

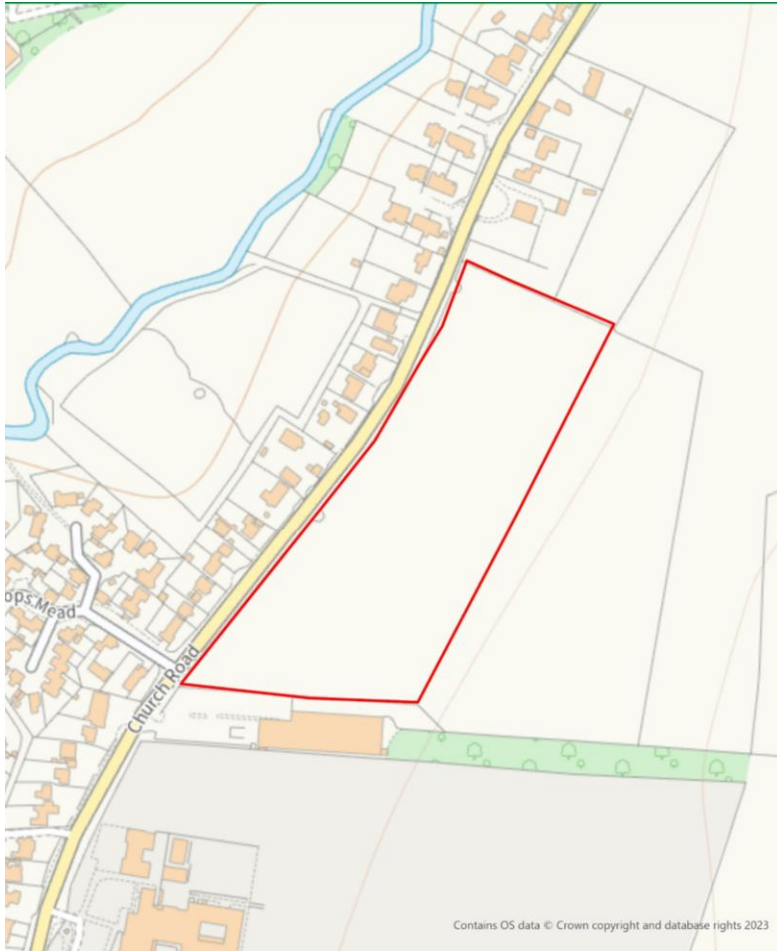
Strategic Planning Committee

14th August 2024

7) 20/11598/OUT- Land East of Church Road, Laverstock, Salisbury

The erection of up-to 49 dwellings, accesses from Church Road, Green Infrastructure including landscaping and children's play, a sustainable urban drainage system and utility buildings (amended description).

Recommendation: Approve with conditions

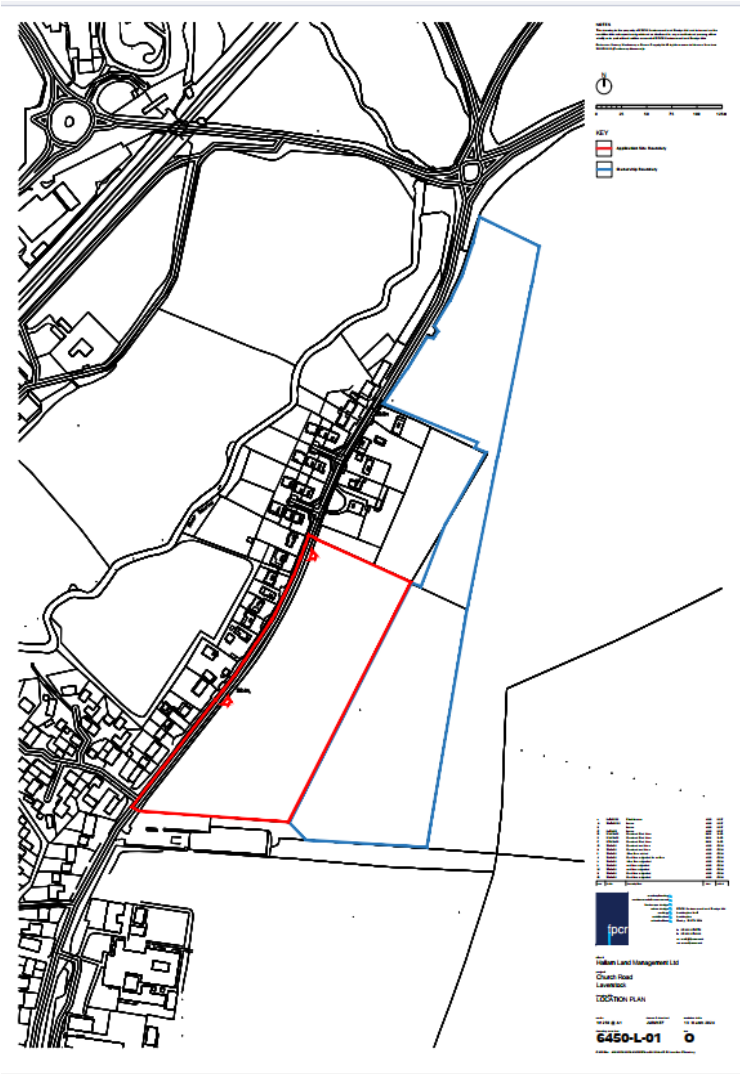


Site Location Plan

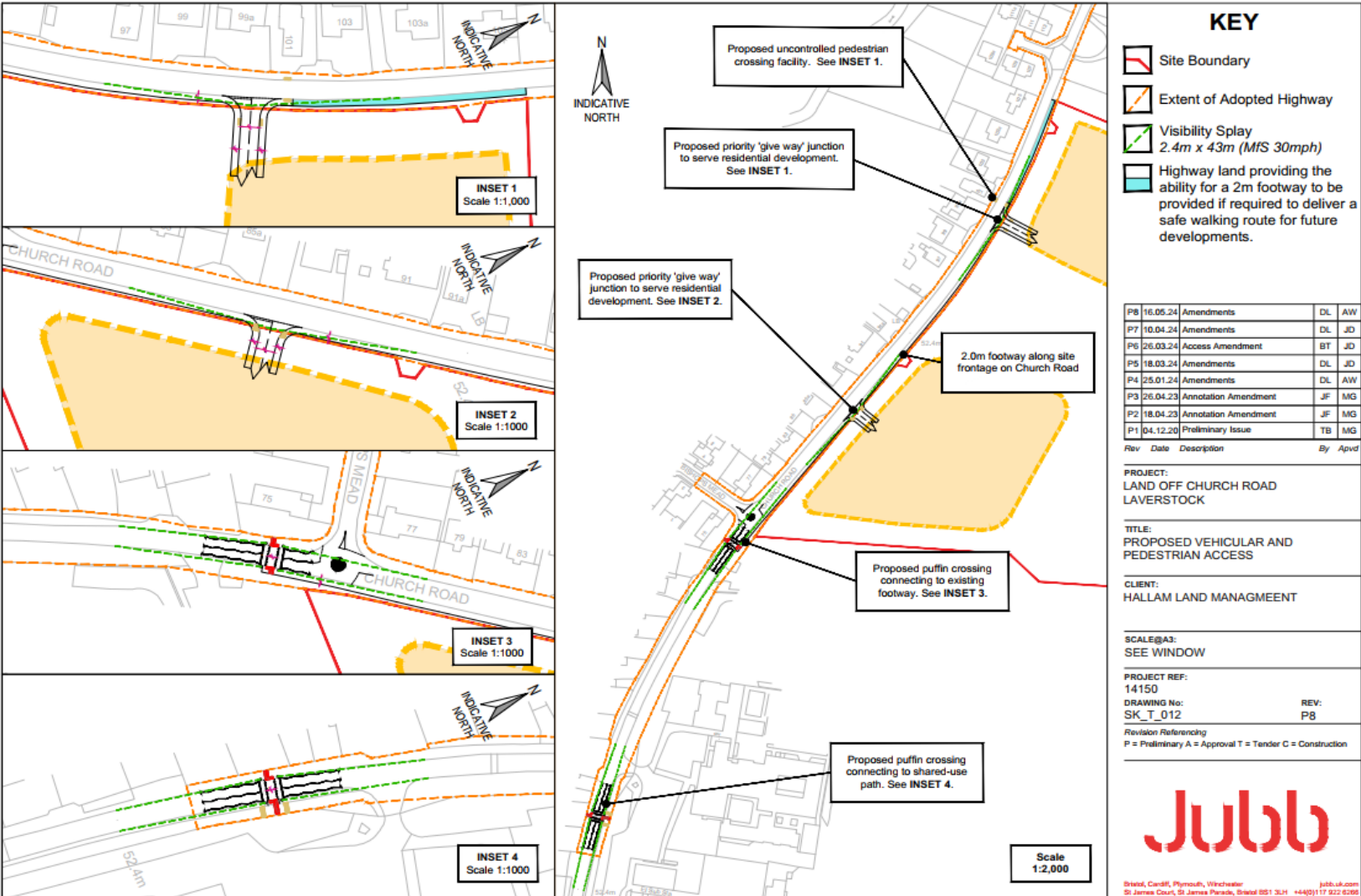


Aerial Photography

Application site in red with landownership in blue



Proposed access points and highways improvements on Church Road



Ecological Parameters Plan



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- Key**
- Indicative Hedgehog Highways
 - - - Retained hedgerows and vegetation
 - Extensive Green Infrastructure provision that although provides POS, will also provide ample opportunity for enhancements for reptiles, birds, amphibians and invertebrates through long-term management prescriptions detailed within a LEMP adequately secured through a condition of Outline Planning Consent.
 - Opportunities for enhancements at allotments for reptiles and invertebrates.



Hallam Land Management Ltd.
 Land off Church Road,
 Laverstock
 ECOLOGICAL PARAMETERS PLAN
Figure 29
 6450-E-01

Photo of site taken from Lidl Car park off London Road to the west. Red line is approximate rear boundary of application site



View from the same car park of the school campuses and development in Laverstock across the River Bourne valley



View of application site (recently harvested) looking from Church Road to the south



View of application site (to the left of the photo) looking south



View of Cockey Down looking across the site from Church Road.
This view to be largely maintained as part of the proposed
development



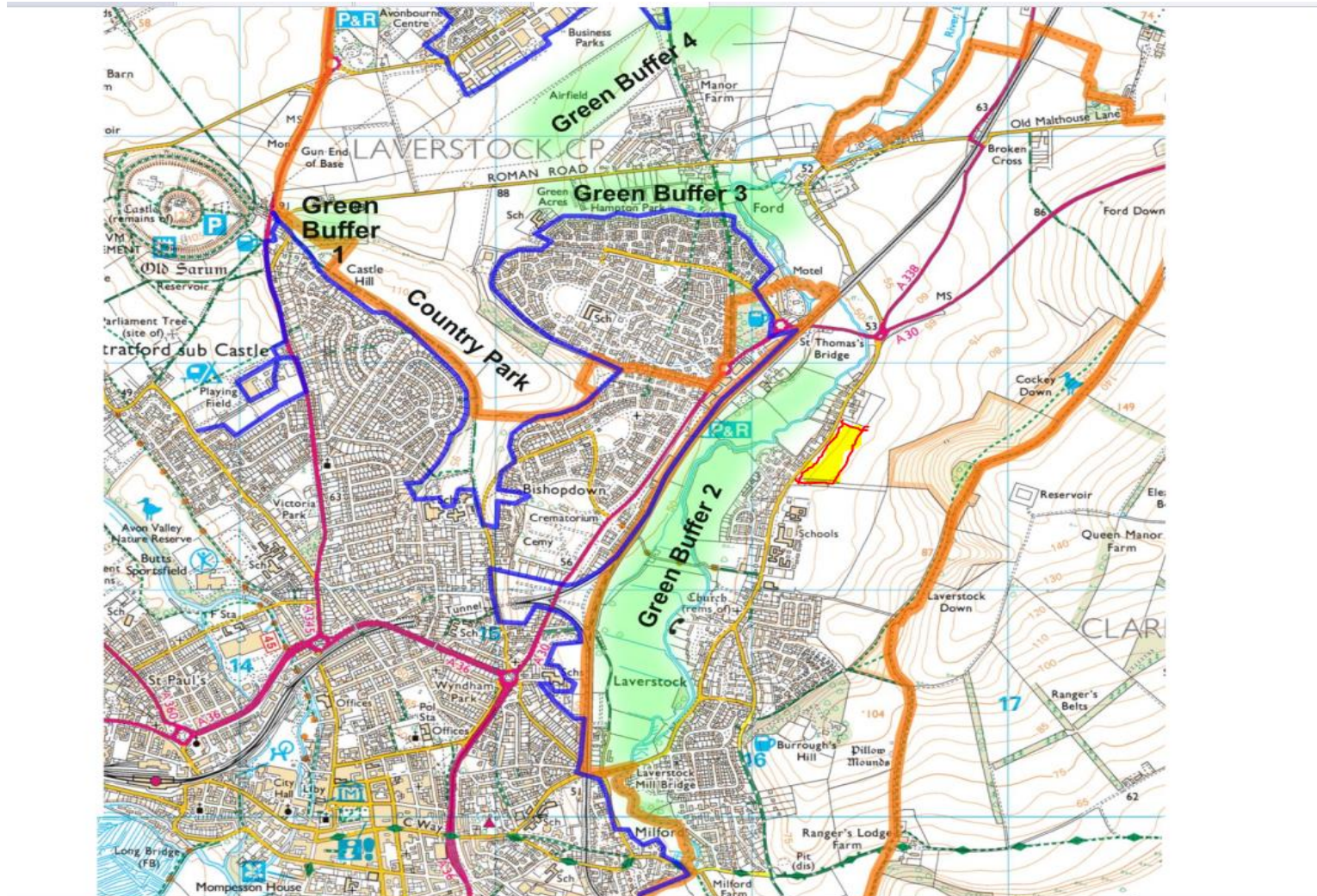
View of site looking north towards the existing residential development on the northern boundary of the site



Application site to the right of Church Road, from the junction of Bishop's Mead looking north. The hedge to the right is to remain



Application site highlighted in yellow imposed on Neighbourhood Plan Green Buffer Plan



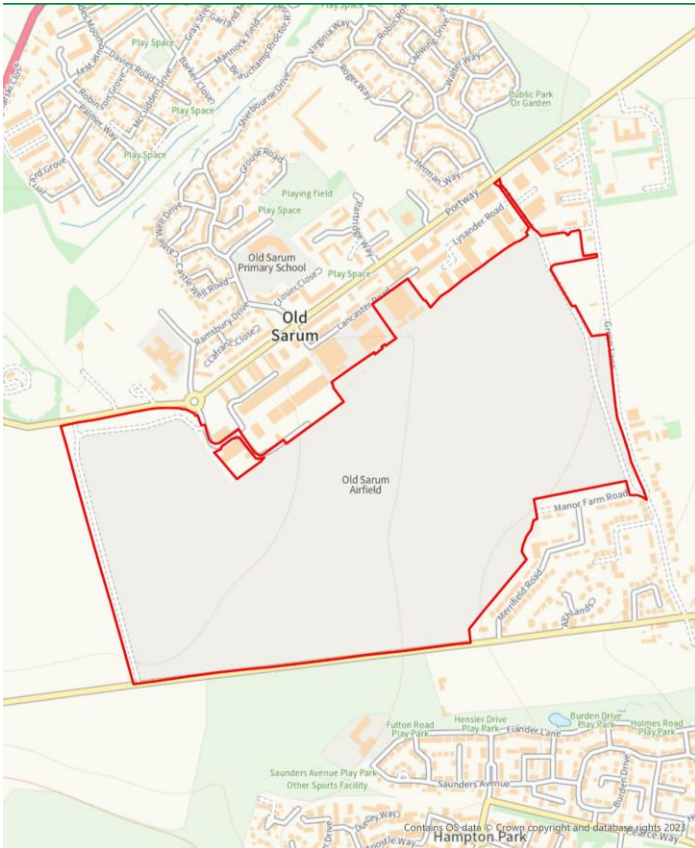
Parameters Plan of the scheme when originally submitted for 135 dwellings, car park, allotments etc.



