

Schedule Of Planning Applications For Consideration

In The following Order:

Part 1) Applications Recommended For Refusal

Part 2) Applications Recommended for Approval

Part 3) Applications For The Observations of the Area Committee

With respect to the undermentioned planning applications responses from bodies consulted thereon and representations received from the public thereon constitute background papers with the Local Government (Access to Information) Act 1985.

ABBREVIATIONS USED THROUGHOUT THE TEXT

AHEV	- Area of High Ecological Value
AONB	- Area of Outstanding Natural Beauty
CA	- Conservation Area
CLA	- County Land Agent
EHO	- Environmental Health Officer
HDS	- Head of Development Services
HPB	- Housing Policy Boundary
HRA	- Housing Restraint Area
LPA	- Local Planning Authority
LB	- Listed Building
NFHA	- New Forest Heritage Area
NPLP	- Northern Parishes Local Plan
PC	- Parish Council
PPG	- Planning Policy Guidance
SDLP	- Salisbury District Local Plan
SEPLP	- South Eastern Parishes Local Plan
SLA	- Special Landscape Area
SRA	- Special Restraint Area
SWSP	- South Wiltshire Structure Plan
TPO	- Tree Preservation Order

LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING
COMMITTEE
CITY AREA – 7 JUNE 2007

Note: This is a précis of the Committee report for use mainly prior to the Committee meeting and does not represent a notice of the decision

Item Page	Application No Officer	Parish/Ward Recommendation Ward Councillors
------------------	-------------------------------	--

1	S/2007/0784	BEMERTON
5-7	Mrs S Appleton	APPROVED WITH CONDITIONS
	MR MORSE 33 QUEEN ALEXANDRA ROAD SALISBURY REAR SINGLE STOREY EXTENSION	Bemerton Ward Cllr Mrs Evans Cllr Osment Cllr Vincent
2	S/2007/0715	ST ED & MILFORD
8-15	Mrs B Jones	APPROVED WITH CONDITIONS
SV 4.00 pm	MILFORD HALL HOTEL & RESTAURANT 206 CASTLE STREET SALISBURY ERECTION OF A PART GROUND AND PART FIRST STOREY EXTENSION TO EXISTING MODERN HOTEL ANNEX TO CREATE 11 HOTEL BEDROOM SUITES AT THE REAR OF HOTEL	St Edmund & Milford Ward Cllr Mrs Chettleburgh Cllr Sample
3	S/2007/0716	ST ED & MILFORD
16-18	Mrs B Jones	APPROVED WITH CONDITIONS
SV 4.00 pm	MILFORD HALL HOTEL & RESTAURANT 206 CASTLE STREET SALISBURY ERECTION OF A PART GROUND AND PART FIRST STOREY EXTENSION TO EXISTING MODERN HOTEL ANNEX TO CREATE 11 HOTEL BEDROOM SUITES AT THE REAR OF HOTEL	St Edmund & Milford Ward Cllr Mrs Chettleburgh Cllr Sample
4	S/2007/0818	FISHERTON/BEM V
19-27	Mr R Hughes	APPROVE SUBJECT TO S106

	<p>OLD RAMPART FILLING STATION JUNCTION OF WILTON & DEVIZES ROAD SALISBURY</p> <p>ERECTION OF 14 NO 2-BEDROOM FLATS & GROUND FLOOR COMMERCIAL SPACE & ASSOCIATED FACILITIES</p>	<p>Fisherton & Bemerton Village Ward</p> <p>Cllr Roberts Cllr Walsh</p>
5	S/2007/8007	FISHERTON/BEM V
28-32	Mr R Hughes	NO OBJECTION
	<p>HIGHBURY PRIMARY SCHOOL HIGHBURY AVENUE SALISBURY</p> <p>CONSTRUCTION OF 9 CLASSROOM REPLACEMENT SCHOOL AND ASSOCIATED ACCESS</p>	<p>Fisherton & Bemerton Village Ward</p> <p>Cllr Roberts Cllr Walsh</p>
AGENDA ITEM	Tree Preservation Order 389 – St Paul's Church Salisbury	

Part 1
Applications recommended for Refusal

No Refusals

Part 2

Applications recommended for Approval

1.

Application Number:	S/2007/0784		
Applicant/ Agent:	MR S P MANKIN		
Location:	33 QUEEN ALEXANDRA ROAD SALISBURY SP2 9LL		
Proposal:	REAR SINGLE STOREY EXTENSION		
Parish/ Ward	BEMERTON		
Conservation Area:		LB Grade:	
Date Valid:	17 April 2007	Expiry Date	12 June 2007
Case Officer:	Mrs S Appleton	Contact Number:	01722 434541

REASON FOR REPORT TO MEMBERS

The applicants are employees of the Council

SITE AND ITS SURROUNDINGS

33 Queen Alexandra Road is a semi-detached property situated within an established residential area to the north west of Salisbury City Centre. The property is located within a Housing Policy Boundary.

THE PROPOSAL

The proposal involves the erection of a single storey extension to the rear of the property.

PLANNING HISTORY

S/1983/0405 – Two storey extension to rear of dwelling – A/C 27/04/1983

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes – Expiry 24/05/2007
Departure	No
Neighbour notification	Yes – Expiry 09/05/2007
Third Party responses	No (as of 16/05/2007)
Parish Council response	N/A

MAIN ISSUES

- Scale, design and impact on the visual amenities of the street scene
- Impact on neighbour amenities

POLICY CONTEXT

Adopted Salisbury District Local Plan, G2 (General), D3 (Design) and H16 (Housing Policy Boundary).

PLANNING CONSIDERATIONS

Scale, design and impact on the visual amenities of the street scene

The proposed extension will be located to the rear of this dwelling. It will be approximately 4 metres wide, approximately 5 metres long and will have a pitched roof with a maximum height of

approximately 3.4 metres. There is no information included within the application, which states what materials will be used. However, a condition could be added to any approval requiring the materials to match those of the original dwelling.

As the proposed extension will be of a modest scale and will be located to the rear of the property in a relatively secluded garden, it will not have any significant adverse impacts on the visual amenities of the street scene.

It is considered that as a result of its scale and design, the proposed extension will be appropriate to the overall appearance of the existing dwelling and will therefore comply with policy D3 of the adopted Salisbury District Local Plan.

Impact on neighbour amenities

The proposed extension will be located approximately 1.5 metres from northeast boundary shared with the neighbouring property to the north (known as 35 Queen Alexandra Road). As a result of this relatively close proximity, the extension could have an impact on the residential amenity of the occupiers of the neighbouring property. However, due to the relatively low height of the extension and as the roof will slope away from number 35 Queen Alexandra Road, it is considered that any impact the bulk may have will be minimal and will not therefore cause any significant adverse impacts on the amenities of this property.

The proposed extension will not include any windows on its northeast elevation and as a result, it is considered that the proposal will not cause any overlooking into number 35 Queen Alexandra Road.

The proposed extension will be located approximately 3 metres from the boundary shared with the neighbouring property to the south west (known as 31 Queen Alexandra Road). As a result of this distance and by virtue of the extensions relatively low height; it is considered that the bulk of the proposal will not cause any significant adverse impacts on the residential amenities of number 31 Queen Alexandra Road.

Member's attention is drawn to the proposed window inserted on the southwest elevation of the proposed extension. This window will supply a new kitchen and would look directly into the garden of number 31 Queen Alexandra Road, which is located approximately 3 metres to the southwest. Although this window will look towards the neighbours garden area, it will be partially screened by the existing boundary fence and as the window will be at ground floor level, it is considered that any overlooking from this window will not be significant enough to warrant refusing the application and indeed at the time of writing this report, no letter of objection has been received from the occupier of number 31 Queen Alexandra Road. If members are concerned about the impact of this window, a condition could be added to any approval requiring it to be glazed with obscure glass and be fixed shut. This should not adversely affect the living conditions of the applicant as adequate light and ventilation will be provided by a window inserted into the western elevation of the extension.

CONCLUSION

It is considered that the proposed extension will be appropriate to the overall appearance of the existing dwelling and will not have any significant adverse impacts on the visual amenities of the street scene or the residential amenity of neighbouring dwellings.

RECOMMENDATION: APPROVE and subject to the following conditions:

REASON FOR APPROVAL

It is considered that the proposed extension will be appropriate to the overall appearance of the existing dwelling and will not have any significant adverse impacts on the visual amenities of the street scene or the residential amenity of neighbouring dwellings.

- 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 section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.**

Reason: To ensure that the proposed extension will satisfactorily harmonise with the external appearance of the existing building.

