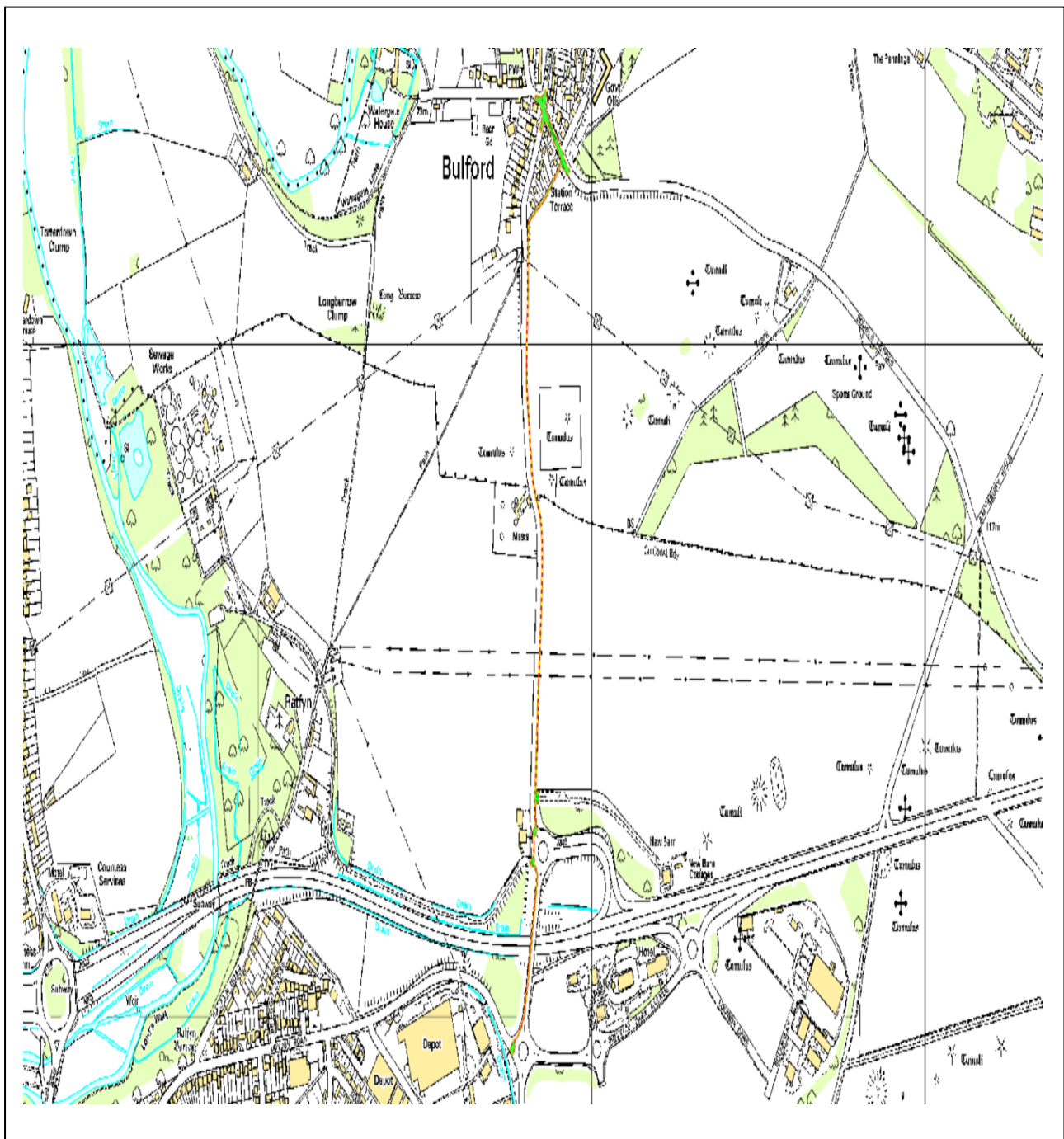
REASON: For the avoidance of doubt and in the interests of proper planning.

