

AGENDA

Meeting: Southern Area Planning Committee
Place: Alamein Suite, City Hall, Salisbury
Date: Thursday 13 October 2016
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.

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

Membership:

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
Cllr Ian West

Substitutes:

Cllr Trevor Carbin
Cllr Terry Chivers
Cllr Ernie Clark
Cllr Tony Deane
Cllr Dennis Drewett
Cllr Peter Edge
Cllr Magnus Macdonald

Cllr Leo Randall
Cllr Ricky Rogers
Cllr John Smale
Cllr John Walsh
Cllr Bridget Wayman
Cllr Graham Wright

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AGENDA

Part I

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

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (*Pages 7 - 14*)

To approve and sign as a correct record the minutes of the meeting held on Thursday 1 September 2016.

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**

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 by phone, email or in person no later than 5.50pm on the day of the meeting.

The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice. 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.

Members of the public will have had the opportunity to make representations on the planning applications and to contact and lobby their local member and any other members of the planning committee prior to the meeting. Lobbying once the debate has started at the meeting is not permitted, including the circulation of new information, written or photographic which have not been verified by planning officers.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on **Thursday 6 October 2016** in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on **Monday 10 October 2016**. 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 and Updates** (*Pages 15 - 16*)

To receive details of completed and pending appeals and other updates as appropriate for the period 22/08/2016 to 30/09/2016.

7 **Planning Applications**

To consider and determine planning applications in the attached schedule.

7a **16/07232/FUL: 7 Wilton Road, Salisbury, SP2 7ED**

Change of use and conversion to 4 residential dwellings and alterations to existing cottage.

7b **16/06154/OUT: Land adjacent to 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP**

Outline application for 4 detached dwellings with garages (All matters reserved except access and layout).

7c **16/07563/FUL: 3 South Street, Wilton. Salisbury, SP2 0JS**

Conversion of the building to form three houses, external alterations and landscaping of the courtyard space.

7d **16/07283/FUL: Kingscroft Farm, Weston Lane, West Winterslow, Salisbury, SP5 1RL**

Erection of 2 New Dwellings

7e **16/07363/FUL: Bourne Hill Police Station, Salisbury, SP1 3UZ**

Integration of police station into existing office space for police operational and administrative purposes including accommodating both a community policing team and an enquiry office facility.

8

Urgent Items

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

Part II

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

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SOUTHERN AREA PLANNING COMMITTEE

**DRAFT MINUTES OF THE SOUTHERN AREA PLANNING COMMITTEE MEETING
HELD ON 1 SEPTEMBER 2016 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 Jose Green, Cllr Mike Hewitt,
Cllr George Jeans, Cllr Ian McLennan, Cllr Ian Tomes, Cllr Ian West and Cllr Peter Edge
(Substitute)

Also Present:

73 Apologies for Absence

Apologies were received from:

- Cllr Brian Dalton who was substituted by Cllr Peter Edge.

74 Minutes

The minutes of the meeting held on Thursday 11 August 2016 were presented.

Resolved:

To approve as a correct record and sign the minutes.

75 Declarations of Interest

There were none.

76 Chairman's Announcements

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

Cllr Chris Devine asked for clarification on whether Central Government had repealed the requirement for new schools to have sprinkler systems.

During a Councillor briefing after the meeting Mike Wilmott, Head of Development Services, gave the following feedback in response to the above question:

The Government had issued an update to the department of education's 'Design in Fire Safety in Schools' publication which now stated that building regulations did not require the installation of fire sprinkler suppression systems in schools and therefore the governments published guidelines no longer included this expectation. The Head of Development Services pointed out that sprinkler systems were a matter for building regulations rather than planning and therefore planning conditions could not require such systems anyway, however it would still be possible as it had been before to put an informative on planning permissions for School buildings advising on the preference for installing sprinklers in School buildings should the committee wish to do so.

77 Public Participation and Councillors' Questions

The committee noted the rules on public participation.

78 Planning Appeals and Updates

The committee received details of planning appeals logged and those determined for the period 29/07/2016 and 22/08/2016.

Resolved

That the report be received and noted.

79 Planning Applications

80 16/05522/FUL and 16/05781/LBC: Poppy Cottage, 7 High Street, Downton, Wiltshire, SP5 3PG

Public Participation

Adam Mussell spoke in support of the application

The Planning Department Team Leader introduced the application for a 2 story rear extension to create a larger kitchen/dining and WC/utility on the ground floor and an additional bedroom at 1st floor. The application was recommended for refusal.

The Conservation Officer clarified issues detailed in the report relating to the listed buildings, these included the loss of an outshut and an eyebrow dormer, which was characteristic of buildings of this period. The design was considered unsympathetic and non traditional. The over scaled design would impact on the detached barn which was a separately listed building.

Members of the Committee then had the opportunity to ask technical questions of the Officers. It was noted that an out shut was a single story rear extension under a lean to roof, where the scullery and pantry were housed. The proposed extension was larger than the original extensions footprint.

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

Councillor Chris Devine proposed refusal as per Officer's recommendation; as he felt that the design went against what was typically expected for a listed thatched property such as this. Councillor Ian McLennan seconded the motion.

The Committee discussed the application, noting that personal circumstances were not valid planning considerations and could not be taken into account. It was also noted that the Committee had upheld the Officers view on listed building developments for much smaller scale alterations on other developments; and that this development was much greater in size and impact.

It was felt that the development design was not in line with the style of historic Wiltshire listed buildings and despite the requirements of the applicant for additional space for his family, this grade 2 listed building was not suitable for development of this style and size.

Resolved

That application 16/05522/FUL be REFUSED as per the Officers recommendation for the following reasons:

The application dwelling is a grade II listed building located within the Downton Conservation Area. The proposed development would involve the loss of a rear outshut and will result in the creation of a two storey rear extension (with flat roof dormer). The fact that the development does not affect the public view is not a principal consideration, given that anything which affects the character of a listed building, whether visible by the public or not, has to be assessed for its long-term impact on the designated heritage asset. The development is judged to result in 'less than substantial harm' to the listed building but such harm should only be accepted where the development results in a public benefit. It is not considered there is a public benefit for this proposal. The development is considered to be contrary to Core Policy 58 of the Adopted Wiltshire Core Strategy and Paragraph 134 of the National Planning Policy Framework.

Resolved

That application 16/05781/LBC be REFUSED as per the Officers recommendation for the following reasons:

The application dwelling is a grade II listed building located within the Downton Conservation Area. The proposed development would involve the loss of a rear outshut and will result in the creation of a two storey

rear extension (with flat roof dormer). The fact that the development does not affect the public view is not a principal consideration, given that anything which affects the character of a listed building, whether visible by the public or not, has to be assessed for its long-term impact on the designated heritage asset. The development is judged to result in 'less than substantial harm' to the listed building but such harm should only be accepted where the development results in a public benefit. It is not considered there is a public benefit for this proposal. The development is considered to be contrary to Core Policy 58 of the Adopted Wiltshire Core Strategy and Paragraph 134 of the National Planning Policy Framework.

80a 16/05036/FUL: Flat 1 and Flat 2, Brooks Court, 63 Castle Road, Salisbury, Wiltshire, SP1 3RN

Public Participation

Paul Stephens (Agent) spoke in support of the application

The Planning Department Team Leader introduced the application for a single storey extension to Flat 1, and Sun Room extension to be added to Flat 2 located above the Flat 1 extension. The proposal originally included the erection of an outbuilding for a home office for Flat 2 but this had been removed from the proposal. The application was recommended for approval.

Members of the Committee then had the opportunity to ask technical questions of the Officers. It was noted that the building was late Victorian around 1900/1910.

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

Councillor Peter Edge proposed approval as per Officer's recommendation; this was seconded by Councillor Richard Britton.

The Committee discussed the application, asking why the local Member had called it in. This information had not been included in the paperwork provided.

Following the meeting the Local Member confirmed that the reasons had been provided when she had called this application in. They were, visual impact upon the surrounding area, relationship to adjoining properties, design – bulk, height, general appearance and Neighbour concern regarding this and previous planning applications on this site, as incremental development.

Resolved

That the application be APPROVED as per the Officers recommendation, with the following conditions:

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

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

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

**Application Form
Drawing No. 02 Revision B
Drawing No. 03 Revision C**

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

- 3) The materials to be used in the construction of the external surfaces of the single storey extension for flat 1 and roof of the sunroom at flat 2 hereby permitted shall match in material, colour and texture those used in the existing building.**

REASON: In the interests of visual amenity and to protect the character and appearance of the area.

81 16/06259/FUL: The Coach House, 63A Castle Road, Salisbury, Wiltshire, SP1 3RN

Public Participation

Paul Stephens (Agent) spoke in support of the application

The Planning Officer introduced the application for a rear single storey double height extension at The Coach House, 63a Castle Road, Salisbury, which was recommended for approval.

Members of the Committee then had the opportunity to ask technical questions of the Officers. It was noted that the tree preservation order detailed in the report was for a tree which had been removed following damage. The size of the proposed development had been assessed and was not felt to affect the next property. Access to the property was from Castle Road.

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

Councillor Chris Devine proposed approval as per Officer's recommendation; this was seconded by Councillor Richard Clewer.

The Committee discussed the application, noting that when the original application for the site had come to committee it was approved on the understanding that it was never meant to be anything more than a single person's house, whilst the proposed extension was appropriate, no further development of the size should be considered.

It was noted that the condition to limit the development of an inside mezzanine floor was added to enable Officers to judge the effect a first floor would have on neighbouring props, should the applicant decide at a later date to add one.

The Committee asked the Officers to look into the details of the missing tree which had been removed following damage, as it was queried that the tree preservation order may have required it to be replaced.

Resolved

That the application be APPROVED with the following conditions:

- 4) **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.

- 5) **The development hereby permitted shall be carried out in accordance with the following approved plans and documents:**

**Application Form
Drawing No. 01
Drawing No. 02**

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

- 6) **The brick and roof tile to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those used in the existing building.**

REASON: In the interests of visual amenity and the character and appearance of the area.

- 7) *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no mezzanine or other form of internal floor to create a first floor level shall be constructed in the development hereby permitted.*

REASON: In the interests of residential amenity and privacy.

82 Urgent Items

There were no urgent items

(Duration of meeting: 6.00pm – 7.10pm)

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

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

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**Wiltshire Council
Southern Area Planning Committee
13th October 2016**

Planning Appeals Received between 22/08/2016 and 30/09/2016

Application No	Site Location	Parish	Proposal	DEL or COMM	Appeal Type	Officer Recommend	Appeal Start Date	Overturn at Cttee
14/11461/FUL	Tesco Stores Ltd Southampton Road Salisbury, SP1 2NY	SALISBURY CITY	New vehicle egress from the Tesco store car park on to New Peters Finger Road	DEL	Written Representations	Refuse	01/09/2016	No
16/03129/FUL	22 Glebe Road Durrington Salisbury SP4 8AY	DURRINGTON	Proposed new detached dwelling with associated dropped kerb.	DEL	Written Representations	Refuse	01/09/2016	No
16/04775/FUL	Land rear of Wagtails Southampton Road Alderbury, Wiltshire SP5 3AF	ALDERBURY	Demolition of Wagtails and Erection of 3 Dwellings and Associated Works (Revision to 15/11933/FUL)	DEL	Written Representations	Refuse	09/09/2016	No

Planning Appeals Decided between 22/08/2016 and 30/09/2016

Application No	Site Location	Parish	Proposal	DEL or COMM	Appeal Type	Officer Recommend	Appeal Decision	Decision Date	Costs Awarded ?
15/06183/LBC	Manor House Farm Hanging Langford Salisbury, SP3 4NW	STEEPLE LANGFORD	Rebuild 7m section of collapsed wall	DEL	Written Reps	Refuse	Dismissed	13/09/2016	No
15/06615/ADV	3 Winchester Street Salisbury, SP1 1HB	SALISBURY CITY	Proposed illuminated fascia sign, proposed hanging fascia sign and window graphics	DEL	Written Reps	Refuse	Dismissed	22/08/2016	No
16/02046/LBC	3 Winchester Street Salisbury, SP1 1HB	SALISBURY CITY	Proposed illuminated fascia sign, proposed hanging fascia sign and window graphics	DEL	Written Reps	Refuse	Dismissed	22/08/2016	No
16/02149/FUL	62 East Gomeldon Road, Gomeldon Wiltshire, SP4 6LT	IDMISTON	Proposed Single storey rear extension and alterations	DEL	Householder Appeal	Refuse	Dismissed	30/08/2016	No

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SOUTHERN AREA PLANNING COMMITTEE

Report No. 1

Date of Meeting	13 October 2016
Application Number	16/07232/FUL
Site Address	7 Wilton Road Salisbury Wiltshire SP2 7ED
Proposal	Change of use and conversion to 4no. residential dwellings. Alterations to existing cottage.
Applicant	Mr D Slade
Town/Parish Council	SALISBURY CITY
Electoral Division	ST PAULS – Cllr Richard Clewer
Grid Ref	413709 130341
Type of application	Full Planning
Case Officer	Warren Simmonds

Reason for the application being considered by Committee

The application has been called in to the Southern Area Committee by local ward Member Cllr Richard Clewer due to concerns in respect of car parking provision and the impact of the proposed development on the surrounding area.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved, subject to Conditions.

2. Report Summary

- I. Principle of the proposed development
- II. Scale, design and materials
- III. Impact on the amenity of neighbours
- IV. Highways considerations

Salisbury City Council supports the application, and states: *“This is a highly accessible location, within walking distance of the city centre and with all amenities close at hand. It could hardly be better in terms of access to public transport links, both bus and rail, and there is a Co-Cars car share vehicle available in a York Road parking bay just a few minutes’ walk away. Residents should be encouraged not to own their own cars at this location, since residents parking is a major issue, as is traffic congestion and air quality.*

Policy 8 in WC's LTP3 Smarter Choices Strategy is to support and promote car club developments where appropriate opportunities arise and to expand car clubs to meet demand, particularly where Section 106 funding is available to support this. In view of this policy it could be a condition of the development, that the developer pays for initial membership of Co-Cars for those residents who qualify for membership in order to encourage residents to take up this option."

Nine representations were received from third parties, each was in objection to the proposal on grounds of inadequate parking provision. A representation was received from the adjoining Fisherton Working Mens' Club raising concerns that the use of their existing smoking shelter would be incompatible with the residential use of the building, and comments in respect of overlooking.