8) PL/2023/07368 - Land At Old Sarum Airfield, Old Sarum, Salisbury, Wilts, SP4 6DZ

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

Recommendation: Refuse



Site Location Plan



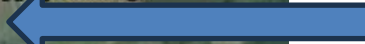
Aerial Photography

Site location relative to Salisbury

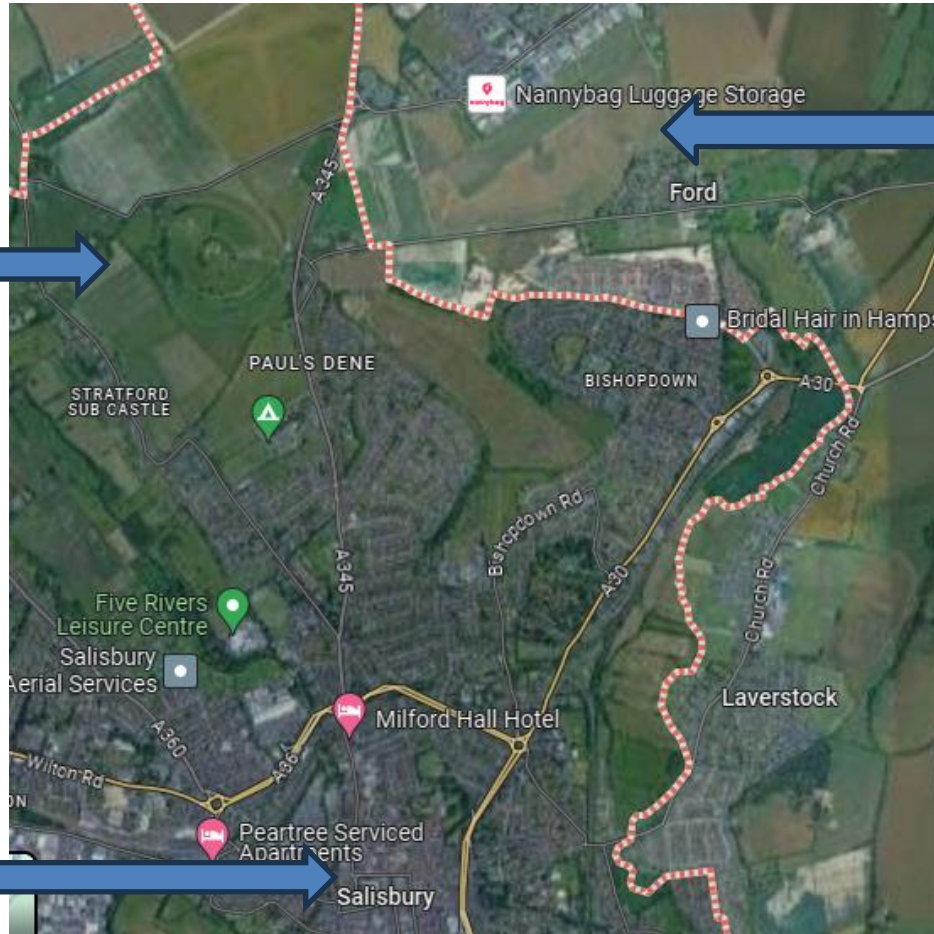
Old Sarum
SAM



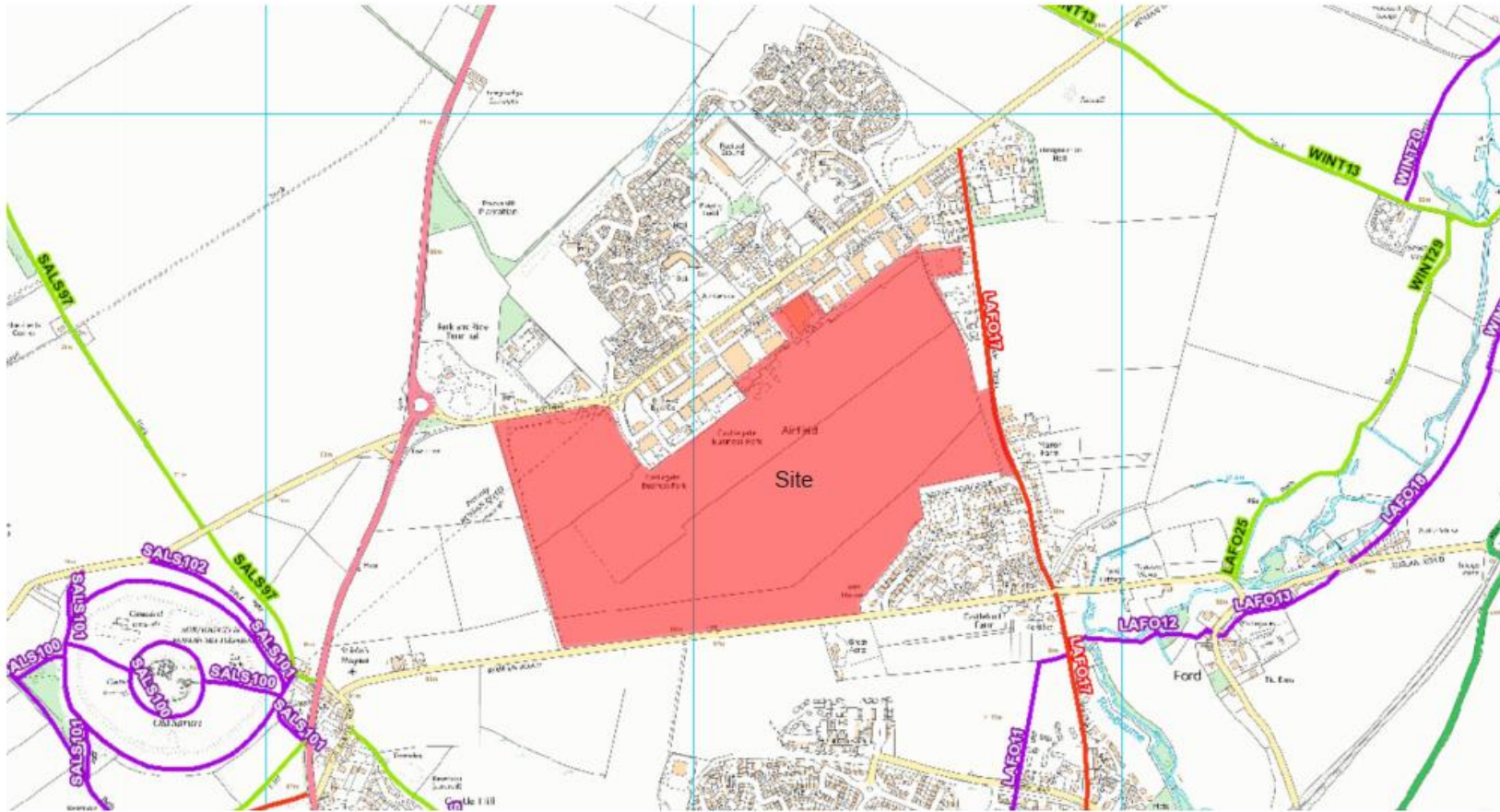
Airfield site



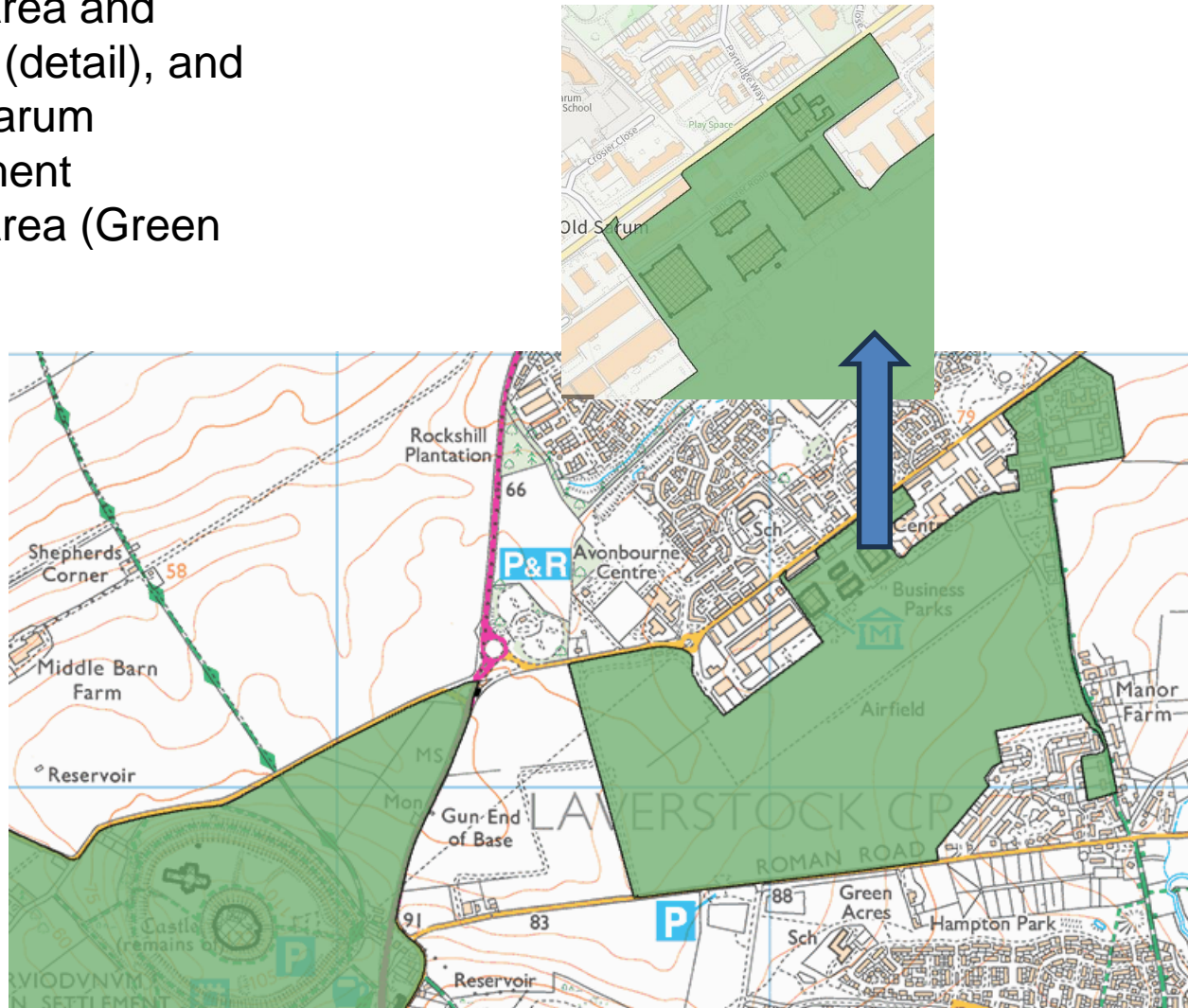
Salisbury city



Site and rights of way



Old Sarum airfield
Conservation Area and
listed buildings (detail), and
adjacent Old Sarum
Ancient Monument
Conservation Area (Green
shading)

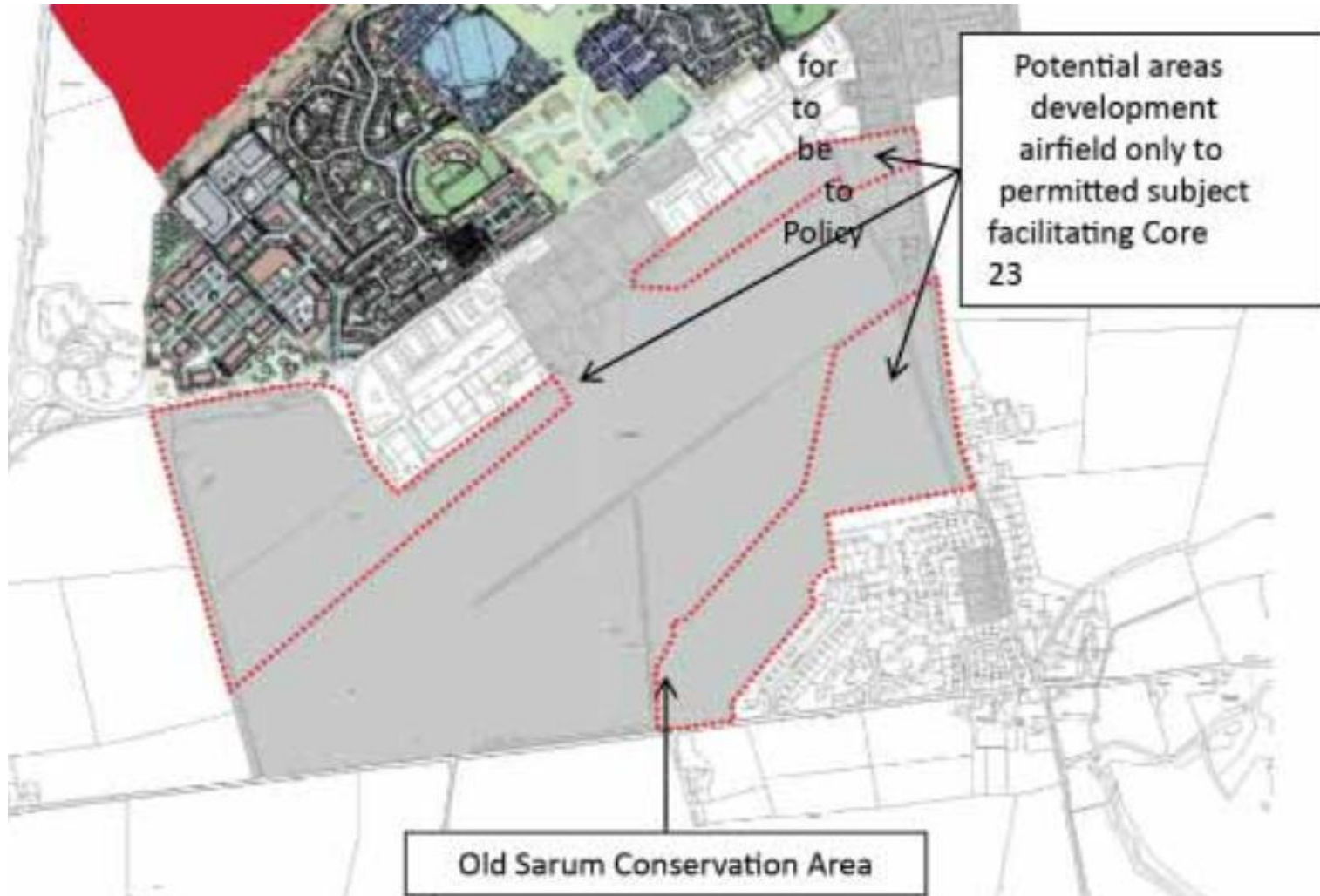


Phases of development around airfield site



Extract from Conservation Management Plan- hatched blue zones indicated recent residential development

Policy CP25 potential areas of development



Location of Green Buffer 4 defined in Laverstock and Ford Neighbourhood Plan

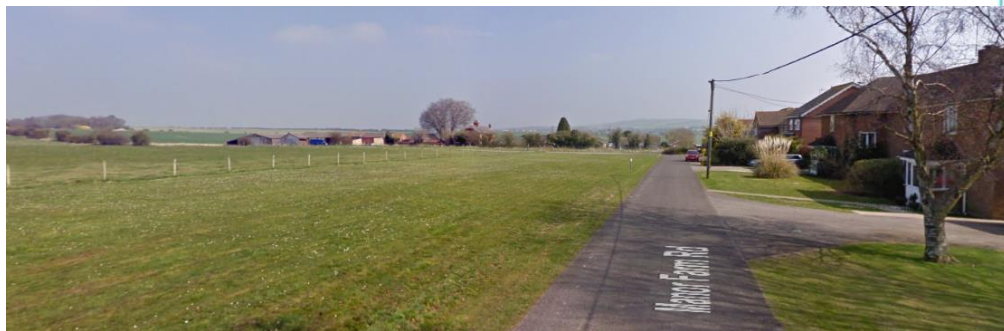


Policy extract from Laverstock and Ford Neighbourhood Plan

Policy 3B Ford Amenity Green Space

The area of Ford marked in Figure 6 shall be retained as an amenity green space adjacent to the residential area. If damage or loss of this green infrastructure is unavoidable, the creation of new or replacement green infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green infrastructure network, will be required.

The properties in Manor Farm Road, along the northern edge of which this green area lies, are occupied by both military and private owners. The marked area is currently owned by the Ministry of Defence, having been retained by them when they sold the airfield, which lies to the northwest. It is the only open and level green area to the northwest of Ford available for recreation to both adults and children. As such it is hugely valued since other areas in Ford are smaller and less open. It is an area well used by children for physical activity and is particularly popular for ball games. It is also regularly used by dog walkers and runners, and it is a convenient point from which the airfield activity can be safely viewed and much of the historic WW1 flying field observed, as it has an uninterrupted outlook over it. Recognising these benefits, it was designated as an asset of community value some years ago.



Noise contours



LEGEND:

2014 Summer Daytime Noise Contour,
57 dB L_{Aeq,10h}

2.0	05/12/22	Update basemap to Masterplan V2	DR
3.0	13/04/23	57 dB Contour Only	DR
4.0	13/06/23	Update basemap	DR

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

125 Salisbury Road, London, W9W 8PG
Email: map@bickerdikeallen.com
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T: 0207 625 4411
F: 0207 625 0150

Old Sarum Airfield 2022

Airborne Aircraft Noise Contours
2014 Summer Day - A9914/03 (2015)
Concept Masterplan

DRAWN: DR	CHECKED: DT
DATE: 13 Jun 2023	SCALE: 1:6000@A4

FIGURE No:
A11482_01_SK001_4.0

Density

Area A 160 dwellings

Area C 155 dwellings



Legend

(Gross density values of individual site areas)



Low density
15 - 20 dph



Low to medium density
30 - 40 dph

The total site area is 62.1ha. The net developable area for dwellings is 12.16ha. The total numbers of dwellings across the site is 315.

The net density of dwelling is 25.9 dwellings per hectare and the gross density is 5.07 dwellings per hectare.

Building heights

Legend



Building Heights (maximum height to the ridge)



Proposed landscaping and planting



-  Proposed Chalk Grassland
-  Proposed Mown Grass
-  Proposed Retention Basin(A)
-  Proposed Retention Basin(B)
-  Proposed Rain Garden
-  Proposed Embankment
-  Proposed Chalk Scrape
-  Stockproof Fencing
-  Proposed Native Hedgerow
-  Proposed Woodland
-  Proposed Tree

Open Spaces, new routes, ecological mitigation

community to use.

All play area will be located to be safe and secure with dwellings overlooking play areas for natural surveillance in accordance with 7.2 of the DDG.