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

H16 – Housing Policy Boundary
G2 – General Criteria for Development
D3 – Design

Application Number:	S/2007/0715		
Applicant/ Agent:	WGDP		
Location:	MILFORD HALL HOTEL & RESTAURANT 206 CASTLE STREET SALISBURY SP1 3TE		
Proposal:	ERECTION OF A PART GROUND AND PART FIRST STOREY EXTENSION TO EXISTING MODERN HOTEL ANNEX TO CREATE 11 HOTEL BEDROOM SUITES AT THE REAR OF HOTEL ST ED & MILFORD		
Parish/ Ward	ST ED & MILFORD		
Conservation Area:		LB Grade:	II*
Date Valid:	3 April 2007	Expiry Date	29 May 2007
Case Officer:	Mrs B Jones	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS

The Head of Development Services does not consider it prudent to exercise delegated powers.

SITE AND ITS SURROUNDINGS

Milford Hall Hotel is a Grade II* listed building that has been significantly enlarged with more recent and modern single and two storey extensions to the rear. The site has a vehicular access from Castle Street with existing on site parking facilities to the southern side of the hotel buildings and extending into the full depth of the site. The original two-storey house that dates from about 1800 occupies the front of the site and is set back from the road by a garden area, while the existing single storey accommodation block to which this application relates is to the rear of the site. This single storey block is connected by a single storey link to the adjacent two-storey accommodation block that is of the same general design and finished in a similar brick.

The residential properties in Wyndham Road and Hamilton Road adjoin the side boundaries of the site to the south and north respectively and are separated from it by their rear gardens. To the east, the site is adjoined at relatively close proximity by the residential dwelling at No 32 King's Road that is "side on" to the site and is separated from the boundary by a driveway. The boundaries of the site with the surrounding properties are predominantly formed by a high brick wall and there are also some existing leylandii trees on the boundary with Kings Road.

THE PROPOSAL

The application seeks planning permission to erect a part ground and part first floor extension to the existing modern hotel annex to create 11 hotel bedroom suites at the rear of the hotel. The supporting statement indicates that 4 parking spaces would be lost. A curved internal staircase would be provided in the existing courtyard to serve the new extension. Materials would be natural slate for the roof, render and bricks to match the existing.

The proposal differs from a previously submitted scheme for 12 beds as follows:

- The roofline has been dropped by 0.7m
- Removal of oriel windows and Juliet balconies from east and north elevations
- No windows or high ridge line facing Hamilton Road
- One recessed (restricted and obscured) window for Bed 5 and one restricted/obscured window for Bed 4
- Submission of sunlight and daylight studies
- First floor of north elevation as extended would be approx 6m from boundary wall with Hamilton Road properties, previously proposed to be 4m, and 6.5m in height, previously proposed to be more than 7m.

PLANNING HISTORY

This site has been the subject of an extensive planning history. However, of particular relevance to the current proposal are the following applications:

2006/1758 and 1759 Ground and first floor extensions to create 12 additional bedrooms
Withdrawn

2005/360 and 361 First floor extension to create 8 en suite bedrooms and external staircase R
The proposed development, by virtue of the overall scale, massing and generally poor design, would have an adverse impact upon the character and setting of the Grade II listed building and would adversely affect the amenities of the neighbouring residents due to its resultant dominance and overlooking. As such, the proposal would be contrary to Policies G2, D3, CN3 and CN5 of the Adopted Replacement Salisbury District Local Plan (June 2003).*

2003/432 Conversion/extension of former coach house to create fitness suite including spa pool
AC

2005/1723 and 1724 Extension to provide a new dining area AC

1998/299 and 300 Internal alterations to provide foyer kitchen and toilets, single storey extension to provide conference room and canopy porch to main entrance AC

CONSULTATIONS

WCC Highways -	No objection
Tourism Officer -	Support, see below
Wessex Water Authority-	Points of connection and any easements to be agreed
English Heritage -	No objection/comments
Conservation -	No objection
Archaeology -	No objection
Environmental Health Officer -	No objection subject to condition to restrict construction hours and sound insulation of any future plant.

REPRESENTATIONS

Advertisement	Yes	Expiry 10/5/07
Site Notice displayed	Yes	Expiry 10/5/07
Departure	No	
Neighbour notification	Yes	Expiry 26/4/07

Third Party responses Yes 6 letters of objection on the following grounds:

- Proximity of extension to Hamilton Rd properties
- extension already oversized and unattractive
- closer to Wyndham Rd properties than existing building line
- Loss of privacy and overlooking
- ugly outlook
- out of scale with dwellings
- Loss of light (survey is not accurate) especially in winter
- design and access statement misleading
- precedent for more extensions
- minimal contribution to tourism as hotel has primarily a business function.
- impact from extractor fans
- Overcrowded, densely packed development and lack of greenspace
- cannot compare relative heights
- extension unnecessary
- loss of trees
- increased noise levels
- intrusive
- would not be subservient
- built form and layout
- pressure on parking
- lack of space for large

- of hotel contrary to character of Victorian style of residential area
- in residential areas
- vehicles such as coaches
- loss of already insufficient parking spaces
- conflicts with G2 and D3
- would windows be obscured (Note from HDS – amended plans have been requested to confirm obscure glazing and restriction on first floor east windows),
- site notice put up on 19th April so not enough time to comment (Note from HDS – this is the correct target date for the site notice, expiring 10/5)

1 letter of no objection.

Transport 2000 Pleased to note demand in central Salisbury for hotel accommodation, but car park survey did not take place at peak time (in July on Saturday for example). Concerned proposal will put pressure on Resident's Parking in Zone A, especially during evening. A conference venue for up to 100 people should be required to produce a Green Travel Plan.

MAIN ISSUES

1. Principle: Hotels and Tourism in the City Centre
2. Scale, Design, Impact on Listed Building and its setting
3. Residential amenity
4. Highway Safety
5. Impact on Trees

POLICY CONTEXT

Adopted Salisbury District Local Plan Policies G2, D3, D6, T1, T6, D3, CN3, CN5, TR11.
 A Tourism Strategy for South Wiltshire
 PPG15 "Planning and the Historic Environment"
 PPS6 "Planning for Town Centres"
 PPG13 Transport

PLANNING CONSIDERATIONS

1. Principle: Hotels and Tourism in the City Centre

The application relates to an existing hotel and Policy T1 states that the development of new tourist facilities, or the improvement of existing tourist facilities will be permitted within the physical limits of the settlement. The tourism officer considers that strategic objective 1 of the new tourism strategy (A Tourism Strategy for South Wiltshire) aims to, "Continue to provide a quality tourism product and where appropriate introduce new products with the aim of continuously improving the overall visitor experience." More specifically it talks of increasing the number of hotel bedspaces and aims to increase the number of 3* and above hotels from 58% of the current bedstock to 80%. The development is therefore considered to assist in achieving these aims. Tourism currently accounts for 8% of all jobs locally. For Salisbury and South Wiltshire to maintain a viable tourism industry, the strategy aims to encourage the development of more accommodation establishments to suit all tastes and pockets so that visitors to the region will be encouraged to stay longer and spend more. A larger hotel would also support the need for accommodation that would suit the groups market.

PPS6 states that the government's key objective for town and city centres is to promote their vitality and viability by...supporting efficient, competitive and innovative tourism sectors, including hotels. Two key themes are the efficient use of land and promoting high quality design. The government is concerned to ensure efficient use of land in centres, by encouraging well designed, accessible, and where appropriate, higher density multi storey development. The proposal, in making efficient use of brownfield land within an existing city centre, is considered to meet the objectives set out in PPS6.

2. Scale, Design and Impact on the Listed Building and it's setting

Milford Hall Hotel is a late Georgian house dating from about 1800 and is a Grade II* listed building. The original building occupies the front of the site, while to the rear are a series of more recent brick extensions that have significantly enlarged the building. Some of the existing buildings, particularly the existing single storey and two-storey accommodation blocks, are of a poor quality design. In this respect, the character and setting of the listed building has already been compromised to some extent by the poor quality modern additions. More beneficially, the existing building is single storey and therefore has a more limited impact than the existing two-storey block on the character of the surrounding area and within the site itself.

Policy CN3 states that development that would in any manner affect the character or setting of a listed building will only be permitted if the proposal respects the character of the existing building in terms of scale, design and materials and its historic form and structural integrity. Policy CN5 states that development within the curtilage of a listed building will only be permitted where it does not harm the character or setting of the building concerned. Policy T6 states that extensions to hotels should be subordinate to the existing buildings and not detract from their appearance or the quality of their surroundings. Policy D3 sets out the general criteria for extensions.