There are no objections from consultees in respect of the proposed development.

3. Site Description

Number 7 Wilton Road is a former public house located to the north of Wilton Road, just off the St Pauls roundabout. The building is not listed and is not within the designated conservation area. The main building is of two storey form with accommodation at second floor level within the Mansard style roof and forms part of a terraced row that constitutes a mix of commercial and residential uses.

To the rear of the main building are a range of semi-derelict adjoining outbuildings and an existing 1 bedroom cottage of two storey form.

4. Planning History

S/1987/0010 CONVERSION OF LOUNGE TO LICENSED BAR

S/2003/2190 ERECT EXTERNAL STEEL FIRE ESCAPE STAIRCASE AT REAR

5. The Proposal

The application proposes the change of use of the former public house and conversion to 4 x residential apartments. Also proposed are alterations to the existing adjoining cottage to the rear.

6. Local Planning Policy

Wiltshire Core Strategy Core Policies CP1, CP2, CP20, CP35, CP39, CP40, CP49, CP50, CP57, CP61, CP64

Saved local plan policy PS1

NPPF & NPPG

7. Summary of consultation responses

WC Highways – No Highway objection, recommend that cycle parking facilities be provided

Highways England – No objection

WC Ecology – No objections

Public protection officer – No objection, subject to Conditions
Wilts Fire & Rescue – Standard letter of advice received
Salisbury City Council – Support the proposed development

Nine representations were received from third parties, each was in objection to the proposal on grounds of inadequate parking provision. A representation was received from the adjoining Fisherton Working Mens' Club raising concerns that the use of their existing smoking shelter would be incompatible with the residential use of the building, and comments in respect of overlooking. Additionally, an objection to the closure of the pub was received from a representative of CAMRA.

8. Publicity

The application was publicised via neighbour notification letters and a site notice displayed at the front of the building.

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. The main considerations in the determination of this application consist of:

Principle of the proposed development

The existing authorised use of the building is a public house. The building is located within the settlement boundary of the city of Salisbury where residential development and redevelopment is considered acceptable in principle, as set out within Core Policies CP1, CP2 & CP20 of the adopted Wiltshire Core Strategy, and saved local plan policy H8 of the Salisbury District local plan.

The application building last traded as a public house known as 'Bacchus' and is set out as a bar at ground floor level, with bedrooms at first and second floor levels which it is understood have been rented out as long term lets to single people.

To the rear of the main building are a range of semi-derelict adjoining outbuildings and an existing 1 bedroom cottage of two storey form.

It is understood from the applicant that the former public house ceased trading approximately 1 year ago. The property has been offered for sale and marketed by two local estate agents (Wooley & Wallis and Middleton & Major) over the past 12 months, with no interest from pub operators, companies or individuals looking to run a pub or restaurant use, or any other community facility or use (see Marketing report produced by DS Land Ltd, submitted by the applicant and attached to this report as an Appendix).

Loss of the use of the building as a public house

In respect of the loss of the use of the building as a public house, Core Policy CP49 deals with the protection of community facilities (and rural services). Within CP49 there are policy measures to prevent/resist the unwarranted loss of public houses outside of

settlements, which includes safeguards and measures to ensure that there is no demand or viability for the continuing use of the building as a public house or as an alternative community facility, however this policy is intended to protect community facilities in rural villages and those located within the countryside, it does not apply to former public houses within larger settlements such as Salisbury. Within the adopted Wiltshire Core Strategy there is no policy context whereby the change of use of public houses within settlements are resisted or require viability/marketing evidence to be provided in justification. However, in spite of this the applicant has provided a Marketing report produced by DS Land Ltd, submitted by the applicant (attached to this report as an Appendix) which shows that the public house (which ceased trading approximately 1 year ago) has been offered for sale and marketed by two local estate agents (Wooley & Wallis and Middleton & Major) over the past 12 months, with no interest from pub operators, companies or individuals looking to run a pub or restaurant use, or any other community facility or use.

The application site is not listed as an Asset of Community Value, and has not been nominated for consideration for listing as an Asset of Community Value.

Loss of the use of the building as an employment use

In respect of the loss of the use of the building as an employment use, Core Policy CP35 deals with existing employment sites. CP35 relates only to the retention of B1, B2 and B8 employment uses and is not considered relevant to this application (public houses fall within Use Class A4). Therefore the change of use of the former public house and consequent loss of the use of the site as an employment use is not considered discordant with the Core Strategy's policy stance on employment.

Taking into account the policy context set out within the adopted Wiltshire Council Core Strategy, saved local plan policies and the guidance provided by the NPPF & NPPG the proposed change of use of the former public house to residential dwellings is considered acceptable in principle.

Scale, design and materials

The proposal is to change the use and convert the ground floor pub into a 2 bedroom flat. Proposed alterations to the upper floors will create a further two 2 bedroom flats above within the existing residential letting accommodation (one each at first floor and second floor levels).

Additionally, the application proposes that the single storey extension to the rear of the pub, currently WCs, will be demolished and the existing outbuildings will be renovated and alterations carried out to create a new 2 bedroom single storey dwelling adjacent to the existing 1 bedroom cottage (to be refurbished and modernised).

The existing sheds to the rear of the pub are to be demolished allowing room to create a modest private garden for the existing cottage and the new single storey dwelling. There will also be a modest communal courtyard area for the 3 flats which will allow space for the drying of washing etc.

A new communal cycle and bin store will be erected adjacent to the communal courtyard.

External alterations to the main building are limited to the rear elevation, where redundant single storey elements are to be removed and a new external staircase is to be added.

The proposed development is considered acceptable in terms of the alterations to the main building and existing cottage, and in terms of the scale, design and materials of the proposed new single storey dwelling.

Impact on the amenity of neighbours

The residential use of the building and associated outbuilding(s) is considered compatible with adjoining and surrounding residential and other commercial uses.

The Public protection officer has visited the site and assessed the proposal, with particular regard to the concerns of the Fisherton Working Mens' Club in respect of the smoking shelter. The Public Protection officer raises no objection to the proposed, subject to Conditions in respect of noise mitigation and other standard measures.

Taking into consideration the existing residential use of the first and second floors of the main building, and the authorised residential use of the existing attached two storey cottage (unit 5), and taking into consideration the modest single storey scale of the proposed new dwelling (unit 4) linking the main building to the cottage at the rear (having no window or door openings within the rear (east) elevation, and the general compatibility of the proposed residential use of the site with adjoining and surrounding residential and other uses, it is considered the proposed development would not unduly conflict with, interfere or overlook adjoining uses or occupiers to the detriment of amenity.

Highways considerations

The proposed development makes no provision for car parking, however the Highways officer has assessed the proposal and considers the site is situated in a sustainable location close to the City centre, within easy walking of public transport and other local facilities, thus minimising the need for a private car.

The Highways officer therefore raises no Highway objection on grounds of lack of allocated car parking on the site but recommends that cycle parking facilities be provided (as set out in the proposed drawings). As the site fronts onto the A36 Trunk Road, Highways England were consulted on the proposal and provided a consultation response raising no objection.

It is of note that in addition to the above, in their consultation response Salisbury City Council has said:

'SCC supports this application. This is a highly accessible location, within walking distance of the city centre and with all amenities close at hand. It could hardly be better in terms of access to public transport links, both bus and rail, and there is a Co-Cars car share vehicle available in a York Road parking bay just a few minutes' walk away. Residents should be encouraged not to own their own cars at this location, since residents parking is a major issue, as is traffic congestion and air quality. Policy 8 in WC's LTP3 Smarter Choices Strategy is to support and promote car club developments where appropriate opportunities arise and to expand car clubs to meet demand, particularly where Section 106 funding is available to support this. In view of this policy it could be a condition of the development, that the developer pays for initial membership

of Co-Cars for those residents who qualify for membership in order to encourage residents to take up this option.'

The Council's Transport officer has confirmed that if the application were to be granted, future occupiers of the proposed new flats would not be entitled to residents' parking permits for the surrounding area.

Officers are of the opinion that retaining the existing building(s) as proposed in this application would be preferable to the potential redevelopment of the site (involving the loss of the buildings) to accommodate an alternative scheme with off street parking provision.

Taking into consideration the location of the application site, being situated in a sustainable location close to the City centre and within easy walking of public transport and other local facilities, and the provision within the site of cycle storage facilities to serve the development, the lack of provision of off-street parking is considered acceptable.

10. S106 contributions

None are relevant to the proposed development

11. Conclusion

The proposed development provides an appropriate new residential use for the former public house and associated land/outbuildings that is considered acceptable in principle and would not result in undue impacts on neighbouring occupiers or uses.

RECOMMENDATION

That the application be APPROVED, subject to the following Conditions:

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

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

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

Drawing number 1314181/02 dated 22.04.16, as deposited with the local planning authority on 09.08.16, and

Drawing number 1314181/04 dated 22.04.16, as deposited with the local planning authority on 09.08.16, and

Drawing number 1314181/03 dated 22.04.16, as deposited with the local planning authority on 09.08.16, and

Drawing number 1314181/01 dated 15.07.16, as deposited with the local planning authority on 09.08.16.

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

3. Before first occupation of each unit of the development hereby approved, noise attenuation measures (i.e. good quality double glazing and installation of Mechanical Ventilation Heat Recovery System) as detailed in Section 1.4 and 10.11 of the submitted Noise Impact Assessment dated July 2016 (reference IMP4796-1) shall be implemented in full and shall be maintained at all times thereafter.

Reason: To ensure adequate noise mitigation measures are incorporated into the development, in the interests of amenity.

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

Reason: To ensure adequate noise mitigation measures are incorporated into the development, in the interests of amenity.

5. No burning of waste or other materials shall take place on the development site during the demolition/construction phase of the development.

Reason: To ensure adequate noise mitigation measures are incorporated into the development, in the interests of amenity.

Informative for CIL:

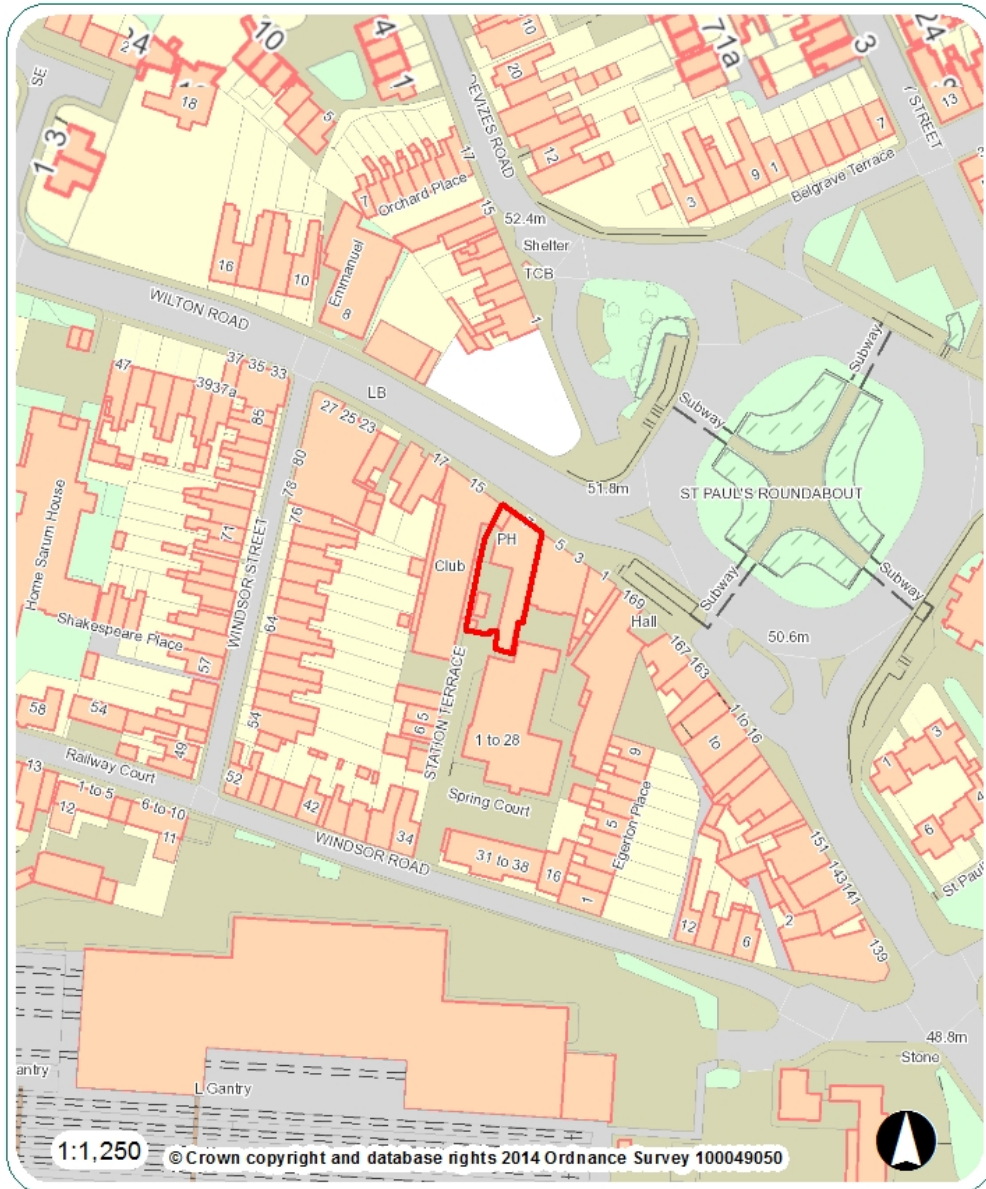
The development hereby approved may be liable for CIL. The Community infrastructure levy (CIL) is a charge that local authorities in England can place on development in their area. The money generated through the levy will contribute towards the funding of infrastructure to support growth. Further information in respect of liability for CIL can be found on the Council's website via the following link:

<http://www.wiltshire.gov.uk/planninganddevelopment/dmcommunityinfrastructurelevy.htm>

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Date of Meeting	13 th October 2016
Application Number	16/06154/OUT
Site Address	Land adjacent 1 Longhedge Cottages, Longhedge, Salisbury. SP4 6BP
Proposal	Outline application for 4 detached dwellings with garages (All matters reserved except access and layout)
Applicant	Mr Tony Cowles
Town/Parish Council	Laverstock
Ward	Laverstock, Ford & Old Sarum
Grid Ref	414477 134066
Type of application	Outline
Case Officer	Warren Simmonds

Reason for the application being considered by Committee

Previously at the 11th June 2015 meeting of the Southern Area Planning Committee, Members considered the previous application 15/03272/OUT. Contrary to officers’ recommendation, Members decided to refuse the application for reasons explained in the report below. The circumstances in respect of the development of the land to the immediate south and west of the application site have since materially altered and the applicant has now resubmitted a fresh application for consideration. The Area Development Manager considers it prudent that this application be put before Members in the interests of consistency and public interest.