Area A



Existing view of Old Sarum Monument from the Portway roundabout over Area A

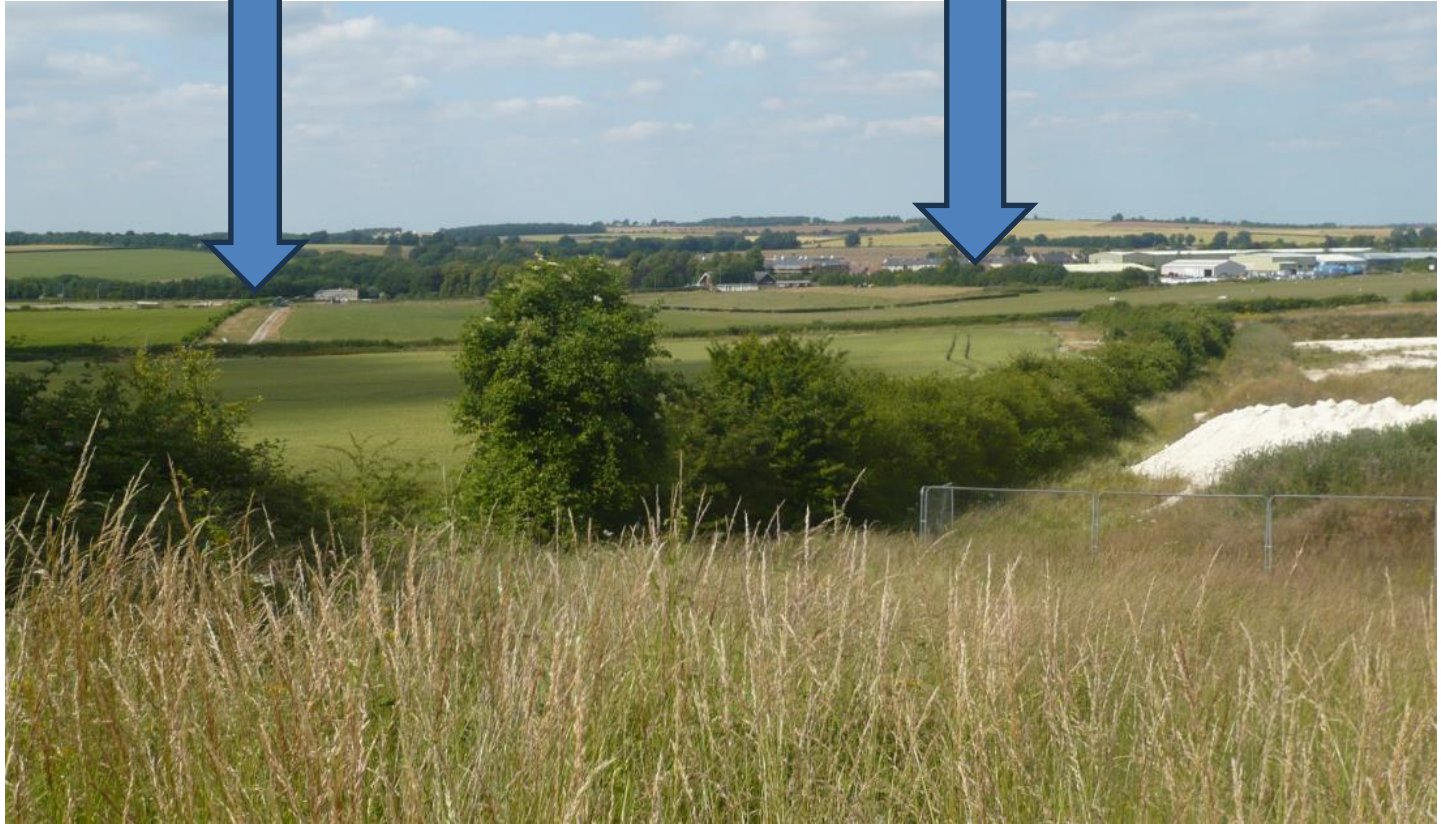


Northern boundary of Area A
along Portway

Existing access to Area A at eastern end off industrial estate road showing existing boundary hedging and access to Area B via industrial estate



Area A seen from Country
Park to the south



View of Area A and B from Ford (Roman) Road to south

Area A

Area B



Area A layout



Adjustments to previous scheme (reduced areas)

3.4 Previous Planning Application 2015

In 2015 Old Sarum Airfield Ltd submitted an Outline Planning Application for improved flying facilities (visitor centre, cafe, aviation facilities etc), refurbishment of Listed hangars and residential development as part of a holistic masterplan to safeguard the future of the airfield.

The Planning Application in 2015 and the appeal in 2018/19 were refused ref APP/ Y3940/W/17/3190561. The reason for refusal related to the impact of the development on heritage with the inspector commenting on the scale and design of Area A and the impact on the openness of the Airfield when viewed from Old Sarum Scheduled Monument. In respect of Area A specifically, the Inspector advised:

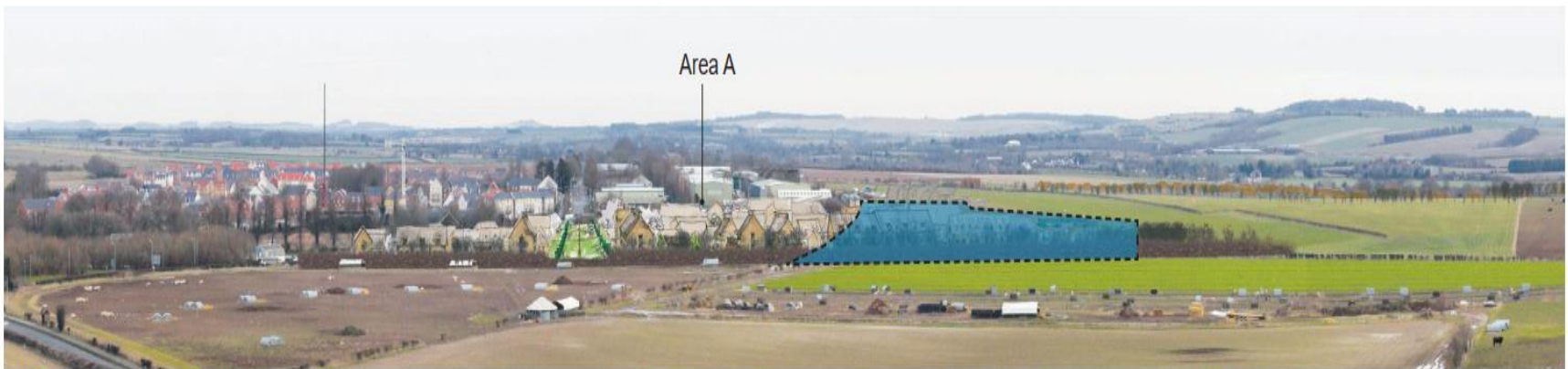
"[Area A] is within the setting of the listed hangars particularly when viewed from across the Airfield from the east, from parts of Ford Road and from Old Sarum SAM itself. In respect of the Conservation Area, Area A, in general, is seen in the context of the Airfield, being part of its grassland extremities and its open character."

Nonetheless, the Inspector's Appeal Decision is clear that development within Area A could still be appropriate. "screening off the industrial sheds of the business park, the design and quality of the development would need to give due regard to the setting of the SM and create a development which takes the aviation heritage of the Airfield and combines it with the enhancement of the SAM through the physical acknowledgement of the Roman route through the site."

"A successful development of Area A needs to create its own sense of place taking into account the sensitivity of its location where its relationship with various heritage assets is of paramount importance."



Illustrative Masterplan previously submitted in the 2015 Outline Planning Application, areas in blue no longer proposed for development



LVIA View 3 submitted in 2015 Outline Planning Application with massing of Area A indicated in foreground, areas in blue no longer proposed for development

Proposed Area A elevations (as street elevation drawing)

Style Apartment Building Facing on to Airfield

Portway

Extent of Site Boundary

Roman Road



to Airfield

Roman road elevation (top) Western edge of site elevation (bottom)



wards development from Old Sarum Scheduled Ancient Monument

Area A apartment suggested design and roman road route



Initial concept proposal discussed with HE in 2021



Initial concept proposal for massing of buildings discussed with HE in early 2023

Visuals of Area A and how the roman road route is to be treated



View from Roman Road Linear Park with Old Sarum Scheduled in the long distance vista.

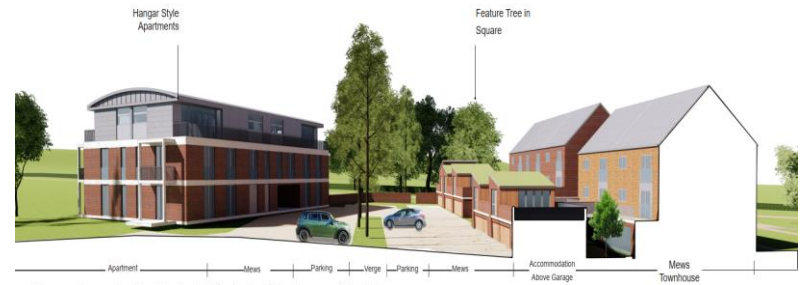
ent of



Alignment of Roman Road

Indicative View 5- View identifying the alignment of the former Roman Road crossing Area A

Area A apartment and housing relationship and design











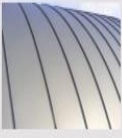






Views of Area A of proposed development



View towards linear park along Roman Road



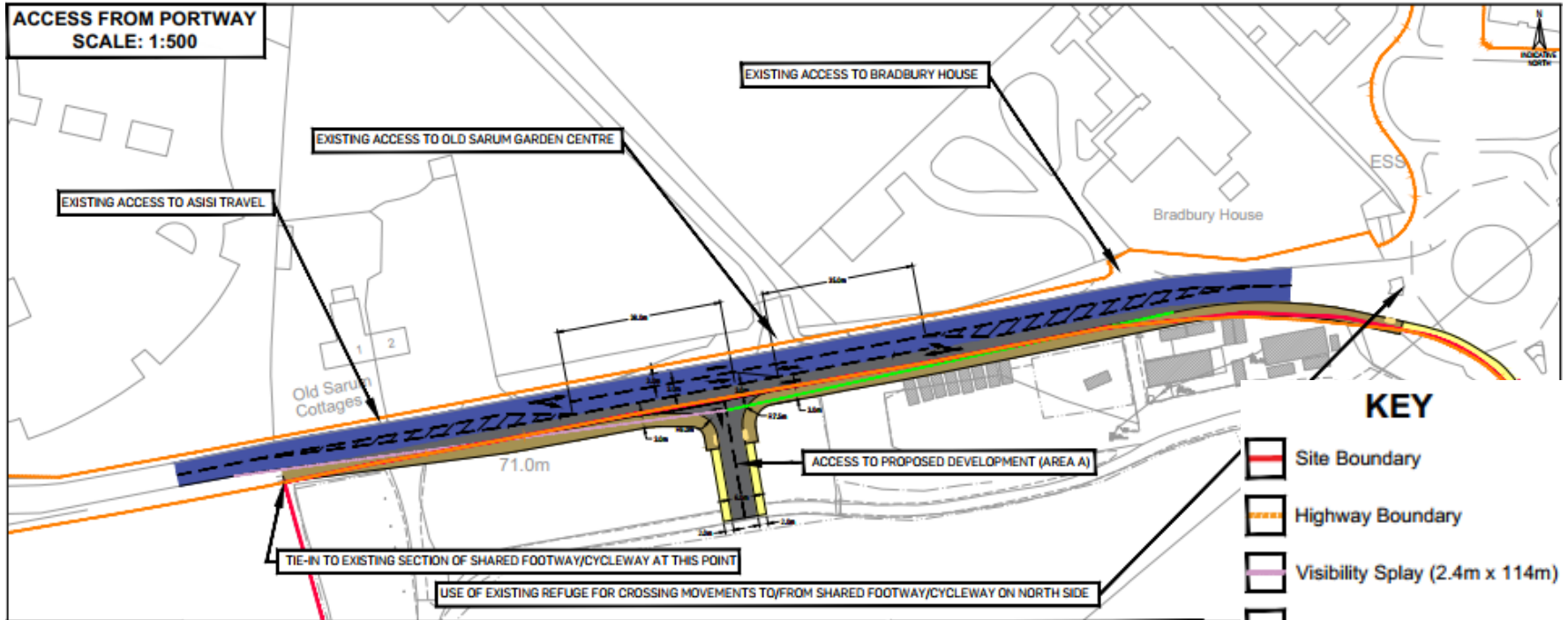
Materials Area A

CODE 6.1	Material Palette - Area A							
Facing								<ol style="list-style-type: none"> 1. Red brick 2. Grey brick 3. Buff brick 4. Anthracite powder coated metal cladding 5. Timber panelling 6. Concrete frame and profiles (Ecopact or similar)
Roof								<ol style="list-style-type: none"> 1. Standing seam metal roof (pitched) 2. Standing seam metal roof (barrel vault) 3. Grey plain tile
Windows							<ol style="list-style-type: none"> 1. Grey composite windows (Velfac or similar) narrow and large modules 	
Doors							<ol style="list-style-type: none"> 1. Composite doors 2. Composite door with side panel 	
Rain Water Goods						<ol style="list-style-type: none"> 1. Galvanised Steel/zinc/aluminium (lindab or similar) 		

Area A Highway works



Highways access and works Area A Portway



Proposed emergency access serving Area A



Parking Area A

Parking

Car parking is essential to the character of the development and the street scene. The car parking strategy will provide as many car parking spaces on-plot as possible. Any spaces that are not on-plot will be designed to be closely associated with the dwelling and in clear view, to maximise use and minimise on-street parking.

Car parking is addressed in line with Wiltshire LTP3 Parking Strategy which provides a minimum guidance on the number of parking spaces. The guidance recommends;

- One space for a one bedroom unit
- Two spaces for a two or three bedroom unit
- Three spaces for a four+ bedroom unit
- 0.2 visitor spaces for every dwelling

Please see Transport Assessment for further detail.

Parking will be provided in a variety of different forms depending on the character area, street typology and location [in accordance with 5.4 of the DDG](#). The variety of parking options will consist of on-plot parking, small rear court parking, small areas of on-street parking, integral garages and secure communal undercroft/basement garages.

Area B currently has unstructured parking in and around the existing aviation buildings. The proposed masterplan looks to restructure the site, replace existing parking spaces, and provide additional parking facilities for aviation buildings. It should be noted some facilities in the new aviation buildings are replacement, such as the parachute training centre and the cafe.

Car parking is located to the north of the proposed aviation buildings, hidden from the landscape.



On-Plot Parking will be provided where small breaks in the street scene allow for car parking to be associated to the side of the dwelling. Garages and parking spaces will be recessed from the frontage of the dwelling to minimise the visual impact of the car on the street scene. This approach will be largely used in area C.



Small Rear Courtyards will be used in instances where associated or on-street parking is not possible, or when continuous street scenes are required. Rear car parking areas will be integrated to have dwellings with active frontages to maximise natural surveillance. In the example above the apartments overlook the car parking area.



On-Street Parking will be used in a number of areas such as homezones and along the spine roads to deter unplanned on-street parking. Street parking will be integrated with landscaping, squares and courtyards. Careful attention will be paid to soft and hard landscaping to integrate the parking as a feature in the street scene.



Integral/linked garages will help maximise space and create on-plot parking. This strategy will be limited across the site to specific locations.

Area B



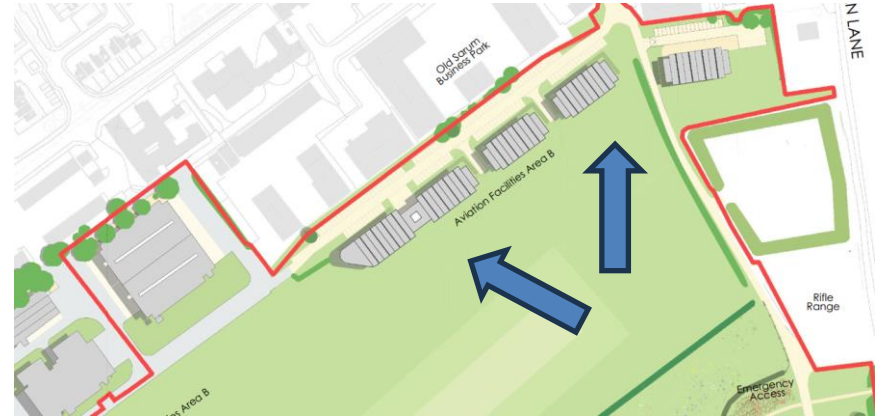
Views of Area B from southerly direction



Views of Area B (1) and airfield looking south west (top)/ north east (north east) from existing industrial estate edge



Photos of Area B (eastern end)



Photos of Area B – adjacent eastern boundary with Southside



Existing access road to Area B onto The Portway



Area B - Aviation building elevations and context with adjacent industrial buildings



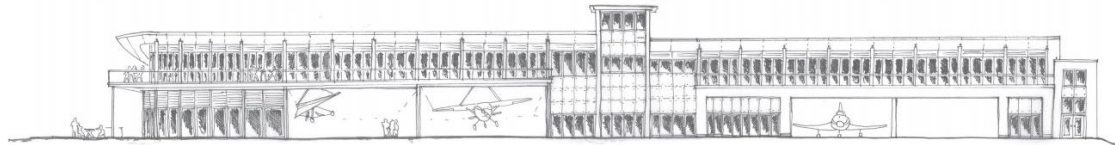
Sketches of Aviation building



(BUILDING 9)



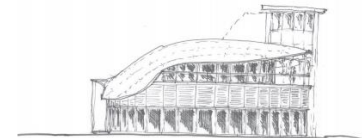
Ground Floor Plan



Front Elevation



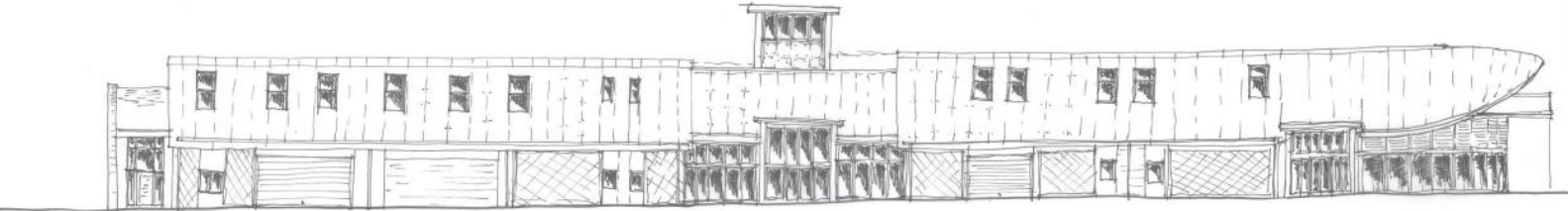
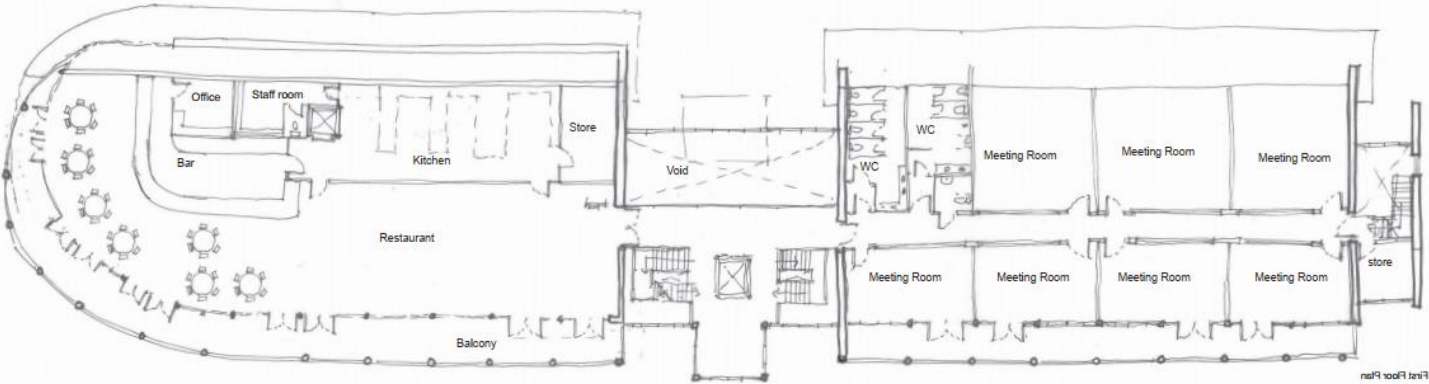
Side Elevation