The Conservation Officer considers that the proposals relate to alterations to the modern single-storey bedroom block at the rear of the site in order to create a larger two-storey block. The block in question is some distance away from the original part of the listed building, and is not particularly visible from the road due to the fact that there are existing single and two-storey extensions on the building at present, and an approximately two-metre high wall midway down the site. This means that there is a visual separation from the historic building.

The proposed extension retains the existing subservience of the modern bedroom wings, and the resultant building would be no higher than the existing two-storey bedroom block on the site. The Conservation Officer feels that the architectural treatment would give some interest to what is a bland façade at present. The roof will be pitched, and covered with natural slates, which will respect the traditional character of the main building. Subject to suitable bricks, brick sample panels, and natural slate, it is considered that the setting of the listed building would not be harmed by the proposals. English Heritage have raised no objection and have made no comment regarding the proposals.

The applicant has submitted a full design and access statement to justify the revised design and its impact on the listed building, and the previous reasons for refusal in 2005 on the grounds of the impact on the listed building are considered to be overcome, and in accordance with Policy CN3, CN5, T6 and D3.

3. Residential Amenity

The application site is adjoined by the rear gardens of the residential properties fronting Hamilton Road and Wyndham Road to either side and by No 32 King's Road to the rear. The existing single storey structure has a negligible physical impact upon adjoining residential amenities as it is substantially screened behind the respective boundary walls with only limited views of the roof slope above.

The proposed extension, however, would substantially increase the overall scale and mass of this section of the building and given the relatively close proximity of the building to the boundaries, particularly the properties in Hamilton Road and No 32 King's Road, it is considered that it would have an additional impact on the outlook from these properties. Policy G2 states that proposals should avoid *unduly* disturbing, interfering, conflicting with or overlooking adjoining dwellings, to the detriment of existing occupiers. The *level* of harm would therefore need to be assessed.

32 Kings Road

The proposed extension would be particularly dominant in relation to the west side elevation of No 32 King's Road which is separated from the rear elevation of the proposed 2-storey flank wall by some 7 metres. The dwelling has a number of windows in the side elevation facing over the existing roof of the hotel, including a stairway, second bedroom, and side window of the south

facing master bedroom. In comparison with the previously refused scheme the proposed extension would actually extend further along the boundary at the front of this property towards Kings Road. However, the south east part of the new elevation would not include a window for Bedroom 3, which has been positioned on the south elevation instead. The submitted plans show a site level difference of about 90cm between No 32 and the site and the proposed eaves would be about 4.5m above the ground level of No 32. The hotel bedroom windows would therefore be slightly lower than the west facing windows of No 32. However, the proposal would still affect the outlook from these windows, although it is not considered that there would be any direct impact from overlooking, as the windows would be obscured and restricted. However, despite the obscured windows being at a lower level than No 32, the very presence of the windows on these elevations would result in some perception of overlooking to the occupiers of No 32.

Given the aims and objectives of PPS6 for tourism and hotel development within town and city centres, it is considered, on balance, that the revised proposals would be satisfactory on this existing hotel site, and that the applicant has made reasonable attempts to try to reduce the impact on the side elevation of No 32. Members may feel that the need for the additional hotel accommodation outweighs the potential harm to the existing amenities to the occupiers of No 32, in terms of their loss of outlook to the west, and proximity of the development to the side elevation of the house. However, officers do remain concerned about the use of obscured glazing for the amenities of guests inside the bedrooms, which could lead to future pressure on the Local Planning Authority to lift any conditions requiring the obscure glazing in the guests' interests.

Wyndham Road Properties

The proposed south elevation of the two storey extension would be about 4.5m closer to the boundary with the gardens of dwellings in Wyndham Road. Amended plans have been requested, to delete the south facing window for Bedroom 11, which could be served by the west facing window.

As extended, the south elevation would be separated from the Wyndham Road dwellings by at least 22 metres and at least 11 metres from the boundary with the rear gardens. Given the guidance in PPS6, and that this is an existing brownfield site in the city centre, the proposal is not considered to give rise to sufficient impacts on the existing amenities of occupiers in Wyndham Road in terms of overlooking, loss of light, or dominance, to warrant refusal of the application.

Hamilton Road Properties

The existing two storey portion of the hotel presents a brick elevation to the gardens and terraces in Hamilton Road, with 'blind' brick recesses which present no overlooking or any perception of overlooking. The original extensions appear to have been carefully designed to minimise the impact on adjoining amenities.

The proposed extension would be particularly dominant in relation to the south side of properties 28-38, which are separated from the existing building by about 14 metres. These dwellings range between two and three storeys in height, with some south facing dormer windows. Their gardens are separated from the hotel boundary by an existing brick wall.

The first floor of north elevation as extended would be approx 6metres from the boundary wall with Hamilton Road properties and about 6.5m in height from ground level on the hotel's side, which is about 1.2m lower than the Hamilton Road properties. The proposed north elevation and the part of the west elevation closest to Hamilton Road do not contain any first floor windows, and therefore, overlooking is not considered to be material. The proposal would, however, result in some additional impact on the amenities of existing occupiers in terms of dominance and loss of outlook. However, given the proposed height and separation of the extension as described, this is not considered to be sufficient to refuse the application. Furthermore, given the aims and objectives of PPS6 for tourism and hotel development within town and city centres, and that this is an existing city centre brownfield site, it is considered, on balance, that the proposals would be acceptable and Members need to consider carefully whether the need for the additional hotel

accommodation outweighs the potential harm to the existing amenities to the occupiers of Hamilton Road, in terms of their loss of outlook to the south.

Objections have also been received on the grounds that the proposal will lead to a loss of light to the surrounding properties. Although it is recognized that the proposal may result in a reduction in the levels of direct sunlight to the rear gardens, the applicant has submitted critical sunlight and daylight protection lines in accordance with "Site Layout Planning for Daylight and Sunlight – The Building Research Establishment. The submission demonstrates that the development is well within the limits set by the guidance. Therefore, officers do not propose to raise an objection on this grounds.

4. Highway Issues

The latest Government guidance contained in PPG13 seeks to reduce the reliance on the car, and the applicant has submitted a car parking survey, which has been disputed by third parties.

The Highway Authority have considered the proposals, which would see a reduction in the number of on site spaces by 4. The site is, however, close to all the city centre's public transport facilities and car parks. Highways consider that given the close proximity of the Hotel and Restaurant to the city centre, no objection is raised to the proposal and a travel plan has not been requested. Members need to consider whether given the hotel's central position, this may be a situation where a reduced level of parking is acceptable.

5. Impact on Trees

There are some large trees towards the front of the site that are important in terms of their public amenity value. However, the proposals would affect some smaller trees within the courtyard and leylandii on the eastern boundary. These trees are not currently protected and are not considered to be of sufficient merit to be worthy of protection by a Tree Preservation Order. A condition requiring a scheme of replacement planting could be attached however, in the interests of amenity.

CONCLUSION

The impact of the development on the Grade 2* listed building is considered to be acceptable, and would not harm its character or setting. Furthermore, the development is considered to be beneficial in terms of meeting the hotel bed space needs of the city, as identified by the tourism strategy, and the proposal would also satisfy the broader objectives of PPS6 for hotel development in town and city centres. No highway objection has been raised, given the sustainable city centre location of the hotel.

However, the impact of the development on neighbouring amenities of 32 Kings Road and Hamilton Road is considered to be finely balanced, but for the reasons set out in the report, Members may feel that the leisure and tourism benefits of the development and the objectives set out in PPS6 outweigh the potential harm.

RECOMMENDATION: APPROVE

For the following reasons:

The proposed single and two storey extensions to an existing hotel on a brownfield site within the Salisbury Central Area would be in accordance with the adopted policy provisions of the Salisbury District Local Plan and the guidance for tourism and hotel development in PPS6, and would not have such a significant impact as to unduly disturb neighbouring amenities, or harm the character or setting of the listed building, or be detrimental to highway safety.

And 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. (A07B)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. As amended by section 51 (1) of the Planning and Compulsory Purchase Act 2004 (0004 AMENDED)

2. Before development is commenced, a schedule and sample panel of materials and finishes (to include natural slate and matching bricks), to be used for the external wall[s] and roof[s] of the extensions hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (D04A)

Reason: To secure a harmonious form of development

3. No deliveries of building materials, operation of plant or construction work shall take place outside the following hours:

Monday to Friday: 08:00 hrs to 19:00 hrs

Saturday: 08:00 hrs to 13:00 hrs

Sunday and Bank Holidays: No work.