The development may be considered in policy terms to be contrary to the aims of development plan policies CP1 CP2, CP48, & CP51 in that the dwellings would be located outside of defined development limits. However, taking into consideration the granting of both outline consent and reserved matters approval (and subsequent commencement of development) on adjacent land in respect of the erection of 673 residential units including affordable housing, internal access roads with open space and landscaping under planning reference 15/07253/REM, officers consider that there are significant material considerations that may outweigh the normal policy context in this particular instance.

1.Purpose of Report

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

2. Report Summary

1. Principles and policies/previous refusals
2. Design and impact on wider area including heritage assets
3. Impact on Neighbour amenity
4. Highways and parking issues

5. Archaeology
6. Ecology and drainage
7. Aircraft safety
8. S106 heads of terms

The Parish Council: Support the application
Neighbourhood responses: None

3. Site description

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

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

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

To the east of this allocation, the Old Sarum development is continuing to grow, and has permission for some 811 dwellings which are currently being built out. The development will also have associated community infrastructure, including the existing school.

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

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

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

The site lies to the north of the established development including a Park and Ride facility, and the land to the south adjacent the airfield has also been allocated for development (See Core Policy 23 of the Wiltshire Core Strategy).

4. Relevant planning history

Previous outline planning application ref 13/04728/OUT was refused by Members 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 South Wiltshire Core Strategy or the draft 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 CP6, C2, C7, H23 & G2 of the adopted South Wiltshire Core Strategy.”

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

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

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

In particular, the site adjacent to this application site, known as Longhedge, has been allocated in the South Wiltshire Core Strategy for a development of up to 450 dwellings, including new access arrangements, community facilities, and commercial uses. More

recently, in relation to this field system, planning application 13/00673/OUT was approved in 2014 subject to a S106 on the adjacent field system. The application relates to a development of up to 673 dwellings, including community infrastructure, and a new access roundabout of the A345, together with commercial uses.

Planning application 15/03272/OUT for 'Erection of 4 detached houses with separate double garages, retaining existing access and visibility splays' was also refused by Members of the Southern Area Committee on 12.06.15 for the following reasons:

"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."

Planning application 15/07253/REM was approved on 14.01.16 and granted Reserved Matters consent for 'appearance, landscaping, layout and scale pursuant to outline permission 13/00673/OUT (Option A) for the erection of 673 residential units comprising 1, 2, 3, 4 and 5 bedroom units including affordable housing, internal access roads with open space and landscaping'. This consent has since been commenced with works physically started on site and the construction of the roundabout to the north of the application site on the A345.

5. Proposal

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

6. Relevant Planning Policy

NPPF, NPPG

Wiltshire Core strategy policies:

CP1, CP2, CP3, CP20, CP23, CP24, CP41, CP43, CP45, CP48, CP50, CP51, CP52, CP57, CP58, CP60, CP61, CP62, CP67, CP68, and also the development template for the Longhedge site at appendix A.

Adopted Supplementary Planning Guidance “Creating Places”

7. Consultation responses

WC Highways – Supports the application, subject to Conditions and a legal agreement

Highways England – No response received

Ecology – No response received

Public protection – No objection, subject to Conditions

Spatial planning – Maintain a policy objection

Archaeology – Support, subject to Conditions

ROW – No response received

Drainage – Request for additional information

MOD – No safeguarding concerns

Wessex Water – No response received

Laverstock & Ford parish council – Support the application

8. Third Parties/Publicity

No responses have been received

9. Planning Considerations

9.1 Principle and policy

As the application site has recently been the subject of a similar application and a refusal in 2015, the LPA needs to reconsider its previous decision in the light of any current planning guidance and policies, as well as any subsequent changes to the surrounding physical environment or the local or national policy regime.

The land subject of the current application does not form part of the adjacent Longhedge allocation, and consequently, the site is not allocated for future development as part of the WCS, and is therefore for the purposes of planning, located within the open countryside, where the development of land for dwellings not associated with agriculture, forestry, or similar rural enterprises, is strictly controlled by planning policy. As a consequence, this application scheme is contrary to the aims of policy CP1, CP2, CP45, CP48 & CP51 of the Wiltshire Core Strategy in that the site falls outside the Longhedge application.

The NPPF clearly indicates (at para 12) that development which conflicts with development plan policies should be refused unless material considerations indicate otherwise.

On pure policy grounds, as set out in the consultation response from the Spatial Planning officer, it is recommended (by the Spatial Planning officer) that the scheme should be refused based on these development plan policies and the general national presumption in favour of conserving and enhancing the natural environment.

However, in officers opinion, with the approval and subsequent commencement of a major new development on the neighbouring site, this is now a rather unusual and unique case, and there are material considerations which may outweigh the local plan policies in this case. These are outlined below:

i) Previous refusal reason

Members previous refusal reason (15/03272/OUT) seems clear that the scheme was not simply unacceptable because it was in the open countryside but states that the development is not acceptable largely as it would precede the creation of the road system and development planned and approved at the Longhedge site, and indicates that:

“.....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 CP6, C2, C7, H23 & G2 of the adopted South Wiltshire Core Strategy.”

The circumstances surrounding the application site have materially changed since the previous application was refused, in the following main respects:

1. The adoption of the Wiltshire Core Strategy in 2015 providing an allocation for the neighbouring land (since the first refusal)
2. The granting of both outline and RM approval of the surrounding development and associated highway works earlier this year
3. The construction of the roundabout to the north of the site on the A345
4. A new speed limit imposed in this section of the A345
5. The commencement of the approved housing/mixed use development on the neighbouring site

In terms of the site's location, it is considered that recent approvals have resulted in significant development within the immediate vicinity of the site and, when fully developed, the area will contain a new primary school and neighbourhood centre together

with a significant area of public open space. It is considered that these new features will result in the application site being located within a sustainable location with good access to services and other facilities including public transport.

Consequently, in the opinion of officers a refusal now based solely on an in principle objection to housing in the countryside may be difficult to justify.

In summary, it is considered the changes of circumstances which have occurred since the previous refusals of permission on the site act to constitute a significant material consideration which outweighs the policy objection of the site is being outside of the defined limits of development. The proposed development is thereby considered to constitute sustainable development.

However, notwithstanding the principle of developing housing outside allocated sites, the potential impacts of the proposed development on the character of the countryside and the setting of the Old Sarum Conservation Area and associated landscape remains a material consideration, as does the potential impact of the development on the highway system, and these matters are considered in the following paragraphs.

9.2 Design and landscape impact on wider area including heritage assets

At the time of the previous refusal, the application site was located within Landscape setting of Salisbury and Wilton subject of previous Local Plan saved policy C7. This policy has now been replaced by WCS policy CP 51. This now indicates that:

“Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies*
- ii. The locally distinctive character of settlements and their landscape settings*
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe*
- iv. Visually sensitive skylines, soils, geological and topographical features*
- v. Landscape features of cultural, historic and heritage value*
- vi. Important views and visual amenity*

vii. *Tranquillity and the need to protect against intrusion from light pollution, noise, and motion*

viii. *Landscape functions including places to live, work, relax and recreate, and*

ix. *Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscapes and scenic beauty.*

.....Proposals for development outside of an AONB that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities (as set out in the relevant management plan), must also demonstrate that it would not adversely affect its setting”

The area also contains numerous historical features of interest, including the Old Sarum Ancient Monument and Conservation Area, and the Old Sarum aerodrome and conservation area. There are other listed buildings in the immediate and wider vicinity, including the adjacent Longhedge House. Newly adopted WCS policies CP57 & 58 are therefore now relevant. These indicate that:

“CP57 A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

- i. Enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the exiting pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced*
- ii. The retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development*
- iii. Responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials streetscape and rooflines to effectively integrate the building into its setting*
- iv. Being sympathetic to and conserving historic buildings and historic landscapes*
- v. The maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are*

orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41

- vi. Making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area*
- vii. Having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing; vibration; and pollution (such as light intrusion, noise, smoke, fumes, effluent, waste or litter)*
- viii. Incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site*
- ix. Ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible; in accordance with Core Policy 66 – Strategic Transport Network*
- x. The sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials*
- xi. Taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future*
- xii. The use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm*
- xiii. In the case of major developments, ensuring they are accompanied by a detailed design statement and master plan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place.*
- xiv. Meet the requirements of Core Policy 61 – Transport and New Development”*

“CP58 Development should protect, conserve and where possible enhance the historic environment.

Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:

- i. *Nationally significant archaeological remains*
- ii. *World Heritage Sites within and adjacent to Wiltshire*
- iii. *Buildings and structures of special architectural or historic interest*
- iv. *The special character or appearance of conservation areas*
- v. *Historic parks and gardens*
- vi. *Important landscapes, including registered battlefields and townscapes.*

Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57.

Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications."

9.2.1 Impact on character of countryside

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

Given the linear and narrow nature of the site, the proposed dwellings are (indicatively) uniformly laid out in a row, accessed via a single access point driveway off the main A345. With the development of the neighbouring Longhedge site, the character surrounding the application site will change significantly and permanently, with more urbanised development located directly adjacent its rear boundary. Consequently it is considered the visual impact of the proposed development for 4 dwellings is unlikely to have any undue visual impacts.

The Council's Public Protection officer has stated in her consultation response:

'Given that there will be a reduction in the traffic speed along the A345 and that the B1 commercial units will be commensurate with residential and having reviewed our previous response from this department on the outline application (15/03272/OUT) we do not have grounds to support an objection.'

The Public Protection officer therefore raises no objection to the proposed development, subject to Conditions in respect of the approval of a scheme of acoustic insulation for the proposed dwellings from road traffic noise and from the B1 units to be constructed on the neighbouring Longhedge development.

9.2.2 Impact on Old Sarum Ancient Monument/Conservation Area

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

9.2.3 Impact on Old Sarum Aerodrome Conservation Area

The site is also located to the west of Old Sarum Aerodrome Conservation Area, and is located on higher ground. The existing property and land is currently visible from the lower land to the east (Old Sarum area). The larger Old Sarum development and the Longhedge development (once built) would largely interrupt any views or visual interrelationship with the application site. Furthermore, the Aerodrome conservation area is slightly unusual in that it was designated due to the historic nature of the airfield and its buildings, and not as would normally be the case, because of the attractive historic character of the area in a visual sense.

As a result, and given that the proposal will be located adjacent to a modern housing development, and somewhat divorced from the conservation area, it is considered that the proposal would not have an adverse impact on the existing character of the conservation area, nor would it adversely affect the historic reasons for its designation.

9.2.4 Impact on Longhedge House

This property and its setting is already significantly affected by the construction works associated with the approved Longhedge development, particularly due to the proposed roundabout works, which significantly alter the more rural character of the A345 at this point. The proposed four dwellings suggested by this current application are therefore considered unlikely to have any greater impact on this heritage asset as the approved Longhedge development is constructed.

9.2.5 The Beehive Toll House

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

Summary

It therefore remains officers advice on this matter that a refusal based on a significant landscape or heritage asset harm would be difficult to justify, and the proposed development is acceptable in terms of its impacts on the landscape and associated heritage assets, as outlined above.

9.3 Impact on residential amenity

The previous application scheme on this site was not refused on amenity impact grounds. As a result, it would now be difficult to justify a refusal on those grounds, unless aspects of the scheme or its relationship with the surrounding area have altered since 2015, or if adopted WCS policies or national guidance had altered in terms of amenity issues.

In terms of planning policies and advice, it is officers' opinion that the proposed development accords with the requirements of Core Policy 57.

The application site would be located directly adjacent to No. 1 & 2 Longhedge Cottages, opposite Longhedge House, and located to the west of the emerging Old Sarum housing development and Longhedge development. However, the site is divided from Longhedge House by the A345 and tree screening. Furthermore, given the approved layout of the adjacent Longhedge development, only B1 commercial units are to be located directly adjacent to the boundary of the property subject of this application. (With regards these commercial units, restrictive conditions have been imposed upon the operation of these units restricting their use to B1 only, and therefore it is unlikely that their operation would have a significant impact on the amenities of the dwellings suggested by this application).

Given the relatively modest scale of the development, in officers' opinion, the scheme is unlikely to have wider amenity impacts, other than in relation to the amenities experienced by any occupiers of the adjacent Longhedge cottages.

The Public Protection officer has recommended a working hours Condition to safeguard the amenity of adjoining residents.

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

No objections or representations have been received in respect of the application from third parties.

9.4 Highways and parking issues

The scheme proposes the retention and enhancement of the existing access off the A345, which would then serve four proposed dwellings plus the existing dwelling (number 1 Longhedge Cottages).

The existing A345 road is currently unlit along this section, and permitted traffic speeds have been reduced to 40MPH and a large new highway feature has been introduced to the north of the site and indeed overall the neighbouring development would create:

- The construction of the site access roundabout including street lighting of the roundabout.
- Construction of a footway along the A345 frontage of the site.
- Construction of 2 bus laybys on the A345 including shelters and real time bus time information electronic display boards.
- Implementation of a 40 mph speed limit on the A345 between the site access and the Beehive roundabout.

Furthermore, the site itself would cease to be isolated in traffic terms, and would benefit from the sustainable transport initiatives created by the improved works associated with the larger development.

The Highways officer has assessed the proposal and provides the following consultation response:

'The above proposed development was dependant on the installation of the roundabout on the A345 relating to the adjacent Longhedge residential development, and the associated change to the speed limit. I am aware that this work has now begun and the highway improvements are mainly in place. Given that the speed limit has been reduced to 40mph I am satisfied that sufficient visibility splays can be achieved with 120m to the west and 100m (to the roundabout) to the east.

The proposed car parking is considered to be acceptable together with the visitor parking and the on-site turning facility. I believe it is unlikely that the refuse vehicle will enter the site and therefore a bin store is required at the entrance.