Side Elevation

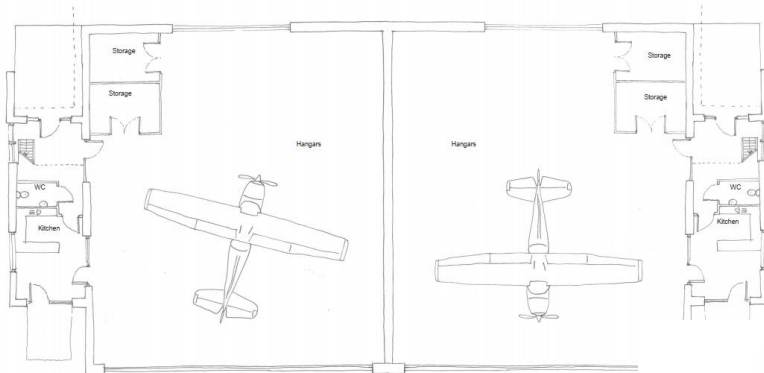


Sketches of Aviation building



Sketches of the hangar buildings

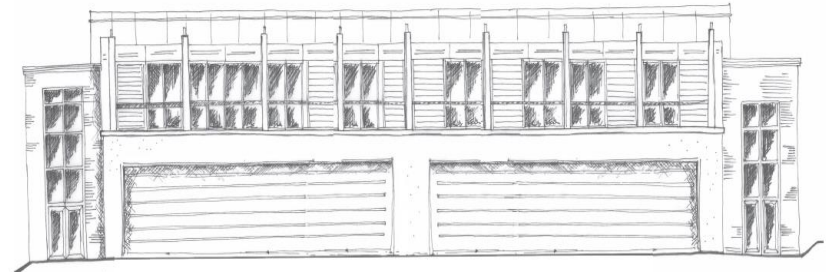
Hangar/Anollary And B1 Use (BUILDING 1-4, 6-8)



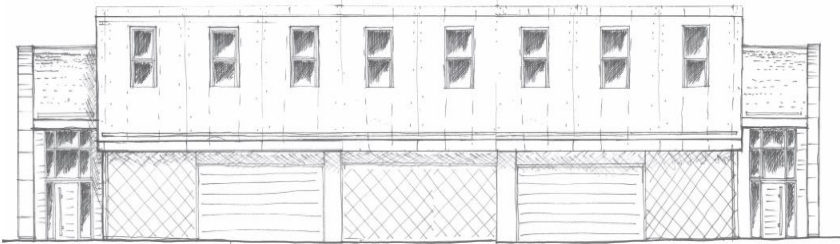
Ground Floor Plan

8 of 12

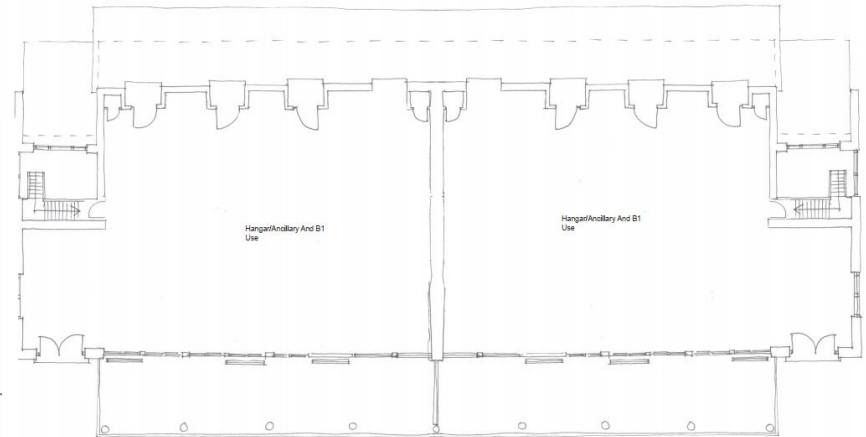
Felben-Mawson



Front Elevation



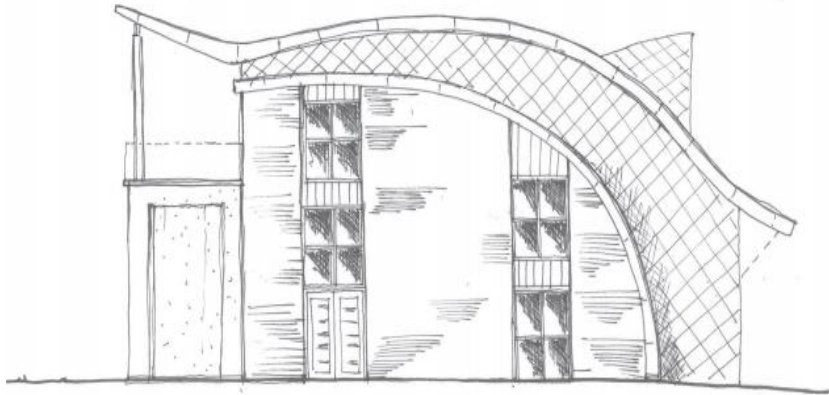
Rear Elevation



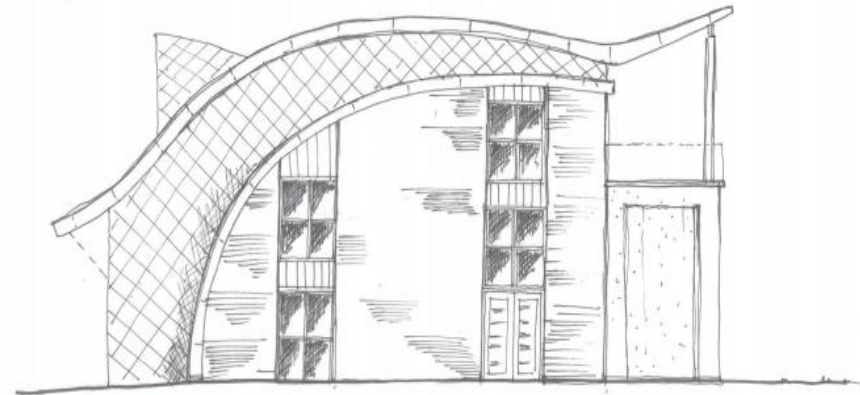
First Floor Plan

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
1:100

Side elevations sketches of the hangar buildings



Side Elevation



Side Elevation

Area B elevation from south



Airfield Hangar

Airfield Hangar

Airfield Hangar

Airfield Hangar

Aviation Hub

Control Tower

Existing Commerical Buildings



Flying Hub & Control Tower

Airfield Hangar

Airfield Hangar

Airfield Hangar

& Airfield Hangars facing Airfield

Elevation from south showing relationship with hangars



Aircraft Hangars & Flying Hub facing Airfield

Historic WWI Core

Flying Hub & Control Tower

Airfield Hangar

Airfield Hangar

Airfield Hangar

Front elevations of Aviation building (top) and hangars (bottom)

Aviation Hub

Control Tower



Area B uses





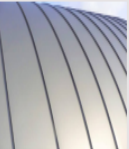




Area B

Area B is located in the centre of the airfield.
Development of Area B consists of a mixture of new-build and conservation of heritage buildings to create a flying hub.

1. Hangar/Ancillary And B1 Use
2. Hangar/Ancillary And B1 Use
3. Hangar/Ancillary And B1 Use
4. Hangar/Ancillary And B1 Use
5. Restaurant/Aviation Building
6. Hangar/Ancillary And B1 Use
7. Hangar/Ancillary And B1 Use



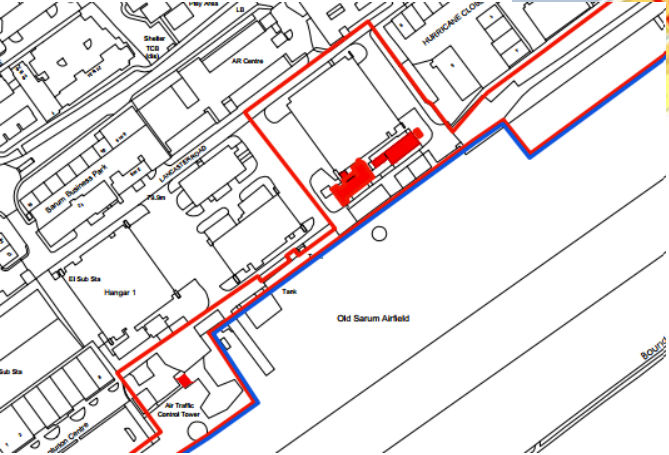
Materials – Area B

CODE 6.2	Material Palette - Area B				
Facing					<ol style="list-style-type: none">1. Red brick2. Grey brick3. Anthracite powder coated metal cladding4. Timber panelling
Roof					<ol style="list-style-type: none">1. Standing seam metal roof
Windows	 				<ol style="list-style-type: none">1. Grey composite windows large format (Velfac or similar)
Doors					<ol style="list-style-type: none">1. Grey composite doors2. Grey glazed doors
Rain Water Goods					<ol style="list-style-type: none">1. Galvanised metal intergrated rainwater goods

Clutter removal in front of hangars



From the south - single storey buildings are generally post 1980. The former Flight Commanders office is to the right - see subsection 8 for fuller description of this building.



Listed hangar works – Hangar 3



Hangar 2,3, 4



May 2023 Hangar 3 southern elevation



May 2023 Hangar 4 south west



May 2023 Hangar 4 near elevations from east



Hangar 2 - Interior 2007



May 2023 Hangar 2

Current state of hangar 3



May 2023 View from the south - single story buildings are generally poor 1980. The former Flight Commanders office is to the right - see subsection 8 for fuller description of this building



May 2023 South-east corner



May 2023 South-east corner

Current state of hangar 3



Belfast trusses remaining in-situ



Belfast trusses remaining in-situ



Section of remaining rooflight



Central brick arcading with missing roof



Belfast trusses and hangar doors remaining in-situ



Worst area of collapse

Repairs needed to Hangar 3

proposed work required to the Hangar 3.

We have added further annotations/hatching to highlight further findings from the April 2023 conditions report & supporting photographs. F+M to review Hangar 3 with Historic England on site to assess the findings and highlight any further deterioration to agree extent of works.

F+M additional annotations and hatches are shown in orange on the following pages.

POST-STORM ISHA (21/01/2024) DAMAGE AMENDMENTS:

Trusses N01, N02 and N03 and adjacent brickwork damaged to be replaced as Stage 3 Cost Plan.

North doors damaged, to be replaced as described on page 24, para 7.5.

North-west brick gantry pier damaged. To be rebuilt like for like.

North central arches damaged. To be rebuilt like for like.

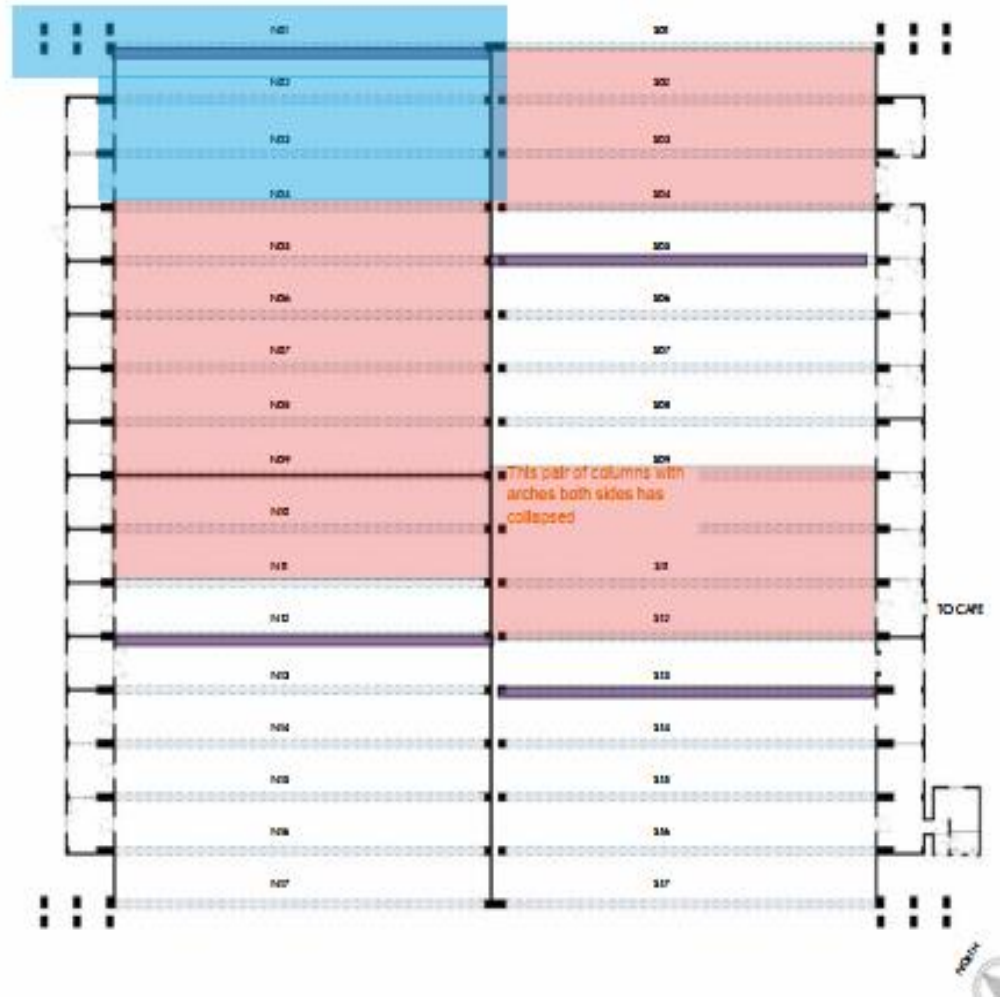
LEGEND

Indicates collapsed roof and trusses.

Indicates truss identified as potentially repairable by Tim Radcliffe in April, 2023.
Remaining trusses in poor condition unlikely for viable repair.

Truss N01, N02, N03 damaged in storm of 21st. Jan. 2024, together with north-west brick gantry pier and damage to central arches where indicated in blue.

TRUSS



Area C



Existing internal pathway between Area B and Area C



Green Lane northwards (top) and southwards (bottom)



Area C – area around firing range



From internal pathway looking over north part of Area C



Looking east and west towards Area C from Manor Farm Road



Area C
northern part
adjacent
Green Lane
tc



Area C layout (part)



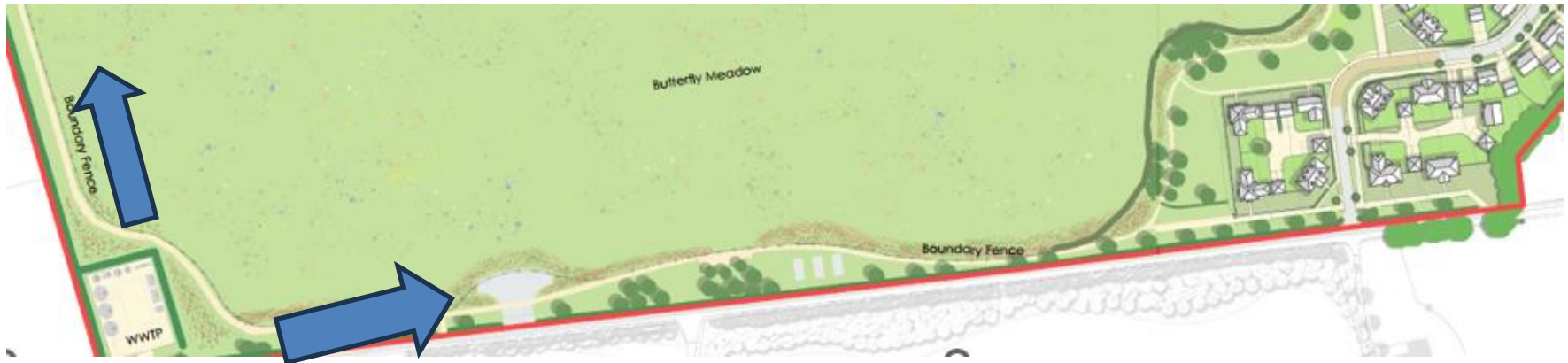
Area C looking north eastwards from Ford (Roman) Road



Area C layout lower southern
end adjacent Ford (roman)
road



Area C layout (south western corner, including internal pathway and treatment plant site)



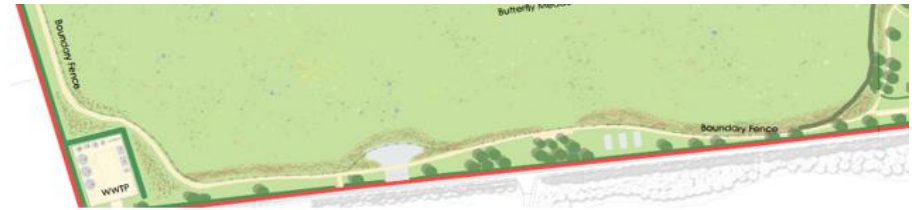
Site of proposed water treatment works

Existing hedgerow to be maintained to maximum 2m tall.

Hedge allowed to grow to 4m adjacent to Wastewater Treatment Plant.



