

LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING COMMITTEE **CITY AREA 25/8/2004**

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

A106 - Approve subject to S106	DOEC - Refer to DLTR Now (Committee)	REF - Refusal
APP - Approve	DTLR NOB - No objection J	REV - Subject to Revocation Order
APPC - Approve with conditions	OBJ - Objection	DOED - Refer to DLTR Now - (delegated) DTLR
APRE - Part approve / refuse	OBS - Observations to Committee	

ITEM NO	APPLICATION NO OFFICER	LOCATION	REC	PARIS H / WARD	PAGE Nos	WARD & COUN-CILLORS
1 SV	S / 2004 / 1404 Mr R Hughes	MIDSUMMER HOMES LTD 51 HULSE ROAD	APP	ST MARK AND STRATFORD	3-7	Cllrs Nettle, Paisey and Mrs Warrander
2	S / 2004 / 1497 Mr S Llewelyn	SALISBURY DISTRICT COUNCIL WESTWOOD OPEN SPACE OFF WESTERN AVENUE	APP	BEMERTON	8-10	Cllrs MrsEvans, McCarthy and Osment
3	S / 2004 / 1526 Ms B Jones	SALISBURY DISTRICT COUNCIL COUNCIL HOUSE BOURNE HILL	NOBJ	ST EDMUND AND MILFORD	11-13	Cllrs Mrs Chettleburgh and Sample

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

Part 1

Applications recommended for Refusal

Item No.

Case Officer

Contact No.

App.Number
Ward/Parish

Date Received
Cons.Area

Expiry Date
Listed

Applicant's Name
Agents Name

Proposal
Location

No Refusals

Part 2

Applications recommended for Approval

Item No.	Case Officer	Contact No.	
App.Number	Date Received	Expiry Date	Applicant's Name
Ward/Parish	Cons.Area	Listed	Agents Name
Proposal			
Location			

1	Case Officer Mr R Hughes	Contact No 01722 434382	1
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S/2004/1404	24/06/2004	19/08/2004	MIDSUMMER HOMES LTD
STMK			MORGAN CAREY ARCHITECTS
Easting: 414149.230493873	Northings: 130918.718935609		

PROPOSAL:	FULL APPLICATION -DEMOLITION OF EXISTING BUILDING ERECTION OF ONE HOUSE + TWO FLATS + ACCESS WITH ON SITE PARKING
LOCATION:	51 HULSE ROAD SALISBURY SP1 3NA

REASON FOR REPORT TO MEMBERS

Councillor Warrander has requested that this item be determined by Committee due to:

- the prominent nature of the site
- the interest shown in the application
- the controversial nature of the application

SITE AND ITS SURROUNDINGS

The site is located in a prominent corner location, and contains a single storey for commercial building which is vacant at present. There are several vehicular access onto the adjacent road system.

THE PROPOSAL

It is proposed to demolish the existing building and construct a dwelling and two flats. One of the existing vehicular access points onto Ashley Road would be utilised, with the other closed up.

PLANNING HISTORY

02/495 – Outline consent granted for new dwelling.

02/2353 – Consent granted for change of use from light industrial to education support centre.

CONSULTATIONS

WCC Highways	- Initial raised concerns about details of the parking layouts. No objection to amended plans 0417, 06A and 07A
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Housing & Health Officer awaited	- Issued raised about internal layout. Amended response
Wessex Water Authority	- Water main in close proximity but outside site
Environment Agency	- No objections

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes. 5/08
Departure	No
Neighbour notification	Yes. Expiry 23/7
Third Party responses raising the following issues	Yes. 15 letters of objection (including an 8 person petition)

1. Scheme is out of character with the area too large and too tall
2. Scheme would have significant impact on highway safety
3. Impact on amenities
4. Problems during demolition and construction. Where will vehicles park?

MAIN ISSUES

1. Principle
2. Design
3. Amenity
4. Highways

POLICY CONTEXT

G2 D2 R2

PLANNING CONSIDERATIONS

Principle

The site is located within the HPB, and is subject of an outline planning permission for a single residential dwelling on the site. Therefore the principle of the redevelopment of the site for residential purposes is acceptable.

Design

The existing building form of the area is very mixed in character, containing a variety of architectural styles and materials. Although consisting mainly of two storey dwellings, there are a few examples of larger dwellings. The area also contains a few examples of larger contemporary buildings in terms of the leisure centre, the studio theatre, Waitrose, and the fire station.

