

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
NORTHERN AREA COMMITTEE 2ND NOVEMBER 2006

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
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1.	S/2006/1654	DURRINGTON
	Mrs B Jones	APPROVED WITH CONDITIONS
SV	LAND AT THE PACKWAY LARKHILL DURRINGTON SP4 8PY ERECT 5 FLATS WITH 8 PARKING SPACES	Cllr Baker Cllr Mrs Greville Cllr Rodell

Part 1
Applications recommended for Refusal

No Refusals

Part 2

Applications recommended for Approval

1

Application Number:	S/2006/1654		
Applicant/ Agent:	N H DEVELOPMENTS		
Location:	LAND AT THE PACKWAY LARKHILL SALISBURY SP4 8PY		
Proposal:	ERECT 5 FLATS WITH 8 PARKING SPACES		
Parish/ Ward	DURRINGTON		
Conservation Area:		LB Grade:	
Date Valid:	9 August 2006	Expiry Date	4 October 2006
Case Officer:	Mrs B Jones	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS

Cllr Baker has requested this item be determined by Committee due to

- The interest shown in the application

SITE AND ITS SURROUNDINGS

The site forms an area of open space and undeveloped land at the eastern end of a shopping parade along The Packway. It has a width of about 13m, a depth of 27m and a site area of 0.35 ha. The site is vacant and overgrown, and five trees that were previously on the site have been felled. The land is designated as a Military Garrison in the adopted Salisbury District Local Plan. The site is bordered by open fields to the east with views to the church, open land to the south, and residential development to the southwest. Immediately adjacent to the west of the site is a takeaway.

THE PROPOSAL

Full planning permission is sought for a three storey detached building (with accommodation in the roofspace) comprising 3 two bed and 2 one bed flats including parking for 8 cars to the rear and alterations to the existing access. There are no parking restrictions on the highway, and the service road to The Packway has a one way access from the west, although access to the rear access road is two way.

The south elevation onto The Packway would include a flat at ground floor level with another residential unit to the rear. A further two residential units would be situated at first floor level with an additional residential unit at second floor/roof level. Each unit would have independent access, from entrances in the east and south elevations. A small amenity area would be provided to the rear. With the exception of the 2nd floor unit, a small balcony would be provided for four apartments. Each two bed unit would have two (back to back) off street parking spaces and the one bed flats would each have one space.

A roof dormer would be provided in each roof elevation, providing windows for Flat 4. Materials for the walls and roof are to be agreed. The main issues for the application are scale and design, and associated impacts from the fifth flat.

PLANNING HISTORY

- 02/1988** Outline application for development of a shop and three flats with parking **approved**
- 04/68** Full application for 3 flats, a shop, and 10 parking spaces with amenity space **approved**
- 04/968** 4 flats and a shop, with 5 parking spaces and no amenity space, **refused** on design grounds and was dismissed at appeal
- 04/2090** 4 flats and a shop, with 5 parking spaces and no amenity space, **refused** on design grounds and was dismissed at appeal
- 05/1695** *4 No flats & 1 No A1 Shop with 8 parking spaces and alteration to access.*
Approved

CONSULTATIONS

HIGHWAY AUTHORITY	-	No objection subject to conditions
ENVIRONMENTAL HEALTH	-	2 nd floor bathroom window on west elevation may be affected by takeaway extract chimney.
WESSEX WATER	-	No public sewers in the vicinity. Nearest public water main is 1000 metres away. Points of supply connection to be agreed. (Sewers owned by MOD).