Ford (Roman) Road. Area C on left, Country Park car park and entrance on right. Location of pedestrian access from Area C



Area C - Size of dwellings

Accommodation schedule

Code	Code	Type	No. of stories	No of beds	GIA m2	No
C1		Terrace/ Semi detached	2	2	76	33
C2		Terrace	2.5	3	95	6
C3		Terrace/ Semi detached	2	3	85	10
C4		Semidetached	2	3	103	4
C5		End terrace	2	3	85	6
C6		Mid terrace	2	3	98	3
C7		Detached/ Bungalow	1	3	132	6
C8		Detached	2	4	123	12
C9		Detached	2	4	150	15
C10		Detached	2	4	176	16
C11		Detached	2	4	192	11
C12		Detached	2	4	200	3
C13		Detached	2	4	197	9
C14		Detached	2	5	232	2
C14a		Detached	2	5	250	2
C15		Detached	2	5	250	3
C16		Detached	2	5	280	7
C17		Detached	2.5	6	300	2
C18		Detached	2.5	6	300	5
Total						155



Suggested house types Area C

5 Bedroom detached house (C16)



Front Elevation

5 Bedroom detached house (C13)



Front elevation



Rear Elevation

5 Bedroom detached house (C15)

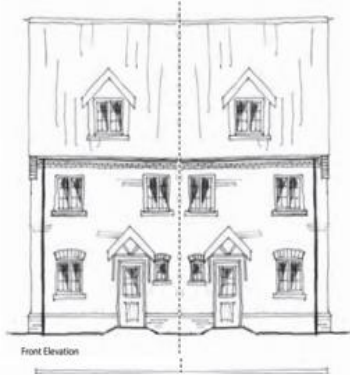


Front Elevation



Suggested house types Area C

4 Bedroom detached house (C8)

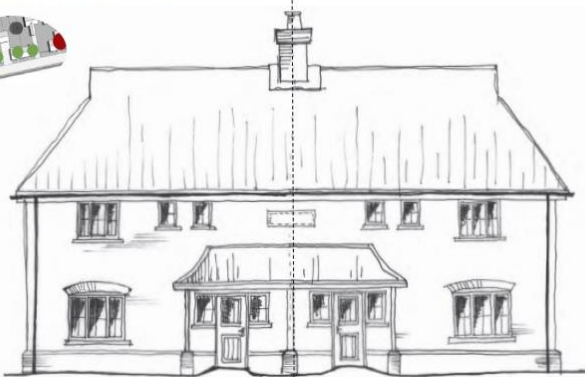
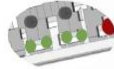


Front Elevation

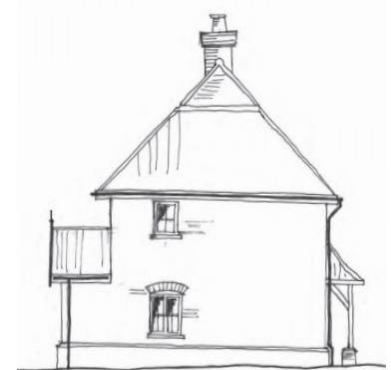


Rear Elevation

3 Bedroom semi detached house (C4)



Front Elevation



Side Elevation

Images of Area C



Butterfly/Skylark Meadow | Open Space | 4.2m | 3.5m | Dwelling



Dwelling | 1.5-3m | 5.8-6.0m | 1.5-3m | Dwelling

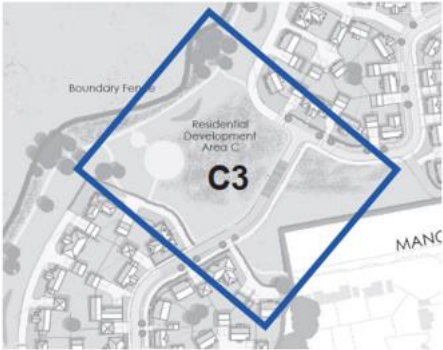
Suggested housing designs around Area C access (top) and open space (bottom)



Early concept sketch of entrance area. Single story gatehouse style dwellings blend the start of the development into the landscape












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Fellden + Mawson Old Sarum Airfield August 2023



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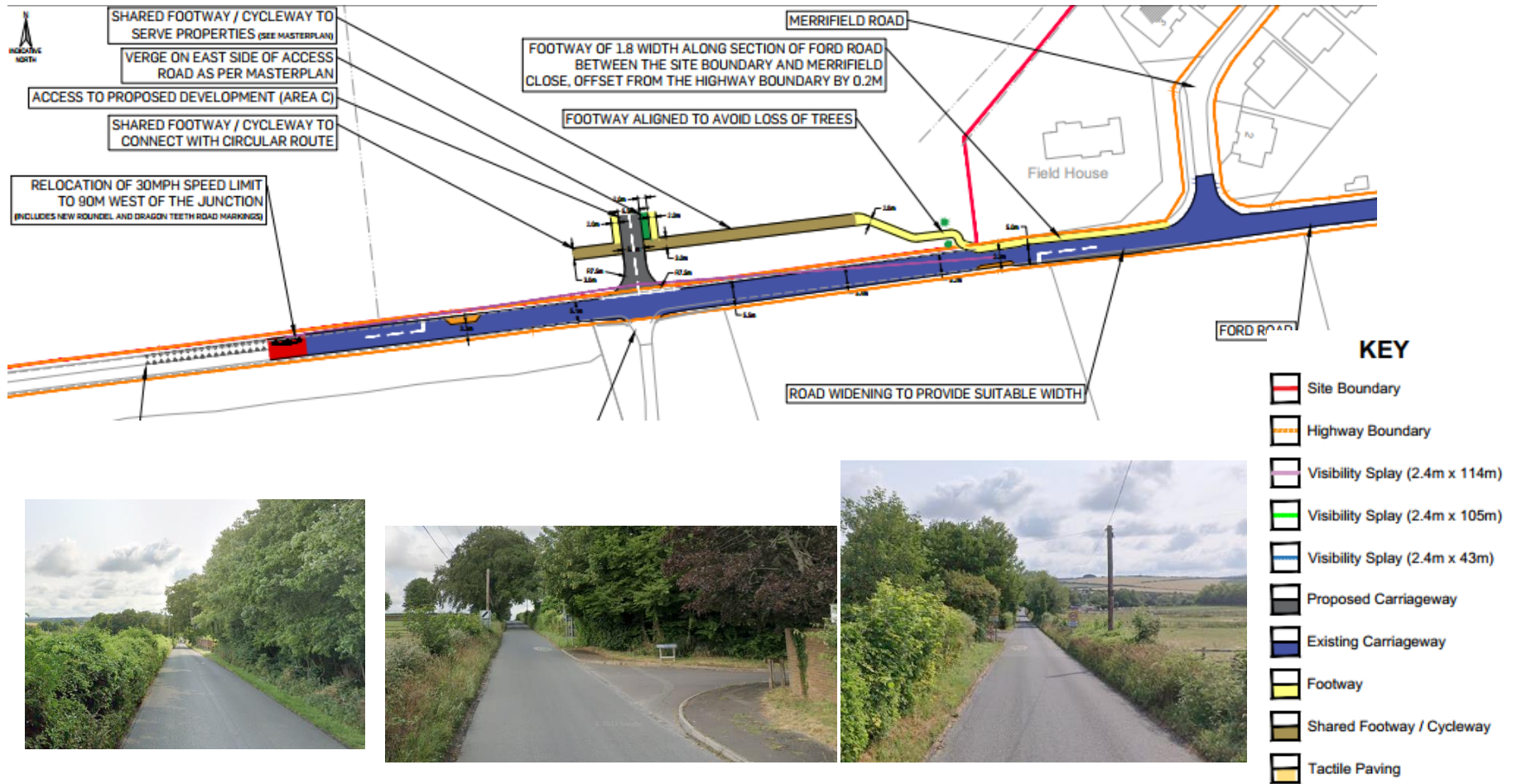
Materials Area C

CODE 6.3	Material Palette - Area C					
Facing						<ol style="list-style-type: none"> 1. Red brick 2. Dark red brick 3. Buff brick 4. Render 5. Stone/reconstituted window surrounds
Roof						<ol style="list-style-type: none"> 1. Red pantile 2. Grey pantile 3. Red plain tile
Windows					<ol style="list-style-type: none"> 1. White windows (timber/composite/uPVC) 	
Doors					<ol style="list-style-type: none"> 1. Composite doors 	
Rain Water Goods					<ol style="list-style-type: none"> 1. Black/white rainwater goods 	

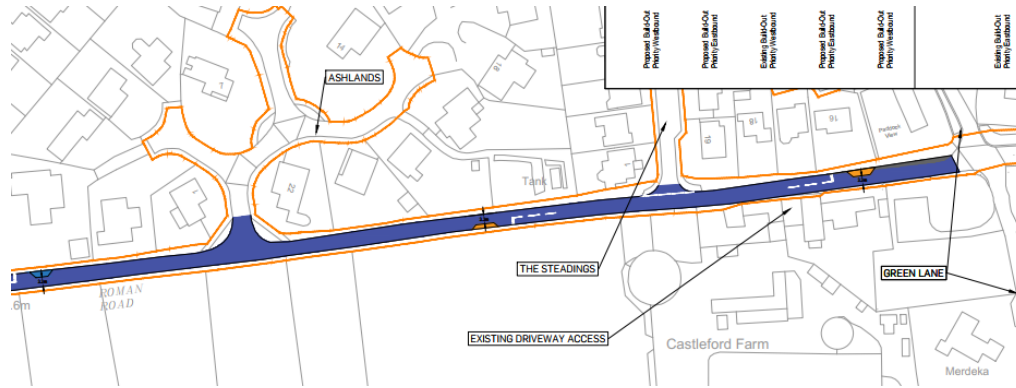
Area C
proposed
access onto
Ford (Roman)
Road



Plans of works to Ford road



Ford Road and Green Lane junction (eastern end of Ford road)



Wire frame drawings of Areas A, B, C from Old Sarum monument (from applicants landscape assessment)



View from airfield Area B looking south east towards Ford – Area C partially visible (yellow outline) from applicants landscape assessment



Visibility of Areas A, B, C from Old Sarum Monument
(coloured in by wc urban design officer)



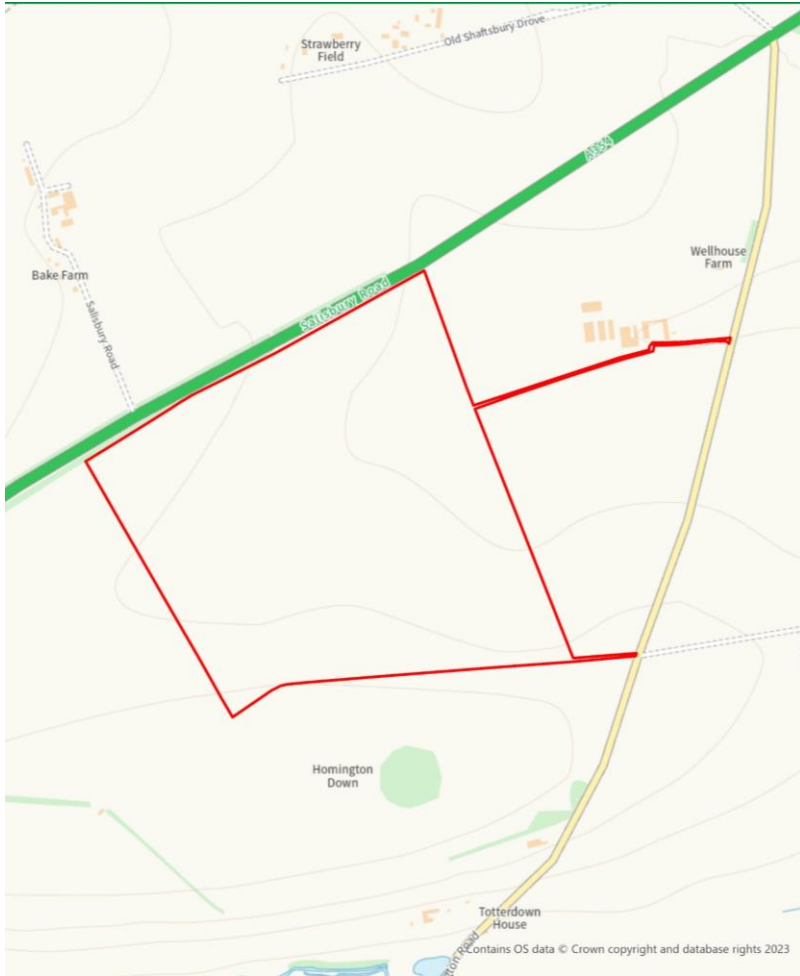
End



Indicative View 5- View identifying the alignment of the former Roman Road crossing Area A



9) PL/2023/10394 - Land South of Salisbury Road, nr Homington, Coombe Bissett, Salisbury
Construction and operation of a solar photovoltaic farm and associated infrastructure & engineering works.
Recommendation: Approve with conditions



Site Location Plan



Aerial Photography

Location of site in surrounding context

Site



Proposed Site Layout Plan



LEGEND:

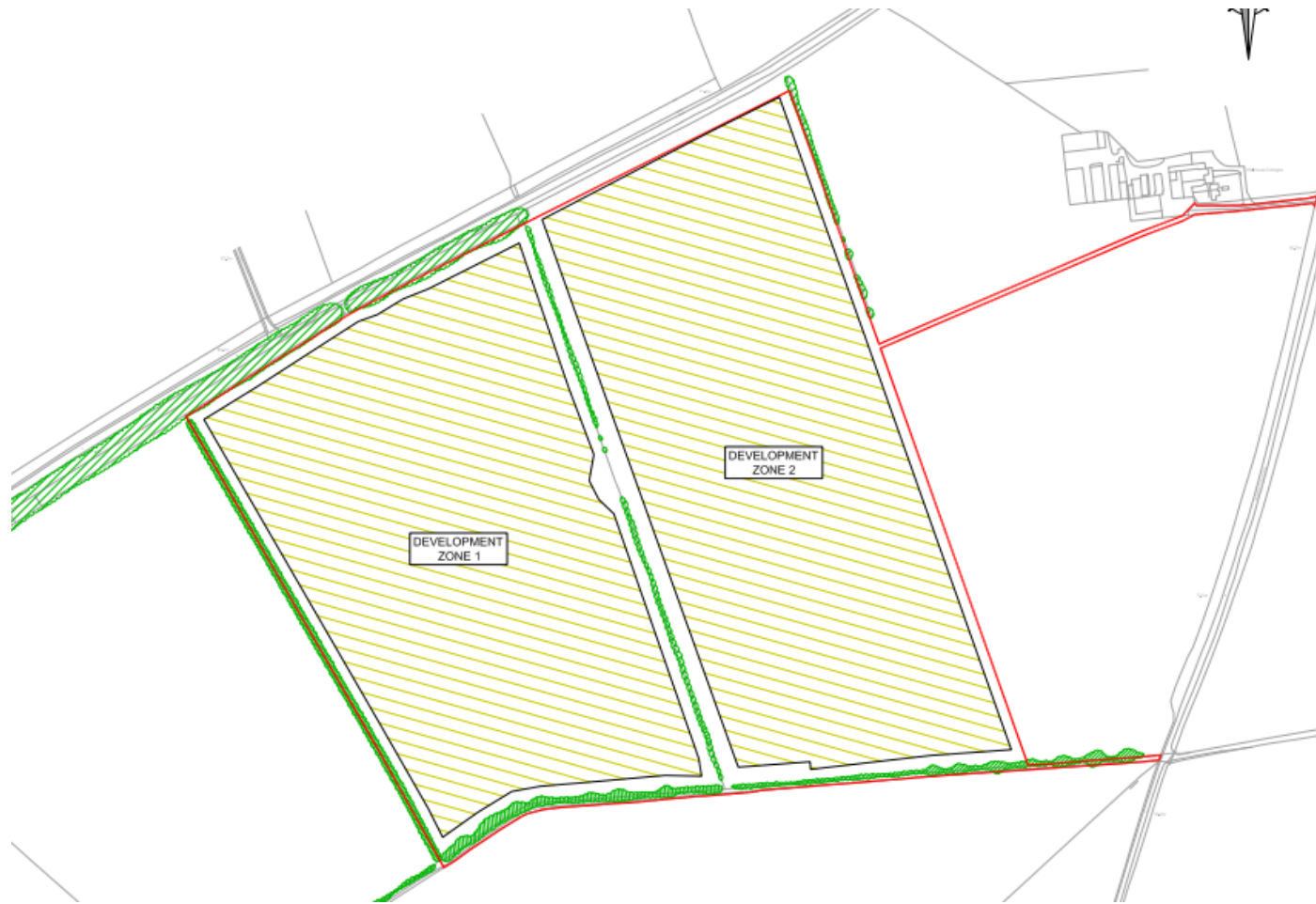
	PROPOSED SITE	
	DNO ACCESS	
	CONSTRUCTION AND MAINTENANCE ACCESS	
	SITE ACCESS	
	PERIMETER FENCELINE	
	HV 33kV — ELE — HV 33kV EXISTING O/H 33kV CABLE	
	HV 11kV — ELE — HV 11kV EXISTING O/H 11kV CABLE	
	ELE — LV — ELE EXISTING O/H LV CABLE	
	FP — FP — FP — FP — FP — FP FOOTPATH	
	— BYWAY — BYWAY — BYWAY OPEN TO ALL TRAFFIC — BYWAY — BYWAY —	
	EXISTING VEGETATION	
	PROTECTED TREES	

SITE INFRASTRUCTURE:

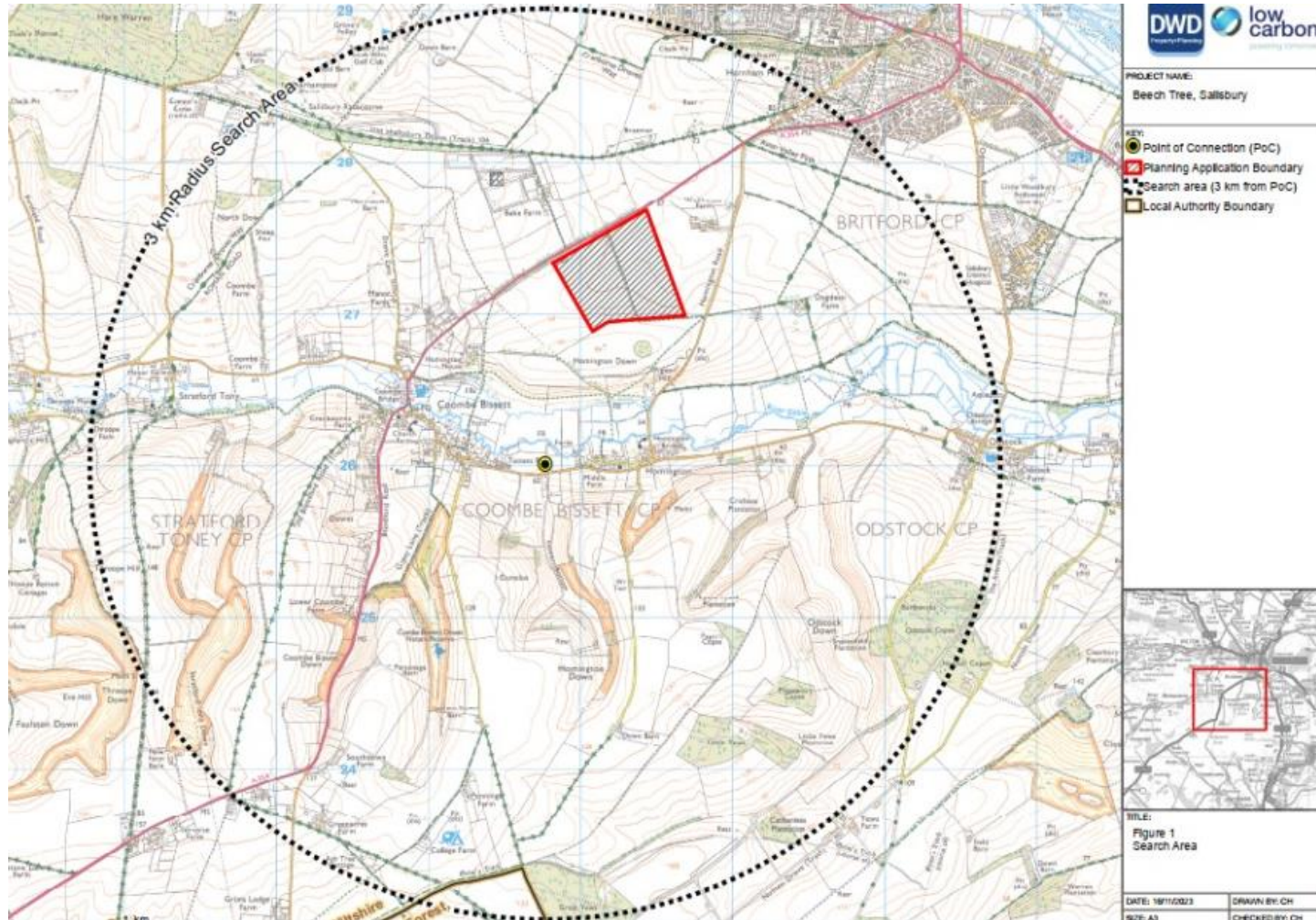
	DNO SUBSTATION		SECURITY GATE
	SOLAR PANELS MODULES		CCTV CAMERA
	CUSTOMER SUBSTATION		INVERTER

TE LAYOUT PLAN EXTERNAL
10/24/2024

Development Zone Areas evoking the Rochdale Envelope principle



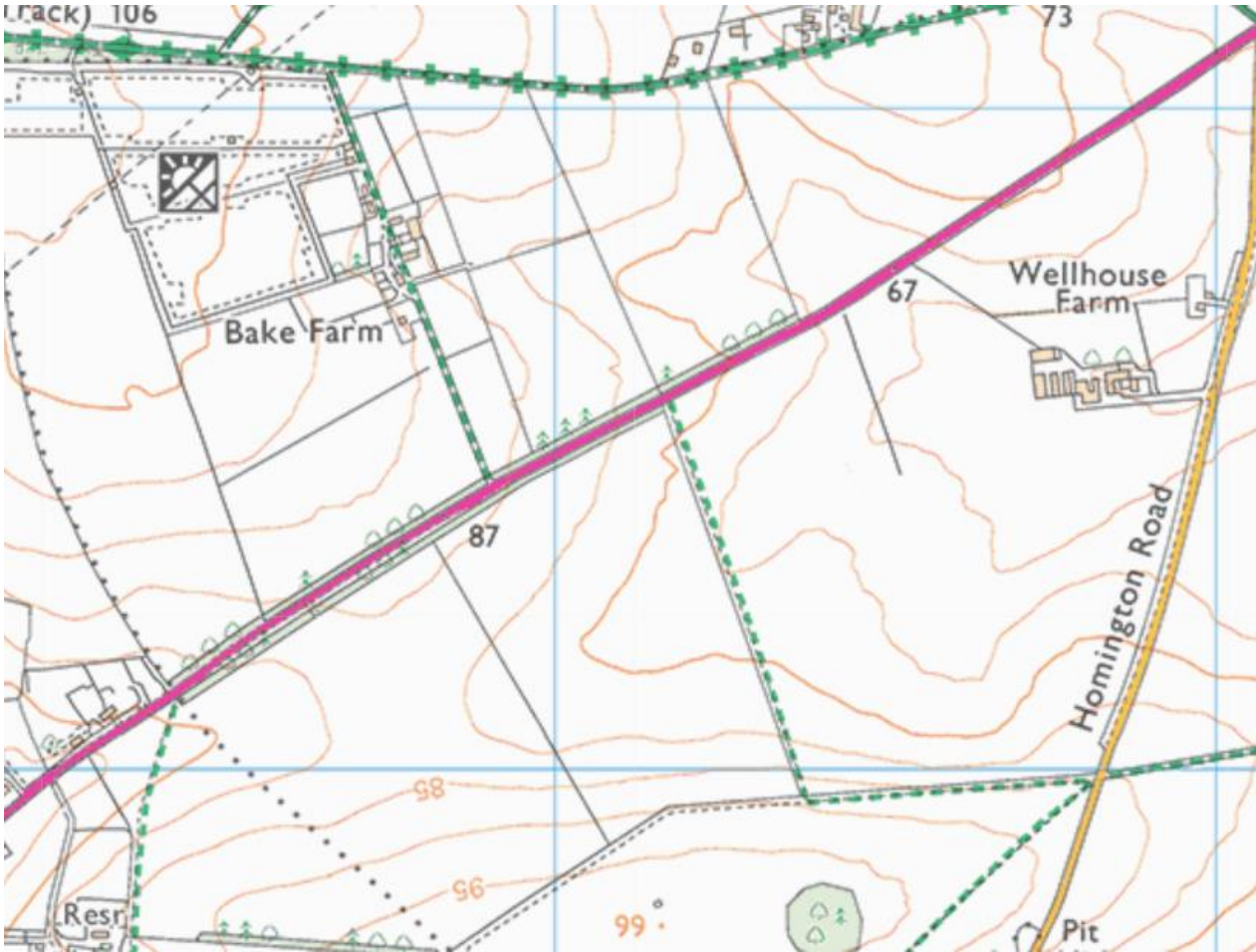
Search Area for Site Selection and Point of Connection



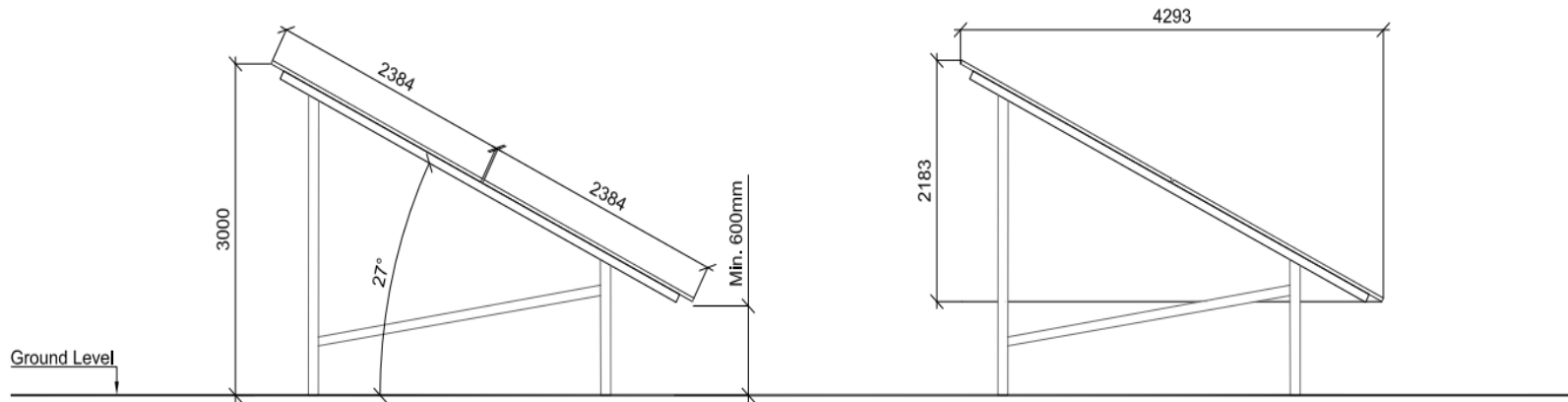
Agricultural Land Classification Map



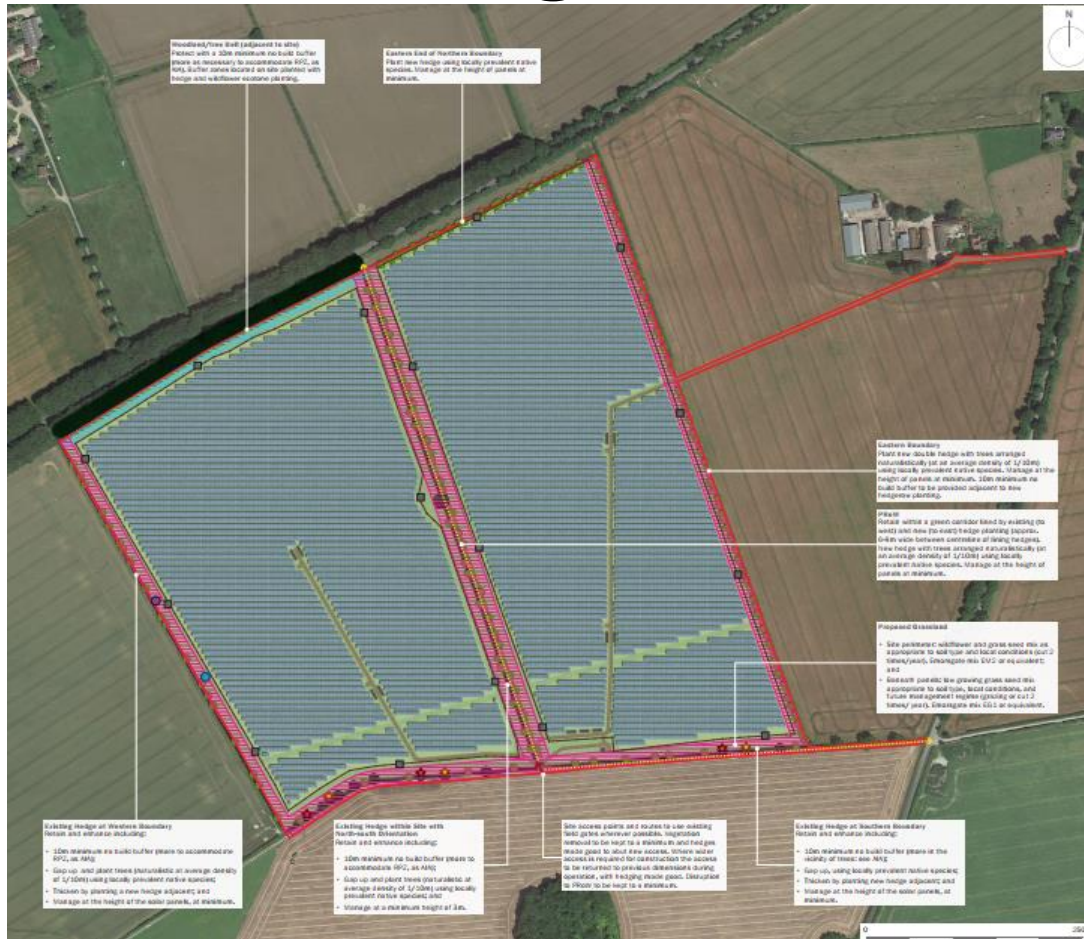
Site context to Bake Farm Solar Array



















Indicative dimensions of the panels and frames

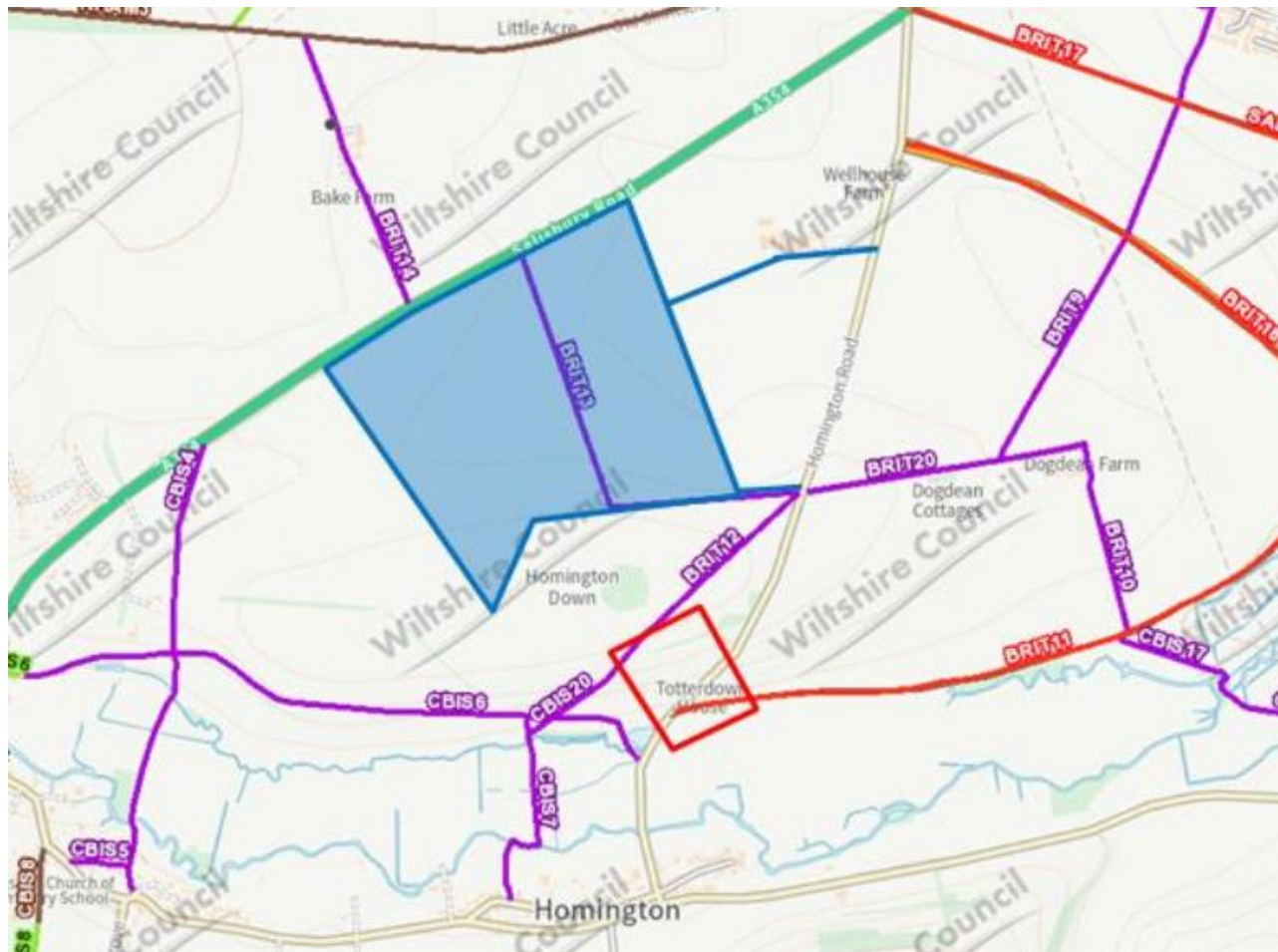


Proposed Landscaping and Ecological Enhancements



-  Site Boundary
-  Solar Arrays
-  Development Infrastructure (Access Tracks, DNO and Customer Substations, Inverters and Cameras)
-  Security Fencing
-  Site Access
-  Existing Woodland (Offsite Adjacent) to be Retained and Protected
-  Existing Hedgerows to be Retained, Protected and Enhanced
-  Proposed Hedgerow with Trees
-  Existing Public Right of Way Retained
-  Existing Woodland 10m Buffer
-  Hedgerow 10m Buffer
-  Bat Boxes
-  Bird Boxes
-  Mammal Gates
-  Reptile Hibernacula
-  Reptile Refugia