As a consequence of this mixed character, it is considered that there is some flexibility in terms of the design and built form that can be achieved on this corner site.

The applicant has proposed a rather unusual solution for development of this site, which involves a simple two storey dwelling adjacent to 49 Hulse Road, attached to a large 3 storey block, containing two flats. A design statement has been submitted with the scheme, and is attached for members consideration.

In terms of the overall design approach, this matter has been considered by the Design Forum, which were given a detailed presentation of photographs of the site and area. The Forum welcome the scheme, subject to large scale details being submitted of the windows, doors, porches, eaves etc.

Therefore, whilst the concerns of the residents are fully noted with regards the bulk scale and prominence of the site, given the comments of the Design Forum, it is considered that the proposal would be acceptable in overall design terms, and because of the varied character of the area, would not adversely affect the character of the street scene.

Amenities

The comments and concerns of adjacent residents are fully noted. However, it is considered that any dwellings on the opposite side of Hulse or Ashley Road would not be unduly affected by this proposal, given the distance between the facades of the dwellings. As a result, the dwellings most likely to be affected is considered to be No. 53 and No. 49, adjacent to the site.

In terms of No.53, the northern elevation of the flats will face obliquely towards the garden area of this dwelling. Of particular note is the creation of a new balcony at first floor level. Despite the distance in respect of No. 53, overlooking could be introduced by this feature as designed (with low walling). It is therefore advised that members may wish to condition some form of higher level screen along the northern edge of the balcony.

However, the scheme has been so designed as to limit any significant impacts in terms of overshadowing or overlooking on existing adjacent properties. In particular, the smaller scale two storey dwelling has been placed directly next to No. 49, with the large more prominent flats positioned some 6.5 metres away to the north. Whilst concerns have been raised regarding the impact of the scheme in terms of noise and disturbance from the new car parking area, members should take into account that the site has been used commercially for many years, and has consent for use as a small scale educational establishment. Therefore, it is considered that this residential use would be unlikely to have any greater an impact than the lawful use of the premises.

Therefore, subject to EHO comments, it is considered that there would not be such a significant impact on adjacent properties as to warrant refusal in this instance.

Highways

WCC Highways original raised concerns about the parking layout. Amended plans have been received for the applicant which seem to address those concerns. The amended comments of WCC Highways are awaited.

Notwithstanding the above, Members should note that the scheme would in effect result in a reduction in the number of access points onto the adjacent highway, in particular the omission of the access onto the corner of Hulse and Ashley Road. This is considered to be an improvement.

Whilst there may be concerns about an increase in traffic and parking in the area, the parking along the highway in this area is severely restricted with yellow lines. Furthermore, a total of 5 parking spaces is provided on site, when in such a sustainable location a total of 3.5 could be acceptable (ie 1.5 for the dwelling, and 1 each for each flat).

Subject to WCC Highways comments, it therefore appears that scheme would have no significant impact on highway safety issues around the site.

Other matters

The trees along the river adjacent to the western end of the site are covered by a TPO.

The proposal envisages that the existing hardstanding on the site around and under the canopy and root zone of the trees is retained, as is the high boundary walling. After construction, the boundary walling will be carefully taken down and reduced to approximately 900mm. A method statement has been submitted with regards to these works and the protection of the river and bank.

The Council's tree officer has raised no objections in principle to this development, provided suitable conditions are imposed to protect the trees during and after development.

CONCLUSION

The concerns of adjacent neighbours are noted, the Design Forum considers that the scheme is acceptable. Also, the scheme is unlikely to have a significant impact on amenities or highway safety.

RECOMMENDATION :SUBJECT TO A UNILATERAL AGREEMENT BEING ENTERED INTO WHEREBY A COMMUTED SUM IS PROVIDED WITHIN ONE MONTH TOWARDS THE PROVISION OF PUBLIC OPEN SPACE IN ACCORDANCE WITH POLICY R2 OF THE SALISBURY DISTRICT LOCAL PLAN, THEN:

APPROVE: for the following reasons

The concerns of adjacent neighbours are noted, the Design Forum considers that the scheme is acceptable. Also, the scheme is unlikely to have a significant impact on amenities or highway safety.

And subject to the following conditions

01 The development hereby permitted shall be begun before the expiration of five 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 materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D04A)

REASON:0014 To secure a harmonious form of development.