The existing entrance will provide access to the site. It would appear that there is a short gap between the entrance and the existing footway (2 or 3 metres), the footway should be extended to connect with the entrance and to complete the pedestrian link to the adjacent Longhedge site. The entrance should be improved to provide a clearly defined junction with kerbs on the radii. The entire area should be properly surfaced and drained.

I wish to support the proposed development and recommend the following conditions are applied' (Conditions as set out at the conclusion of this report).

Therefore provided the existing footway is extended to connect with the access to the proposed development (thereby creating a pedestrian link between the proposed development to the services and facilities within the adjacent Longhedge development) the proposed development is considered acceptable in terms of access, parking provision and would not be detrimental in terms of Highway safety.

9.5 Aircraft safety

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

The Ministry of Defence has assessed the proposal and confirms there are no safeguarding concerns.

9.6 Ecology/drainage

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

However, the Environmental Statement (ES) which covers the adjacent Longhedge site concludes that there is unlikely to be significant impacts from this larger development, subject to conditions. The EA were consulted on this much smaller scale 4 dwelling scheme, but have previously chosen not to raise any objections in terms of its likely impacts over and above those of the adjacent development. The Council's drainage officer has not previously offered any objections. The Council's ecology officer has offered no objections, subject to standard conditions to protect any natural habitat.

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

As the scheme remains effectively as refused in 2015, whereby no reference was made in the refusal to ecology or drainage issues, a refusal of this current application would be difficult to justify in officers' opinion.

9.7 Archaeology

The Council archaeology department has indicated that the area may have significant archaeological potential, and has recommended that archaeological evaluation works take place before construction. A Condition is therefore required to ensure an archaeological evaluation takes place before development commences.

As the scheme remains as refused in 2015, and that no reference was made in the refusal to archaeology issues, a refusal of this current application would be difficult to justify in officers opinion.

9.8 S106 Heads of Terms

Affordable Housing

The Council's adopted WCS policy CP43 does not require small scale proposals (ie of 4 dwellings) to make provision or contributions in respect of affordable housing.

Open space

Housing schemes of less than 10 dwellings are no longer subject to a financial contribution. As the CIL charging regime has now come into force, the open space tariff payment would be secured via this process, not through S106.

Highway improvements

The scheme benefits from Highway improvements already secured by immediate neighbouring development schemes. Other than the measures required by the Highways officer by Condition, a small extension to the existing footway (currently terminating in front of number 1 Longhedge Cottages) is required to create a pedestrian link between the proposed development to the services and facilities within the adjacent Longhedge development. As this area of land is outside of the ownership or control of the applicant, it is considered a Section 106 legal agreement will be required to secure the provision of the required footway link.

10. Conclusion

The development of four new dwellings in the open countryside without justification would normally be contrary to planning policy, particularly policy CP2 and discordant with the established national presumption against isolated and unsustainable housing development in the open countryside.

However, this is considered by officers to be an exceptional and rather unique case, given that a substantial area of land immediately adjacent to this site is allocated in the adopted Wiltshire Core Strategy for 450 dwellings, plus associated facilities and provisions, and that the Council has approved applications for 673 dwellings (for which construction and related Highways improvements have already commenced). The approved neighbouring larger development has been designed to be inherently sustainable, with associated community facilities and transport linkages. Thus, the application site is soon to be well located in respect of services and facilities, with good links via the improved highway works.

It would be therefore officers' opinion that the proposed development of four new dwellings would be particularly difficult to defend where a reason for refusal is based on pure policy grounds relating to the unsustainability or remoteness of the site, particularly given the wording of the Council's previous reasons for refusal under planning reference 15/03272/OUT.

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

Whilst the addition of 4 dwellings adjacent to the existing Longhedge cottages may potentially alter the level of amenity enjoyed by existing residents, Conditions can be imposed which provide adequate mitigation against undue impacts.

Similarly, whilst the existing vehicular access arrangements serving the site are far from ideal, and 4 additional dwellings would affect traffic safety along this previously fast stretch of road, Highway improvements associated with the adjacent Longhedge

developments under construction or already in place, and highway and traffic safety within this locality is improved (with improved lighting and lower traffic speeds).

Should Members consider that the previous reasons for refusal have been overcome, a list of appropriate Conditions has been suggested below:

RECOMMENDATION: That subject to all parties entering into a S106 legal agreement which secures the following:

- **A 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, adjacent the A345 road, and to link from the access to the proposed development, to the adjacent pathway network, to allow pedestrian access to adjacent services and facilities.**

Then delegate to the Head of Development Management to APPROVE subject to the following conditions:

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

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

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

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

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

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

04. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country

Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

05. The development shall be carried out in general accordance with the following plan(s):

Drawing 0771/01 Rev S dated September 2013, as deposited with the local planning authority on 23.06.16.

REASON: For the avoidance of doubt

06. No part of the development hereby permitted shall be first occupied until the turning areas and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

07. No part of the development shall be first brought into use until the visibility splays shown on the approved plans (ref: 0771/01 Rev S) have been provided with no obstruction to visibility at or above a height of 0.9m above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

Reason: In the interests of highway safety

08. No development shall commence on site until details of the access including improved junction radii, kerbs, surfacing (not loose stone or gravel), drainage and an extension to the existing footway have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the access improvements detailed above have been provided in accordance with the approved details.

Reason: To ensure that the development is served by an adequate means of access.

09. No development shall commence on site until a scheme of acoustic insulation for the purposes of preventing the ingress of road traffic noise and noise from the proposed business park has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of acoustic glazing and ventilation systems. Any works which form part of the approved scheme shall be completed prior to the premises being occupied and shall be maintained in accordance with the approved details at all times thereafter.

REASON: In the interests of the amenities of future occupiers of the proposed dwellings.

10. No development shall commence on site until a scheme of acoustic screening for the purposes of protecting the residential properties and their external amenity space from road traffic noise and the proposed business park has been submitted to and approved in writing by the Local Planning Authority. Any works which form part of the approved scheme shall be completed prior to the premises being occupied and shall be maintained in accordance with the approved details at all times thereafter.

REASON: In the interests of the amenities of future occupiers of the proposed dwellings.

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

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

12. No burning of waste shall take place on the site during the construction phase of the development.

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

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

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

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

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

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

REASON: To ensure that the development can be adequately drained

Informatives

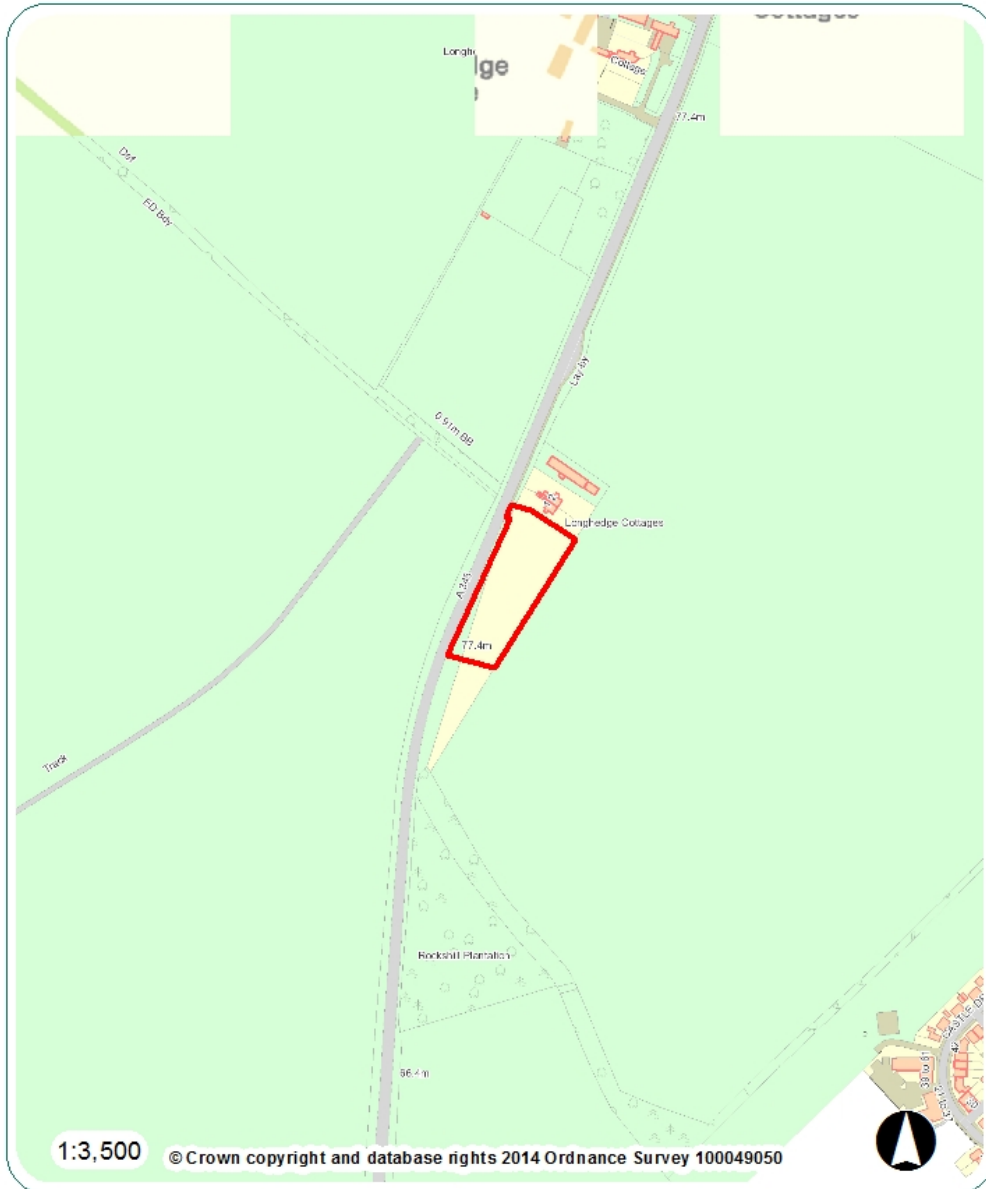
1. With regard to archaeology (Condition 13 above) the work should be conducted by a professionally recognized archaeological contractor in accordance with a written scheme of investigation agreed by this office and there will be a financial implication for the applicant.
2. The applicant is advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy Regulations

2010 (as amended) and Wiltshire Council's CIL Charging Schedule. A separate Community Infrastructure Levy Liability Notice will be issued by Wiltshire Council. Should you require further information with regards to CIL please refer to the Council's website.

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REPORT OUTLINE FOR AREA PLANNING COMMITTEES

Report No. 3

Date of Meeting	13 th October 2016
Application Number	16/07563/FUL
Site Address	3 South Street, Wilton, Salisbury, Wiltshire, SP2 0JS
Proposal	Conversion of the building to form three houses, external alterations and landscaping of the courtyard space.
Applicant	Saul Brothers Development Ltd
Town/Parish Council	WILTON
Electoral Division	WILTON AND LOWER WYLYE VALLEY – (Cllr Peter Edge)
Grid Ref	409634 131142
Type of application	Full Planning
Case Officer	Lucy Minting

Reason for the application being considered by Committee

Councillor Edge has called in the application for the following reasons:

- Relationship to adjoining properties
- Car parking

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
- Impact to the character and appearance of the conservation area/setting of listed buildings
- Residential amenity
- Highway considerations
- Archaeology
- S106 obligations/CIL

The application has generated no third party representations, but an objection from Wilton Town Council

3. Site Description

The site is situated centrally within the town of Wilton. The property is located to the rear of nos. 1, 5 and 7 South Street and is accessed through an archway between nos.1 and South Street with solid bifold doors.



The building is an 'L' shaped, two storey structure of brickwork elevations under a clay tiled roof.



Photograph of the existing building



Photograph of the existing building

The site is within the conservation area of Wilton and the neighbouring buildings marked with cross hatching on the plan below are listed buildings including Grade II listed Nos 1A and 3 Silver Street to the corner of South Street and Silver Street with their rear elevations being visible from within the site:

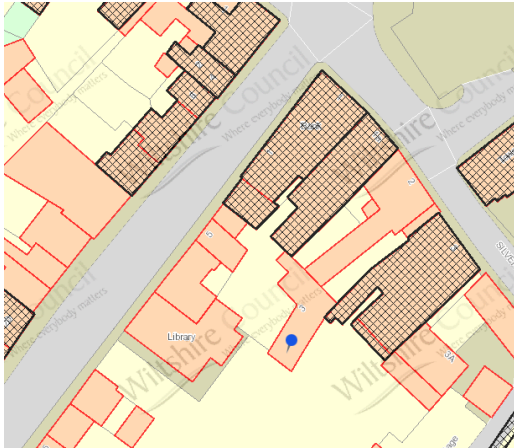


Photo taken from within site looking North towards rear elevations of Nos 1A and 3 Silver Street

4. Planning History

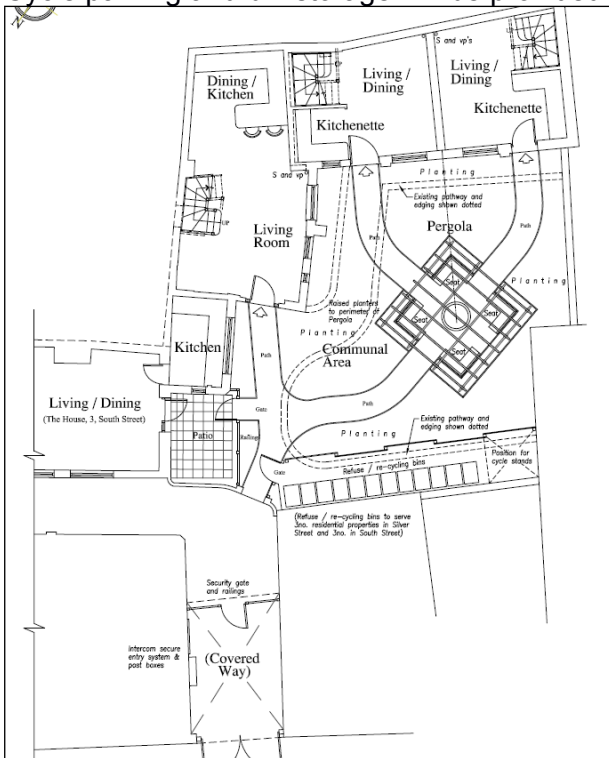
None relevant to the application site.