Reason: In the interests of neighbouring amenities

4. There shall be no installation of any air conditioning plant, extraction systems, boilers, flues or similar equipment on the extensions hereby approved, unless otherwise agreed by the Local Planning Authority upon submission of a planning application in that behalf.

Reason: In the interests of neighbouring amenities and to enable the Local Planning Authority to maintain control over the character of extensions to the listed building.

5. Before development is commenced, large scale details (not less than 1:20 scale) of the: windows and recesses, doors, circular wall detailing and eaves (all to confirm detailing, means and degree of obscure glazing, methods of restricted opening and materials) of the extensions hereby approved, shall be submitted to, and approved in writing by the Local Planning authority, and the development shall thereafter accord with the approved scheme.

Reason – To secure a harmonious form development.

6. Replacement trees for the existing courtyard and the eastern site boundary (of a number, species, size and in a position to be agreed in writing by the Local Planning Authority) shall be planted within one month of the implementation of any felling necessitated by the development hereby approved. If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to ensure that the amenity value of the existing trees is maintained by the provision of adequate replacement.

7. The proposed east elevation first floor windows shall be glazed with obscure glazing and shall be fitted with a restricted opening mechanism, in accordance with full details to be submitted to and approved in writing by the Local Planning Authority before development commences. The windows shall be maintained accordance with the agreed details thereafter.

Reason: In the interests of neighbouring amenities and to prevent undue overlooking.

And in accordance with the following policies of the adopted Salisbury District Local Plan:

Policy G2	General Principles for Development
Policy D3	Extensions
Policy D6	Height of new buildings
Policy T1	Tourist facilities
Policy T6	Hotel extensions
Policy CN3, CN5	Listed Buildings

And the guidance in
PPG15 "Planning and the Historic Environment"
PPS6 "Planning for Town Centres"
PPG13 Transport

And reference to A Tourism Strategy for South Wiltshire

Application Number:	S/2007/0716		
Applicant/ Agent:	WGDP		
Location:	MILFORD HALL HOTEL & RESTAURANT 206 CASTLE STREET SALISBURY SP1 3TE		
Proposal:	ERECTION OF A PART GROUND AND PART FIRST STOREY EXTENSION TO EXISTING MODERN HOTEL ANNEX TO CREATE 11 HOTEL BEDROOM SUITES AT THE REAR OF HOTEL ST ED & MILFORD		
Parish/ Ward			
Conservation Area:	LB Grade:	II*	
Date Valid:	3 April 2007	Expiry Date	29 May 2007
Case Officer:	Mrs B Jones	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS

The Head of Development Services does not consider it prudent to exercise delegated powers.

SITE AND ITS SURROUNDINGS

Milford Hall Hotel is a Grade II* listed building that has been significantly enlarged with more recent and modern single and two storey extensions to the rear. The site has a vehicular access from Castle Street with existing on site parking facilities to the southern side of the hotel buildings and extending into the full depth of the site. The original two-storey house that dates from about 1800 occupies the front of the site and is set back from the road by a garden area, while the existing single storey accommodation block to which this application relates is to the rear of the site. This single storey block is connected by a single storey link to the adjacent two-storey accommodation block that is of the same general design and finished in a similar brick.

THE PROPOSAL

The application seeks planning permission to erect a part ground and part first floor extension to the existing modern hotel annex to create 11 hotel bedroom suites at the rear of the hotel. A curved internal staircase would be provided in the existing courtyard to serve the new extension. Materials would be natural slate for the roof, render and bricks to match the existing.

The proposal differs from a previously submitted scheme for 12 beds as follows:

- The roofline has been dropped by 0.7m
- Removal of oriel windows and Juliet balconies from east and north elevations
- No windows or high ridge line facing Hamilton Road
- One recessed (restricted and obscured) window for Bed 5 and one restricted/obscured window for Bed 4
- First floor of north elevation as extended would be approx 6m from boundary wall with Hamilton Road properties, previously proposed to be 4m, and 6.5m in height, previously proposed to be more than 7m.

PLANNING HISTORY

This site has been the subject of an extensive planning history. However, of particular relevance to the current proposal are the following applications:

2006/1758 and 1759 Ground and first floor extensions to create 12 additional bedrooms
Withdrawn

2005/360 and 361 First floor extension to create 8 en suite bedrooms and external staircase R
The proposed development, by virtue of the overall scale, massing and generally poor design, would have an adverse impact upon the character and setting of the Grade II listed building and would adversely affect the amenities of the neighbouring residents due to its resultant*

dominance and overlooking. As such, the proposal would be contrary to Policies G2, D3, CN3 and CN5 of the Adopted Replacement Salisbury District Local Plan (June 2003).

2003/432 Conversion/extension of former coachhouse to create fitness suite including spa pool
AC

2005/1723 and 1724 Extension to provide a new dining area AC

1998/299 and 300 Internal alterations to provide foyer kitchen and toilets, single storey
extension to provide conference room and canopy porch to main entrance AC

CONSULTATIONS

English Heritage - No objection/comments
Conservation - No objection

REPRESENTATIONS

Advertisement	Yes	Expiry 10/5/07
Site Notice displayed	Yes	Expiry 10/5/07
Departure	No	
Neighbour notification	Yes	Expiry 26/4/07

Third Party responses Yes 6 , but none specifically relate to the impact of the extension on the character or setting of the listed building. Please refer to the planning application for a full breakdown of comments.

1 letter of no objection.

MAIN ISSUES

Impact on Listed Building and its setting

POLICY CONTEXT

Adopted Salisbury District Local Plan Policies CN3, CN5
PPG15 "Planning and the Historic Environment"

PLANNING CONSIDERATIONS

1. Impact on the Listed Building and it's setting

Milford Hall Hotel is a late Georgian house dating from about 1800 and is a Grade II* listed building. The original building occupies the front of the site, while to the rear are a series of more recent brick extensions that have significantly enlarged the building. Some of the existing buildings, particularly the existing single storey and two-storey accommodation blocks, are of a poor quality design. In this respect, the character and setting of the listed building has already been compromised to some extent by the poor quality modern additions. More beneficially, the existing building is single storey and therefore has a more limited impact than the existing two-storey block on the character of the surrounding area and within the site itself.

Policy CN3 states that development that would in any manner affect the character or setting of a listed building will only be permitted if the proposal respects the character of the existing building in terms of scale, design and materials and its historic form and structural integrity. Policy CN5 states that development within the curtilage of a listed building will only be permitted where it does not harm the character or setting of the building concerned.

The Conservation Officer considers that the proposals relate to alterations to the modern single-storey bedroom block at the rear of the site in order to create a larger two-storey block. The block in question is some distance away from the original part of the listed building, and is not particularly visible from the road due to the fact that there are existing single and two-storey

extensions on the building at present, and an approximately two-metre high wall midway down the site. This means that there is a visual separation from the historic building.

The proposed extension retains the existing subservience of the modern bedroom wings, and the resultant building would be no higher than the existing two-storey bedroom block on the site. The Conservation Officer feels that the architectural treatment would give some interest to what is a bland façade at present. The roof will be pitched, and covered with natural slates, which will respect the traditional character of the main building. Subject to suitable bricks, brick sample panels, and natural slate, it is considered that the setting of the listed building would not be harmed by the proposals. English Heritage have raised no objection and have made no comment regarding the proposals.

The applicant has submitted a full design and access statement to justify the revised design and its impact on the listed building, and the previous reasons for refusal in 2005 on the grounds of the impact on the listed building are considered to be overcome, and in accordance with Policy CN3 and CN5.

CONCLUSION

The impact of the development on the Grade 2* listed building is considered to be acceptable, and would not harm its character or setting.

RECOMMENDATION: APPROVE

For the following reasons:

The proposed single and two storey extensions to the Grade 2* listed building would be in accordance with the adopted policy provisions of the Salisbury District Local Plan and would not harm the character or setting of the listed building.

And subject to the following conditions:

1. The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission. (Z01B)

Reason: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 (4) of the Planning and Compulsory Purchase Act 2004. 0006 AMENDED

2. Before development is commenced, a schedule and sample panel of materials and finishes (to include natural slate and matching bricks), to be used for the external wall[s] and roof[s] of the extensions hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (D04A)

Reason – To secure a harmonious form development

3. Before development is commenced, large scale details (not less than 1:20 scale) of the: windows and recesses, doors, circular wall detailing and eaves (all to confirm detailing, means and degree of obscure glazing, methods of restricted opening and materials) of the extensions hereby approved, shall be submitted to, and approved in writing by the Local Planning authority, and the development shall thereafter accord with the approved scheme.