03 Notwithstanding the provisions of Class[es] A to E of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwelling(s) nor the erection of any structures within the curtilage unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf. (V15A)

REASON: In order to control changes to the proposed dwelling, due to the small scale nature of its garden area.

04 The parking layout shown on amended plan 0417.06A, shall be fully implemented and made available for use before the dwellings are first occupied.

REASON:0052 In the interests of highway safety.

05 The development shall be undertaken in accordance with the protection and maintenance scheme submitted as part of the approved application.

REASON: In order to ensure that the river system and trees are protected during development.

06 No demolition or construction work nor delivery of materials (except internal fitting out) shall take place outside the hours of 0730hrs to 1730hrs.

REASON: In order to limit the impact on adjacent residential properties.

07 Before development commences, a scheme to limit the impact of the balcony on the adjacent dwelling to the north (No.53 Hulse Road) shall be submitted to and agreed in writing by the Local Planning Authority.

REASON: In order to protect amenities.

INFORMATIVE

**Proposed Redevelopment
of**

**51 Hulse Road
Salisbury**

Design Statement

22nd June 2004

Job 0417

Proposed Redevelopment – 51 Hulse Road, Salisbury

Design Statement – 22nd June 2004

This Design Statement forms part of the Planning Application prepared on behalf of Midsummer Homes Ltd in respect of a redevelopment comprising three new dwellings on the site of a former office/store building at the junction of Hulse Road and Ashley Road in Salisbury.

The Design Statement is in four sections;

1. Site Analysis and Evaluation
2. Design Principles
3. Design Solution
4. Conclusion

This Statement is to be read in conjunction with the Application drawings.

1. SITE ANALYSIS AND EVALUATION

1.1 Location

The site is located approximately 800m north of the city centre at the junction of Hulse Road and Ashley Road backing on to the River Avon on the south side of the Ashley Road bridge.

1.2 Site Description

- 1.2.1. The site comprises a single storey office/store building, now redundant, standing in a hard surfaced yard surrounded by concrete block walls with two metal gated access points onto the Ashley Road frontage. The site ownership extends at the west end beyond the concrete block wall down to the river's edge.
- 1.2.2. The site has an area of 0.04 hectares with a depth of 31m from Hulse Road back to the river's edge, a 37m curving frontage to Ashley and Hulse Roads and a 15m length of bank onto the River Avon. The site is generally level albeit with a fall of approximately 0.5m from Hulse Road westwards to the top of the riverbank. The top of the bank was approximately 2m above the river level at the time of survey although clearly this is subject to seasonal variation. The topographical survey is included with the Application drawings, No 0417.05.
- 1.2.3. A number of Sycamore and Ash trees are located on the riverbank outside of the concrete block perimeter wall.

1.3 Area Character

- 1.3.1. Hulse Road dates from the late 19th Century when it was developed at the outer edge of the ring of red brick artisan housing around the city centre. This residential development was extended in the early and mid 20th Century around the development site and extending to the north side of Ashley Road with semi-detached council houses. The south end of Hulse Road was cut off by the construction of the city centre ring road so that it now comprises a cul-de-sac, albeit with pedestrian access via subways towards the city centre. Hulse Road is characterised by predominately red brick houses with bay windows looking onto the street across small front garden areas. Most of the gardens are planted establishing a comfortable, charming streetscene. A large tree in front of Nos 41-43 is particularly effective in greening the street. Where the homogeneous, tight knit late 19th Century housing gives way to 20th Century development, the frontages tend to be hard paved to provide off street parking. This sadly dilutes the townscape and environmental quality of the streetscene.
- 1.3.2. To the north of the site across the mini roundabout at the junction of Hulse Road and Ashley Road, semi-detached houses set back in their suburban style plots establish an inevitably loose and less coherent townscape.

- 1.3.3.** To the west of the site across the Ashley Road bridge, the flat floodplain of the River Avon is laid out as park and recreation space to the north, with a new studio theatre, a terrace of social housing units and the fire station on the south side. The River Avon itself is bounded by substantial trees enclosing a delightful riverside walk and cycle track leading down to the city centre.