REPRESENTATIONS

Advertisement		
Site notice displayed	YES	EXPIRY 7/9/06
Neighbour notification	YES	EXPIRY 31/8/06
Third party responses	None	
Parish Council response	No objection	

MAIN ISSUES

1. Planning history
2. Scale and design, impact on amenities
3. Ground floor and impact on The Packway
4. Highway Safety
5. Non mains drainage

POLICY CONTEXT

Adopted SDLP G1, G2, G12, G13, D2 and R2

PLANNING CONSIDERATIONS

Principle and planning history

The principle for the redevelopment of the site for a mixed use was established by the LPA in approving the previous full applications for 3 and 4 flats, a retail unit, associated car parking and amenity space. The decisions accord with the guidance in PPG3 and the re-use of previously developed land. The adopted SDLP does not prescribe housing policy boundaries for MoD land, but does provide for non-military uses on surplus MoD land.

Scale, Design and character of the locality

The character and design of buildings in the locality is mixed. However, The Packway is positioned on an incline when approached from the east, and the site is located on a prominent corner position at the (lower) eastern end of the shopping parade. From this point, the building rooflines rise gradually westwards, with low rise buildings at the east end (eg the single storey takeaway adjacent to the appeal site) and gradually massing in height and scale as the incline progresses uphill. Rooflines are haphazard and random in their outline. The site is located adjacent to open fields and would be visible from the church to

the east. The site would also be visually prominent to drivers and pedestrians approaching the parade up the hill, on the eastern approach road. However, the proposal appears to be harmonious when viewed within the context of the streetscene, and the roofline is now considered to be more sympathetic to the existing character and heights of the area, in accordance with Policy D2.

Amenity space.

Although gardens in the locality are generally small, most of the dwellings have them. Therefore, previous application S/04/68 was amended to include a small amenity space, by reducing the number of parking spaces. The applicant has revised the scheme parking and amenity layout, and this is now comparable with the approved scheme. It is considered that bin store/recycling and cycle parking provision should be provided through an appropriate condition.

Amenities of Adjoining and Future Occupiers

Several properties along the Packway have large first floor windows facing towards the rear of the premises and overlooking rear gardens. The application building would also include first floor windows and balconies. However, due to the existence of other similar windows in adjacent properties, this feature is not considered to be uncharacteristic with the rear elevations along the Packway.

The proposed roof level dormer on the west elevation would afford some limited oblique overlooking of the rear of adjacent premises. However, the ridge has been set back from the gable end of the proposed building by about 2.5m, by creating a full hip with dormers, and this would reduce the amount of potential overshadowing.

The proposed flat dormer window would face towards the adjacent property (a takeaway, with restricted opening hours), and whilst this is not ideal for potential occupiers, it would be very difficult to justify a reason for refusal solely on this basis. Furthermore, the applicant has amended the design to be obscured glazed, with one opening panel only (right hand) opening towards the Packway. This would minimise overlooking to the rear of the site, and the EHO has raised no objection.

The EHO previously raised concerns regarding the accommodation provided by Flat 4. Sections were previously received, and these have overcome the concerns.

The proposal, on balance, is considered to be acceptable in terms of the impact on neighbouring amenities, scale and design, in accordance with Policy G2, D2, G13 and G12.

Ground floor and impact on The Packway

The current scheme does not include a retail shop at ground floor level. Had the shop existed, Policy E16 would be applicable in terms of loss of employment. However, the shop does not exist, and policies in the SDLP for the Packway do not require the provision of commercial units at ground floor level in new development of this kind. Furthermore, the unit would be at the end of the parade, and the absence of a unit at ground level is not considered to disrupt any existing retail frontage. Therefore, on balance, the provision of a flat at ground floor level would be acceptable under Policy G1, as there would be no demonstrable harm to either existing employment, or the viability of the existing parade. The additional accommodation in The Packway is likely to provide additional community support for local shops and facilities.

Highway Safety & Parking

The Highway Authority previously raised no objections to the proposal provided the layout was identical to the previously approved scheme in S/04/68. The applicant has amended the layout accordingly and also set back the spaces, to enable two/one car parking spaces per two bed/one bed flat to be provided. The Highway Authority previously noted that all parking was to be provided to the rear of the premises and that no waiting at any times

parking restrictions applied to the service road. Vehicles accessing the premises would not need to gain access via the service road due to the one-way system operating. No objection is raised, subject to the parking being laid out in accordance with the plan.