Reason – To secure a harmonious form development.

And in accordance with the following policies of the adopted Salisbury District Local Plan:

Policy CN3, CN5 Listed Buildings

And the guidance in
PPG15 "Planning and the Historic Environment"

Application Number:	S/2007/0818		
Applicant/ Agent:	REX BUTLAND - SARUM ARCHITECTS		
Location:	OLD RAMPART FILLING STATION JUNCTION OF DEVIZES ROAD & WILTON ROAD SALISBURY SP2 7EE		
Proposal:	ERECTION OF 14 NO 2-BEDROOM FLATS & GROUND FLOOR COMMERCIAL SPACE & ASSOCIATED FACILITIES		
Parish/ Ward	FISHERTON/BEM V		
Conservation Area:	LB Grade:		
Date Valid:	20 April 2007	Expiry Date	15 June 2007
Case Officer:	Mr R Hughes	Contact Number:	01722 434382

SITE AND ITS SURROUNDINGS

The site is located in a highly prominent corner location abutting Wilton Road, Devizes Road (old spur), and onto St Pauls Roundabout itself. The site was historically used as a petrol filling station, the buildings now being mostly demolished, and the site dis-used for a number of years. During its operation as a petrol station, the site had accesses onto both the Wilton and Devizes Road.

The surrounding area is a mix of residential and commercial uses.

THE PROPOSAL

It is proposed to erect a block of 14, 2 bed flats on the site, incorporating a commercial premises on part of the ground floor, and some on site parking, together with a small landscaped area. Access is proposed via the Devizes Road spur. 4 Parking spaces would be provided on site, together with a small communal garden area for residents, and bin and cycle storage.

The application is supported with a variety of literature, including:

- A design and access statement
- A noise pollution/contamination assessment

PLANNING HISTORY

Various applications for previous garage use, plus:

S/06/2567 - Erection of 14 flats and commercial unit etc. Withdrawn

S/06/0584 – Erection of 11 flats, access and parking (revised design). Approved.

S/05/1546 – Erection 11 flats, access and parking. Approved.

S/05/0878 – Erection of 12 flats and parking, access. Refused for the following reasons:

(1) The application site is located in a highly prominent and important position at the intersection of two major arterial roads on the edge of Salisbury's historic city centre. The nature, shape and size of the site, and its context with surrounding development and features represents a significant challenge for the redevelopment. The Local Planning Authority expects a high quality development for such an important location.

Notwithstanding the current vacant condition of the site, it is considered that by reason of its overall built form, layout, scale and density, together with the overly fussy elevational treatment, and its relationship and juxtaposition with adjacent development, the proposal would be likely to result in a poor quality and cramped form of development which would fail to address the design opportunities offered by this important site, and which would be detrimental to the general environment around the site, unsympathetic to its surroundings, and detrimental to the future

occupiers of the development. As such the proposal would fail to comply with the aims of Salisbury District Local Plan policies D1 and G2.

(2) The proposal would be contrary to policy R2 of the Salisbury District Local Plan in that no provision has been made towards public open space.

05/0081 – Erection of 12 flats. Withdrawn

CONSULTATIONS

WCC Highways	- No objections, subject to conditions.
Housing & Health Officer	- No objections subject to conditions as previously)
Wessex Water Authority	- Records show that site is affected by public foul and surface water sewer. Water apparatus to be protected during development.
Environment Agency	- No objections, subject to contamination condition, and safeguarding water interests of the site.
WCC Education:	(awaited)
Highways Agency	- No objections
SDC Waste/recycling	- Scheme needs to provide for recycling bins
Design Forum	- (below)

The Forum welcome the revised scheme. It is considered that it has responded sincerely and cleverly to the criticisms previously expressed by the Forum in January. Its external appearance clearly benefits from a closer reading of the local architectural vocabulary and appears to incorporate several significant improvements. The Forum particularly welcome the scheme's greater sense of verticality and rhythm and how it has managed to carry this around the predominantly glazed apex of the building. The recessed balconies are considered to have been successfully and subtly incorporated into the design of the building.

The Forum also now welcome the predominant use of brick for the elevations.

The Forum were greatly encouraged by what it considers to be a successful blend of exciting contemporary design and subtle response to local context. The Forum commends the design team behind the scheme for an imaginative, determined and ultimately successful response to the Forum's earlier feedback.

REPRESENTATIONS

Advertisement	Yes. Expiry 24/5/07
Site Notice displayed	Yes. Expiry 24/05/07
Departure	No
Neighbour notification	Yes. Expiry 14/05/07
Third Party responses	4 letters raising the following issues:

- a) Scale and massing of the proposed development is out of proportion with the surrounding buildings
- b) Will cut down light and sunlight to Orchard Place.
- c) Look and style of building is not in keeping
- d) Not enough parking spaces
- e) Will create additional traffic in congested area
- f) Site is adjacent the Fisherton Working Mens Club, the use of which may impact on residents of the new scheme.

MAIN ISSUES

1. Principle and creation of employment
2. Impact on character of area
3. Impact on adjacent amenities
4. Impact on highway safety
5. Contamination
6. Open space/education/recycling

POLICY CONTEXT

Planning Policy Statement No. 3 (Housing)

G1 G2 D1 D2 R2 E16 SDLP

Policies 10 & 14 SWSP Waste SPG

PLANNING CONSIDERATIONS

Principle and replacement of employment on the site

The site is located within the Housing Policy Boundary, and therefore, in principle, residential redevelopment of the site may be acceptable, under policy H16. However, it is also covered by policy E16, given its previous commercial use.

These policy matters were considered in full as part of previous applications which permitted 11 residential units on this site. The approval of that scheme indicates that the Local Planning Authority does not object to the loss of a commercial use of the site and its replacement with a residential use. This is a material consideration of significant weight which Members need to take on board when considering this new application.

Members will however note that the applicants suggest that part of the ground floor of the premises could be used for a “commercial use”.

Depending on the commercial use proposed, a mixed development with ground floor commercial use could raise serious noise and disturbance issues with regards the impact on the amenities, as well as serious issues regards access and design. However, the applicant has confirmed that they would be happy for any commercial use permitted to be restricted to those considered acceptable to the LPA.

There are strong concerns from the EHO that any form of takeaway type use may result in serious harm to adjacent amenities and have an adverse impact on the adjacent highway system. It is considered that an office type of use might be the least problematically in terms of the likely level of general noise and disturbance to adjacent occupiers.

The reuse of brown-field previously developed land in sustainable location for residential and mixed use development is also the primary thrust of government guidance with PPS3. A mixed residential and commercial scheme on this site is therefore acceptable in principle, (subject to a restriction on the type of commercial use permitted, so as to limit the impacts of such a use on the amenities of residents, and highway safety).

Impact on character of area

The surrounding area offers an eclectic mix of architectural styles and built form, ranging from modern two storey buildings, to older, more traditionally styled three storey town houses. Members will also recall that just to the west of this site along Wilton Road, the new Magistrates Court building was recently approved, this being a very substantial architecturally contemporary building. Similarly, there are other contemporary styled buildings associated with the Manor Hospital site at the gateway to the city.

This is a highly prominent site at the entrance to the city centre. Consequently, any scheme needs to be of a high quality, in terms of its overall design and architectural detailing, and needs to be appropriate for its important positioning within the urban fabric.

Members will recall that planning permission already exists on the site for 11 flats, designed in a “traditional” architectural style. The officers report for the approved scheme on this site indicated that the scheme was considered sympathetic to the character of the surrounding area in terms of its architectural details and overall bulk, massing and height, and would, if handled and constructed properly, represent an imposing and attractive building, suitable for such an important site. Subject to details of materials being agreed, it was considered that the resultant scheme would be acceptable. Indeed, members will recall that the scheme as agreed by

committee had been the subject of lengthy pre-application negotiations, and as a result, the permitted scheme contained many elements which officers had successfully negotiated, including a prominent corner feature, a general vertical emphasis to the design to reflect surrounding architecture, façades facing both Wilton and Devizes Road, and a small set back from the pavement to separate residential users from the adjacent traffic, particularly along Wilton Road.

Members should note that a revised contemporary style scheme was appraised by the design forum many months ago. The Forum requested numerous changes to the design and architectural treatment. The submitted scheme (subject of this application) was appraised recently by the design forum, and they considered the design approach acceptable (see full comments elsewhere in this report).

The scheme as submitted is a bold, architecturally contemporary scheme. It retains a prominent corner architectural feature, and the general massing, scale, and relationship with surrounding existing building remains similar to that considered acceptable previously as part of the approved scheme for 11 flats.