1.4 Existing Services

- 1.4.1.** There are no mains services crossing the site. Low and high voltage electric cables run adjacent to the site below the Ashley Road and Hulse Road pavements. A gas main runs along the northeast side of Hulse Road below the pavement. Telephone cables are routed underground along the north and south sides of Ashley Road and around on to the Hulse Road frontage of the site. A telephone kiosk is sited behind the pavement and adjacent to the Ashley Road frontage. A water main runs along the Ashley Road frontage below the grass verge at the back of the footpath. Finally, a 225mm diameter public foul sewer runs northwest – southeast along Hulse Road below the footpath on the site side.

1.5 Planning Considerations

- 1.5.1.** The site lies within the Salisbury Housing Policy Boundary. This takes in the whole of Hulse Road and areas to the east. To the northwest of the site across the River Avon, the open land of the floodplain is designated as being of High Ecological Value and is also designated as a recreation site. This area is further protected by Conservation Area status. The River Avon abutting the site and throughout its length is designated as a Site of Special Scientific Interest. To the west and southwest of the site across the river and south of Ashley Road is “white land”, with a variety of uses including the studio theatre, social housing, fire station and retail uses noted above. The site lies on the edge of a Water Source Catchment Area.
- 1.5.2.** The Local Plan seeks to concentrate new homes in the most sustainable locations, for instance within Salisbury. It encourages the reuse of previously developed land in urban areas such as the proposal site. The Local Plan seeks to reduce reliance on the private car, instead encouraging the use of public transport, cycling and walking. The proposal site is within easy walking distance of the city centre and further, has the benefit of an already well used cycle route running beside the River Avon. A large number of regular bus services run down Castle Road close to the site. The Local Plan recognises “windfall” sites as an important component in the housing provision strategy, in this instance in a most sustainable location.
- 1.5.3.** The site was used as a workshop/store/office. It was then acquired by the Plymouth Brethren, apparently with a view to converting the existing building to a school. However, their needs changed and Outline Planning Permission (S/2002/495) was obtained on 25th April 2002 for redevelopment with a single dwelling. All matters were left reserved. The Conditions required approval of the details of siting, design, external appearance, landscaping and access. A vehicular turning area and parking area must be provided on site. Contribution towards the provision of Public Open Space was required in accordance with Policy R2. In addition, informative notes stressed the importance of the visual appearance on this prominent corner location having regard to the character and built form of the surrounding residential area. A Method Statement indicating how the river system would be protected from pollutants would be required. Also a Method Statement would be required describing how demolition would be undertaken paying particular regard to the protection of the adjacent property and further, how the existing trees along the riverbank would be protected during development.
- 1.5.4.** The Local Plan stresses the importance of good design and recognises that this derives from an understanding of the complex relationship between the many elements which make up the built environment. It discusses how these elements – street pattern, spaces, built scale, building character, skylines and views need to be woven together to achieve quality in design. We consider this to be particularly relevant given the prominent corner location as highlighted in the Outline Planning Permission.

- 1.5.5. Having first researched the site file in the Planning Office, a consultation was requested by means of the SDC Pre Application Advice Request Stage 2 Proforma. Unfortunately this elicited a written response dated 5th May 2004 rather than a meeting. The letter expressed concern that the preliminary sketches attached to the proforma might be too reminiscent of a "barn". The officer was unconvinced that such built form would be sympathetic to the character of the surrounding area and suggested a more typical "residential" architectural approach. This was subsequently discussed over the telephone with Richard Hughes when it was agreed that an element of visitor parking should be allowed on site in addition to the one-to-one parking provision proposed in our sketch scheme. We discussed the importance of the corner location and we stressed the need for a positive presence on the corner site.
- 1.5.6. Wiltshire County Council, the Highway Authority were consulted by telephone in February 2004. In their response to the Outline Planning Application, they had requested that only one vehicular access should be provided as west as possible along the Ashley Road frontage, and with turning to be provided on site. The Planning Authority had been reluctant to be so prescriptive, preferring instead to see what detailed proposals might come forward. In our enquiry, the Highway Authority reiterated their concern
- 1.5.7. Given the proximity of the River Avon, the Environment Agency have been consulted. They advise that the 1 in 100 year flood level in the vicinity of Hulse Road would reach approximately 48.5m AOD. The new floor levels should be a minimum 600mm above this, ie 49.1m AOD. They also advise the use of a sustainable sw drainage system to minimise discharge direct to the river system.
- In addition they advise that any works within 8m of the River Avon will require Land Drainage Consent.