INFORMATIVES: Archaeology

The applicant should be aware that, if archaeological remains are encountered, this may have an effect on their programme of works. If human remains are encountered during the works, they cannot be removed without the appropriate permissions.

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Application Number	15/06930/FUL
Site Address	From Salisbury Road, Bulford (north of junction with High Street) to Salisbury Road, Amesbury at Folly Bottom (north of junction with A303), Wiltshire SP4 9DT
Proposal	The construction of a shared user path on agricultural land, including a ramp and stairs
Case Officer	Lucy Minting



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Report Outline For Area Planning Committees

Report No. 2

Date of Meeting	24/09/2015
Application Number	15/07470/VAR
Site Address	Land at Paddock View The Street Teffont Salisbury Wiltshire SP3 5QP
Proposal	Vary condition 2 of 14/02238/FUL to amend the plans to replace 2 Velux windows with 2 dormer windows on north elevation, and raise ridge and eaves of new dwelling by 600mm
Applicant	Mr Dan Roycroft
Town/Parish Council	TEFFONT
Ward	NADDER AND EAST KNOYLE
Grid Ref	399010 131772
Type of application	Full Planning
Case Officer	Georgina Wright

Reason for the application being considered by Committee

Councillor Wayman has called the application to committee for the following reasons:

- Scale of development
- Visual impact upon the surrounding area
- Relationship to adjoining properties
- Design – bulk, height, general appearance

1. Purpose of Report

To consider the above application and the recommendation of the Area Development Manager that planning permission should be APPROVED subject to conditions.

2. Report Summary

The main issues which are considered to be material in the determination of this application are listed below:

- Principle of development
- Scale, design, impact to character and appearance of the area
- Impact to AONB/Conservation Area
- Residential amenity/living conditions
- Highway safety/parking
- S106 Contributions

The application has generated Objection from Teffont Parish Council and 6 letters of representation.

3. Site Description

The site is situated within designated countryside within the village of Teffont Magna & Teffont Evias, which is defined by Wiltshire Core Strategy (WCS) policies CP1 (Settlement Strategy) CP2 (Delivery Strategy) and CP33 (Wilton Community Area) as a Small Village. It is also situated in the Teffont Magna & Evias Conservation Area and Cranborne Chase & West Wiltshire Area of Outstanding Natural Beauty (AONB). The site is accessed off a shared driveway leading from the B3089 (The Street) which runs through the village. A public footpath also extends along the shared driveway along the northern boundary of the site before continuing in a northerly direction away from the site. It is surrounded to the northwest, southwest and southeast by other residential properties and their associated amenity and parking provision. To the northeast the site abuts paddocks/open countryside.

The site previously consisted of a paddock with a stable block, and formed part of the residential curtilage of the adjacent dwelling to the west, known as Paddock View. It also contained a large detached double garage on the driveway frontage. Planning permission was granted in 2014, at appeal (ref: 14/02238/FUL), for the demolition of the detached garage and outbuildings on the plot and its redevelopment with an additional, detached, four bed dwelling. Earlier in the year, a variation to this scheme was permitted which saw the replacement of a number of Velux windows on the front elevation with pitched roof dormer windows instead (Ref: 15/02941/VAR). The garage and stable block have now been demolished and the development of the dwelling has commenced on site. These permissions therefore remain live.

4. Planning History

Application Ref	Proposal	Decision
15/02941/VAR	Vary condition 2 of approved application 14/02238/FUL to amend the plans to replace 2 Velux windows with 2 dormer windows on north elevation	Approved with Conditions – 01.06.2015
14/02238/FUL	Demolition of garage and stables and erection of a 4 bed dwelling, associated works and hard and soft landscaping and improved access to The Street. Refused	Refused – 09.06.2015. Appeal Allowed – 20.01.2015
13/03417/FUL	Demolition of stables and erection of a 4 bed dwelling, detached car port, associated works and hard and soft landscaping and improved access to 'The Street'	Refused – 05.11.2015

5. The Proposal

This is an application proposing another variation to Condition 2 on the original planning permission (ref: 14/02238/FUL). The reason that this condition needs to be varied is that the applicant now wishes to make some further changes to the previously approved design of the dwelling and thus the list of approved plans (outlined in Condition 2 on the previous decision) need to be varied accordingly.