PROW Map



View of site from Farm Track/PROW BRIT13



View of site from Homington Road



View of site from A354 public highway



View looking towards Wellhouse Cottages and Wellhouse Farm



View of site access from Wellhouse Farm



View towards A354 from PROW BRIT13



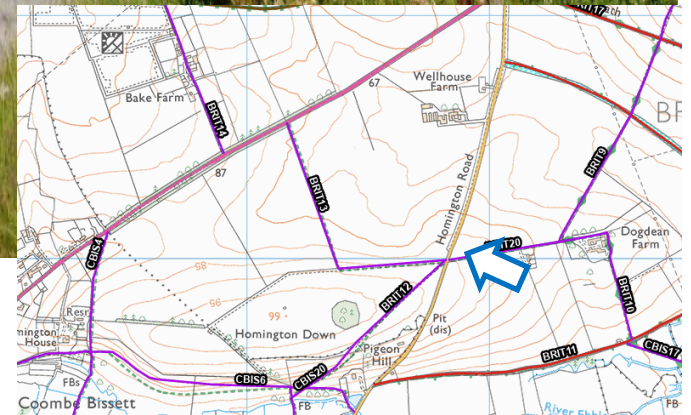
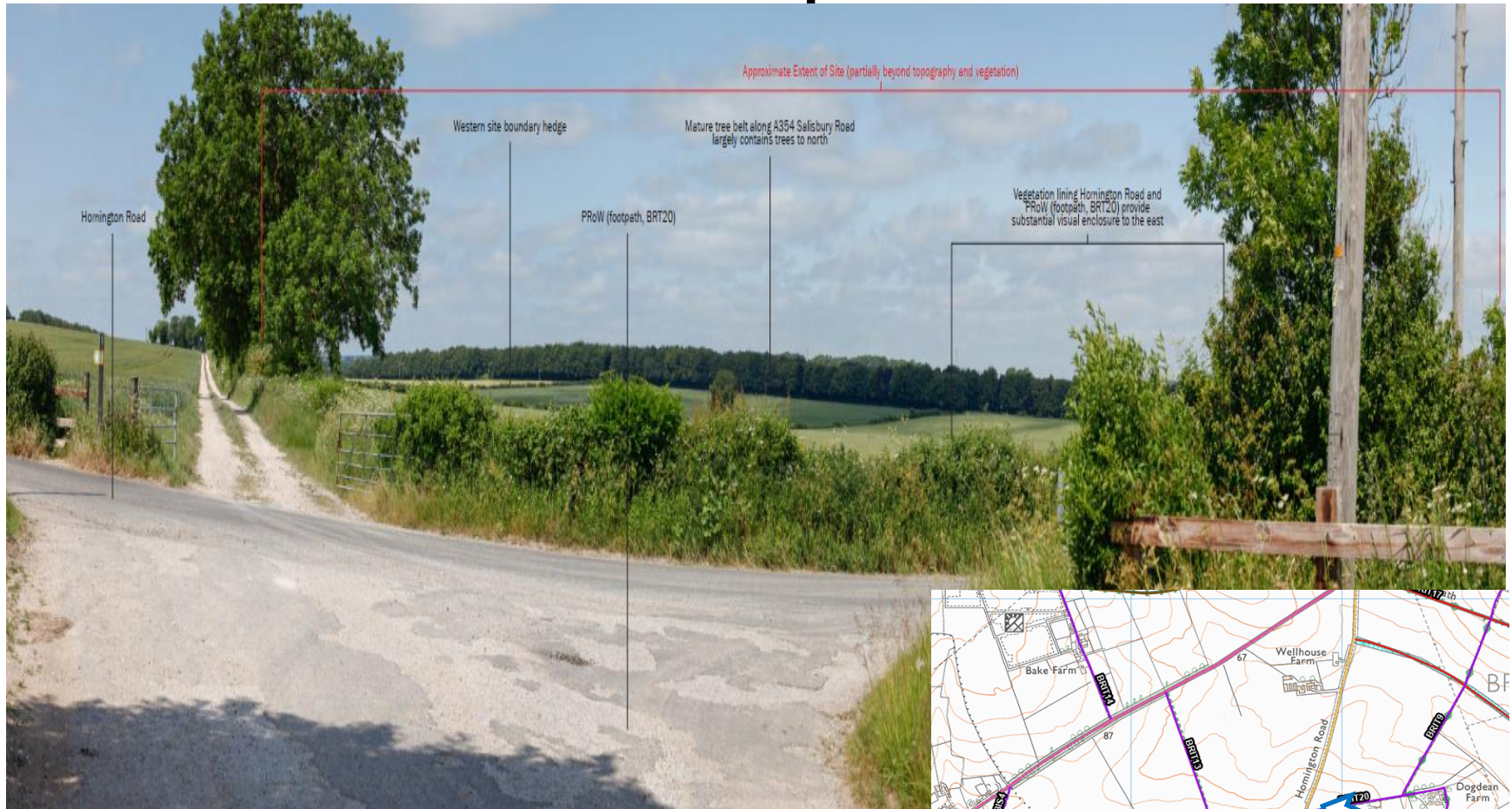
View from site towards the A354 Coombe Bissett Road



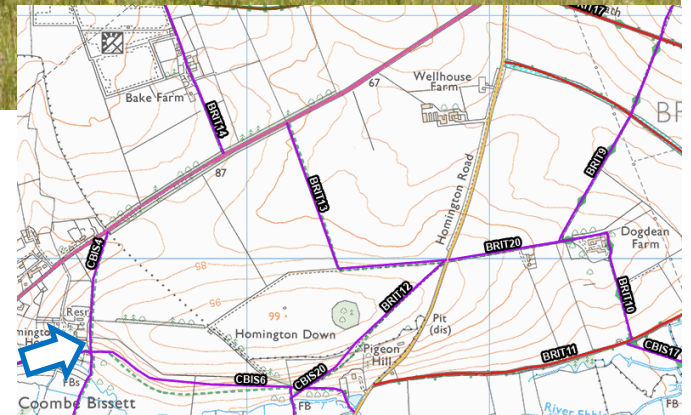
Views of site from the A354 taken from Visual Landscape Assessment



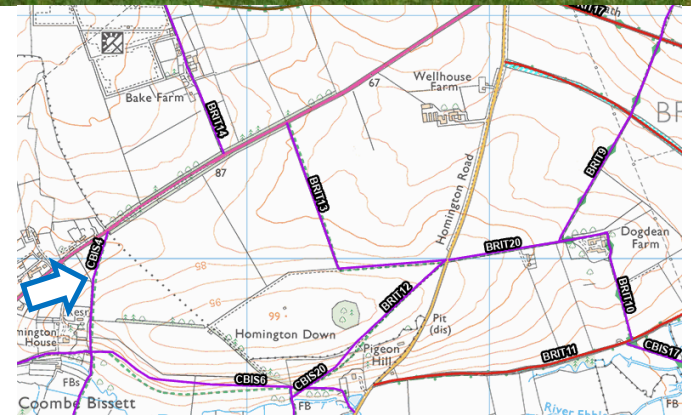
View of site from Homington Road in Visual Landscape Assessment



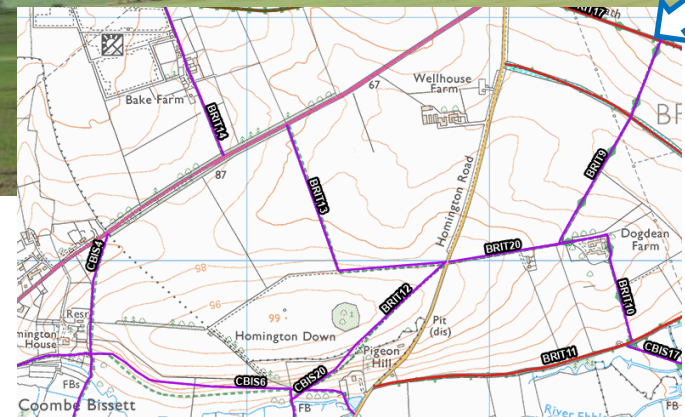
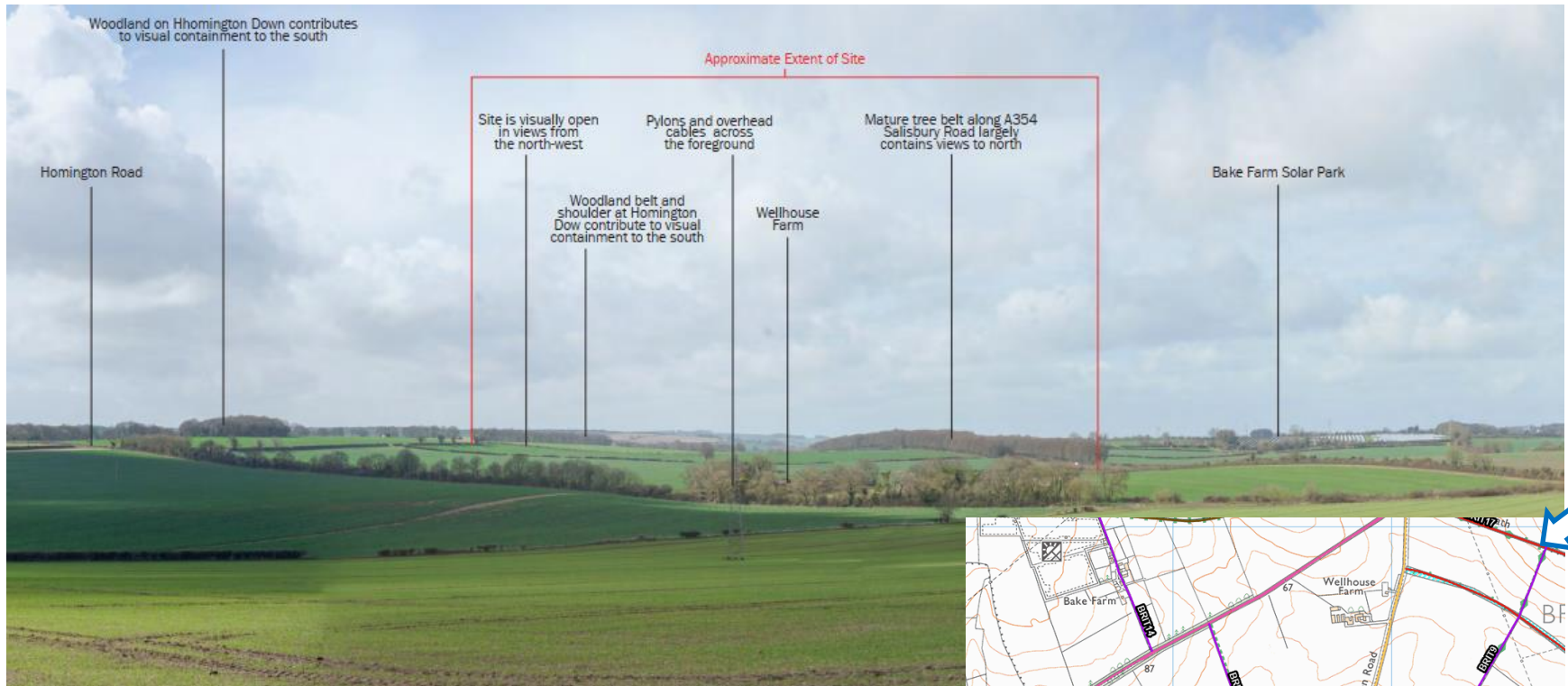
View of site from PROW CBIS4



View of site from CBIS4 South of the A354



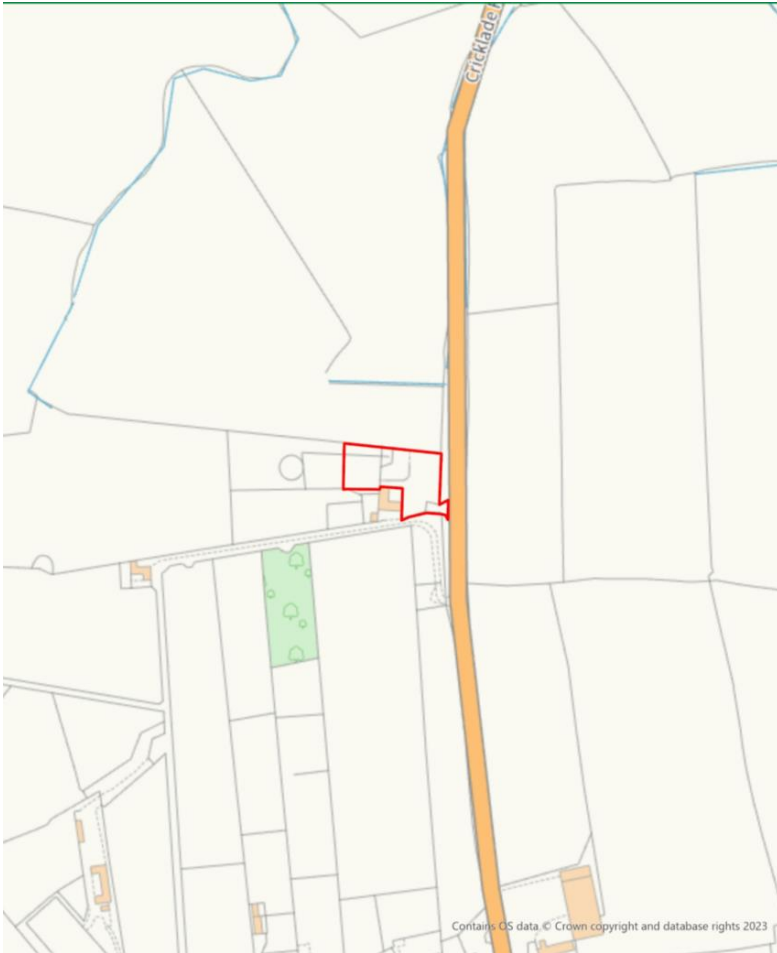
View of site from junction of PROW BRIT17 and BRIT9



10) PL/2023/05363 - Dreamlea, Cricklade Road, Purton Stoke, Swindon, Wilts, SN5 4JG

Change of use of land from equestrian to two Gypsy and Traveller pitches, to include the change of use of an equestrian storage building to a shared day room.