2. DESIGN PRINCIPLES

2.1 Client Brief

- 2.1.1. We have undertaken many projects for this client, usually comprising modestly sized village or market town sites. His brief is always to devise a scheme which will be sought after and marketable by virtue of its character and quality and which will be enjoyable for him to build. In this instance he was certain that the site had more potential than the single dwelling for which Outline Planning Permission had been granted but he was open minded regarding numbers, floor area or whether we should look at houses or flats. All of that has been left to the architect's discretion.

2.2 Design Philosophy

- 2.2.1. The site is on a prominent edge of city centre junction. It lies at a clear transition between a close knit network of distinctly urban streets giving way in one direction to a much more open suburban housing form and on the other side to pleasant green open recreational areas. The site is on the "urban" side of the junction but presently comprises an unkempt, visually weak and redundant building. To compound this, the charming urban homogeneity at the south end of Hulse Road is not carried through to the Ashley Road junction. The site gives the opportunity to reinstate a well consolidated urban grain in the form of a strong and positive built form as a stop end to the street, turning the corner and providing a focus in the four long views towards the junction. To achieve a strong presence, the building can pick up on the larger 2½ storey forms of Nos 41-45 Hulse Road but should also recognise and respect the modest, low eaved scale of the adjoining dwelling, No 49 Hulse Road.
- 2.2.2. Although the greater part of the site frontage addresses Ashley Road, the predominant urban grain derives from Hulse Road and this should be respected and consolidated.
- 2.2.3. The amenities of the adjoining dwelling, No 49 Hulse Road must be respected. This neighbouring property is to the south of the application site and therefore the concern is not such much one of overshadowing, but rather taking care to avoid overlooking or creating an overbearing presence.
- 2.2.4. The trees along the west end of the site on the riverbank are very important in terms of the local landscape quality and character. Although it is understood that they are not specifically protected, they should be retained.

- 2.2.5. The Highway Authority's request for a single vehicle access point at the west end of the Ashley Road frontage makes sense from a highway safety point of view, but also is logical given the need to concentrate built form at the Hulse Road end of the site.
- 2.2.6. There are a range of building materials in the area. The existing building on the site is painted. The semi-detached (former) council houses to the north are rendered, many colour washed. No 49 Hulse Road is tile hung and the new studio theatre across the river comprises fair faced blockwork. Roof coverings are generally traditional – either slate or brown tile, albeit the studio theatre has a metal sheet covering. However, the predominant theme coming out of the city along Hulse Road is a red brick aesthetic with white painted stone dressings under tiled and slated roofs. Given the intention to consolidate and complete the Hulse Road townscape, it is therefore appropriate to carry this theme on in the development site.
- 2.2.7. Whilst we consider it appropriate and desirable to pick up on and extend the scale and character of the older Hulse Road properties onto this site, we do not consider it necessary or right to resort to pastiche. The scale, form and materials will be picked up but will be translated with contemporary details and motifs.
- 2.2.8. The living accommodation should be modestly scaled to suit market conditions and provide homes suitable for young working people looking to rent or buy towards the bottom end of the market in a position close to employment and recreation opportunities. Living spaces should be bright and enjoyable taking advantage of the southwest orientation of the site towards the trees and river. Whilst full garden areas are not considered necessary or appropriate, spaces to sit out on the private, sunny side of the building are considered desirable. One parking space per dwelling should be provided albeit with some additional visitor provision off street. In addition, space for secure bicycle storage is desirable.

3. **DESIGN SOLUTION**

- 3.1 The proposed development comprises a two storey, two bedroom house adjoining No 49 Hulse Road. The modest scale of the neighbouring property will be respected with a low ridge and eaves line punctuated on the front and rear elevations with lead capped dormer windows. Linked to this house on the corner and returning along the Ashley Road frontage, we propose a pair of flats, one at ground floor with access taken from the rear car parking area and the other at first floor but also extending into the roof volume. This upper floor flat will take access from its own front door on the Ashley Road frontage. The building scale steps up at the corner with the roof space accommodation lit through a lead capped dormer facing northwards to the road junction. This higher scale picks up on the large Victorian house, 41/43 Hulse Road and also on the recently constructed pair of town houses at 45 Hulse Road. The corner building comes up to and hugs the curving alignment of the site boundary around to Ashley Road running off at an oblique angle from Hulse Road. The change in scale between the house and corner flats is marked with a circular turret stepping forward from the building line to signal and punctuate the end of the streetscene and provide a positive focal point to the junction.
- 3.2 At the rear, southwest side of the buildings, the three sets of accommodation open to their respective garden, sitting out and balcony areas with french casements to take the sun and enjoy the riverside ambience and views to the open space beyond. The sitting out areas are all screened from each other and also from their neighbour. Particular care has been taken to ensure that no windows or balcony areas intrude upon the separate dwellings or the existing neighbour.
- 3.3 Vehicle access is taken from the Ashley Road as far west as possible from the junction and just before the traffic calming “pinchpoint”. The access leads into a hard paved court with five individual parking spaces, one for each of the three dwellings and two designated for visitors. The court allows vehicles room to turn. The existing high block wall fronting Ashley Road and enclosing the yard will be reconstructed to a similar height in face brickwork, behind which a secure area for bicycles and bins will be provided screened from public view.