The changes originally included the increase in height of the ridge and eaves of the approved dwelling by 0.6 metres; a 1½ storey extension off the rear of the dwelling by 3.5 metres; and the replacement of the 2 Velux windows on the front elevation with pitched roof dormer windows. The latter element of this current scheme has previously been considered and accepted as an amendment to the original scheme (under ref: 15/02941/VAR) but is included in this scheme for completeness. The proposals will result in a four bedroom dwelling on the same siting as the previously approved scheme.

During the course of the application, amended plans have been requested (and received) which omits the 3.5 metre rear extension from this scheme. The proposals now solely involve the 0.6 metre increase in ridge/eaves height; and the change from Velux to dormer windows on the front elevation of the dwelling. These changes are confirmed to be necessary as the currently approved scheme provides insufficient internal head height to make the first floor accommodation useable.

6. Local Planning Policy

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Salisbury District Local Plan policies (Saved by Wiltshire Core Strategy):
R2 – Recreational Open Space in new developments

Wiltshire Core Strategy:

CP1 (Settlement Strategy)

CP2 (Delivery Strategy)

CP3 (Infrastructure Requirements)

CP33 (Wilton Community Area)

CP50 (Biodiversity and Geodiversity)

CP57 (Ensuring High Quality Design & Space Shaping)

CP58 (Ensuring the Conservation of the Historic Environment)

CP61 (Transport & Development)

CP64 (Demand Management)

Supplementary Planning Guidance:

Teffont Village Design Statement (VDS)

AONB Management Plan

7. Summary of consultation responses

Teffont Parish Council: Objection

- Deeply concerned by this application which involves a significant increase in the size and visual impact of the property.
- It is noted that the Planning Inspector, in granting planning consent on Appeal, set certain limitations, such as that there should be no further permitted development rights. It appears that this variation is an attempt to circumvent these limitations.
- Seriously concerned that this appears to be an abuse of process in terms of seeking to vary by such a substantial degree a consent that was already limited by the Planning Inspector.
- Concerned that this variation will create a building that is substantially bigger than the agreed plans with a subsequently greater visual impact and domination of the landscape.
- This variation would also create a five bedroom house in lieu of the four bedroom house approved by the Inspector on Appeal. Comparing the agreed plans with the proposed plans it can readily be seen that a building of quite significantly different proportions is now being proposed.
- Teffont PC continue to be concerned that the VDS has not been complied with in terms of style and design and notes that the additional footprint encroaches into an area of the Paddock.

Conservation: No Objection subject to amendments

- The previously approved scheme had been the subject of extended discussions to restrict the scale of the new dwelling to that of a relatively modest cottage.
- The proposed variation would add a significant volume to the building, with a higher ridge and a large rear extension.
- Of these two, the rear extension adds the most perceptible bulk, and this part of the building would be at least partially visible from the main road to the east of the village.
- I would suggest that the rear extension be omitted or substantially reduced in volume, and that the impact on the character and setting of the CA would then be very limited

AONB Officer: Comment

- The [AONB Management Plan](#) is a statutory document that is approved by the Secretary of State and is adopted by the constituent councils and are material considerations in planning.
- It is clear that the Inspector when considering the original application took considerable note of the external appearance and form of the proposed building.
- She was clearly sufficiently concerned that an inappropriate structure could be constructed in conflict with the Conservation Area as she felt it was entirely appropriate to provide a condition restricting permitted development rights that would prevent extensions or additions.
- Raising the ridge height by 600mm is a not insignificant change.

- Furthermore an extension across the whole building section of 3.5 metres, effectively providing an additional room upstairs and down, is a significant change.
- The assertion in the application letter about landscape impact is not based on any evidence or professional landscape experience.
- The proposed extension would deviate from the footprint referred to in paragraph 8 of the Appeal decision.
- You may wish to reassure yourself that views from the Rights of Way are not significantly and adversely impacted upon.
- The AONB would welcome the removal of skylights and their replacement by dormer windows as this reduces the upward escape of light and therefore helps to control light pollution in an area where achieving [dark night sky](#) status is an adopted AONB policy.

8. Publicity

This application was advertised through the use of a site notice, press notice and letters of consultation.

6 letters of representation were received from the residents of Orchard Cottage; and Lintern Close, The Street; The Old Rectory; Fitz House; and Gledhills. The following comments were made:

- Inspector removed PD rights to protect character and appearance in sensitive area and to prevent dwelling being excessively large in its context
- Increasing the height conflicts with inspectors objectives which sought to maintain it at the height of the original double garage
- Increasing the ridge height by 0.9 not 0.6 metres
- Increasing the height is completely unnecessary and could be achieved by alternative means – i.e. reconfiguration of internal layout or reduction in bedrooms.
- Property is substantial not in keeping with its surroundings and overbearing as you approach on the footpath
- Site is at top of the hill and dwelling already over dominates neighbouring properties. Increase in height will be very apparent and significantly impact neighbours/AONB
- Village design statement (VDS) does not allow dormer windows unless they are discreet on rear elevations as they are not typical in the village
- VDS requires thatch or tiles. Slate is not appropriate.
- Not in harmony with adjacent properties and is now taller than neighbouring properties
- Contrary to NPPF
- Moving dormers out to meet the wall make it look less modest and like a substantial house rather than a cottage
- Dormers create overlooking
- Glad that the rear extension has been omitted but changes still result in a 15% increase in volume
- No doubt more additions/garages/outbuilding will be proposed in the future

- Can't believe that the architect wouldn't have checked the usability and workability of the plans before applying. This change is unnecessary.

9. Planning Considerations

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

- Principle
- Character, Design & AONB
- Heritage
- Neighbouring Amenities
- Highway Implications
- Ecology
- CIL/Contributions

9.1 Principle:

The development of this site with a new four bedroom dwelling has already been found to be acceptable in principle by the approval of the original planning application on this site earlier in the year (Ref: 14/02238/FUL). In addition, a proposed change to the design involving the replacement of two Velux windows on the front elevation with two dormer windows to match the other two dormer windows originally proposed on this elevation, has also been accepted by application 15/02941/VAR. Development has since commenced on site which means that the permissions remain live. These applications therefore represent a legitimate fall-back position and are material considerations for the determination of this current application.

This application proposes a further alteration to the scheme by increasing the height of the eaves and ridge of the dwelling by 0.6 metres (to 6.45 metres in total). The four dormers are also shown to be extending off the wall plate rather than within the roof plain as a result of the changes to the ridge and eaves height (and are now effectively breaking eaves dormers). The assessment of this application therefore needs to confirm if these proposed alterations to the previously approved design will have a significantly different or unacceptable impact on the character, design or residential amenities of the area, compared with the previously approved scheme. These issues will therefore be addressed in more detail below.

9.2 Comparison Plans:

Local concern has been raised that the development actually consists of a 0.9 metre increase in height, not a 0.6 metre increase because of the way the previous and current plans have been annotated. The annotations seem to suggest that the originally approved dwelling is 5.55 metres in height and that the proposed changes will result in a dwelling of 6.45 metres in height. However the annotation on the original plan is misleading as this is in fact showing the internal floor to ceiling heights, not the entire height of the front elevation. When scaling off the height of each dwelling from its scale plans, it is clear that the previously approved dwelling is 5.85 metres in height in total

whilst the proposed dwelling is 6.45 metres in height. Therefore, the proposals do indeed involve a 0.6 metre increase in the overall height as suggested by the application.