In officers opinion, the retention of a vertical emphasis to the architectural approach is a welcomed, given that most of the built form surrounding the site has a vertical emphasis. Furthermore, the applicant accepted that there may be issues of practicality with using large light coloured render (as shown on the recently withdrawn 14 dwelling scheme), and is now proposing to using a mainly brick façade. Subject to samples of the brick and other materials, officers consider that such an approach will help the building reflect the typical architectural characteristics of the city, and will be more visually appropriate in the long term.

Overall, it is considered that the suggested scheme would offer a striking corner feature, and improve the visual appearance of this area by enhancing the gateway entrance to the city centre. The support of the Design Forum for this scheme should be noted Members, as it is a material consideration.

Impact on amenities

There are two parts to the assessment of this scheme. Firstly, the likely impacts on occupiers of the new flats, and secondly, the likely impacts on adjacent amenities surrounding the site. Members should note the concern expressed by the third party responses regards the likely impact on existing residential properties.

a) Amenities of future occupiers of the proposed flats

The site is located adjacent to a very busy and noisy road junction and gyratory system. The applicants have submitted a detailed noise/pollution assessment report, which concludes that a suitable double glazing and ventilation system would be appropriate. The EHO has considered the submitted noise and pollution assessment submitted by the applicant and has now raised no objections to the scheme subject to conditions.

Whilst this application represents the introduction 3 more units of accommodation than the permitted scheme for 11 flats, all the flats would seem to have adequate space and living environments, with suitable amounts of glazing and therefore daylight, and the EHO has raised no objections regards the size or design of the accommodation.

The creation of a small area of private open space within the site is considered a bonus in terms of residential amenities, given the city centre location of the site.

As a result, subject to conditions, it is considered that a refusal of permission based on the possible adverse impacts of the development, in terms of either its noisy/polluted location or in terms of overdevelopment of the site due to too many residential units, would be difficult to substantiate without the backing of the EHO.

b) Amenities of adjacent neighbours

When assessing the likely impacts of the development, the impacts of the previously approved residential scheme must be taken into account as a “fall back” position which could be implemented.

In terms of general impacts such as loss of privacy, like the previously approved scheme, the scheme has been carefully designed to avoid both any significant overlooking of the existing dwellings and yard areas along Devizes Road. Whilst the approved scheme was designed with less windows in the internal facades, with regards this new scheme, the protection of residential amenity of adjacent properties has been achieved by designing the internal courtyard elevations so that the majority of the bathroom and bedroom windows on the north east facing internal façade would be hidden behind the projecting hallway/stairwell. Whilst this stairwell has several windows in it which would face towards adjacent housing to the north east, given that these windows (and other bathroom windows) can be obscure glazed, and given that the windows serve a non-habitable space, it is considered that the amenities of the occupiers of properties along Devizes Road would not be so significantly affected as to warrant a refusal.

Similarly, regards the impact on the existing flats adjacent to the site along Wilton Road, there would be a limited amount of bedroom windows on the north west facing internal courtyard façade, and such windows would be at an oblique angle to the existing flats, and located some distance away from the rear façade of those existing flats. Consequently, it is unlikely that there would be a significant loss of privacy to occupiers of the adjacent Wilton Road flats.

With regards the likely impact of the development in terms of dominance and overshadowing, and in a similar fashion to the previously approved scheme, both the Devizes and Wilton Road elevations have been “stepped” and lowered in height to two storey where it abuts adjacent development. This has two positive impacts. Firstly, it reduces the bulk and massing of the buildings as view from adjacent dwellings, and secondly obstructs less light than taller buildings would tend to do in this position (the existing dwellings largely being to the north of the new development). It is considered that this scheme would have no greater impact on residential amenity of adjacent property than the approved scheme.

Overall, whilst it is accepted that the amenities of adjacent residents may well be affected by the redevelopment of this open site, in terms of its likely impacts on adjacent amenities, it is considered that the proposal reaches the right balance between built form and protection of amenities, given the modest nature of the site.

Impact on highway safety/parking issues

In terms of highway impact and traffic generation, this scheme contains 4 on site parking spaces, compared to 8 parking spaces in the originally permitted scheme, and contains 3 more residential units than the previously approved scheme for 11 flats.

It is noted that some objections have been received from third parties regards the lack of parking, and the likely impact on existing congestion problems in this area.

A commercial use is proposed on part of the ground floor of the development. It is considered by officers that given the rather mixed nature of this area, where there are a number of other commercial properties, and its close proximity to the city centre, the introduction of another commercial use of a relatively small scale would be unlikely to have any significant effect on current levels of traffic using the area around the site, particularly if the use of the commercial unit is restricted so that traffic generating uses such as restaurants/takeaways are not permitted.

Secondly, whilst 14 flats are proposed, this site is located in a highly accessible and sustainable location close to services and facilities. Given the severe restriction on on-street parking around the site and the general area, it is therefore hoped that this development would be likely to attract occupiers without vehicles and also encourage others to use more sustainable means of transport other than the private car.

WCC Highways has indicated that it has no objections to the scheme or the level of parking, subject to conditions.

Given the close proximity of the site to the city centre, in officers opinion, this is a site where the level of available parking should be significantly reduced to encourage sustainable transport uses. Notwithstanding this issue, the modest size of the site means that providing a significantly higher level of parking on site would either mean that the development itself needed to be increased in height significant (to allow basement parking), or the scheme itself would need to be significant smaller, thus ultimately making it unviable to develop.

Contamination and spatial issues

The EHO has accepted the conclusions of the contamination report submitted, and finds the scheme acceptable subject to suitable conditions. The EHO have not raised any issues with regards the size of the actual units, or any impacts regards the proximity of residential units to other existing commercial units surrounding the site.

Given that a scheme for 11 flats has already been approved on this site, it is therefore considered that this similar residential scheme would be acceptable. Without the support of the LPA EHO, a refusal based on the size of the units or the impacts on the future occupiers would be difficult to substantiate on appeal.

Open space, Education, and recycling issues

A small area of open space is provided on site for use by residents. This is considered to be sufficient given the central location of the site. A formal response from WCC Education is awaited, although as previous, it is expected that a financial contribution will be required. SDC recycling officer has confirmed that recycling bins etc are needed, and all these contributions, ie education, off site open space, and recycling, can be secured via a S106 Agreement.

CONCLUSION

1. In principle, the redevelopment of this site for residential and commercial purposes is considered acceptable, and preferable to the previous petrol station use, and in line with government guidance.
2. In design terms, the scheme is significantly different in approach compared to the previous approved scheme. Whilst the scheme may not be to everyone architectural tastes, the scheme offers a fresh contemporary approach and will be a striking gateway building.
3. The redevelopment of the site for residential/commercial purposes is likely to have far less impact than the previous petrol filling station use, and the scheme has been sensitively designed to avoid any significant loss of privacy or overshadowing of adjacent neighbours.
4. The redevelopment of the site is likely to have less impact in traffic terms than the previous commercial use, and given its sustainable location, is likely to encourage use of sustainable modes of transport other than the private car.

RECOMMENDATION: SUBJECT TO A S106 LEGAL AGREEMENT/UNILATERAL UNDERTAKING BEING ENTERED INTO WHICH PROVIDES CONTRIBUTIONS TOWARDS OFF SITE OPEN SPACE, EDUCATIONAL FACILITIES, AND RECYCLING FACILITIES THEN:

APPROVE: for the following reasons:

In principle, the redevelopment of this site for residential purposes is considered acceptable, and preferable to the previous petrol station use, and in line with government guidance. In design terms, the scheme is significantly different in approach compared to the previous scheme. Whilst the scheme may not be to everyone architectural tastes, the scheme offers a fresh contemporary approach and will produce a bold and visually striking building. The redevelopment of the site for residential purposes and a modest commercial use is likely to have far less impact than the previous petrol filling station use, and the scheme has been sensitively designed to avoid any significant loss of privacy or overshadowing of adjacent neighbours. The use of the site for residential purposes has not been objected to by the EHO. The redevelopment of the site is likely to have less impact in traffic terms than the previous

commercial use, and given its sustainable location, is likely to encourage use of sustainable modes of transport other than the private car.

And subject to the following conditions

01 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission. (A07A)

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

02 Before development is commenced, a schedule of external facing materials of the roof, glazing, and walls, included mortar colour, shall be submitted, and, where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D05A)

REASON: To secure a harmonious form of development.