- 3.4 The buildings will be made of face brickwork with reconstituted stone dressings to the curving bay windows and turret coping. The same dressings will be repeated on the sloping copings and balcony edge at the rear of the first floor flat close up to the Ashley Road frontage. The roofs will be covered with natural slate to the lower part and clay plain tiles on the curved corner section.
- 3.5 The two bedroom house adjoining No 49 will have a small front garden area behind a hedge thus re-establishing the character and green texture of Hulse Road. There is an existing small tree growing out of the wall foundations on this corner. If practical, it will be retained but given the difficulties associated with demolition and foundation work that may not prove possible, in which case a new tree will be planted.
- 3.6 At the rear of the site addressing the River Avon, the existing block wall will be retained during construction to contain the building process and materials all as described in the Method Statement attached to the Application. It will then either be taken down and rebuilt to 900mm or it will simply be reduced in height to 900mm and made good. Similarly, the existing block wall along the boundary with No 49 will be retained, repainted and faced with a planting trellis on the north side.

4. CONCLUSION

- 4.1 The proposed development will replace an inappropriate and unsightly development with a distinctive and positive development complementing and consolidating the transition between Hulse Road and the more open areas to the north. It will pick up on the texture and grain of the nearby late 19th Century development and respond positively to its prominent corner setting. It will provide comfortable and convenient modern accommodation in a highly sustainable location, scaled to suit young working people with modest incomes providing the basis for an urban lifestyle without undue dependence upon the private car. The proposal will respect its neighbours.
- 4.2 We believe that this development will considerably enhance its location and context and will be a worthwhile and welcome addition to Salisbury's housing stock and the local townscape.

The developer should note that the trees adjacent the site and the river bank are protected by a TPO. Therefore, any works to those trees not authorised by this planning approval will probably need separate consent. Please contact the tree officer Mr David Prince in this regard.

The applicant should also note that there is significant resident concern about the impact of construction works on the adjacent area regarding traffic and parking. Therefore, during development works, the parking spaces of residents should be respected and kept clear, and the parking restrictions in the area respected.

With regards condition 07, some form of trellis arrangement may be acceptable.

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

Policy G2	Purpose: Protection of amenities
Policy D2	Purpose : Infill Development
Policy R2	Purpose: Maintain an adequate level of public open space

NOTES:

S/2004/1497	08/07/2004	02/09/2004	SALISBURY DISTRICT COUNCIL
FISH			ALEXANDER ASSOCIATES
Easting: 411647.977451086	Northing: 131245.573924303		

PROPOSAL:	FULL APPLICATION -INSTALLATION OF 2 No 8M HIGH STANDARD LIGHT COLUMNS. ENVIRONMENTALLY CONSCIOUS FLOODLIGHTING TO NEW SKATE PARK
LOCATION:	WESTWOOD OPEN SPACE OFF WESTERN AVENUE SALISBURY SP2 9DR

REASON FOR REPORT TO MEMBERS

This application has been brought before Committee as it is an application by the Council and on land in the ownership of the Council

SITE AND ITS SURROUNDINGS

This is an area of recreational open space that is located on the western side of the residential housing estate known as Bemerton Heath. The actual site is accessed off Western Way via a short access track that leads to the car park associated with Bemerton Football Club. The site is set in a hollow and is mainly open and laid as grass, but also contains an enclosed equipped children's play area and a skateboard ramp. Immediately to the north of this area of open space is Bemerton Football Club, while to the south is an electricity sub-station. To the east are residential properties in Western Way that are separated from the area of open space by a tree and landscape screen.