The service road to The Packway is one way. Presently, vehicles can make a right turn from the main road into the access road for the development, which serves a number of properties to the rear of the Packway, and exits onto the main road to the west. In order to avoid any conflict between turning vehicles, and to discourage vehicles using the one way service road from approaching on the bend on the wrong (off side) side of the road, additional markings could be provided from the start of the no entry on the offside of the one way road, leading a few metres into the one way road. These markings would consist of a continuation of the centre line marking with a hatched area on the off side.

Alternatively, it would be possible to affix a pair of Give Way signs to the reverse of the No Entry signs that are already there, and paint double white dotted lines across the end of the one way system, to denote a give way point. This would not only give priority to vehicles trying to access the service road to the development from the main road, but also serve to reinforce the No Entry point.

However, the Highway Authority are of the view that the junction will perform safely with the development. There are clear markings and signs to indicate the start of the one way system which are clearly visible from the main road for vehicles turning in and it is clear to drivers as to where the priority movement lies. There is also good manoeuvring space for turning vehicles and clear visibility for all traffic in the area. Furthermore, the Highway Authority would not intend to do the work at their expense and a condition could only be attached if the Highway Authority considered the work essential for the development to proceed. This application follows several previous ones on the site where Highways did not recommend any changes to signs and lines. If the Local Planning Authority imposes a condition, the applicant could either

- i) implement the extant consent for 4 flats and a shop
- ii) choose to comply and do the work at his own expense
- iii) appeal the condition on the basis that it had not been previously imposed, and had not been requested by the Highway Authority.

Public Open Space Provision

The applicant has signed a Section 106 Agreement in respect of Policy R2 and the balance of monies has been received.

Non mains drainage

The applicant has confirmed that drainage and existing sewers are owned by the MOD and there is an existing main in the pavement close to the western boundary of the site. Connection would be made to this apparatus.

RECOMMENDATION: Following completion of the Section 106 Agreement in respect of Policy R2

APPROVE

REASONS FOR APPROVAL

The proposal would create five flats with car parking spaces available for each flat. The development would not be detrimental to the existing character of the area, or the amenities of adjoining or future occupiers of the flats. The absence of a ground floor shop in the scheme would not constitute a loss of existing employment opportunities or threaten the ongoing viability of existing shops in the Packway. There would also be no detriment to highway safety, in accordance with the adopted policy provisions of the Salisbury District Local Plan.

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 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: To secure a harmonious form of development

3. There shall be no occupation of the flats until the car parking layout has been implemented in accordance with the approved plan (SK01A). The development shall be maintained in this condition thereafter.

Reason: In the interests of highway safety

4. The bathroom window for Flat 4 in the west elevation shall be glazed with obscure glass, and shall have one fixed casement and one opening casement (the north side) which shall open onto The Packway only. The development shall be maintained in this condition thereafter.

Reason: To prevent undue overlooking into rear gardens to the north.

5. None of the flats shall be occupied until the proposed connection to existing mains (in The Packway) for foul sewage disposal has been completed in accordance with the submitted plans. (L01A)

Reason: To ensure that the development is provided with a satisfactory means of foul drainage.

6. No development shall commence until details of provision for:
 - i) secure, covered cycle parking, and
 - ii) waste and recycling bin storage

for each dwelling have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details before there is any occupation of the dwellings.

Reason: In the interests of sustainable development

INFORMATIVE

The applicant/developer is advised that the west elevation bathroom window for Flat 4 should be hinged to open towards The Packway, to prevent occupiers from overlooking gardens to the rear of the development.

R2 Section 106 Informative

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

G1 & G2	General Principles for Development
D2	Design
G12 & G13	MOD Land
R2	Public Open Space