03 Before development commences the applicant shall commission the services of a competent contaminated land consultant to carry out a detailed contaminated land investigation of the site and the results provided to the Local Planning Authority. The Investigation must include:

- A full desk top survey of the historic data
- A conceptual model of the site identifying all potential and actual contaminants, receptors and pathways (pollution linkages)
- A risk assessment of the actual and potential pollution linkages identified
- A remediation programme. The remediation programme shall incorporate a validation protocol for the remediation work implemented.

A validation report shall be forwarded to the Local Planning Authority prior to habitation of the premises.

REASON: In order to ensure a suitable scheme of decontamination for the site

04 No development shall take place until full large scale 1:10 details and drawings of all architectural features including door and window surrounds, window heads/sills, windows, doors, rainwater goods, and glazing, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved.

The architectural features of the buildings hereby permitted shall be finished in a colour to be agreed in writing with the Local Planning Authority and such finishing shall be completed within 12 months of the date of completion of the building(s). The colour so agreed shall thereafter be retained in perpetuity unless the Local Planning Authority gives written approval to any variation.

REASON: To secure a harmonious form of development.

05 Prior to the first occupation of any of the dwellings, the proposed hallway staircase window(s) and the bathroom windows in the rear courtyard (north and north east facing) elevations shall be glazed with obscure glass to the satisfaction of the Local Planning Authority and shall be maintained in this condition thereafter.

REASON: To ensure adequate privacy for the occupants of neighbouring premises.

06 Prior to the occupation of the development hereby approved, the existing vehicular access and public footway along the Devizes Road (spur) frontage of the Development shall be replaced by a new section of footway to adoptable standards, details of which are to be submitted to and agreed in writing by the Local Planning Authority, prior to commencement of development.

REASON: In the interests of highway safety and amenities

07 Prior to any development commencing, full details of the proposed landscaped amenity area, bicycle parking details, and bin/recycling storage details shall be submitted to and approved in writing by the LPA. Such facilities shall be completed and provided in accordance with the agreed scheme, and made available for use prior to the first occupation of the residential units.

REASON: In the interests of amenity of the development

08 Prior to any development commencing, a scheme for the management of the construction of the proposal, including times of operations, and details of how adjacent amenities and the adjacent highway are to be protected, shall be submitted to and agreed in writing by the Local Planning Authority, and the scheme shall be developed as agreed.

REASON: In the interest of amenity

09. The development shall be carried out in strict accordance with the noise/pollution attenuation measures submitted with, and approved as part of this application (by Dr Hardial S Sagoo report no: 046/Rep 1/Rev 0/ March 2007)

REASON: In the interest of amenity

10 The 4 parking spaces on the approved plan shall be kept clear of obstruction at all times and shall not be used other than for the parking of vehicles in connection with the development hereby approved.

REASON:0052 In the interests of highway safety.

11 The shall be no entrance gates erected.

REASON:0052 In the interests of highway safety.

12 Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety

13 Before development commences a scheme of water efficiency measures for the proposed development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed scheme.

REASON: In order to achieve the sustainable use of water resources

14 Before development commences, a scheme to minimise the detrimental effects to the water interests of the site and the risks of pollution during the construction phase shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed scheme.

REASON: to minimise the detrimental effects to the water interests of the site and the risks of pollution during the construction phase

15 The use of the commercial premises on the ground floor of the proposal shall be solely limited to uses within Classes A1 or A2 of the (Town and Country Planning) Use Classes Order 1995 as amended in 2005 (or any Order revoking or altering that Order).

REASON: In the interests of amenities and highway safety.

INFORMATIVE

1. The proposed bicycle racks shall be of a Sheffield design. With regards this matter please liaise with WCC Highways.

2. Wessex Water has indicated that a number of its apparatus are located near the site, and these must be protected during development. Please contact Wessex Water with regards this matter.
3. The developer should include water efficient appliances fittings and systems in order to contribute to reduced water demand in the area. These should include as a minimum, dual flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Greywater recycling and rainwater harvesting should be considered. Please see the environment agency website for more details regards this matter.

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

- G1 – Sustainable Development
- G2 – General Development Control Criteria
- D1 – Design Criteria
- D2 – Design Criteria
- R2 – Public Recreational Open Space
- E16 – Loss of Employment.

Application Number:	S/2007/8007		
Applicant/ Agent:	WILTSHIRE COUNTY COUNCIL		
Location:	Highbury Primary School Highbury Avenue Salisbury SP2 7EY		
Proposal:	CONSTRUCTION OF 9 CLASSROOM REPLACEMENT SCHOOL AND ASSOCIATED ACCESS		
Parish/ Ward	FISHERTON & BEMERTON VILLAGE		
Conservation Area:	SALISBURY	LB Grade:	
Date Valid:	8 MAY 2007	Expiry Date:	29MAY 2007
Case Officer:	MR RICHARD HUGHES	Contact Number:	01722 434382

REASON FOR REPORT TO MEMBERS

HDS does not consider it prudent to exercise delegated powers given the recent approval of the concept statement for the site by members and the wider implications of this proposal.

SITE AND ITS SURROUNDINGS

The application site is located within the Conservation Area and includes the existing school playing fields site.

The surrounding area contains a mix of commercial and residential uses. To the immediate north of the red line application site, the land rises sharply in a mature tree bank. To the east of the site is situated Salisbury Foyer, whilst to the immediate south lies the application site for the approved magistrates court development.

THE PROPOSAL

Whilst the Concept Statement covering this application site also makes provision for new housing development on the existing school site adjacent to Highbury Avenue, the proposals subject of this application relate solely to the construction of a new, largely single storey school building, which would be sited on the northern section of the existing open playing fields.

The submitted plans show two access points leading from the school site to the west onto Highbury Avenue, – one of these accesses would be for temporary construction vehicles, the second would be a 3m wide pedestrian/cycle route. The submitted plans also show that a gated access would be created onto the adjacent magistrate court site to the south. This access would be the only vehicular access leading to the site.

The plans as submitted indicate that the remainder of the open playing field would be divided into separate playing pitches, including one netball pitch and two football pitches. Car parking is shown on site for staff and visitors. However, parent vehicular drop off is to remain on Highbury Avenue, with parents and children walking or cycling from Highbury Avenue to the new school site.

The design and access statement submitted with the application indicates that the existing school on the site will remain in operation throughout the construction of the new building, and on completion, the existing school site will be sold to create a new residential development.

In terms of materials, the design statement indicates that a low pitch natural finish standing seam roof will be used, together with brick walling, and bright rendered panels to identify colour themes for each classroom. It also states that a “curved sloping, brightly coloured rendered wall” will embrace the entrance court.

The plans also suggest that, in line with the adopted Concept Statement, a new building for a local nursery/pre-school group could be sited in the south west corner of the playing fields adjacent to existing properties fronting Wilton Road, (although this does not form a formal part of

this application proposal, and a future separate application will be needed for any new nursery or similar buildings not associated with the County Council).

PLANNING HISTORY

The most recent and relevant history is the adoption of a Concept Statement covering the application site plus the remainder of the existing school site (a larger area than the red line of the application). Also, members will recall that the site to the immediate south of the application site has planning permission for the new magistrates court facility (see Site E in the Concept Statement plan). The permission for the Courts permitted an access road to the north of the Courts building on school land, to act as a vehicular access for Montague House, an adjacent building. The applicants propose to utilise this access road permitted as part of the courts scheme as its main vehicular access to serve the school site.

CONSULTATIONS

As this is a County Council application, all consultations have been undertaken by them.

REPRESENTATIONS

As this is a County Council application, all consultations have been undertaken by them, and representations will have been sent direct to the County. Representations have been received by the District Council from Wiltshire Fire and Rescue Service, which have been passed onto the County. We have also received one emailed query from an interested third party, querying the procedures associated with this application, but making no material planning comments.

MAIN ISSUES

Accordance with adopted Concept Statement

Impact on Conservation Area
Impact on adjacent amenities
Impact on highway system
Impact on existing recreational open space
Sustainability issues

POLICY CONTEXT

G1 R5, PS1, PS4, CN8, CN11, G2

PPG17

PLANNING CONSIDERATIONS

Preamble

Members should note that this application is in the form of a consultation from the County Council. Regards such applications, please note that the County Council will make the final decision on the application, following assessment of the various consultee responses, including that of the District Council. Members should therefore be clear that Salisbury District Council cannot determine this application, but can only offer comments to the applicant.

Accordance with adopted Concept Statement

The recently adopted Concept Statement envisaged the wholesale redevelopment of the school site, and the replacement of the existing school buildings with dwellings, together with the provision of a replacement school building accommodating up to 9 classes (270 pupils) and associated parking, indicatively shown by the Concept Statement as being located in the northern and western parts of the existing playing fields respectively.