THE PROPOSAL

This application seeks planning permission for the installation of 2No, 8 metre high standard light columns to provide environmentally friendly floodlighting to the new skate park at Westwood Open Space.

PLANNING HISTORY

S/1989/0823 Planning permission was granted in June 1989 for the erection of six floodlight standards at a height of 16 metres at Bemerton Football Club that lies adjacent to Westwood Open Space.

CONSULTATIONS

WCC Highways: No objection.

Network Rail: No objection.

Environmental Health: No objection, subject to a condition restricting the hours of use of the floodlights to 9:00pm and a scheme to reduce the spread of light.

REPRESENTATIONS

Advertisement No
Site Notice displayed Yes - expired 19/08/03

Departure	No
Neighbour notification	Yes - expired 06/08/03
Third Party responses	None received

POLICY CONTEXT

The following policies of the Adopted Replacement Salisbury District Local Plan (June 2003) are relevant to the current proposal:-

G2 and R1A.

MAIN ISSUES

1. Principle of Development
2. Visual Impact
3. Impact on Neighbouring Amenities

PLANNING CONSIDERATIONS

1. Principle of Development

The proposed lighting columns are intended to enhance an existing recreational facility and in principle are considered to be acceptable subject to there being no adverse landscape implications and provided they meet the criteria of Policy G2 of the Adopted Replacement Salisbury District Local Plan (June 2003).

2. Visual Impact

The skateboard park is located towards the centre of the area of open space together with an enclosed equipped children's play area, where they appear somewhat exposed within the wider context of this area of open space. Consequently, the lighting columns will also be clearly visible within this area of open space. Nevertheless, they would be seen in relation to the skateboard ramp and equipped children's play area and would also be viewed in the context of the 15 metre high floodlighting columns of the adjacent football ground and the structures/equipment of the electricity sub-station. As such, it is not considered that they would appear visually harmful.

3. Impact on Neighbouring Amenities

With regards to residential amenity, the nearest residential properties are Nos85 and 87 Western Way that are located approximately 60 metres away from the proposed siting of the lighting columns and that are partially screened by the shrub/hedgerow planting adjacent to the eastern boundary of the area of open space. As such, it is considered that these properties are unlikely to be unduly affected by light pollution from the proposed lighting columns, although it is considered appropriate to impose a condition requiring details of measures to direct and shield the light source in order to minimise light emission.

It is also important to consider the hours of operation of the lighting columns in relation to neighbouring amenity, given that such recreational facilities can generate relatively high levels of noise from the skateboards running over the ramps, as well as that generated by groups of youths congregating together, and the installation of the lighting columns would enable the skateboard park to still be used when it is dark, particularly during the winter months. Consequently, it is considered that a reasonable balance between providing a recreational facility to serve the interests of older children and safeguarding the amenities of the occupants of the nearby residential properties can be

achieved by prohibiting the illumination of the proposed lighting units between the hours of 9:00pm and 8:00am. This can be secured by condition. On this basis, Environmental Health raises no objection to the proposed development.

RECOMMENDATION:

REASONS FOR APPROVAL

The design of the proposed lighting columns is acceptable and it is considered that they would not appear visually harmful, particularly given the context of the area of the site and the presence of the floodlights at the adjacent Bemerton football club, whilst enhancing an existing recreational facility. The proposed development is therefore considered to comply with Policies G2 and R1A of the Adopted Replacement Salisbury District Local Plan (June 2003).

Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of five 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)

2. Prior to the commencement of development, details of measures to direct and shield the light sources in order to minimise unnecessary light emission shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out operating the approved measures shall be implemented and shall be thereafter retained on that condition.

Reason -

To protect the amenities of occupiers of nearby properties.

3. The lighting, hereby approved, shall not be illuminated between the hours of 9:00pm and 8:00am, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

To protect the amenities of occupiers of nearby properties.

And in accordance with the following policies of the Adopted Replacement Salisbury District Local Plan (June 2003):

Policy Purpose

G2 General Criteria for Development

R1A Provision of Recreation Facilities

NOTES:

S/2004/1526	08/07/2004	02/09/2004	SALISBURY DISTRICT COUNCIL
STED			HOUSING DEPARTMENT
Easting: 414727.977451086	Northing: 130366.573924303		

PROPOSAL:	SITING OF PORTACABIN AS TEMPORARY STORAGE FOR PAPERWORK
LOCATION:	THE COUNCIL OFFICES BOURNE HILL SALISBURY SP2 3UZ

S/04/1526 Bourne Hill, Proposed siting of a single storey portacabin as temporary storage for paperwork.