Recommendation: Approve with conditions

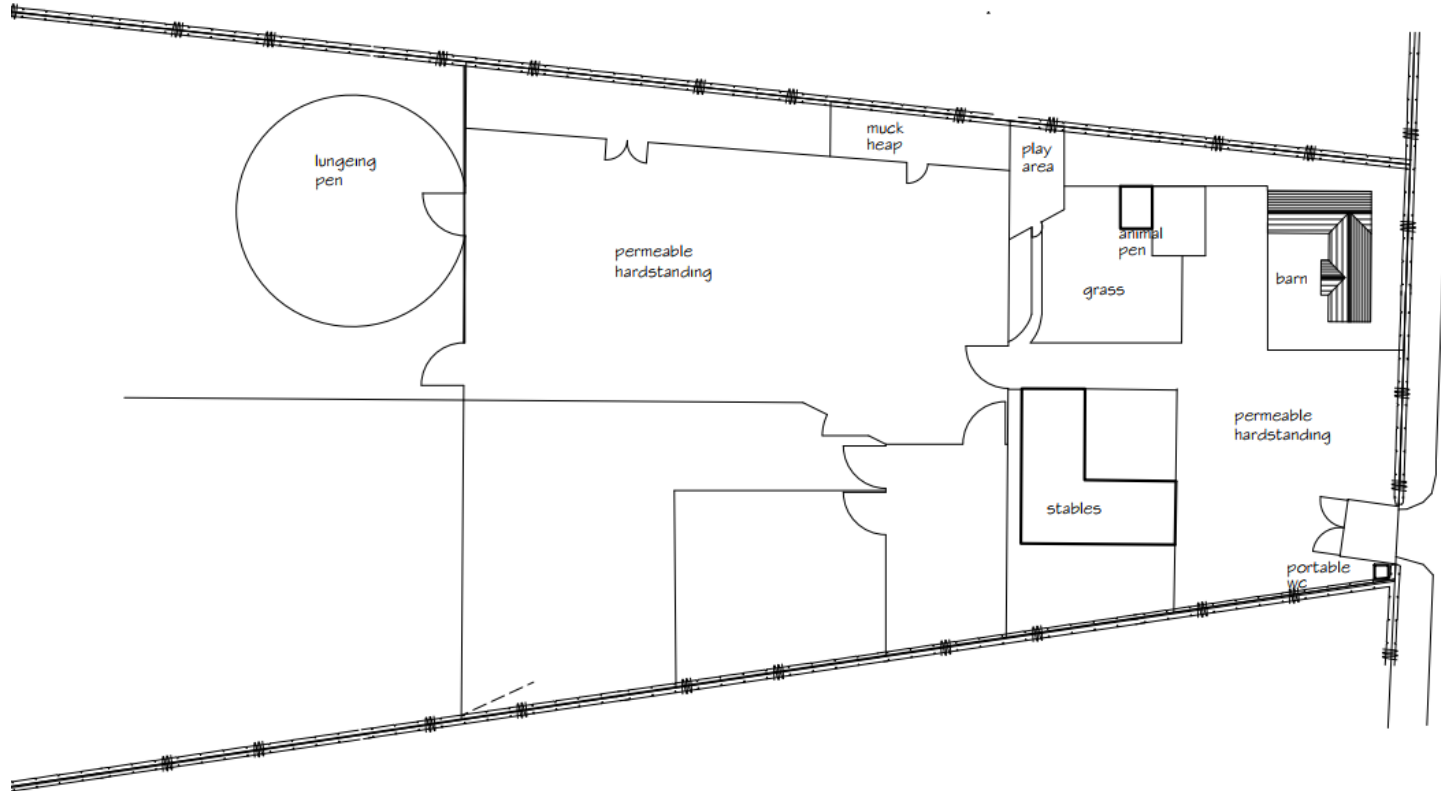


Site Location Plan

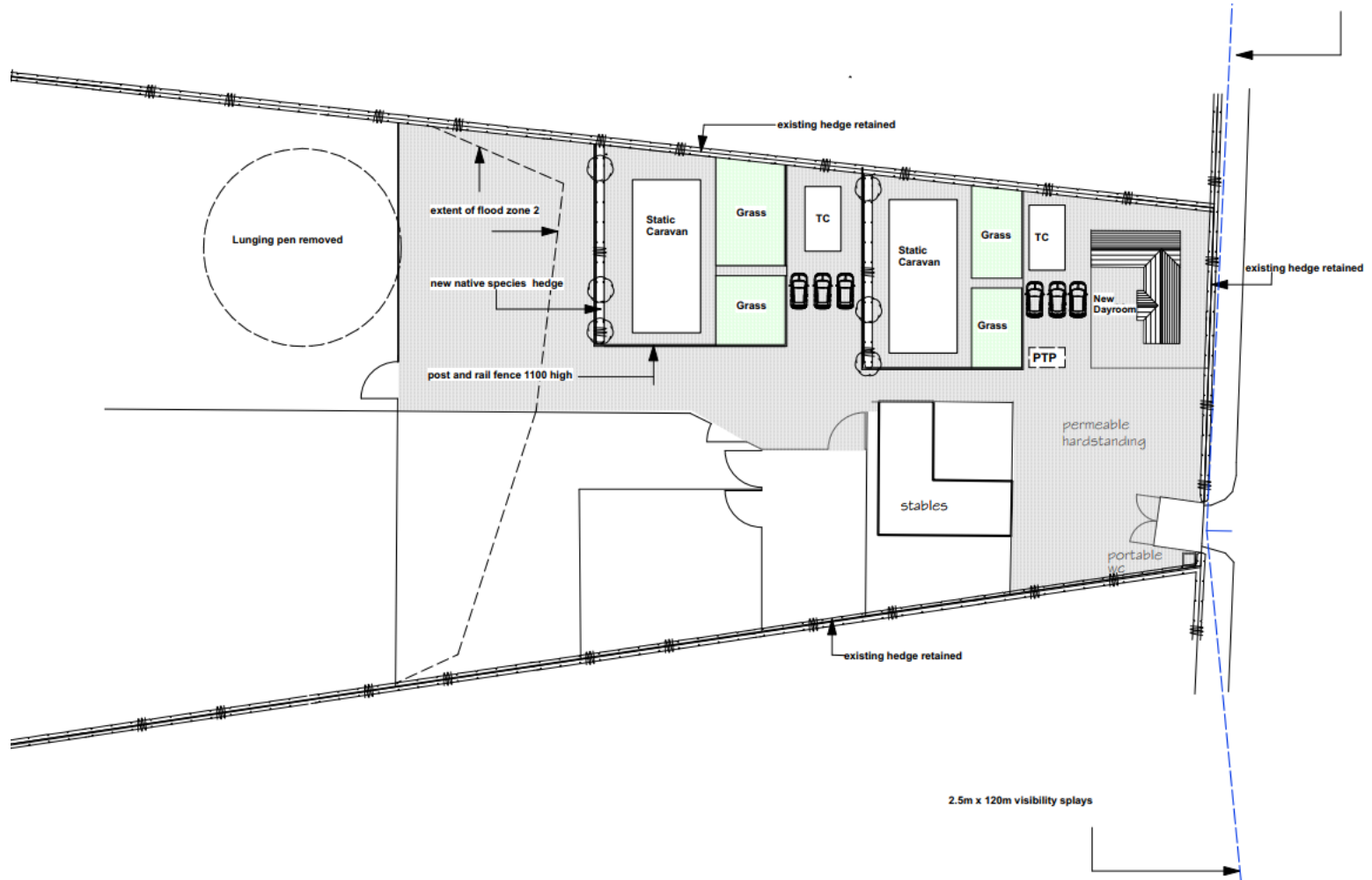


Aerial Photography

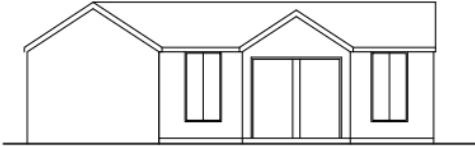
Existing Site Plan



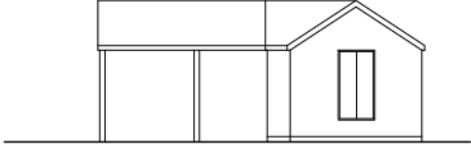
Proposed Site Plan



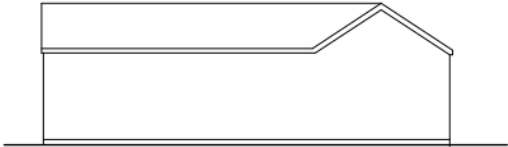
Existing Floor Plan and Elevations



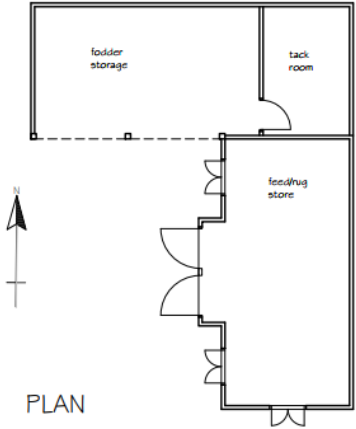
WEST ELEVATION



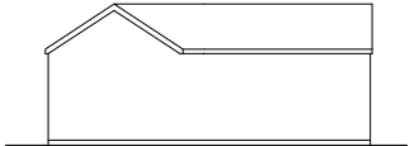
SOUTH ELEVATION



EAST ELEVATION



PLAN



NORTH ELEVATION



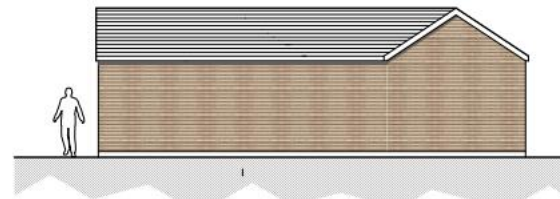
Proposed Floor Plans and Elevations



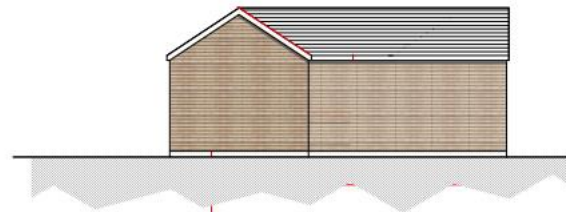
Proposed West Elevation



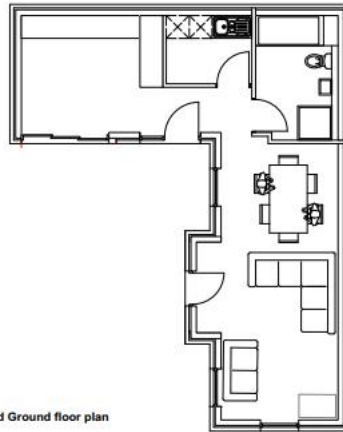
Proposed South Elevation



Proposed East Elevation



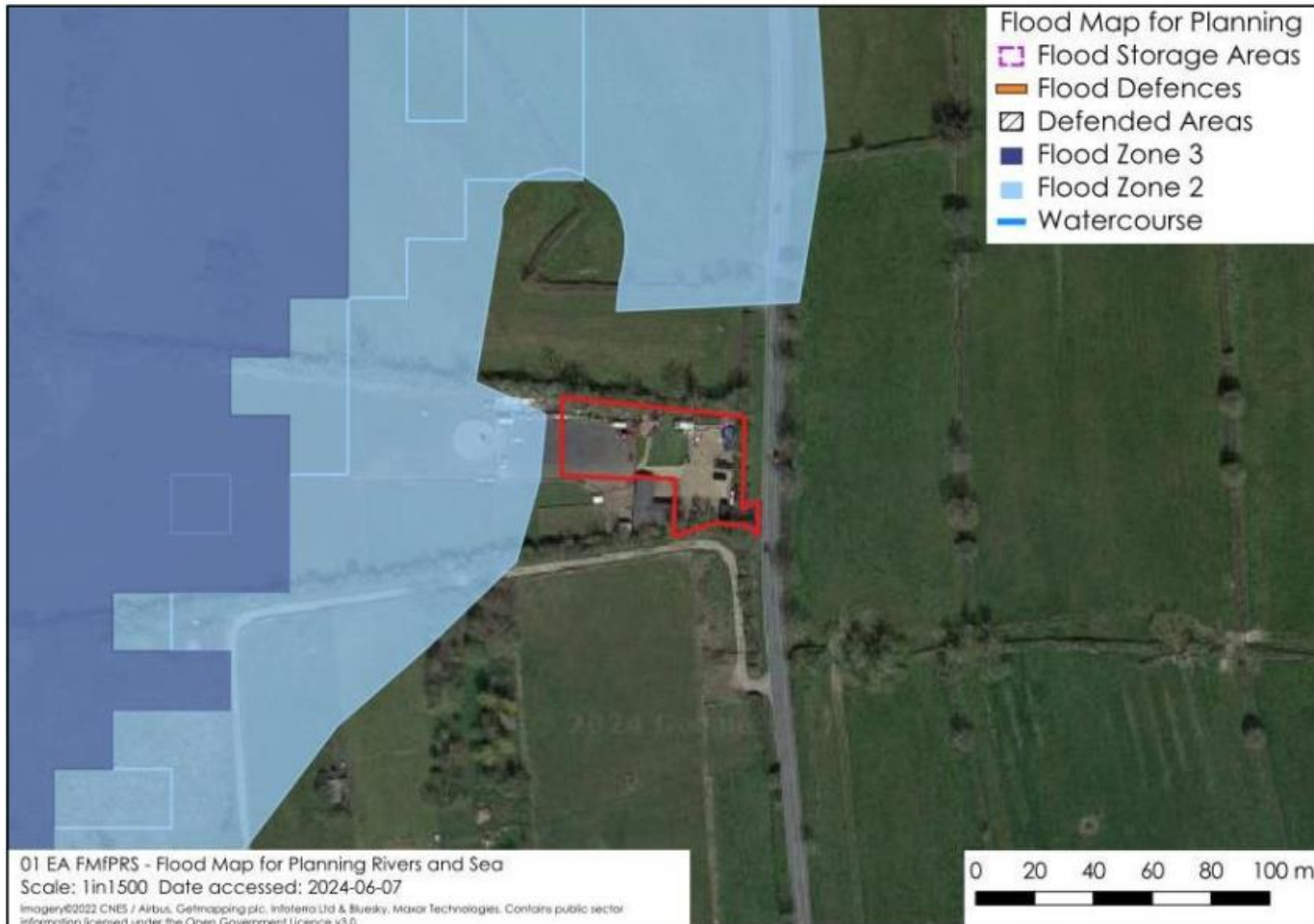
Proposed North Elevation



Proposed Ground floor plan

Flood Risk Plan

Figure 2.2 – Flood Map for Planning



Aerial View



View of the entrance from Cricklade Road



View of the existing stables to be retained



View of the site looking north



View north from The Bell Car Park

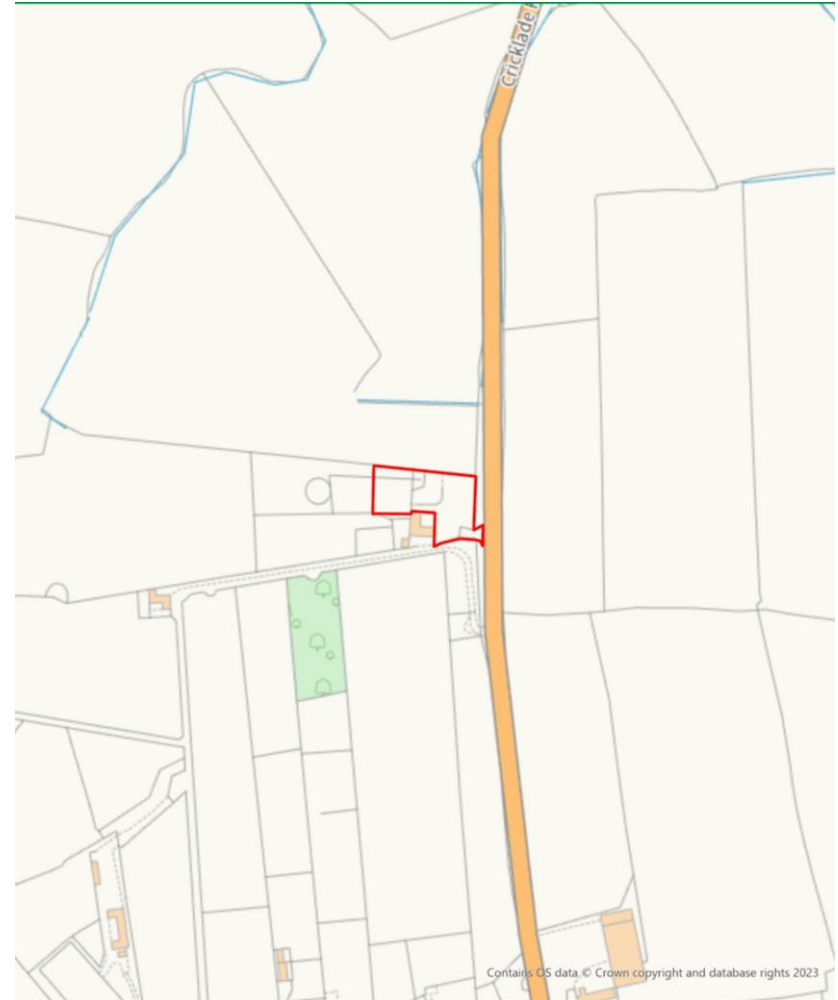


Recommendation

Approve with conditions as Officer's Report with the addition of the following condition;

The development hereby permitted shall not be first occupied/brought into use until the site is connected to both mains water and electricity , or an alternative scheme for the supply of water and/or electricity to service the development, details of which are first submitted to, and approved in writing by the local planning authority.

Reason: To accord with the requirements of Policy CP47 of the Core Strategy, and so that services are provided to ensure a satisfactory and habitable site, conditions are necessary in relation to the provision of a water supply and electricity.



11) PL/2023/00900 - Charlie's Place, Land off Sodom Lane, Grittenham, Wilts, SN15 4JY

Change of use of land to provide a Gypsy site, consisting of four pitches and associated hardstanding, landscaping and a commercial barn.

Recommendation: Approve with conditions

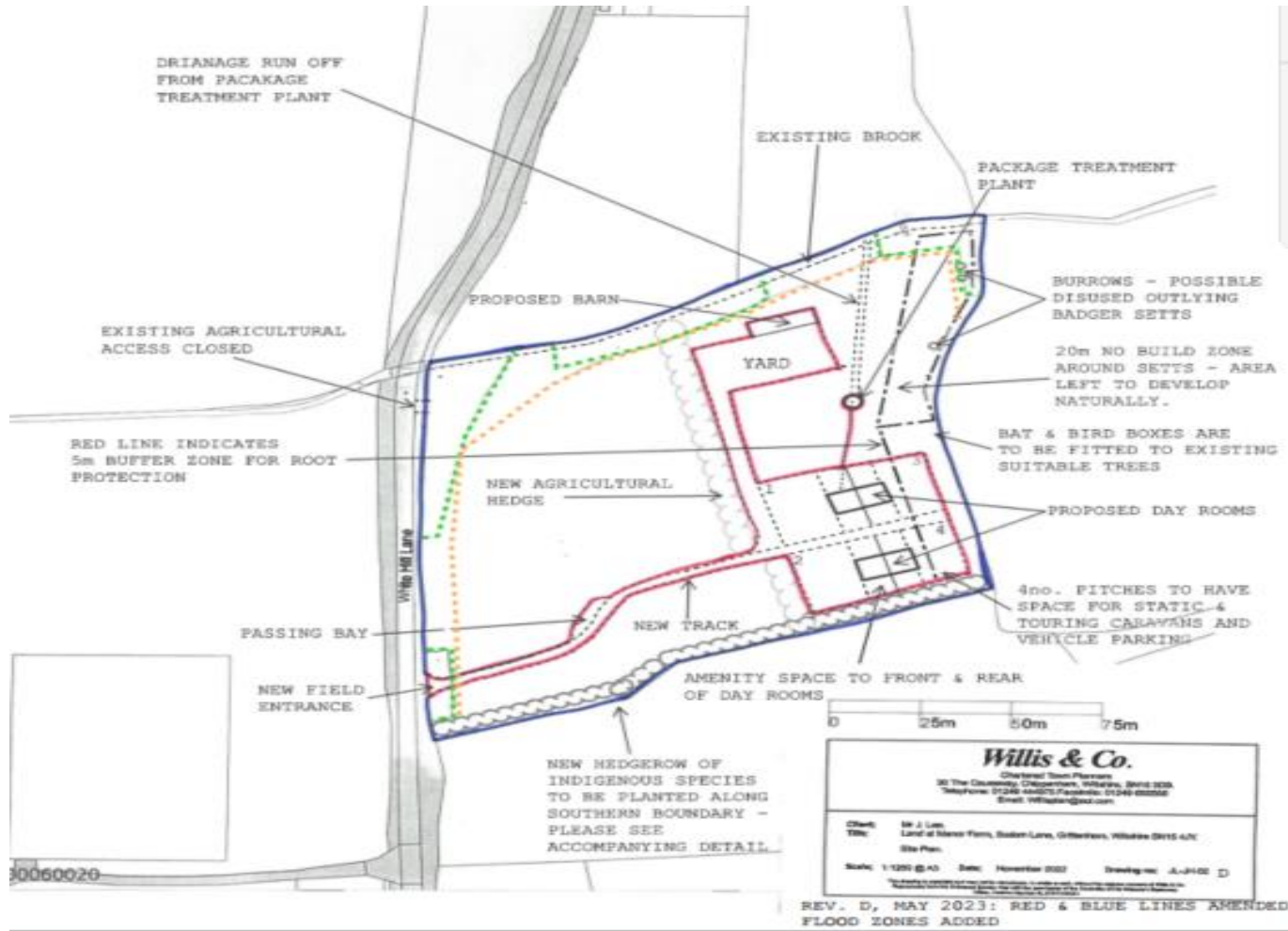


Site Location Plan

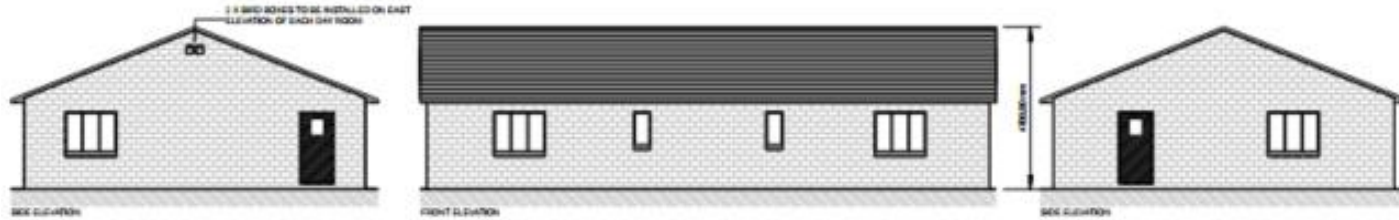


Aerial Photography

Proposed Site Plan



Proposed Day Rooms - Floor Plan & Elevations



FINISHES
 WALLS: GAFFTY BLOCK WALLS WITH SANDSTONE
 RECONSTRUCTIVE SANDWICH CLADDING.
 ROOF: CLAY DOUBLE RIDGE ROOF TILES.
 WINDOWS & DOORS: WHITE UPVC DOUBLE
 GLAZED WINDOWS AND DOORS.



 Chartered Town Planners 38 The Courtyard, Clarendon, Wiltshire, SN11 3DB. Telephone: 01299 440277 website: 01299 453339 Email: Wills@wills.co.uk	
CLIENT: Mr J. Lee TITLE: Land at Water Farm, Saxon Lane, Galloway, Wiltshire SN11 5LX. Proposed day room - Reception & elevations.	DRAWN BY: J. Lee DATE: November 2012 DRAWING NO.: J-2402
This drawing is intended for use only in connection with the project mentioned herein. It is not to be used for any other purpose without the prior written consent of Wills & Co.	

Proposed Barn - Elevations



View across site from existing field gate on Sodom Lane (towards Gable End Farm)



View towards northern and eastern site boundary from existing field gate on Sodom Lane



View south along Sodom Lane



View North along Sodom Lane



View entering PRow through Gable End Farm



Views from Sodom Lane adjacent to the site extending west (Brook Stud entrance)



View East towards Great Wood from PRow BRIN22



View north from PRow BRIN22



Ecology Constraints (Priority Habitat & Ancient Woodland) and PRow



Recommendation

Approve with conditions as Officer's Report with the addition of the following condition;

The development hereby permitted shall not be first occupied/brought into use until the site is connected to both mains water and electricity , or an alternative scheme for the supply of water and/or electricity to service the development, details of which are first submitted to, and approved in writing by the local planning authority.

Reason: To accord with the requirements of Policy CP47 of the Core Strategy, and so that services are provided to ensure a satisfactory and habitable site, conditions are necessary in relation to the provision of a water supply and electricity.



Strategic Planning Committee

14th August 2024