5. The Proposal

It is proposed to convert the building to create a terrace of two x 1 bedroom and one x 2 bedroom dwellings. Each dwelling will have a bathroom, open plan kitchen and living rooms.

The existing courtyard space will be landscaped as a shared amenity area for the three houses comprising the construction of a central pergola with seating and footpaths leading to each of the three front doors and the remaining spaces being planted.

Cycle parking and bin storage will be provided within the courtyard space.



Extract from proposed layout plan

6. Local Planning Policy

The Wiltshire Core Strategy (WCS) - adopted by Full Council on the 20th January 2015:

Core Policy 1: Settlement Strategy

Core Policy 2: Delivery Strategy

Core Policy 33: Spatial Strategy: Wilton Community Area

Core Policy 41: Sustainable construction and low carbon energy

Core Policy 43: Providing affordable homes

Core Policy 57: Ensuring high quality design and place shaping

Core Policy 58: Ensuring the Conservation of the Historic Environment

Core Policy 60: Sustainable Transport

Core Policy 61: Transport and New Development

Core Policy 64: Demand Management

Saved policies of the Salisbury District Local Plan:

R2 (Open Space Provision)

Wiltshire Local Transport Plan 2011-2026:

Car Parking Strategy

Government Guidance:

National Planning Policy Framework (NPPF) March 2012

National Planning Policy Guidance (NPPG)

Supplementary Planning Guidance:

Adopted Supplementary Planning Document 'Creating Places Design Guide' April 2006

7. Summary of consultation responses

Public Protection: No objections

Given the position and orientation of the proposed properties in relation to the condenser on 1 Silver Street it is unlikely that noise from these commercial premises will have an adverse impact at the proposed properties.

Due to the proximity of other dwellings to the development site a condition is recommended to avoid unreasonable disturbance during the construction phase and due to the historic commercial use we also recommend a contaminated land condition.

Archaeology: No comments

Highways: No objections

Conservation: No concerns or objections

Dorset & Wiltshire Fire & Rescue:

Comments relating to fire safety measures which could be added as an informative

8. Publicity

The application was advertised by press / site notice and neighbour consultation letters. No third party representations have been received.

Wilton Town Council: Object

On the grounds that there is a lack of parking provision, and both on-street and off-street parking provision is almost at full capacity

9. Planning Considerations**9.1 Principle of development**

The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and makes it clear that planning law (Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 12 of the NPPF confirms that the 'NPPF does not change the statutory status of the development plan as the starting point for decision making' and proposed development that is in accordance with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

9.2 Impact to the character and appearance of the conservation area/setting of listed buildings

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. It defines core planning principles which include that planning should be genuinely plan-led, should always seek to secure high quality design.

Core Policy 57 of the WCS requires a high standard of design in all new developments through, in particular, enhancing local distinctiveness, retaining and enhancing existing important features, being sympathetic to and conserving historic buildings and landscapes, making efficient use of land, and ensuring compatibility of uses (including in terms of ensuring residential amenity is safeguarded).

The Planning (Listed Building and Conservation Areas) Act 1990 (sections 16, 66 & 72) requires proposals affecting listed buildings or their settings to seek to preserve the special interest of the buildings and their settings. The principal considerations are to ensure that new development protects the significance of listed buildings and their settings, and prevents harm to their significance. Proposals within conservation areas must preserve or enhance the character and appearance of the areas.

Core Policy 58 'Ensuring the conservation of the historic environment' requires that 'designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance.'

It is considered that the proposed landscaping will benefit the setting of the building and as the site is not visible from outside the development site it is not considered that the proposals will have an impact upon the conservation area. The conservation officer has raised no concerns or objections to the proposal.

9.3 Impact on residential amenity

Core Policy 57 also 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 conversion uses the existing window openings (new timber framed windows and doors are proposed) and will therefore not increase any overlooking of surrounding properties from the existing situation. The main outlook of the proposed dwellings will be facing into the shared courtyard area. The buildings to the west of the courtyard area (fronting South Street) have no windows on the rear elevations and as such there will no overlooking issues to these properties.

It is considered that the proposed scheme will provide an acceptable standard of amenity for existing and future occupants.

The public protection team have recommended a condition restricting the construction hours to minimise the disturbance which noise during the construction/demolition of the development could otherwise have upon the amenities of nearby dwellings.

Given the shared amenity space, it will be appropriate to remove permitted development rights for extensions to the dwellings and also the addition of windows should be restricted on the south west and south east elevations (both currently with no openings) in order to maintain the privacy of the residential garden of number 3 Silver Street.

9.4 Highway considerations

The supporting text to Core Policy 64 refers to a parking study, commissioned by the council in January 2010, which included a comprehensive review of parking standards, charges and policy within both the plan area and neighbouring areas. The resulting LTP3 Car Parking Strategy was adopted by the council in February 2011 and includes policy PS6 – Residential parking standards and policy PS4 - Private non-residential standards. The parking standards for new dwellings are set out in the Wiltshire Local Transport Plan 2011-2026 – car parking strategy:

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

Based on the current parking standards, the proposed residential scheme generates a need for 4 parking spaces. The Town Council have objected to the application on the grounds that no off-street parking is provided.

There is no site history of previous planning applications, although the design and access statement explains that the building has previously been in use as a studio flat on part of the ground floor with the remainder of the ground floor and entire first floor as commercial floor space. The parking requirements for the 1 bedroom studio flat would be 1 space. The commercial element of the building has a total floor area of approximately 104 sqm and applying the non-residential parking standards the maximum parking requirement would be three spaces. Therefore, the existing car parking requirement for the site is 4 spaces.

Whilst the proposed development does not provide any off-street parking; the highways authority has raised no objections to the proposal for the following reasons:

- The existing use generates a requirement of 4 spaces based on policy PS4 (non-residential parking standards), and the parking requirements for this site will not be increased over the existing use;
- Given the location of the houses within the town centre/ close to public transport links and local services, the new occupants will not necessarily have to rely on the use of cars, as they would have to in more rural locations;
- The proposal includes cycle parking;
- Overall it is considered that the impact on highway safety will not be significant.

Concerns have been raised that highways advice has not been consistent given a refusal at 36 North Street including on the grounds of insufficient car parking. Each application is considered on its own merits and the application at 36 North Street was for a greater quantum of development (construction and provision of 5 new flats & two new retail units) and in that particular case it was considered that the shortfall of car parking was too great to be acceptable.

Core Policies 60 (Sustainable Transport) and 61 (Transport and New Development) encourage development in sustainable locations and consideration can be given to relaxing parking standards in sustainable locations. The site is within walking distance of local shops, services and public transport and it is considered that this particular scheme is acceptable. The provision of cycle parking can also be conditioned.

9.5 Archaeology

The council's archaeologist has advised that due to only minimal landscaping being proposed, they have no comments to make on the application.

9.6 S106 obligations and CIL

The Community Infrastructure Levy (CIL) came into effect on the 18th May 2015; CIL will be charged on all liable development granted planning permission on or after this date and would therefore apply to this application. However, CIL is separate from the planning decision process, and is administered by a separate department. If the application were to

be approved, an informative would be added advising that the development would be subject to CIL.

The proposal results in a net gain of 3 residential units, which would have generated an off-site recreational open space contribution under saved policy R2 of the Salisbury District Local Plan. However, this is a tariff style 'pooled' contribution. Pooling restrictions that came into force on 6 April 2015 mean that Wiltshire Council cannot pool more than five planning obligations towards the same infrastructure type or project. This limit extends to all planning obligations entered into since 6 April 2010. As the Council has already pooled more than 5 planning obligations towards recreational open space, we cannot therefore require any further pooled recreational off site contributions.

Also, following the recent guidance issued by the DCLG (November 2014) Planning Contributions (Section 106 Planning Obligations), affordable housing and tariff-style contributions (including recreational open space) are no longer payable if the development site has 10 houses or fewer and a maximum combined gross floorspace of not more than 1000 sqm.

10. Conclusion

It is considered that the proposed re-development of the site will not have adverse impacts to the character and appearance of the conservation area/setting of listed buildings or residential amenity and whilst no parking is provided, this is considered acceptable given the sustainable location of the site with access to alternative modes of transport.

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

Plan Reference: 1:1250 Scale Site Location Plan, received by this office 03/08/2016

Plan Reference: 1143-TP-11 Site Layout as proposed, received by this office 03/08/2016

Plan Reference: 1143-TP-06 Ground Floor Plan as proposed, received by this office 03/08/2016

Plan Reference: 1143-TP-07 First Floor Plan as proposed, received by this office 03/08/2016

Plan Reference: 1143-TP-08 Elevation/section (as proposed), received by this office 03/08/2016

Plan Reference: 1143-TP-09 Elevation/section (as proposed), received by this office 03/08/2016

Plan Reference: 1143-TP-10 Elevation/section (as proposed), received by this office 03/08/2016

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

(3) No development shall commence on site until the exact details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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 visual amenity and the character and appearance of the area.

(4) No development shall commence on site until an investigation of the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses has been carried out and all of the following steps have been complied with to the satisfaction of the Local Planning Authority:

Step (i) A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site for at least the last 100 years and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site.

Step (ii) If the above report indicates that contamination may be present on or under the site, or if evidence of contamination is found, a more detailed site investigation and risk assessment should be carried out in accordance with DEFRA and Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and other authoritative guidance and a report detailing the site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority.

Step (iii) If the report submitted pursuant to step (i) or (ii) indicates that remedial works are required, full details have been submitted to the Local Planning Authority and approved in writing and thereafter implemented prior to the commencement of the development or in accordance with a timetable that has been agreed in writing by the Local Planning Authority as part of the approved remediation scheme. On completion of any required remedial works the applicant shall provide written confirmation to the Local Planning Authority that the works have been completed in accordance with the agreed remediation strategy.

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 that land contamination can be dealt with adequately prior to the use of the site hereby approved by the Local Planning Authority.

(5) No dwelling shall be occupied, until details of secure covered cycle parking, have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details prior to first occupation of the dwellings and shall be retained for use at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

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

REASON: In the interests of amenity, due to the proximity of other dwellings to the development site.

(7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions to, or extensions or enlargements of any building forming part of the development hereby permitted.

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.

(8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no windows, doors or other form of openings other than those shown on the approved plans, shall be inserted in the South East or South West elevations of the development hereby permitted.

REASON: In the interests of residential amenity and privacy.

INFORMATIVE: Dorset & Wiltshire Fire & Rescue

The applicant should be made aware of the letter received from Dorset & Wiltshire Fire & Rescue Service regarding advice on fire safety measures. This letter can be found on the application file which can be viewed on the council's website against the relevant application record.

INFORMATIVE: Private Property/Access Rights

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

The applicant is advised to consider the third party comments re private rights and the developers should satisfy themselves/resolve matters before development commences. If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

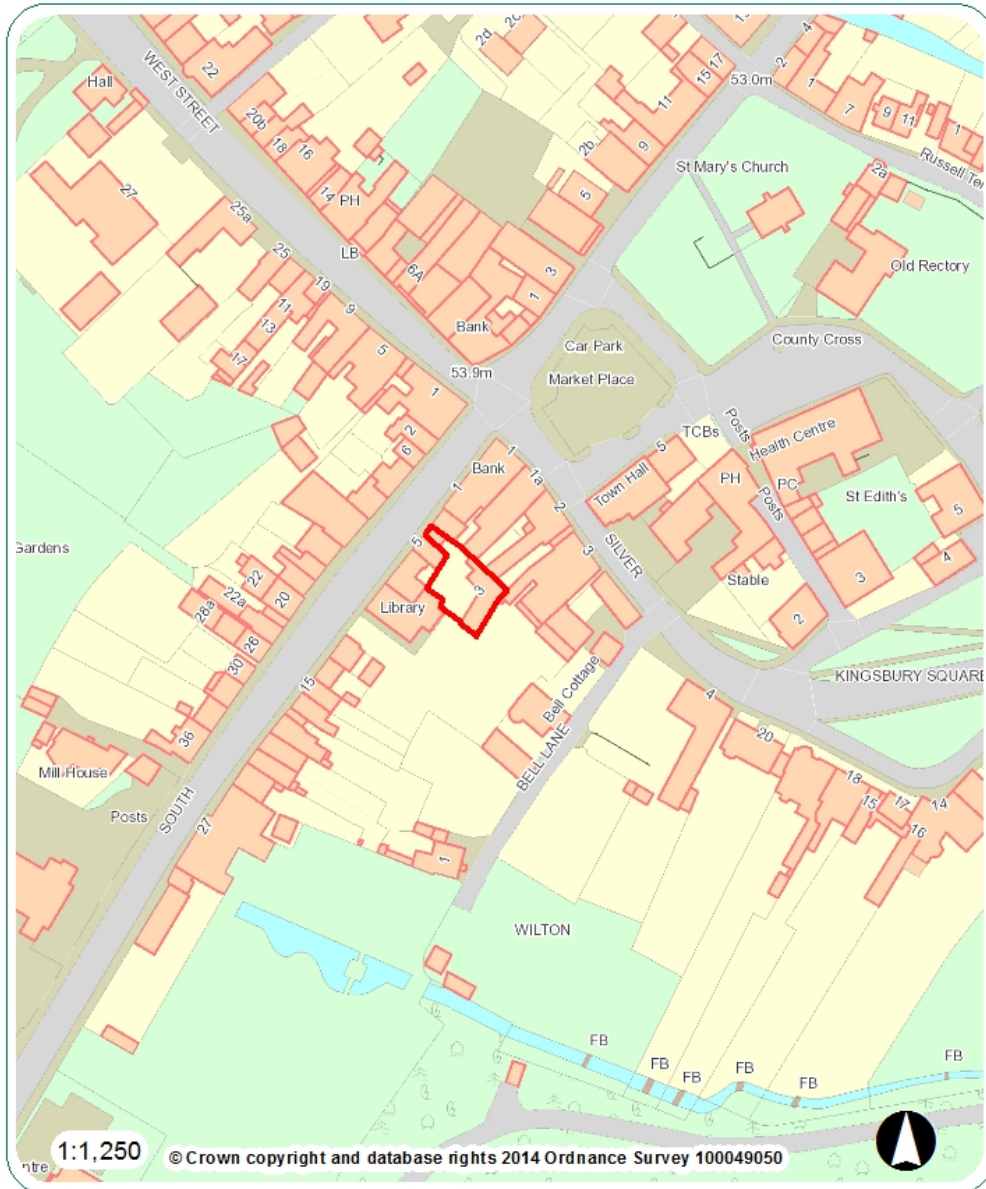
INFORMATIVE TO APPLICANT: Community Infrastructure Levy

The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website

www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy.



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REPORT OUTLINE FOR AREA PLANNING COMMITTEES

Report No. 4

Date of Meeting	13 th October 2016
Application Number	16/07283/FUL
Site Address	Kingscroft Farm, Weston Lane, West Winterslow, Salisbury, SP5 1RL
Proposal	Erection of 2 New Dwellings
Applicant	R.J.W Developments
Town/Parish Council	WINTERSLOW
Electoral Division	WINTERSLOW – (Christopher Devine)
Grid Ref	423958 132199
Type of application	Full Planning
Case Officer	Matthew Legge

Reason for the application being considered by Committee

The application has been called-in by Cllr Devine if officers are minded to refuse.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be refused for the reason(s) set out below.

2. Report Summary

The issues in this case are:

- The principle of residential development in this location;
- Scale, design, materials and impact on character of the area;
- Highway safety;

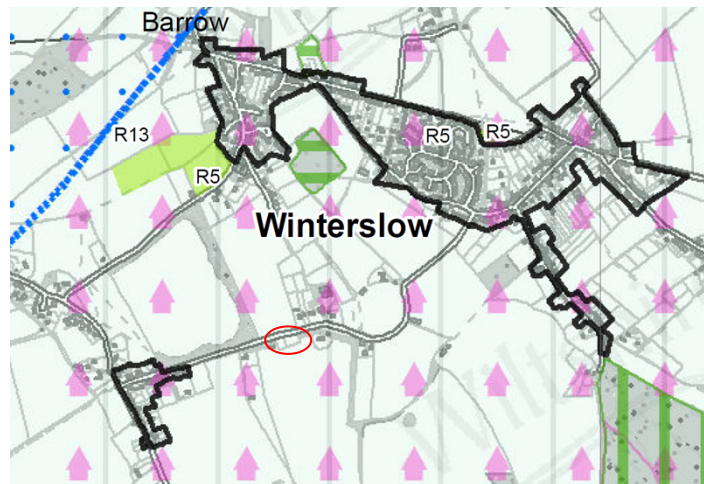
The publicity has generated three letters in support of the application and one letter of objection from third parties.

The Winterslow Neighbourhood Plan Steering Group has submitted a letter jointly authored with Winterslow parish council in which full support is given to the proposed development.

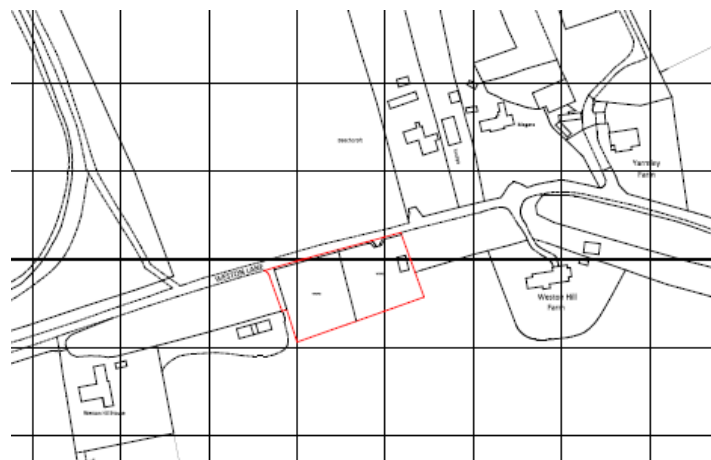
3. Site Description

The application site is an open area of land that has been used for small farming practices. There is an agricultural building on the site which has an existing access from Weston Lane.

The site is on the south of Weston Lane with open farmland to its north and south. To the west and east sides of the site is woodland.



WCS Salisbury & Southern Wiltshire proposals map



Site outlined in red

In planning policy terms the site lies within the countryside outside of the housing policy boundary (defined limits of development) of Winterslow. The site also lies within a Special Landscape Area (saved local plan policy C6 refers).

4. Planning History

- S/2005/1176 Agricultural field barn. AC
- S/1997/1732 Retention of existing building, change of use to residential and alterations to provide pitched roof. REF
- S/2006/2616 Retrospective planning extension and alterations to existing barn. AC

5. The Proposal

The application proposes the development of the land by the erection of two detached five bedroom dwellings with access and parking.

6. Local Planning Policy

The Wiltshire Core Strategy (WCS) was adopted in January 2015 and constitutes the primary planning document. Also of relevance are the NPPF & NPPG and the emerging Winterslow Neighbourhood Plan.

7. Summary of consultation responses

Winterslow parish council – Support

WC Highways – Concerns over visibility splays

Spatial Planning – Object (see detailed response below)

Ecology – No comment

Tree Officer – None received

The Winterslow Neighbourhood Plan Steering Group has submitted a letter jointly authored with Winterslow parish council in which full support is given to the proposed development.

8. Publicity

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

The publicity has generated three letters in support of the application and one letter of objection from third parties.

The Winterslow Neighbourhood Plan Steering Group has submitted a letter jointly authored with Winterslow parish council in which full support is given to the proposed development.

9. Planning Considerations

9.1 Principle of development and policy

The Council's Spatial Planning officer has assessed the proposal and provides the following consultation response:

“The application is to be considered in the context of the adopted Wiltshire Core Strategy (WCS), NPPF and the saved policies of the Salisbury District Local Plan (SDLP). Paragraphs 11 and 12 of the NPPF confirms that applications must be determined in accordance with the development plan and that proposals which conflict with the development plan should be refused unless material considerations indicate otherwise.

Need for this development

Para 47 bullets 1 and 2 of the National Planning Policy Framework states:

To boost significantly the supply of housing, local planning authorities should:

- ***use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;***
- ***identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later***

in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20%

(moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;

With the adoption of the Wiltshire Core Strategy in January 2015, the council meets both of these objectives.

Policy CP24 of the WCS sets out a series of indicative housing numbers across broad locations in Wiltshire, which are designed to guide an even distribution of housing delivery across the area. The application site is not located within or adjacent to the settlement boundary of Winterslow, and is therefore in the open countryside.

The CP24 indicative housing requirement for the rest of the community area (excluding Downton) for the remaining plan period is 615 dwellings. Of these 611 now have planning permission or have been constructed and therefore as set out in Appendix 6 of the updated Housing Land supply report of 2015 there is only a requirement for 4 dwellings over the remainder of the plan period.

Table 2 of the Council's current Housing Land Supply Statement 2015 demonstrates that each housing market area in Wiltshire, including South Wiltshire which this site is located, has a 5 year housing land supply, plus a 5 % buffer. Therefore, there is no need for this development at this time.

Other policy considerations

Core Policy 1 outlines the settlement strategy for Wiltshire and identifies the settlements where sustainable development will take place. Winterslow is listed as a large village within the Southern Wiltshire Community Area.

The site is outside the settlement boundary of West Winterslow, the site is therefore in the open countryside for planning purposes.



Core Policy 2 addresses the issue of development outside of settlement boundaries. Under Core Policy 2, development will not be permitted outside the limits of development unless it has been identified within the subsequent Site Allocations Development Plan Document and Neighbourhood Plan.

Core Policy 2 states that development proposals outside of defined settlements will be strictly limited, and only acceptable in certain circumstances, none of which are applicable to the application proposal. The WCS does not propose any strategic housing allocations in Winterslow, and it is envisaged that any non-strategic housing sites will come forward either through the Neighbourhood Planning process or through the forthcoming Wiltshire Housing Sites DPD. The Council are currently working towards a Housing Sites Allocations DPD, and Winterslow Parish Council has begun the Neighbourhood Plan making process.

The housing requirements set out at CP24 are indicative in order that the Council and community, through the development of subsequent Sites Allocation DPD and Neighbourhood Plans, may apply a flexible approach to housing delivery. It is considered that the proposal is contrary to the Plan-led approach for housing intended to be delivered through the Neighbourhood Planning and Site Allocation processes. As the Council is able to demonstrate a five year supply of housing land, and there is no over-riding need at this time for development in this location, the presumption against development applies until such time as the site may be allocated for development by the Council or local community.

Attention needs to be given to the progression of the Draft Neighbourhood Plan for Winterslow which is ongoing. The Neighbourhood Plan steering group has gathered evidence relating to land ownership and land availability within the village and surrounding area. From the evidence that they have gathered, they have shortlisted the top ten preferred sites for residential development, as voted for by the local community. This site forms two of the 10 sites identified for development within the Neighbourhood Plan.

A joint letter of support has been received from the Parish Council and the Neighbourhood Plan Steering Group. However, the site is still in the open countryside, not adjacent to the main part of the village, and is therefore contrary to Core Policy 2, until such time as the Neighbourhood plan is has gone through the various stages, including examination and referendum and has been made (adopted).”

It is considered that the proposal is contrary to the Plan-led approach for housing intended to be delivered through the Neighbourhood Planning and Site Allocation processes. As the Council is able to demonstrate a five year supply of housing land, and there is no over-riding need at this time for development in this location, the presumption against development applies until such time as the site may be allocated for development by the Council or local community. Therefore Officers raise a **policy objection** to the application at this time. Subject to the site allocation being maintained in the Neighbourhood Plan when adopted, then this site may have potential for residential development in the future.

9.2 Design and Impact on area and amenity

The proposed dwelling houses are noted to be of a large scale and are centralised within the two plots. The design of the large 5 bedroom dwellings are considered to be of an appropriate style for the rural locality. The plots to dwelling ratio is considered to be acceptable and Officers note the proposed external materials consist of facing brickwork, oak cladding under a clay tiled roof and the proposal is considered acceptable in terms of its scale, design and materials.

It is considered that by reason of the siting, existing tree screening, orientation and general relationship between the proposed dwelling and the closest existing neighbouring dwelling (known as Weston Hill Farm and Weston Hill House), the proposed development would not unduly disturb, interfere, conflict with or overlook adjoining dwellings or uses to the detriment of existing occupiers.

9.3 Highways matters

Wiltshire Council Highways have raised concerns with the proposal and have commented: *“The site is located outside of the policy framework and is not well connected to the main part of Winterslow village with the school, shop and other facilities. A residential development in this location would generally attract an adverse highway recommendation on sustainability grounds.*

I have visited the site and I have concerns regarding the available sight lines at both accesses. In this location it would be reasonable to assume that vehicles are travelling in the region of 40mph (although speed surveys would confirm this). On that basis visibility splays of 2.4m by 120m should be provided in each direction at and above a height of 900mm.”

In response to the highway comments, the Agent has provide the following amended drawing 885-20-07 *“detailing the visibility splays of 2.4m by 120m you require, in each direction at and above a height of 900mm.*

This drawing demonstrates that the visibility spays could be accommodated, by the setting back of the vegetation on the front boundary and by changes to the existing access to the east, by lowering the wall and piers as you suggest.

While this would require the relocation of the hedge, despite its established appearance, this a relatively new hedge only planted in 2008 which can be seen in Google Street View, when the applicant planted the hedge whips. Relocation of the hedge is possible by specialist firms which the applicant has used the services of before, with successful results.

The East access was granted permission in the 1986 in accordance with highways guidance issued to the applicant at the time, which included how the brick walls were to be set out. To accord with your requirements the walls and piers can easily be lowered.”

Officers note that the amended plans include the required visibility plays as required by Wiltshire Council Highways, however the front boundary hedge will be removed in order to produce the visibility splays. Whilst Officers do not endorse the removal of the hedge, on balance Officers accept that the hedge can be conditioned to be replanted and maintained for a 5 year period.

9.4 S106 matters

None

10. Conclusion

It is considered that the proposal is contrary to the Plan-led approach for housing intended to be delivered through the Neighbourhood Planning and Site Allocation processes. As the Council is able to demonstrate a five year supply of housing land, and there is no over-riding need at this time for development in this location, the presumption against development applies until such time as the site may be allocated for development by the Council or local community. Therefore officers raise a policy objection to the application at this time.

However, subject to the site allocation being maintained in the Neighbourhood Plan when adopted, this site may have potential for residential development in the future, but for the

moment the proposal is considered premature and cannot be supported on planning policy grounds.

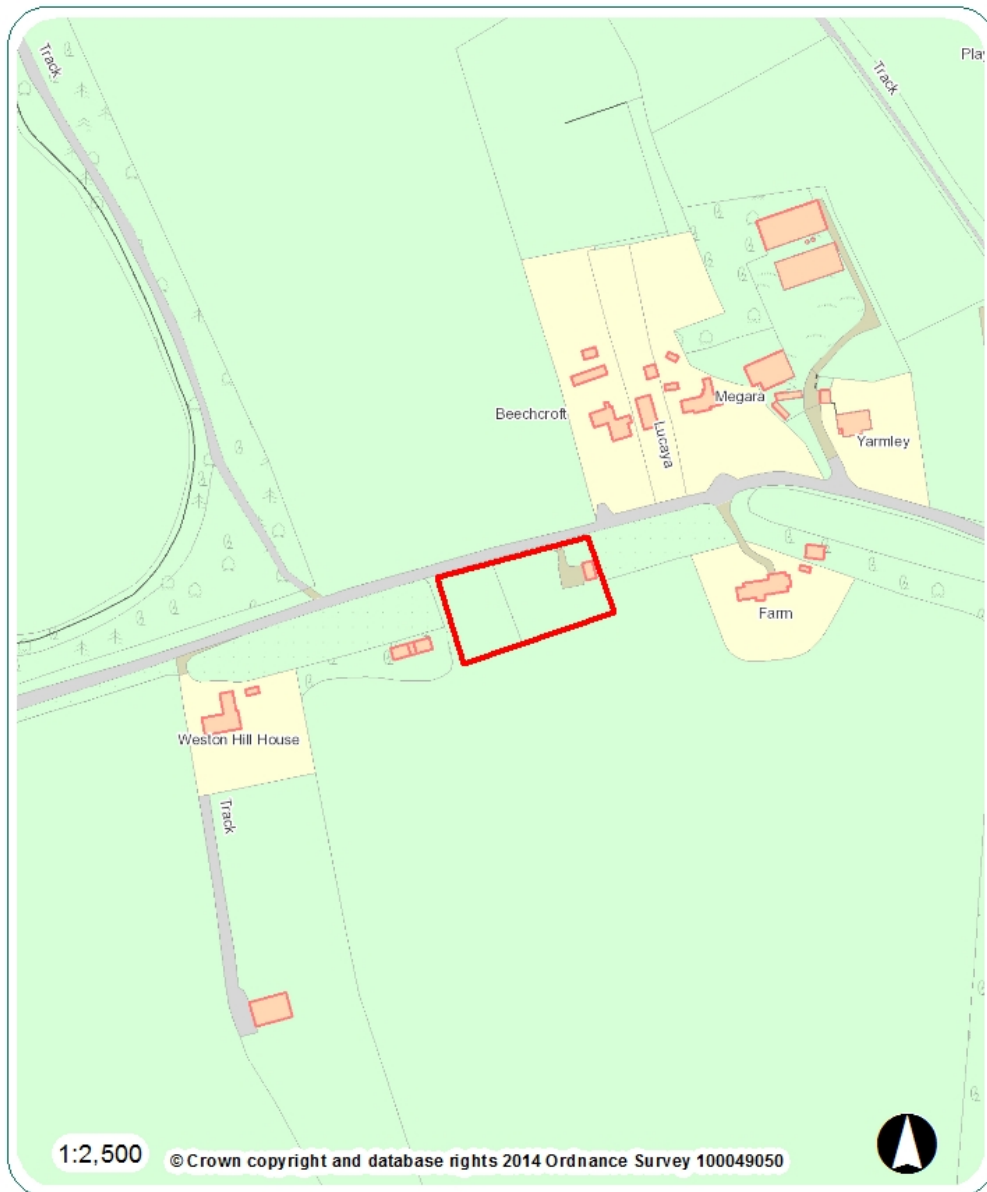
11. RECOMMENDATION: REFUSE, for the following reason:

The application site is situated outside of the defined limits of development as set out within Core Policies CP1, CP2 and CP23 of the adopted Wiltshire Core Strategy and the associated policies maps. Whilst the application site has been included in the emerging Winterslow Neighbourhood Plan, the Neighbourhood Plan is not yet formally part of the development plan for the area. The proposal is therefore considered contrary to the Plan-led approach for housing intended to be delivered through the Neighbourhood Planning and Site Allocation processes. As the Council is able to demonstrate a five year supply of housing land, and there is no over-riding need at this time for development in this location, the presumption against development applies until such time as the site may be allocated for development by the Council or local community. The proposal is therefore contrary to Core Policies CP1, CP2 and CP23 of the adopted Wiltshire Core Strategy, the emerging Winterslow Neighbourhood Plan, and the aims of the NPPF, which advocates a plan-led approach.

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REPORT OUTLINE FOR AREA PLANNING COMMITTEES

Report No.

Date of Meeting	13 th October 2016
Application Number	16/07363/FUL
Site Address	The Council House Bourne Hill Salisbury SP1 3UZ
Proposal	Integration of police station into existing office space for police operational and administrative purposes including accommodating both a community policing team (whose functions will include community policing and responding to incidents), and an enquiry office facility.
Applicant	Police and Crime Commissioner for Wiltshire
Town/Parish Council	SALISBURY CITY
Electoral Division	ST EDMUND AND MILFORD – Cllr Atiquel Hoque
Grid Ref	414736 130355
Type of application	Full Planning
Case Officer	Adam Madge

Reason for the application being considered by Committee

The Head of Development Management does not consider it expedient in this case to use his delegated powers as the proposed use is located within a council owned building where objections have been received to the proposal.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

2. Report Summary

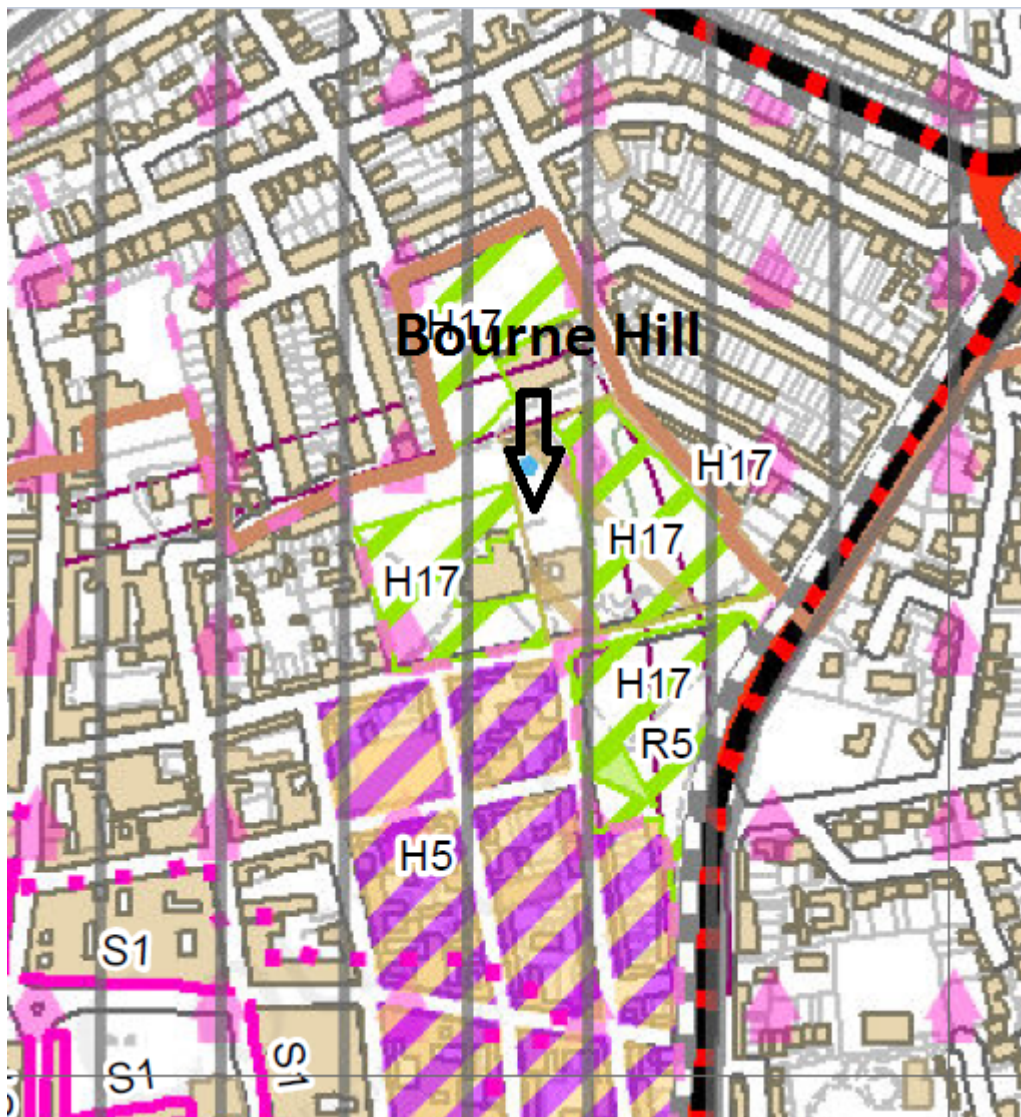
The main issues to consider are –

- a) Principle of development
- b) Traffic issues
- c) The affect on neighbouring properties amenity including the arts centre and neighbouring residential properties
- d) The affect on the grade 2* listed building and the surrounding conservation area.

3. Site Description

The site is that of the grade 2* listed Council House at Bourne Hill in Salisbury. The main building dates from 1670 with alterations in the early 18th century and in 1788. It was recently refurbished and the previous Victorian extension to the rear removed and a new modern glazed extension was added. The building is currently used as the main 'hub' for council workers in the South of Wiltshire and contains the city's police station which is positioned on the ground floor.

The building is situated within grounds which extend primarily to the East of the building and are open to the public. There is a formal garden to the rear beyond which lies open grass which formerly contained the City's swimming pool. To the West is the College street Car park which is presently used partly by the police at Bourne Hill and also the former St Edmunds Church which is used as an arts Centre and has its own small car park to one side.



4. Planning History

S/2006/0200 EXTERNAL ALTERATIONS TO THE COUNCIL HOUSE, PART DEMOLITION OF OFFICE BUILDINGS, OUTBUILDINGS AND

BOUNDARY WALLS, NEW PEDESTRIAN ACCESS OPENING THROUGH EXISTING BOUNDARY WALL ADJACENT TO THE ARTS CENTRE, CONSTRUCTION OF A NEW BUILDING (APPROXIMATELY 4,000sq.m) TO CREATE NEW HEADQUARTERS BUILDING FOR SALISBURY DISTRICT COUNCIL AND PART CHANGE OF USE OF THE COUNCIL HOUSE TO REGISTRY OFFICE, TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPE WORKS. CLOSURE OF VEHICULAR ACCESS TO CAR PARK FROM COLLEGE STREET AND ALTERATIONS TO THE CAR PARK

Approved with conditions 16/2/2006

S/2006/0201 EXTERNAL AND INTERNAL ALTERATIONS TO THE COUNCIL HOUSE AND PART DEMOLITION OF OFFICE BUILDINGS, OUTBUILDINGS AND BOUNDARY WALLS, NEW PEDESTRIAN ACCESS THROUGH EXISTING BOUNDARY WALL ADJACENT TO THE ARTS CENTRE AND CONSTRUCTION OF A NEW BUILDING (APPROXIMATELY 4,000SQ. M) TO CREATE NEW HEADQUARTERS FOR SALISBURY DISTRICT COUNCIL TOGETHER WITH ASSOCIATED LANDSCAPE WORKS

Approved with conditions 16/2/2006

S/2008/0350 EXTERNAL ALTERATIONS TO THE COUNCIL HOUSE INCLUDING GLAZED LINK & BOUNDARY WALLS NEW PEDESTRIAN ACCESS OPENING THROUGH EXISTING BOUNDARY WALLS ADJACENT TO ARTS CENTRE WITH GLAZED LINK TO A NEW EXTENSION (APPROX 2630 M SQ GROSS EXTERNAL AREA) TO CREATE NEW OFFICE FOR COUNCIL SERVICES & PART USE OF THE COUNCIL HOUSE AS A REGISTRY OFFICE WITH ASSOCIATED CAR PARKING LANDSCAPING (INCLUDING TO THE NORTH GARDEN) & ALTERATIONS TO EXISTING CAR PARK

Approved with conditions 21/2/2008

S/2008/0351 EXTERNAL & INTERNAL ALTERATIONS TO THE COUNCIL HOUSE INCLUDING GLAZED LINK & BOUNDARY WALLS NEW PEDESTRIAN ACCESS THROUGH EXISTING BOUNDARY WALL ADJACENT TO THE ARTS CENTRE WITH GLAZED LINK TO A NEW EXTENSION (APPROX 2630 M SQ GROSS EXTERNAL AREA) TO CREATE NEW OFFICES FOR COUNCIL SERVICES WITH ASSOCIATED LANDSCAPE WORKS

Approved with conditions 21/2/2008

S/2012/0544 REMOVE EXISTING RADIATORS TO THE THREE WINDOW BAYS IN THE CEREMONY ROOM AND INSTALL FAN COIL UNITS INSTEAD.

Approved with conditions 23/4/2012

S/2006/1984 DEMOLITION OF REDUNDANT SWIMMING POOL COMPLEX INCLUDING THE REMOVAL OF ALL FOUNDATIONS AND POOL TANKS

Approved with conditions 28/9/2006

5. The Proposal

The proposal is for the integration of the existing police station into Bourne Hill which will include the addition of a community policing team which will respond to incidents and the enquiry office facility. This will involve the total number of officers located at the premises being 87 (although only 24 at any one time because of shifts). This is an increase on the current 29 (with 14 being on shift at any one time). There will be an increase in use of the existing College street Car park by the police for police vehicles from 24 spaces at present to 31 spaces.

It is intended that the enquiry desk will be open to the public from 8.30am to 5.30pm Monday to Friday and 9am to 1pm on Saturdays. The police will occupy the premises for operational purposes 24 hours a day 7 days a week.

There are no physical building works proposed as part of this development and no increase in the built floor space. At present it is envisaged that the police would occupy the ground floor (as at present) and the second floor of the new extension.

6. Local Planning Policy

a. Adopted development plan – Wiltshire Core Strategy

Core Policy 1 – Settlement Strategy

Core Policy 2 – Delivery Strategy

Core Policy 3 – Infrastructure Requirement

Core Policy 20 – Spatial strategy for the Salisbury Community area

Core Policy 57 – Ensuring high quality design and place shaping

Core Policy 58 - Ensuring the conservation of the historic environment.

Core Policy 60 - Sustainable transport

Core Policy 61 - Transport and new development.

b. Neighbourhood Planning

There is presently no neighbourhood plan for the Salisbury City area

National Planning Policy context.

National Planning Policy Framework and National Planning Policy Guidance.

7. Summary of consultation responses

Wiltshire Council highways –

I refer to the above planning application to allow an increase in the accommodation to be utilised by Wiltshire Police, together with an increase in the number of parking spaces available for the police in the College Street car park.

I understand that the amount of floor space to be used will increase by around 20% from 456sqm to 545sqm with the maximum number of staff and officers based at the premises being 24 at any one time. The number of parking spaces being used by the police will increase to 31. The application involves no physical works or alterations to the building, access or highway.

I note the concerns of the local residents with regard to the potential increase in police cars travelling at speed through the residential streets, many of which are subject to 20mph speed limit. However, this is a matter that the police will have to manage and control. The principle of the relocation of Wiltshire Police has been established and offers wider benefits to the community.

The loss of parking within the College Street car park is unfortunate, although 40 parking spaces will remain and there are other parking options for visitors to Salisbury, as well as other travel opportunities such as the Park and Ride.

I regret that I have not had sight of the Bourne Hill Travel Plan but the existing travel plan should be updated to include the use of the building by Wiltshire Police and their unique and individual vehicle movements and travel needs.

Wiltshire Council Public Protection – *It is noted that concern has been expressed regarding noise from the use of College Street car park by Police vehicles. As this is a public carpark that can be used 24hours a day, 7 more of the spaces being used for Police vehicles rather than public is not likely to lead to an increased adverse impact.*

As mentioned above, in terms of changes in vehicle movements there is proposed to be an increase of 7 in the number of spaces in a public carpark allocated to Police. There will also be an increase in Police Officers based at Bourne Hill, due to shift work this will likely be an increase of 10 officers at any one time.

Bourne Hill is within Salisbury Air Quality Management Area and as such the Travel Plan must be reviewed and updated to reflect the use of the building.

A condition should be attached to any planning permission granted requiring the travel plan to be reviewed and updated.

Wiltshire Council Conservation officer - *The application proposes no physical changes to the listed building nor works within its setting, and I therefore have no comments to make.*

Historic England - *The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.*

Salisbury City Council –

SCC object to this application on grounds of safety, noise, loss of amenity for the Arts Centre, and a lack of proper consultation with local residents and air quality issues arising from additional traffic, particularly diesel vehicles in the city centre. In addition there is a lack of a travel plan for the site. Wiltshire Council's July 2009 Supplementary Planning Document 'Development Related Travel Plans' gives criteria when Travel Plans are to be supplied,

including at Para 5.2 "All smaller developments generating significant amounts of travel in, or near to, Air Quality Management Areas (AQMA's), and in other locations where there are local initiatives or targets for the reduction of road traffic, or the promotion of public transport, walking and cycling;". These criteria apply at this location which is within the Salisbury AQMA. There is already an extant condition requiring a Travel Plan for occupants of Bourne Hill. Condition 25 attached to S/2008/0350 required continued implementation of an approved travel plan as long as any part of Bourne Hill is occupied. It would appear that the SDC Travel Plan dated Feb 2008 which resulted from S/2008/0350 has not been updated to reflect the travel patterns of the current occupants of these offices (WC/Police). The opportunity should be taken to rectify this failing.

8. Publicity

4 Letters of objection raising the following points –

- A) Considers that the wrong information has been given on the application about the opening hours of the police station as there are police movements in and out of Bourne Hill 24 hours a day not only the hours specified in the application.
- B) Considered that not all of the College Street Car park should have been included in the application as only approximately 50% is currently used for police parking.
- C) Police vehicles regularly leave the car park at speed. The access to Belle Vue road is blind for pedestrians and people including children who regularly cross the road at this point to access the park at the rear of Bourne Hill which police drivers do not take into account.
- D) As the site is in operation 24 hours a day there has been an increase in traffic which has had a detrimental environmental impact on the area. There is movement of police vehicles throughout the day but most significantly an impact between 07:00 and 23:00. There is also the slamming of boots and doors which creates noise issues when vehicles arrive and leave particularly in the early hours.
- E) The existing College street car park acts as an overflow for city centre parking, the Arts centre and residents, the plan details that the College street car park will be lost.
- F) There has been a detrimental impact to the environment from pollution from the increase in cars, LGV's and HGV's. Wildlife has also been affected by the lighting being on all night with birds singing throughout the night.
- G) Concern is expressed that not all residents have been consulted and that the consultation was limited.
- H) The premises is in the middle of a residential area with a 20mph speed limit it is inconceivable that response vehicles are to be located in this vicinity.
- I) When the police station moved from Wilton Road to Bourne Hill, it was a temporary measure until it could be located at the "hub" at 5 Rivers. Bourne Hill is an unsuitable location for the permanent siting of a police station.
- J) Generally support the use of Bourne Hill by the police. Having read the problems experienced by local residents I feel the police will need to give more consideration to their new neighbours and work more closely to minimise disturbances at night.
- K) When Bourne Hill was built it had a green travel plan providing parking spaces for essential users with other council staff parking elsewhere. I would like to know how many official police vehicles need spaces and if it is planned to provide spaces for non-police vehicles. Can this be made clear?

1 additional letter commenting that there don't appear to be details of the proposed changes to the parking in the College street car park.

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.

a. Principle of development

The principle of locating the police service with Bourne Hill is considered acceptable. The existing use of the building is as offices for use by a public service (the council) The movement of the additional police officers to Bourne Hill is again for use by officers in a public service role it is not considered therefore that in principle the use is incompatible with that, that already exists at the premises.

The police in a supporting statement submitted with the application have stated the following -

"The proposed development is for the continued use of the premises by Wiltshire Police and proposed use by the Community Policing Team for Wiltshire South.

Wiltshire Police has occupied part of the building since August 2014 to accommodate their neighbourhood policing teams and its enquiry facility. Wiltshire Police is now in the process of rolling out a new police operating model called 'Community policing'.

Community Policing offers a way for the police and the community to work together to resolve the serious problems that exist in communities and build better relations with each other and partner agencies. It is essential to identify and address root causes of problems that lead to repeat calls so that demand placed upon the teams within the community is reduced.

Neighbourhood Policing is a core part of the community policing team. Local officers will be policing local communities -- dealing with local issues. The introduction of larger community policing teams means that Wiltshire Police would be broadening the size of local teams to include response officers and investigators.

The anticipated key benefits of the model include:

- Improved customer experience;*
- Create capacity to prevent;*

- *Increase in staff morale and wellbeing;*
- *Efficiency savings; and*
- *Reducing further demand.*

Wiltshire Police is on a journey with its partner organisations and this model allows it to move from isolation to collocation with a view of integration for the future.

A decision was made to trial a Community Policing Team in the Trowbridge and Warminster area. In autumn 2015, a community policing team pilot went live.

The pilot area has demonstrated some early successes which include ownership of jobs and a single point of contact for our customers, the development of strong team ethos, improved multiagency working and the importance of joint team briefings creating a one team approach. Wiltshire Police would like to capitalise on these findings for all residents of Wiltshire.”

Core Policy 20 of the Wiltshire Core Strategy sets out the development strategy for Salisbury and the way in which development should grow during the Core Strategy period. There is a need therefore to have police facilities which meet that growth strategy which this proposal provides.

b. Site specific considerations –

Traffic and parking

It is proposed to increase the number of vehicular spaces used by the police in the College Street Car Park by a further 7 such that the total number of police spaces will be 31. It is not considered that the movement of a further seven police vehicles in and out of College Street Car park is likely to cause a significant additional amount of traffic particularly as those spaces already exist within the car park and can at present be used by the public.

Officers own personal vehicles when they are brought to work would be parked in City Centre car parks as council employees are expected to at present.

The council’s highways officer has been consulted on this application and they have raised no concerns about the additional police numbers that arise from the application itself. The Highways officer has specific responsibility for highway safety and has raised no concerns in this respect. They have however suggested that the applicants should be tied to the existing Green travel plan for Bourne Hill which the council adheres too.

The affect on neighbouring properties amenity including the arts centre and neighbouring residential properties.

The main perceived effects to neighbours from the increase in police numbers at Bourne Hill is from the additional vehicles in the area, the times of days that these will operate and any additional noise from these. The police only intend to use seven further parking spaces additional to that which currently exist. The additional noise from seven vehicles is unlikely to lead to such a level of noise that it would warrant refusal of planning permission. The car park exists and can be used by the public at any point of the day or night. Whilst there may be some activity at night from police vehicles the amount of activity and noise generated by these additional seven vehicles is not considered being significant.

It is not considered that there will be a loss of amenity to the arts centre from the proposed use as most of the College Street car park is still available to the public as is Salt lane, all of which can still be used by the Arts centre. There is unlikely to be any significant increase in noise that will affect the Arts centre.

The effect on the grade 2* listed building and the surrounding conservation area.

Neither English Heritage nor the council's conservation officer has raised any concerns or objections to the application as there are no material alterations to the building.

c. Other material considerations.

A number of matters have been brought up by neighbours to the development and the city council as follows –

The correct hours of opening have been given on the application as it states it is open from 8.30am – 5.30pm Mondays to Fridays these are the hours that the offices are open to the public. The office is in use by both council workers and the police outside of these hours and will have a 24 hour use for a limited number of officers as described in the applicants accompanying statement.

The whole of the College street car park was included in the red line of the application plan because the red line denotes the planning unit to which the application relates. This includes the College Street Car Park where an additional seven car parking spaces are proposed to be used for police vehicles.

It is noted that some householders believe that police vehicles presently leave the site at speed. Clearly in the case of an emergency, police vehicles are entitled to exceed the imposed 20mph speed limit in this residential area. The majority of responses are carried out when officers are already away from the office. On occasions when they are required to leave the office in an emergency this will clearly be carried out in the safest manner possible. Police response drivers are highly qualified and trained to read the road conditions in an area and respond accordingly.

There will be an increase in traffic from the additional seven police parking spaces and from the additional officers that will be based at Bourne Hill, This will only be an additional 10 staff at any one time over those currently based at Bourne Hill (excluding change over times) and whilst there will be additional noise and disturbance over that which already exists, this is not considered to be extensive enough to warrant non approval of planning permission.

The college street car park will not be lost as part of this proposal. The police only intend to use a further seven spaces in addition to that which already are used i.e. from 24 to 31. The rest of the spaces will still be available for others to use.

The parking area will hold no more vehicles than it currently does and therefore increase in pollution levels is likely to be negligible.

A total of 41 neighbour consultation letters were sent out as part of this planning application including all those neighbours directly adjacent the development and three site notices were put up around Bourne Hill. The council only has a legal duty to either notify neighbours affected by the development or put up site notices but both were done in this case. It is considered the consultation was wide and adequate.

The move of the police station from Wilton road to Bourne Hill was never a temporary proposal and the main police station was always intended to be at Bourne Hill.

10. Conclusion

It is considered that the addition to and expansion of the existing police facilities at Bourne Hill will provide public benefits that outweigh any perceived disbenefits. The loss of seven car parking spaces to police use is not considered to be significant as it would still leave a substantive number of car parking spaces for public use. There is the possibility of additional noise from vehicle doors etc at various times of the day but this is to be expected from a public car park and is not incompatible with its existing use as such. There are benefits to the public from the co location of the police offices to Bourne Hill in terms of co operation between officers and sharing of facilities. It is considered that the proposal complies with policies CP1, 2 and 20 of the Core strategy and as such can be recommended for approval.

RECOMMENDATION Grant planning permission subject to conditions

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

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

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

Application form dated 27th July 2016

Site Plan as received 1st August 2016

Agents supporting letter dated July 27th 2016

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

- 3) No part of the development shall be occupied by the new use, until the existing Green travel Plan has been updated and approved in writing by the Local Planning Authority. The updated Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

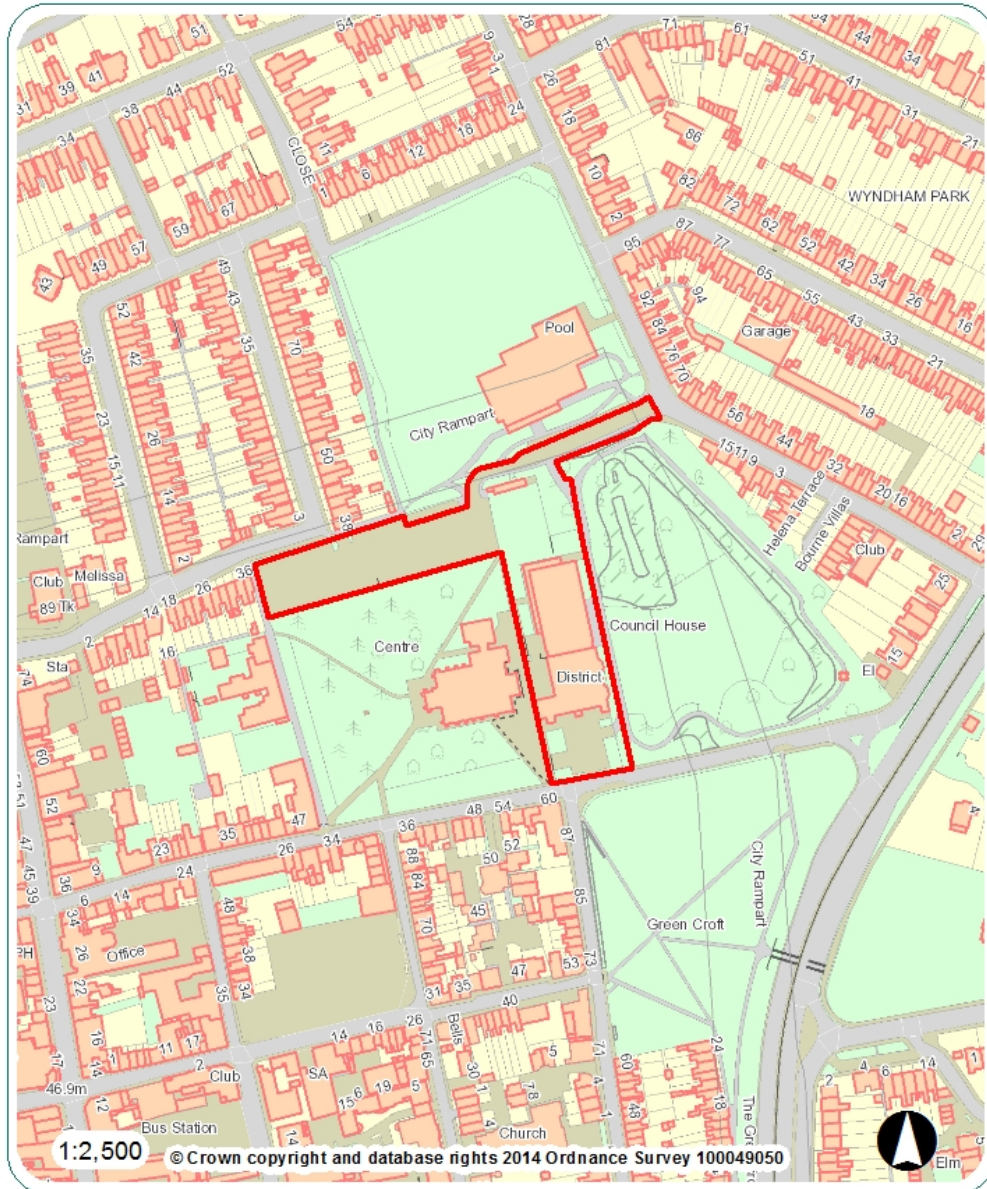
- 4) The number of staff employed by the Police authority and permanently based at Bourne Hill shall not exceed 87 as specified in the applicants accompanying statement unless otherwise agreed in writing with the local planning authority.

REASON: In order to ensure that there is no adverse effect on the amenity of neighbouring residents from an increase in police numbers without further consideration by the local planning authority.

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