In that respect therefore, this application generally accords with some of the Concept Statement (in terms of the new school).

However, the Concept Statement was intended to give a broad indication of the acceptability of development of this site, and did not specify specific details regards the school building, and was flexible regards possible access requirements. Therefore, it still remains for members to assess the impact of the submitted school building on the surrounding environs and offer their views to the County.

Design/Impact on Conservation Area

The concept statement envisages a “high quality” design of school which enhances the area, and the design would also “explore the opportunity to harness and nurture all elements of ecological interest” for use in the school curriculum.

In architectural terms, the school building as shown on the applicants plans is considered to be somewhat of a disappointment, being in officers opinion, a largely non-descript single storey type structure, with a simplistic linear form. The pitched roof dominates the design, and will give quite a bland appearance from the south. In officers opinion, the building is a missed opportunity in design terms, unlike the adjacent Foyer scheme, which contained some explicit sustainable features, including Salisbury first “green” (alpine sedum) roof.

However, given its low slung design, and likely regressive materials, the school building will blend in against the dominant backdrop of adjacent mature trees and banking to the immediate north. Furthermore, it must be highlighted that the application site for the actual school would be in a fairly secluded and screened plot, and would not be readily visible from the surrounding public areas, being screened by tall adjacent housing and of course the soon to be commenced Magistrates Court building, which would be some 14m high.

Hence, in officers opinion, the school building itself is likely to simply preserve the character of the area, rather than actually enhance it.

When considering the impact of the proposal on the conservation area, Members should also note that the concept statement makes it quite clear that “the school building and associated outdoor play areas will also be fenced off from the parking area, with gated access”. It is therefore clear that the visual appearance (particular the open character) of this part of the Conservation Area will significantly alter as part of this proposal, and the adopted Concept Statement “supports” this.

Members should also note that an ecological survey has been carried out on site, which recommends that a detailed bat survey is needed, as well as a reptile survey. The report also indicates that House Martins may be affected by the works. The submitted design statement indicates that the bats are to be relocated to a new bat house, located to the east of the school building (members should note that planning approval for this structure has already been secured).

Impact on adjacent amenities

As the wider site is already in use as a school and playing fields, this application is unlikely to have any further impacts on the amenities of surrounding residents, and some residents may feel that the relocation of the new school building further away from most residential properties than the existing Highbury avenue school may improve the amenities of some residents.

Members should note that the applicant should have notified all the relevant adjacent neighbours affected by this project.

Impact on highway system

The principles of a new school on this site has already been accepted, and therefore the likely impacts in principle of such development in terms of general traffic numbers, movements, and associated noise and disturbance have already been accepted in principle.

The concept statement states that vehicular access for staff and authorised visitors will be strictly controlled and will be via either A36 Wilton Road (subject to the agreement of Highways Agency) (referred to as Area E in the Statement), or via Highbury Avenue (referred to as Area A in the concept statement).

The concept statement indicates that if access is gained off the A36 (around and through the new magistrates court site), then there should be a gate at the site boundary, which will be operated and controlled in such a way as to prevent unauthorised access, and which will block access to the school for pedestrians.

The concept statement continues that the existing maintenance access will be retained and will also serve as an emergency access to the school site. Pedestrian /cycle access will be via Highbury Avenue, and a temporary construction access will be provided from Highbury Avenue.

The Concept statement goes on that a school travel plan and transport assessment should be submitted with any application, to encourage sustainable transport initiatives.

Therefore Members should concentrate on the specific details submitted for the access points serving the development, and assess them against that stipulated in the adopted concept statement.

As per the Concept Statement, the main vehicular access to the site would be via the A36 and through the new magistrates court site. However, the applicant has indicated that this access point would not be available for pedestrians, or persons dropping off children.

A pedestrian/cycle access is shown from Highbury Avenue, together with a temporary construction access, also from Highbury Avenue.

Members should note that the applicants will have to have consult both WCC Highways and highways agency regards this proposal.

Impact on existing recreational open space

The adopted Concept Statement indicates that:

“The development of a new school at the site offers the opportunity to formally establish controlled public access to provide a significant community benefit. It is proposed that the new school playing field will include two junior sized football pitches which will be available by prior arrangement, for use out of school hours by local groups. This will be achieved through formal booking arrangements. There will be no access for dog walkers.”

The concept statement goes onto to indicate that: *“a hard court area suitable for netball or similar sports will also be available for community use under the same booking arrangements. The potential for providing a publicly accessible childrens equipped play area or sports wall facility should be explored”.*

The submitted design statement indicates that the overall design and provision of playing pitches has been designed with public access in mind, and has been agreed with this Council's Principal Sports Development Officer. The design statement does not however explicitly ensure that public access to the play spaces will be maintained in perpetuity, or what restrictions might be placed on times of use or other use restrictions.

The submitted plans therefore generally accord with the concept statement in this regard, but officers consider that additional reassurances are needed from the applicant regards the detailed arrangements for public accessible and use rights to the facilities.

The proposal will technically result in the loss of some open playing space which is protected via policy R5. However, this matter was effectively dealt with when members chose to adopted the

Concept Statement, which in principle permits a school building on this protected open space, but provided that there was some public access to the retained playing fields/pitches.

It is therefore considered that the proposal is in accordance with District policy and PPG17 , subject to the applicant stipulating that public access to the new open space facilities will be achieved and on what terms.

Members should note that the applicant will have to consult Sport England regards this proposal.

Sustainability

The submitted design statement outlines the following issues incorporated/addressed by the scheme:

- a) The building is designed to achieve a Very Good BREEAM rating
- b) Rainwater Harvesting used to flush all toilets
- c) Combined heat and power – gas powered generator provides electricity and heat
- d) Green guide A rated materials where possible/practicable
- e) Sustainable Urban Drainage scheme for surface water
- f) Roof material (aluminium standing seam roofing) is left natural finish, avoiding chemicals associated with coating.
- g) Orientation and overhangs minimise solar gain
- h) High insulation levels minimise heat loss
- i) Teaching spaces designed to achieve high levels of natural ventilation

In officers opinion, the inclusion of rainwater harvesting system is welcomed. However, it seems a shame that the building does not attempt to utilise even more “green” building techniques, including photovoltaic cells and solar heating, together perhaps with wind turbine technology and a green roof, as on the adjacent Foyer buildings. No explanation is provided as to whether such facilities were considered or why they may not have been included.

CONCLUSION – REASONS FOR NO OBJECTION

The proposal is in accordance with some of the general principles of the adopted Concept Statement. Whilst in officers opinion the architectural approach is disappointing, it is unlikely that the scheme would adversely affect the character of the area. The amenities of surrounding properties would remain largely unaffected (taking into account the impact of the current scholastic use of the site), and in highway terms, the new school proposal is unlikely to have a significant impact, compared to the existing situation.

RECOMMENDATION: THAT THE COUNCIL RAISE NO OBJECTIONS IN PRINCIPLE TO THE SCHEME, SUBJECT TO THE APPLICANTS TAKING INTO ACCOUNT THE FOLLOWING MATTERS WHEN A FORMAL DECISION IS MADE:

- A) THAT THE ARCHITECTURAL APPROACH BE REVISITED IN AN EFFORT TO INCLUDE MORE SUSTAINABLE/ECOLOGICAL FEATURES WHERE POSSIBLE
- B) THAT THE RETAINED PLAYING FIELDS/PITCHES BE AVAILABLE FOR USE BY THE PUBLIC AS OUTLINED IN THE ADOPTED CONCEPT STATEMENT, THE TERMS OF WHICH SHALL BE AGREED WITH SALISBURY DISTRICT COUNCIL.
- C) THAT THE APPLICANTS ADDRESS ANY ISSUES RAISED BY LOCAL RESIDENTS AND THE CONSULTEES, AND THAT THIS COUNCIL BE INFORMED OF ANY SIGNIFICANT CHANGES TO THE SCHEME RESULTING FROM SUCH CONSULTATION
- D) THAT THE NEW SCHOOL NOT COME INTO USE UNTIL THE ACCESS ROADWAY LEADING FROM THE A36 WILTON ROAD VIA THE NEW MAGISTRATES COURT SITE HAS BEEN COMPLETED.
- E) DETAILS OF ALL FENCING AND MATERIALS BE SUBMITTED TO AND AGREED IN WRITING WITH THE LPA.
- F) THAT DEVELOPMENT BE CARRIED OUT IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE ECOLOGICAL SURVEY.