Previously Approved Front Elevation - (15/02941/VAR)



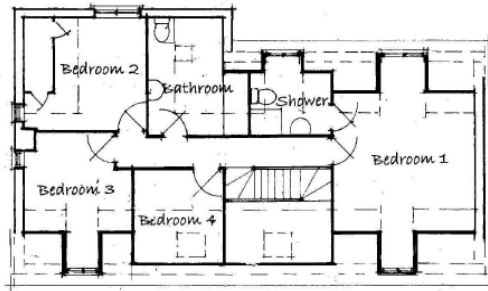
Currently Proposed Front Elevation



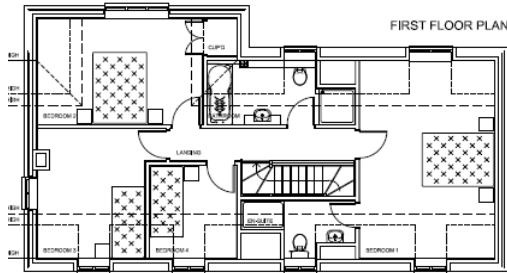
Previously Approved West Elevation - (15/02941/VAR)



Currently Proposed West Elevation



Previously Approved 1st Floor Plan - (15/02941/VAR)



Currently Proposed 1st Floor Plan

9.3 Character, Design & AONB:

The previously approved scheme involved the erection of a 1½ storey, detached dwelling. Whilst this was designed in traditional, modest vernacular, the approved development would create a family sized, 4 bedroom home. The approved dwelling was designed to be of stone and slate roof construction; of cottage style design; and included dormer windows on its front façade, despite this not being very common in the village of Teffont and contrary to the requirements of the Village Design Statement. Whilst the dwelling would be visible from the private drive/footpath; and be on higher ground than its adjacent neighbours, it was also to be positioned at a slight angle to the drive and to replace and be on the same siting as an existing detached garage and outbuildings serving the adjacent dwelling of Paddock View. The Inspector previously considered that the *'Although the proposed dwelling would result in an increase in mass as compared to the existing garage and stables, its limited footprint and scale would give it a modest appearance, not out of character with properties in the CA'*. It was also felt that the proposals would replace a substantial generic garage with a more traditional building that was more in keeping with the character of the conservation area. This scheme was therefore ultimately allowed at appeal. A condition was however imposed on the decision to remove the property's permitted development rights as this would *'prevent extensions or additions that might mean that the dwelling is enlarged excessively in its context'*.

Despite what local concern has suggested, the removal of permitted development rights by condition does not preclude *any* further extension or enlargement to a dwelling but merely means that such an alteration would need planning permission and therefore its impact could be considered by the Local Planning Authority accordingly. In this instance the proposals originally involved a rather large 1½ storey extension at the rear of the dwelling. It was considered that glimpses of this element would be visible both from the footpath

and in longer views from the B3089 to the south east. It was also considered that this proposed addition to the dwelling tipped the balance of its acceptability and created a dwelling that was too large and not modest in its form or setting and therefore was considered to be at odds to the conclusions set out by the Inspector in their decision for the previous scheme. This element of the current proposals has as such been omitted.

The current proposals now involve very little alteration to the previous design other than the a 0.6 metre increase in the ridge/eaves height of the dwelling which will in turn result in the dormer windows extending from the wall plate rather than from within the roof plane. Whilst this obviously results in a larger dwelling on this site, it is not considered that the increased scale and massing that would result from this marginal increase to the eaves/ridge height would have a significant impact on the visual amenities or character of the area or AONB. The development would still result in a 4 bedroom dwelling being created and would still be of traditional stone and slate construction, as previously agreed. Indeed the breaking eaves design of the dormer windows actually serves to aid the appearance of a modest dwelling as it creates the illusion that the windows do not fit within the roof plain and therefore the dwelling is of modest height. In fact a further amended plan was submitted by the applicant during the course of this application that proposed the dormer windows fully within the roof plain but this would have involved an overall increase in the ridge height of the dwelling by 1 metre rather than 0.6 metres that is now proposed and this was therefore discouraged and rejected.

It is not considered that an increase in height of 0.6 metres will be very apparent from the ground. Nor will it be significantly different in terms of its dominance of the street scene/footpath and area than the previously accepted dwelling on this site. Especially when the overall footprint of the dwelling now remains unchanged and no other changes are proposed to the size or form of the proposed dwelling. It is therefore considered that the proposed alterations are equally appropriate for the character of the area; and AONB, and will therefore have little additional implication for the visual amenities of the area than the original scheme.

9.4 Heritage:

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of any functions, with respect to any buildings or other land in a conservation area, under or by virtue of any of the provisions mentioned in this Section, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. In paying 'special attention' an assessment must be made as to whether the proposals cause 'substantial harm', 'less than substantial harm' or no harm to the asset, which in this case is the Conservation Area.

In this instance the proposals now only involve a slight increase to the ridge and eaves height of a previously approved 4 bedroom dwelling on this plot. The large extension at the rear has now been omitted from the scheme. The Council's Conservation Officer considered that of the changes originally proposed to the scheme, the rear extension would have added the most

perceptible bulk, and this part of the building would be at least partially visible from the main road to the east of the village. However it was also confirmed that if the rear extension was omitted (as it has now been) then the impact on the character and setting of the Conservation Area would be very limited. The current proposals therefore are considered to cause no harm to the character or significance of the Conservation Area and the Council's Conservation Officer has raised no objection accordingly.

9.5 Neighbouring Amenities:

The scheme includes the replacement of 2 previously approved Velux windows on the front roof slope with two pitched roof dormer windows. These formed part of a previous variation application and were found to be acceptable in principle. The only difference in this application is therefore that the eaves and ridge heights of the building is to change which will result in these dormer windows now being breaking eaves windows rather than being contained within the roof slope. The overall height of the building is also to increase by 0.6 metres.

Whilst a number of changes are proposed to the original dwelling, the siting of the building and its footprint in relation to neighbouring properties remains unchanged. Given the level of separation that exists between the proposed dwelling and any of the neighbouring properties, it is not considered that the potential for harm or unneighbourliness in terms of loss of light or privacy from the altered fenestration; or over dominance or loss of light as a result of the increased height, will be any different to the previously approved scheme which was found to have an acceptable relationship in this regard. It must also be noted that two dormer windows and two Velux windows were already approved on the front elevation as part of the original scheme. The change now instead to 4 dormer windows is therefore unlikely to result in a significant increase in the potential for overlooking from the development. Existing trees/boundary treatments; intervening outbuildings; and the presence of the access driveway will all help to mitigate and temper any potential for impact. It should also be noted that the adjacent neighbour (the Orchard) has also recently received planning permission (Ref: 15/01982/FUL) to replace their garages and as part of that scheme, the whole front boundary of this neighbouring plot is to be realigned and supplemented with additional planting, which will further serve to reduce the potential for impact. Therefore despite local concern to the contrary, it is not considered that the proposed alterations will result in any significantly different or unacceptable impact for neighbouring amenities than the originally approved (and still extant) scheme on this site.

9.6 Highway Implications:

The proposed alterations to the design of the dwelling do not alter the level of parking provision or access to the dwelling comparative to the previously approved scheme. It is not therefore considered that the proposals will result in any additional or significant issues for highway safety.

9.7 Ecology:

The proposals are not considered to result in any additional implications for protected species or ecology that were not previously considered and assessed as part of the previously approved scheme.

10. CIL/S106 Contributions

The originally approved application was subject to a Section 106 Agreement (S106) to secure contributions towards off site public open space provision in line with the requirements of saved SDLP policy R2. As this application involves a variation to the previously approved application it will need to be tied to the original agreement. A deed of variation to the original S106 will therefore need to be entered into and this recommendation is made subject to such an agreement being completed prior to the decision being issued.

Whilst the Council has since adopted the Community Infrastructure Levy (CIL) on 18th May 2015, CIL will only be applicable on Section 73 applications (such as this) where they involve additional liabilities compared with the previously approved scheme. Furthermore any development of less than 100 sq metres is not liable for CIL. Therefore as in this instance the additional liability would be less than 100 sq metres the scheme is not CIL liable development and only the original contributions secured by S106 will be required.

11. Conclusion

The proposed alterations to the previously approved design are considered to have limited additional impact on the character of the street scene; or the visual and neighbouring amenities of the area. The proposals will continue to provide a traditional, modest style of cottage on the site and therefore will positively contribute to the character of the conservation area and AONB. The proposed variation application is recommended for permission accordingly.

RECOMMENDATION:

Permission subject to conditions and the completion of a S106 Agreement prior to issue of decision.

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of 20th October 2014.

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: Location Plan; Benchmark 02. Received – 24.07.2015

Plan Ref: Proposed Plans & Elevations; 0901/02 Rev D. Received – 08.09.2015

Plan Ref: Site Plan; 2014/981/2 (approved as part of application 14/02238/FUL)

Plan Ref: Junction realignment to improve visibility; AJB/2 (approved as part of application 14/02238/FUL)

Plan Ref: Topographical Survey; LDS/11813-TP1 (approved as part of application 14/02238/FUL)

Plan Ref: Topographical Survey; LDS/11813-TP2/A (approved as part of application 14/02238/FUL)

Plan Ref: Benchmark Illustrative Plan 100. Dated 24.04.2014 (approved as part of application 14/02238/FUL)

REASON: For the avoidance of doubt.

- 3) The development hereby approved, shall be carried out in accordance with the approved external surface material details, which were agreed in writing by the Local Planning Authority on 24th March 2015 (as part of the discharge of condition 3 of application 14/02238/FUL).

REASON: To secure a harmonious form of development.

- 4) All soft landscaping of the site, details of which were agreed in writing by the Local Planning Authority on 24th March 2015, shall be carried out in accordance with the approved details 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 of the site shall be carried out in accordance with the details approved in writing by the Local Planning Authority on 24th March 2015 (as part of the discharge of condition 4 of application 14/02238/FUL); prior to the occupation of any part of the development.

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

- 5) No development shall commence on site until the widening of the access bell mouth has been constructed in accordance with the approved details, agreed in writing by the Local Planning Authority on 24th March 2015 (as part of the discharge of condition 6 of application 14/02238/FUL).

REASON: In the interests of highway safety.

- 6) The development hereby approved shall not be first occupied until appropriate drainage has been constructed on the site in accordance with the drainage scheme, approved in writing by the Local Planning Authority on 21st April 2015 (as part of the discharge of condition 7 of application 14/02238/FUL).

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

- 7) The Construction Method Statement, approved in writing by the Local Planning Authority on 24th March 2015 (as part of the discharge of condition 8 of

application 14/02238/FUL), shall be adhered to throughout the construction period of the development hereby approved.

REASON: In the interests of highway safety.

- 8) The development hereby approved shall be constructed in accordance with the agreed ecological measures in respect of the protection of reptiles and nesting birds, which were approved in writing by the Local Planning Authority on 24th March 2015 (as part of the discharge of condition 9 of application 14/02238/FUL), and in accordance with the recommendations of the extended phase 1 survey by Ahern Ecology dated 9th September 2013.

REASON: In the interests of protected species.

- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification), no development within Part 1, Classes A-F (i.e. extensions, outbuildings, hard surfaces) shall take place on the dwelling house hereby permitted or within its curtilage.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions, extensions or enlargements.

- 10) No demolition or construction works shall take place outside the hours of 0730 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays or at any time on Sundays & Banks Holidays.

REASON: In the interests of neighbouring amenity.

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Application Number	15/07470/VAR
Site Address	Land at Paddock View, The Street, Teffont, Salisbury SP3 5QP
Proposal	Vary Condition 2 of 14/02238/FUL to amend the plans to replace 2 velux windows with 2 dormer windows on north elevation, raise ridge and eaves of new dwelling by 600mm and extend rear gable by 3.5m
Case Officer	Georgina Wright



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