REASON FOR REPORT TO MEMBERS

Bourne Hill, Council owned land and Council is applicant.

Members are advised that the application will be referred to the Secretary of State for a decision.

SITE AND ITS SURROUNDINGS

The site forms an enclosed courtyard within the Bourne Hill complex. The site is surrounded on four sides by single storey office accommodation. The main building is visible above the enclosure to the south.

THE PROPOSAL

The applicant (Salisbury District Council) is seeking to position a single storey portacabin within the courtyard, for the storage of files relating to the new licensing requirements. Staff would be accommodated in the office space once the paperwork and filing is relocated to the portacabin.

PLANNING HISTORY

76/362	Renewal of temporary planning permission for temporary hut accommodation	AC	21/07/76
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CONSULTATIONS

Environmental Health	- No observations
English Heritage	- No objection
Conservation	- No objection

REPRESENTATIONS

Advertisement	Yes	Expiry 19/8/04
Site Notice displayed	Yes	Expiry 19/8/04
Departure	No	
Neighbour notification	No	
Third Party responses	No	

MAIN ISSUES

1. Impact on the Grade II* Listed Building and Conservation Area

POLICY CONTEXT

Adopted SDLP Policy G2, E3, CN8, CN5.

PLANNING CONSIDERATIONS

The applicant is seeking to provide additional temporary ancillary storage accommodation for paperwork and files. It is intended to free up space within the main office building for staff. The changes are being made in response to the new licensing requirements of the Local Authority.

The portacabin would be sited within an enclosed courtyard within the Bourne Hill complex. The surrounding office accommodation forms a single storey L shaped structure, to the rear of the main Council House. The Council House and ancillary office buildings would therefore conceal the portacabin from public view.

Principle

Bourne Hill Council House is a Grade II* listed building, within the Conservation Area and Salisbury Central Area. The principle of employment and office uses on the site are established, given the site's use as the main Council building. The principle of the development is further supported by Policy E3, which states that new office development would normally be permitted within the Salisbury Central Area, subject to the transport and conservation policies of the SDLP.

Conservation Area and impact on Grade II* Listed Building

Policy CN5 states that development within the curtilage of a listed building will only be permitted where it does not harm the character of the building concerned. The proposed portacabin would be screened on all sides by the existing offices to the rear of the main building. Whilst the development may be visible from some rear upper windows in the main Council House, it is not considered that there would be any loss of amenity.

English Heritage have stated that in their view, a single storey temporary structure which is time limited to a maximum of five years would be acceptable given the reorganisation which the Council is considering for its sites.

Policy CN8 seeks to preserve and enhance the existing character of the area. As the portacabin would not be visible from within the wider Conservation Area, or prominent when viewed from within the Bourne Hill grounds, the proposal is considered to be in accordance with Policy CN8 and CN5, provided that the portacabin is single storey, and provided on a temporary basis only.

CONCLUSION

The additional office accommodation is required for ancillary storage, relating to the existing office accommodation at Bourne Hill. The development would be single storey, and sited in a courtyard, concealed from view from within the wider Conservation Area. English Heritage considers that the proposal would be acceptable on a temporary basis.

RECOMMENDATION That GOSW be informed that:

The District Planning Authority has no objection

For the following reasons:

The siting of a single storey portacabin would be appropriate development within the adopted policy context of the Salisbury District Local Plan, provided that it is limited to a maximum temporary period of five years.

And subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)
2. When the portacabin hereby permitted ceases to be occupied, or at the end of five years from the date of this permission, whichever shall first occur, the portacabin and all materials

and equipment brought on to the premises in connection with the use shall be removed and the land reinstated to its former condition.

Reasons:

1. To comply with the provisions of Section 91 of the Town & Country Planning Act 1990
2. In the interests of amenity, to secure the reinstatement if the premises following the cessation of the use temporarily permitted.

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

G2	General Criteria for Development
E3	Office Development
CN5	Listed Buildings
CN8	Conservation Areas

INFORMATIVE:

1. The applicant is advised that this permission is in respect of a single storey portacabin only.

NOTES: