

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 & 05/06/2008

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 Description	Parish/Ward Recommendation Ward Councillors
1	S/2008/0630	AMESBURY WEST
4-8	Mark Williams	REFUSAL
SV 15:45	SOUTH MILL STORES SOUTH MILL ROAD AMESBURY SALISBURY (REVISED SCHEME) DEMOLITION OF EXISTING STORE TO BE REPLACED WITH 2 SEPARATE BUILDINGS WITH PARKING (BUILDING NO. 2)	CLLR WESTMORELAND
2	S/2008/0742	IDMISTON
9-14	Mr T Wippell	REFUSAL
SV 15:00	DOWNS FARM GOMELDON SALISBURY PROPOSED CHANGE OF USE FROM REDUNDANT AGRICULTURAL LAND TO B1/B8 USE AND THE ERECTION OF A 50M LONG STORAGE BUILDING	CLLR HEWITT CLLR WREN

3	S/2007/1402	IDMISTON
15-37	Mr A Madge	APPROVE SUBJECT TO S106
	LAND OFF MANOR FARM ROAD PORTON DOWN SALISBURY B1 DEVELOPMENT, COMPRISING OFFICES & LABORATORIES, OPEN SPACE, ROADS & CAR PARKING	CLLR HEWITT CLLR WREN

4	S/2008/0241	DURRINGTON
38-40	Mr T Wippell	APPROVE
	HAZELHEAD ROBIN HILL LANE DURRINGTON SALISBURY SINGLE STOREY CONSERVATORY TO SIDE ELEVATION WITH BRICK GABLE END AND PARAPET WALL (RETROSPECTIVE)	CLLR MS BROOM CLLR LEE CLLR WRIGHT
5	S/2008/0251	AMESBURY EAST
41-44	Mrs S Appleton	APPROVE WITH CONDITIONS
	END OF SOLAR WAY WHICH RUNS NORTH-EAST TOWARDS THE A303 SOLSTICE PARK AMESBURY SALISBURY ERECTION OF A SCULPTURE	CLLR BROWN CLLR MITCHELL CLLR NOEKEN
6	S/2008/0252	AMESBURY EAST
45-57	Mrs J Wallace	APPROVE WITH CONDITIONS
	AREA B LAND TO SOUTH OF BOSCOMBE ROAD AMESBURY SALISBURY RESERVED MATTERS FOR CONSTRUCTION OF 57 DWELLINGS AND ASSOCIATED HIGHWAYS & FOOTPATHS (DETAILED APPROVAL SOUGHT FOR SITING DESIGN EXTERNAL APPEARANCE & MEANS OF ACCESS PURSUANT TO OUTLINE PLANNING PERMISSION S/2007/1075)	CLLR BROWN CLLR MITCHELL CLLR NOEKEN
7	S/2008/0639	BULFORD
58-62	Mr T Wippell	APPROVED WITH CONDITIONS
	EQUINOX ARCHITECTS 88 MILSTON ROAD BULFORD SALISBURY PROPOSED DEMOLITION OF EXISTING DETACHED GARAGE AND CONSTRUCTION OF ONE BEDROOM SELF CONTAINED UNIT	CLLR SMALE CLLR SPENCER

Part 1

Applications recommended for Refusal

1

Application Number:	S/2008/0630		
Applicant/ Agent:	RON COLQUHOUN		
Location:	SOUTH MILL STORES SOUTH MILL ROAD AMESBURY SALISBURY SP4 7HR		
Proposal:	(REVISED SCHEME) DEMOLITION OF EXISTING STORE TO BE REPLACED WITH 2 SEPARATE BUILDINGS WITH PARKING (BUILDING NO. 2)		
Parish/ Ward	AMESBURY WEST		
Conservation Area:		LB Grade:	
Date Valid:	31 March 2008	Expiry Date	26 May 2008
Case Officer:	Mark Williams	Contact Number:	01722 434570

REASON FOR REPORT TO MEMBERS

Councillors Noeken and Westmoreland have requested that this item be determined by Committee due to:

The controversial nature of the application
The interest shown in the application.

SITE AND ITS SURROUNDINGS

The site is located to the south of Amesbury town centre, within an established semi -rural residential area. The old building occupied a narrow plot and is approximately 100 metres west and 150m south of the main A345 Salisbury to Amesbury Road.

The original building on the site was constructed from wooden cladding, brick, and corrugated metal sheeting, half of which remains following partial demolition. Also on the site on its southern half, is a partly constructed brick building.

THE PROPOSAL

Planning approval was given on 20th December 2006 under S/06/2199 for demolition of the original building and erection of two separate buildings with parking facilities.

In March this year the Council received representations that the southernmost building was not being erected in accordance with the approved plans. An investigation established that, amongst other things, the new building was over 0.75 metres wider and sited closer to the road than that approved, an external doorway had been inserted in the southern elevation and second floor had been inserted.

It also appeared that the eaves were at least ½ metre higher than that approved, which suggested that the overall height of the building would eventually exceed that approved (it was noted that the height of the buildings approved under S/06/2199 had been reduced as a result of amended plans received).

This application is partly retrospective and involves amendments to the approved scheme, to allow retention and completion of the partly built southern building, known as store 2, and changes to the northern building, known as store 1.

The new buildings will be used to store supplies such as scaffolding, fencing materials, furniture, paint and other materials to be used during the course of the applicants business.

The applicant has currently ceased work on the site.

PLANNING HISTORY

06/1171	Demolition of existing storage building to be replaced with two separate buildings with parking facilities for private use in connection with the dwelling at 15 south Mill road	REF	27.07.06
06/2199	Demolition of existing building to be replaced with two separate buildings with parking facilities.	AC	20.12.06

CONSULTATIONS & RESPONSES

Highways Officer: No objection, subject to conditions, and consideration of an offer of paved footway across the site, subject to plan amendment.

Parish/Town Council: No objection.

Environmental Health: No objections provided use of building is restricted to storage.

Environment Agency: No objections, subject to conditions.

Natural England: Objection, as either alone, or in combination with other plans or projects, there is the possibility of a likely significant effect on the important interest features of the River Avon Special Area of Conservation, (SAC), or any of the features of special scientific interest of the River Avon System Site of Special Scientific Interest (SSSI).

Wiltshire Fire and Rescue Service: No objection subject to appropriate fire appliance/fire fighting access

REPRESENTATIONS

ADVERT	NO		
SITE NOTICE	YES	EXPIRY	01/05/08
NEIGHBOUR NOTIFICATION	YES	EXPIRY	23/04/08
NEIGHBOUR RESPONSES	YES	Six letters received, objecting on the following grounds (summary):	

The building is too near the road, too wide and too tall, and quite out of character with the rest of the area.

Store 2 is wider, and therefore nearer to the kerb, and has a door in the side which is not on the (original) plans. Should be rebuilt in accordance with approved plans.

The new building is very different to the plans approved late last year.....this changes the look and character of our property, and indeed the whole road.

The proposed enlarged size and forward position does impact on the residential area more so than previously agreed. It does reduce vehicle access visibility.

The current building.....will be demonstrably higher, wider, and nearer the road and it is therefore much more intrusive and warehouse like than the agreed plan.

The brick replacement store.....is wider and much taller than the original structure.....the store is closer to the road than Highways requested. It completely overshadows neighbouring property.

Use of cavity walls and possible change of use to residential in future

MAIN ISSUES

Principle

Scale, design and impact on the street scene

Impact on neighbour amenity

Highway issues

Protected species

POLICY CONTEXT

Adopted Salisbury District Local Plan G2 (general); D2 (design); C12 (protected species)

PLANNING CONSIDERATIONS

Principle:

To be acceptable, this proposal should conform to the relevant saved policies of the adopted Salisbury District Local Plan. In this case the application should conform to policy G2, which ensures developments do not have any significant adverse impacts on the amenities of neighbouring properties. This policy also ensures that developments have satisfactory means of access and turning space within the site, where appropriate and that the development should avoid placing an undue burden on existing or proposed services and facilities, the existing road network or other infrastructure.

Policy D2 is a general design policy that focuses on infill development. This policy states that street and infill development will only be permitted where proposals respect or enhance the character of appearance of an area in terms of the following:

The building line, scale of the area, heights and massing of adjoining buildings and characteristic building plot widths;

The architectural characteristics and the type, colour of the materials of adjoining buildings; and

The complexity and richness of materials form and detailing of existing buildings where the character of the area is enhanced by such buildings and the new development proposes to replicate such richness.

Policy C12 ensures the protection of certain species of plants and animals, protected under the 1981 Wildlife and Countryside Act along with other legislation. It states that development affected a species protected by law will not be permitted unless it can be subject to conditions which would prevent damaging impacts. Where there is a risk that a protected species could be harmed, it is the developers responsibility to obtain a protected species survey, which has been undertaken by a suitably qualified licensed ecologist.

Scale and design –impact on visual amenities/ the street scene:

According to plans submitted with the previous application, the partly demolished building was originally approximately 28.45 metres long, 6 metres wide and has a pitched roof with a maximum height of approximately 6 metres. This building was constructed from brick, wood cladding and corrugated metal roof sheeting. This building is one of the remnants of a small industrial site, the majority of which was removed to make way for housing.

It is proposed to fully demolish the existing building and replace it with two smaller buildings with a vehicle parking area. The northern of the two new buildings (store 1) will be approximately 5.0m wide, 10 metres long and will have a pitched roof with a maximum height of 6.0m (taken from submitted drawings). This equates to that approved under S/06/2166 above. Elevational differences between the approved and proposed schemes in relation to store 1 are confined to two roof lights on the front roof slope and a fire exit in the north elevation; otherwise, the size and height of this building would be as previously approved.

In relation to the southern building (store 2), the principal differences relate to its increased width over the above/ that previously approved (now 5.770m) and the provision of a first floor and a fire exit in the southern elevation. Although no overall increase in height is proposed, see further below.

The parking area will be approximately 10 metres long and will span the width of the site. The materials used in the construction of the new buildings will be bricks and tile.

The area surrounding the site is residential in its nature and the materials used in the surrounding buildings reflects this, as the majority of the dwellings are constructed from brick and tile.

The general character of the area is generally a pleasant residential environment comprising more modern dwellings, however looser-knit development and the narrowing of the road to the south and west and the proximity to open countryside lends semi-rural characteristics to the locality.

In consideration of this issue in relation to the approved scheme, it was considered that the proposed buildings and materials were appropriate to the character of the locality. The distance set back from the road was also considered to reduce their visual impact.

Similar considerations would still apply in relation to store 1. In relation to store 2 however, increasing the width of the building has brought it closer to the road and has also had the effect of significantly increasing the overall scale and bulk of the building. The unrelieved brick front wall of the building 10m long and in excess of 4m high would stand in close proximity to the road. Overall it is therefore considered the completed building would appear as a rather stark, unduly prominent and much intrusive feature in the street scene than that previously approved, standing forward of store 1 to the north and neighbouring buildings to the south and consequently would relate poorly to the existing pattern of development, being seriously detrimental to the otherwise pleasant character and appearance of the area. Also whilst it is proposed that the ridge height would not exceed that previously approved, it is noted that it would appear that the eaves of the partly constructed structure already stand at or about the overall ridge height.

Overall, whilst the 'fall back' position of the approved scheme should be acknowledged, overall it is considered that to retain and complete store 2 as proposed would be detrimental to the street scene and the character of the area, in conflict with policy D2 above.

Impact on neighbour amenity:

The elevational changes to store 1 and the changes and increased scale and bulk to store 2 have, subject to confirmation that the overall height of store 2 will not exceed that previously approved, not had /will not have had any additional effect on neighbouring amenities. The rear wall of store 2 is no closer to the common boundary than that previously approved. Conditions could reasonably be imposed to, amongst other things, restrict the use of the building, to ameliorate any harm to neighbouring amenities.

Highway Issues:

As noted above, the Highways Officer is seeking provision of a footway across the site frontage, and has raised no objection on that basis. In the event Members were minded to grant permission, it would be necessary to obtain amended drawings showing the proposed footway prior to approval.

Protected species:

As noted above the current proposal is an amendment to a recent approval, prior to the granting of which a protected species survey was carried out and no record was found of any protected species. Natural England's further comments have been sought in this regard and it is anticipated that they will be available for the meeting.

CONCLUSION

The increase in the apparent scale and bulk of this building over that previously approved has made it a much more dominant feature in the street scene; if completed it will be out of keeping with the pattern of local development and adversely affect the character and appearance of the area, in conflict with the relevant policies identified above.

Whilst the Highways Officer has no objection and having regard to the previously approved scheme and all the other considerations set out above, nevertheless it is considered that nothing outweighs the harm identified.

RECOMMENDATION:

Refuse, for the following reasons:

A: The proposed building (store 2) would by reason of the increased apparent scale and bulk over the building permitted under planning permission reference S06/2166, be an unduly stark, alien, incongruous and intrusive feature in the local street scene, out of keeping with and poorly related to the pattern of local development and seriously detracting from the pleasant residential, semi-rural character and appearance of the area. To retain and complete the building would therefore be contrary to saved policy D2 of the Salisbury District Local Plan.

B: The Head of Development Services be authorised to take any necessary action, including enforcement action, to remedy the breach of planning control.

Application Number:	S/2008/0742		
Applicant/ Agent:	G HALL		
Location:	DOWNS FARM GOMELDON SALISBURY SP4 6JZ		
Proposal:	PROPOSED CHANGE OF USE FROM REDUNDANT AGRICULTURAL LAND TO B1/B8 USE AND THE ERECTION OF A 50M LONG STORAGE BUILDING		
Parish/ Ward	IDMISTON		
Conservation Area:		LB Grade:	
Date Valid:	16 April 2008	Expiry Date	11 June 2008
Case Officer:	Mr T Wippell	Contact Number:	01722 434554

REASON FOR REPORT TO MEMBERS

Councillor Hewitt has requested that this scheme be determined by Northern Area Committee, by reason of the controversial nature of the application.

SITE AND ITS SURROUNDINGS

The business premises is set-back from Gomeldon Road, and is accessed via a gravel track running alongside the dwelling known as Downs Farm. The site is currently occupied by a 'hot-tub' sales/ distribution business, which has been in operation since 1998 and currently employs 8 people. The business is run by the occupiers of the house.

The elongated site includes 2 converted farm-buildings (now used as offices/ storage), and a small hardstanding with vehicular parking. Behind the established employment premises is a 65 metre length of track which is currently used to store dozens of 'hot-tubs' on pallets. The current use of this track for storage has never been granted Change of Use permission, and therefore its 'B1/ B8' use is deemed unlawful.

Approximately 90 metres to the south of the site are residential properties, with mature trees and vegetation separating the rear gardens from the application site. Open countryside lies to the north and east.

THE PROPOSAL

The proposal seeks permission to regularise the current (but unlawful) B1/ B8 use of the track at the rear of the site, for 'hot-tub' storage. When the business use was approved in 1998, the company was relatively small in scale, and was linked to the occupiers of the main property via a legal agreement. However, the business has since grown over the past 6 years, which has resulted in the need for additional storage space being created on top of the track at the rear of the site. It is this unlawful expansion that is now the subject of a planning application.

Permission is also sought for the erection a 50 metre long storage building on the track to house 'hot-tubs'. The new building will be 50 metre long and 7 metres high, with green/ grey metal sheeting walls and a white roof. Screening will be provided to the east of the building.

PLANNING HISTORY

98/480 Change of use of agricultural buildings to offices/ stores AC

(The above 1998 application was subject to a S106 Legal Agreement which tied the use of the buildings to the occupiers of the dwelling on the same site. Furthermore, so that the Local Planning Authority could retain control over this relatively small business proposition, and to make sure that the business did not expand unlawfully over that proposed, the Local Planning Authority added the following 'personal' conditions to the approval:

-“The premises shall be used for the design, supply and installation of swimming pools and spas, and for no other purposes”,

-“The use hereby permitted shall be carried out only by Mr Stephen Crabb”.

07/1548 Erection of 75-metre storage building

WD

(The above 2007 application for a 75 metre storage building was withdrawn, after it was realised that the area on which the new structure was to be sited had never been granted ‘change of use’ to B1/ B8 use. The application was therefore withdrawn, and the planning merits of the scheme were not properly considered.)

CONSULTATIONS

Highways- No comments received. Members should expect to be updated with Late Correspondence about Highways Safety at the Northern Area Committee

Environmental Health- No observations

REPRESENTATIONS

Advertisement Yes

Site Notice displayed Yes

Departure No

Neighbour notification Yes

Third Party responses 3 letters of objections received, with the main points of objection outlined as follows:

This rural area is not suitable for business/ storage use

Poor access

Risk of environmental pollution

Risk of increased traffic

Risk of noise pollution

New building will be visible from residential properties

The building is too industrial in nature, especially in this agricultural/ residential area

This scheme could set a precedent for further industrial development in the Village

Tree planning/ screening proposal is not adequate

Fire Hazard

Poorly kept site, which resembles a ‘breakers yard’.

Parish Council: Object (For material reasons set out below)

that a change of use of the land has now been included within this application whereas previously the applicant is on record as saying that change of use had already been granted.

That the sketch map of local dwellings does not include most properties in the part of East Gomeldon Road where in fact the main impact will be encountered. Likewise the list of signatures in support.

Extremely limited screening scheme has been included for this application, so little as to make no difference whatsoever to neighbouring properties on any aspect.

The application is in the name of the landowner and as such any permission granted could be used for other operations of a different or more traffic/noise related business, whether by the current landowner, any subsequent owner of the land in question or any lessee.

The applicant does maintain some personal control at present over HGV delivery times but in the event of the circumstances described in (d) above, this control could so easily completely disappear.

The walls of the building could be in green or grey. The latter has been selected. The roofing is listed as being white which at the height involved will make it very conspicuous.

The site is on the skyline and very conspicuous.

The site is close to the local primary school.

In summary, the Parish Council objects to this large, prominent industrial building which is out of context in a residential area.

MAIN ISSUES

Is this development acceptable in principle?

Are there any requirements for additional storage facilities at Downs Farm?

Impacts on Highways Safety

Impact on Residential Amenity

Visual Amenity

Conclusion

POLICY CONTEXT

G2, E17, E19, E21, C6, C7

PLANNING CONSIDERATIONS

Is this development acceptable in Principle?

E19- Proposals to redevelop or enlarge existing employment sites in the countryside will be permitted where the proposed development would take place within the existing boundaries of the site. Proposals involving land outside established boundaries will be considered if;

- (i) the proposal would result in improved local employment opportunities;
 - (ii) the proposal will improve the operational efficiency of the enterprise;
 - (iii) there is no suitable alternative building in the immediate locality;
 - (iv) there is no adverse impact on the character of the surrounding landscape or biodiversity;
 - (v) there is no unacceptable increase in vehicular traffic or additional reliance on the private car;
- and
- (vi) the environment of any nearby dwellings will not be adversely affected.

E21- Except as provided in policy E19, the development of new sites for employment purposes will not be permitted in the open countryside. On existing sites in the countryside, the enlargement or redevelopment of premises will be permitted within existing site boundaries. The expansion of existing premises onto adjacent land will be considered if the proposal would result in improved local employment opportunities, or will improve the operational efficiency of the business.

In policy terms, Officer's considerer there is scope in principle to allow a change of use/ new storage building in 'semi-rural' location, but only if it can be demonstrated that there would be a proven benefit to local employment opportunities and there are no other suitable buildings in the locality. It would also need to be demonstrated that the scheme would cause no harm visual amenity, residential amenity, and have no adverse impacts on highways safety.

Are there any requirements for additional storage facilities at Downs Farm?

The 1998 permission granted permission for the conversion of farm buildings behind the dwelling known as Downs Farm, "for the design, supply and installation of swimming pools and spas, and for no other purposes". The development was personally conditioned to be run by the applicant, and was tied via a Legal agreement to be used only by the occupiers of the main dwelling.

The applicant has stated that additional storage is needed on-site, due to the expansion of the business since 1998. The 'hot-tubs' are currently stored (unlawfully) in the open air on a track at the back of the site, and this results in the need for them to be covered/ re-packaged to protect them from the elements, at great expense to the applicant. It is stated that the new building will reduce the need for repackaging (saving several tonnes of plastic and cardboard waste annually), and this may help to reduce vehicular movements. The applicant also states that the overall tidiness/ safety of the site will be improved.

Notwithstanding the improvements to the operational efficiency of the enterprise, no evidence has been provided to suggest that any alternative storage buildings in the local area have been explored/ discounted for use (eg- Solstice Park/ Birdlymes Farm). To allow a building of this size in a 'semi-rural' location, it would be necessary to provide a justification as to why additional storage was essential for employment purposes.

No alternative sites have been explored, and no strong justification has been given to suggest that the storage of hot tubs is essential on this site. In absence of this information, it must be considered that storage can therefore be relocated to a more sustainable business premises in the locality (ie- away from Downs Farm), without causing harm to the immediate area.

Overall, it is deemed that the applicant has not fully justified why it is essential that we should allow the change-of-use/ erection of a new storage building in this 'semi-rural' location, and officer's believe that there are other more suitable premises available within the immediate area.

Impact on Highways Safety

When the original application for a business was approved in 1998, the company was judged to be relatively small in scale, and because it as it was linked to the occupiers of the house, Wiltshire County Council Highways deemed that there would be minimal increase in vehicular traffic.

Comments have yet to been submitted for this application, from Wiltshire County Council, and Members should expect to be updated with Late Correspondence on Highways Safety issues at the Northern Area Committee Meeting.

Impact on Residential Amenity

The access to this site passes in close proximity to the dwelling, Downs Farm, and the two are linked by a s106 Agreement. Since 1998, the business has grown to include 'hot-tub' storage on a track at the rear of the site. This current unlawful use does not appear to have caused any significant problems to neighbour amenity (in terms of noise pollution or intensified use).

However, whilst the existing use in connection with the 'hot-tub' business has not caused significant adverse impacts to neighbour amenity, there is concern that if the business were to 'fold' or relocate in the future, a new company may occupy the site, which could result in additional vehicular movements and additional amenity issues. Furthermore, if a new storage building was erected on the site, although only possessing a B1/ B8 use (light industrial/ storage) and would not have B2 Use (heavy industry), the residential properties in the area, including Downs Farm and Fair View at the entrance to the site, may experience disruption in terms of additional vehicular movements.

Although it was deemed appropriate in 1998 to 'tie' the business with a personal permission relating to the applicant, Paragraph 93 of Circular 11/95 (Use of Conditions in planning permissions) advises that 'personal conditions will scarcely ever be justified in the case of a permission for the erection of a permanent building.' This is because if the business were to 'fold' or relocate in the future, the site would be left with a 50 metre storage building in the open countryside with no beneficial use. This would not be acceptable in sustainable planning terms.

However, despite this concern, as Environmental Health have viewed the plans and raise no objections to the scheme, officer's would not wish to object to this scheme in terms of the impact on residential amenity.

Visual Amenity

Policy C2 states that 'Development in the countryside will be strictly limited and will not be permitted unless it would benefit the local economy and maintain or enhance the environment.

Within the Special Landscape Area, proposals for development in the countryside will be considered having particular regard to the high quality of the landscape. Any development schemes will be subject to the following criteria, outlined in Policy C6;

- (i) the siting and scale of development to be sympathetic with the landscape; and
- (ii) high standards of landscaping and design, using materials which are appropriate to the locality and reflect the character of the area.

The current (but unlawful) use of the track for 'hot-tub' storage is cluttered in nature. Although the tubs are currently stored at low level, they are still visible from the fields beyond the site, and it is considered that the area is 'unsightly', and detracts from the character of the Special Landscape Area.

The proposal to erect a 50-metre long storage building, 7 metres in height, with grey/green walls and a white roof, would be highly visible from the wider area, and whilst the proposed planting scheme may help to lessen its prominence, the building would appear intrusive and imposing within the wider landscape. Its footprint would take up almost the entire length of the track, and the scale of the building would be vast in comparison to the existing storage facilities available for the site.

The erection of this building, and this intrusion into an area of land adjacent to fields, would be harmful to the open and spacious settings of the area, and would alter the characteristics of this locality, to the detriment of the character of the open countryside.

Conclusion

In conclusion, it is considered that whilst the change of use/ new storage building at Downs Farm may improve the operational efficiency of the enterprise on-site, this should not act as a justification to allow the approval of this scheme, as the business has now expanded to a point where relocation would be desirable in planning terms. There has already been a large (unlawful) increase in the scale of the business (over the strictly controlled approved in 1998), and the erection of a 50-metre long storage building in this 'semi-rural' location, is likely to result in adverse impacts on the visual amenity of the area, and may possible result in future adverse impacts on residential amenity.

It is recommended to Members that this scheme is refused, as no strong justification has been given for the existing unlawful change of use, or the erection of a new storage building in open countryside. Unfortunately, it appears that the company has been a 'victim of its own success', and the expansion of the applicant's 'hot-tub' business since the 1980's has 'outgrown' the application site, to the point where officer's consider that storage facilities would be better located elsewhere (such as a designated industrial site like Solstice Park)

Members should note that a personal condition relating to the applicant's current 'hot-tub' business is unlikely to be workable in practice, (indeed, government guidance advises against this), given the increased scale of the business and the erection of a permanent large storage building. For instance, if the business were to 'fold' or relocate in the future, the site would be left with a 50 metre storage building in the open countryside with no beneficial lawful use. This would not be acceptable in sustainable planning terms.

RECOMMENDATION: Refuse

For the following reasons:-

1. The proposal seeks permission to regularise the current (but unlawful) B1/ B8 use of the track at the rear of the site for 'hot-tub' storage. When the business was approved in 1998, its scale was relatively small in scale, and to retain control over the site, the use was tightly controlled and the permission made personal to the applicant. Furthermore, the company was linked via a legal agreement to the occupiers of the main property. The business has grown over the past 6 years, and additional (unlawful) storage space has been created on top of the track at the rear of the site, above and beyond the terms agreed by 1998 application.

The applicant has not fully justified why it is necessary to allow the change-of-use/ erection of a new storage building in this 'semi-rural' location, and has not provided any evidence to demonstrate that there are no suitable alternative storage buildings in the local area. As such, in absence of this information, it is considered that the application is contrary to Saved Policies E19 and E21 of the Adopted Salisbury District Local Plan, as the employment benefits of the scheme do not outweigh the harm caused to visual amenity and highways safety.

2. The proposal seeks permission for the erection of a 50 metre long storage building, with green/ grey metal sheeting walls and a white roof, and tree planting and screening is proposed to the east of the site. The siting of the new building lies within the designated Special Landscape Area, where development is strictly controlled in the interests of the conservation of the landscape. Notwithstanding the proposed planting scheme, the proposed development, due to a combination of its siting, height, length and materials, is considered to diminish and intrude into an area outside the established employment curtilage of the site, which would be seriously detrimental to the open character and appearance of the locality and the surrounding countryside in general. Therefore the proposal would be contrary to policies C2 and C6 of the Adopted Salisbury District Local Plan.

Part 2

Applications recommended for Approval

3

Application Number:	S/2007/1402		
Applicant/ Agent:	TERRY GASHE - DPDS CONSULTING GROUP		
Location:	LAND OFF MANOR FARM ROAD PORTON DOWN SALISBURY SP4 0JG		
Proposal:	B1 DEVELOPMENT, COMPRISING OFFICES & LABORATORIES, OPEN SPACE, ROADS & CAR PARKING		
Parish/ Ward	IDMISTON		
Conservation Area:	LB Grade:		
Date Valid:	9 July 2007	Expiry Date	8 October 2007
Case Officer:	Mr A Madge	Contact Number:	01722 434541

REASON FOR REPORT TO MEMBERS

HDS does not consider it prudent to use delegated powers

Members should note that this is an EIA application accompanied by an environmental statement.

Members should also note that because this is a strategically important development that is likely to have effects outside of the Northern area the application will be need to be referred to planning and regulatory committee.

SITE AND ITS SURROUNDINGS

The site is currently an agricultural field situated directly adjacent the main DSTL and Health Protection agency sites (HPA). The area is 5 hectares in size and is currently surrounded in part by a 2m high wire mesh fence on its western boundary whilst on its other boundaries it is surrounded by lower hedges and fences. The area is open in its character rising gently Eastwards. Views of the site exist most prominently from the Pheasant road which runs from the A30 down to Porton Down. The area is designated as an allocated site (for employment use) in the local plan and as a Special Landscape Area and Area of Special Archaeological Significance in the local plan. The site is situated close to the site of special scientific interest, Special Area of Conservation and Special Protection Area.

THE PROPOSAL

The proposal is for outline planning consent for B1 office development which will comprise of offices and laboratories along with open space, roads and car parking. The submitted plans show a proposed new vehicular access off the main access road into Porton Down opposite the existing HPA offices. There is a proposed new pedestrian access at the far northern end of the site opposite where access is currently obtained to the DSTL entrance. The indicative site plan shows the development that is being applied for as part of this permission as the first phase of a two phase development with the second phase taking place in the future on land to the east of the site. The indicative site plan shows a variety of buildings arranged with individual areas of parking to the rear of each building with focal points at the entrance and centre of the development.

Primary access routes are shown through the central axis of the site both north to south and east to west. Pedestrian and cycle routes are similarly shown through the development.

The proposal it is estimated will secure up to 250 jobs on site for each phase of the development, the application before members comprising two phases. One hundred jobs will arise from companies relocating from existing locations whilst 150 jobs will be new jobs created.

PLANNING HISTORY

There is no planning history associated with this particular site although the most recent large scale application dealt with by this authority is an 18/84 application for the new DSTL headquarters as part of project inspire.

18/84 Application: S/2006/0107 Demolition of existing buildings and construction of new offices, Data centre, fire station, extensions to existing restaurant and associated parking and landscaping. Approved 24/5/2006

CONSULTATIONS

WCC Highways - Following our letter dated 8th August 2007 to you and the meeting with MVA and yourself on 31st August, further information has been submitted to us from the applicant and MVA which we have considered. We are now satisfied that the concerns we have can be dealt with through a S106 agreement. The agreement would have to be tripartite between WCC, PBTC and DSTL (as the landowner) and will need to reiterate some of the issues agreed in the previous S106 agreement with DSTL. We therefore recommend approval subject to the signing of a new S106 agreement to cover the following issues:-

- 1) During any construction on site, the developer shall endeavour to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. The conditions put to DSTL in the S106 agreement under Schedule 4 must also be applied to PBTC.
- 2) The umbrella organisation PBTC and all the companies on the site are to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus.
- 3) The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.
- 4) If TRO has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.
- 5) DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down so we will expect the rest of the cost of installation to be borne by PBTC. Agreement has been reached with PBTC that they will meet the additional costs of undertaking the work, subject to agreeing a design form for the junction at the S106 stage, but PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

The only other issue that needs raising at the moment is car parking. The exact amount of car parking can be set at the detailed submission stage as it is not clear yet what proportion of companies will be B1(a) and what proportion B1(b). The agreed maximum car parking level of 1/40 is acceptable as a starter as this falls between the parking standards for the two classes.

WCC Planning - The application relates to an area of land identified with the adopted Salisbury District Local Plan (June 2003) for science based industry and research and specifically for activities requiring the co-locational benefits of the specialist facilities and expertise available at

this site (Policy E8B). In policy terms, the principle of using the site for particular B1 uses has therefore been established.

Nevertheless, due to the site's rural location and dependency on the private car for access, the County Council as Strategic Planning Authority are particularly concerned about the associated travel implications that will result from the development of the site. It will therefore be particularly important to ensure that appropriate measures can be put in place to encourage access to the site by sustainable modes of travel. In this respect, it is noted that Policy E8B requires public transport improvements and a Green Commuter Plan to be secured.

In addition given the exceptional nature of the allocation within the Local Plan, consideration should be given to controlling the permission so that it is not for open B1 use and only those B1 use activities intended to be located at Porton Down are developed.

WCC Library/ Museum - The archaeological evaluation that took place on the site was in two stages, a geophysical survey to identify any archaeological features, with a second stage looking specifically at those areas where features may be identified from the first survey. The evaluation report makes clear that the archaeological features or deposits were recorded during the excavation on the trenches. On this basis I have no further comments to make on the application.

Housing & Health Officer - No mention was made in the Environmental Impact Assessment of any impact noise from the site may have on residential property to the South and North West of the site. In addition to this no mention was made of any impact dust generated from earth works may have. Given the extent and size of this re-development schemes should be implemented to reduce these impacts as far as is possible.

In addition to the above it would appear the Environment Agency have made considerations in respect of any contamination on the site and are the appropriate body to do so given its status as a 'Special Site' as detailed by Part IIA of The Environmental Protection Act. While the EIA states that there is no site contamination (see para. 12.3.7) I would advise that you seek verification of this from the Environment Agency.

In view of the above my recommendations for the site are as follows:

No demolition or construction work shall take place before 08:00 on any day and work must finish by 18:00 Monday to Friday and 13:00 on a Saturday. This includes delivery of materials to the site. No work shall take place on a Sunday or Bank/Public Holidays. No development shall take place until a scheme for the control of dust from the site has been submitted to and approved by the local planning authority.

Wessex Water Authority - Foul Drainage

We note from the application that the developer intends to continue use of the private drainage system. Should the developer wish to discharge foul flows to the public system, we recommended that they discuss their drainage proposals with Wessex Water at the earliest opportunity, as there are capacity issues within the foul network.

Surface Water Drainage

There are no public surface water sewers in the vicinity of the site. The use of soakaways may be feasible, or a discharge to land drainage, with the consent of the appropriate authority.

Water Supply

With respect to water supply, it appears from the application that the intention is to continue use of the private source and water supply network. However, should the developer wish to be connected

to the public system, there are capacity issues with our network and it is again recommended that the developer contact Wessex Water to discuss their proposals. Network modelling will be required to determine the point of adequacy and the need for any reinforcement should a public supply be required. Contributions to the cost of any reinforcements would be expected from the developer.

Environment Agency - We have no objection to the proposed development subject to the following conditions and informatives being included in any planning permission granted.

Flood Risk and Surface Water Management

The Environmental Statement, submitted in support of this outline application, includes consideration of flood risk, in accordance with Planning Policy Statement 25 (PPS25).

The report confirms that surface water runoff from the site will be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing flood risk and taking climate change into account (paragraph 12.5.8, Chapter 12, Water Management). It goes on to state that soakaway systems will be utilised for the disposal of surface water (paragraph 12.5.10). A number of Sustainable Drainage Systems (SuDS) options are considered in the report and paragraph 12.5.12 states that the systems will be designed to store volumes for storm events with a return period of up to 1 in 100 years plus 20% to allow for climate change.

CONDITION

No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation, to include Sustainable Drainage Systems in accordance with the Environmental Statement (Chapter 12 – Water Management), has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason: To prevent the increased risk of flooding.

Water Efficiency

We support the Environmental Statements principles in regards to water efficiency measures be incorporated into this scheme. It assists in conserving natural water resources and offer some contingency during times of water shortage. We support the proposed rainwater harvesting scheme for roof water detailed in section 12.5.11. The water efficiency measures should be extended to all appliances, fittings and systems within the buildings.

CONDITION

No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON

In the interests of sustainable development and prudent use of natural resources.

INFORMATIVE

The development 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.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit www.environment-agency.gov.uk for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website.

Sustainable Construction

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction and the efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

Natural England

Ecology: The supplementary information has helpfully provided up-to-date details of stone curlews in the vicinity of the site and both Dstl and RSPB have confirmed that the closest breeding attempt was 600m away.

The applicants have also outlined principles along with Dstl's Conservation Officer on measures to soften the area, thereby preventing any possible disturbance beyond the boundary of the site to the SSSI/SPA/SAC. These principles such as planting and reducing light spill will need to be worked up as the site develops and become legally robust and enforceable conditions to this and future permissions.

Natural England is therefore satisfied in this instance that the proposals as specified should not have a direct significant impact on stone curlews or other protected species, though measures should be put in place to prevent disturbance beyond the site boundary.

n.b the maps provided in the supplementary information are incorrect and do not fully highlight the SSSI/SPA.

Transport Assessment

Natural England notes that any proposed upgrade of the Pheasant Road as it passes through the SSSI/SPA/SAC will be subject to the usual planning processes associated with such a development. Natural England will therefore make comments at that time.

Water resources:

A Contractor's Environmental Management Plan will be drawn up which will address protocols to safeguard the local environment from pollution events during construction. The use of sustainable drainage systems is also welcomed.

Conservation (Natural Habitats &c.) Regulations 1994 (Habitat Regulations):

River Avon SAC

The applicants have provided information on abstraction rates though these will need to be confirmed by the Environment Agency as not having a significant impact on the River Avon System SSSI/SAC. Indeed abstraction rates for Project Inspire will also need to be confirmed to assess this risk alone and in combination with other plans and projects.

Porton Down SAC/SPA

Whilst Natural England believes this proposal will not have a significant impact on Porton Down SPA/SAC by itself, again the Habitat Regulations requires that other plans or projects are considered to determine any in- combination effects on the SAC/SPA

Accordingly the cumulative effects of this application and Project Inspire must be considered by Salisbury District Council when making its decision.

Wiltshire Wildlife Trust

No objections and the following comments:

Protected Species:

We support the conclusions of the EIA and the proposals to enhance wildlife.

Reptiles

The site appears to be of low ecological value with no evidence of protected species. However, potential for the habitat to support reptiles was highlighted, though no further surveys were requested. We agree with the suggested mitigation, though would suggest that a potential translocation site be identified prior to any reptiles found on the site that may need to be removed. This should be a condition of planning permission.

Other species

Paragraph 8.5.8 lists partridge as being seen on site, though does not detail which species. Grey Partridge is our only native species of partridge, and it is declining throughout the country. It is also a Biodiversity Action Plan Priority Species. If this species is present and adverse effects from the development are likely to result, a suitable mitigation strategy should be devised.

Table 8.1 lists marsh fritillary as a potential species on site. This species of butterfly is a biodiversity Action Plan priority species and is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). The flora found on the site does not consist of foodplant species and is currently intensively managed, and we are therefore unsure as to why this species is included within the table.

Measures to enhance biodiversity

We are pleased that, following development of this site, there should be a biodiversity gain, through the use of various enhancement measures

Landscapes wildlife corridors are proposed throughout the site, which are to be supported. Sensitive management regimes for grassland, and use of native species of local provenance for wildflower seeding and tree planting are also proposed.

Whilst the details of the drainage strategy have yet to be finalised, we are satisfied that surface water runoff will be accounted for. Of the two options for carpark drainage, we would prefer the balancing pond/reedbed. This and the proposed swales, could be enhanced for wildlife without effecting their drainage functions.

A construction Environmental Management Plan (CEMP) will be prepared which will ensure that environmental risks are minimised. However, no Environmental Management Plan (EMP) has been prepared for the maintenance of the site once operational. This should include details of managing the new wildlife corridors and the existing verges and boundary vegetation to maintain their wildlife interest. If a balancing pond or reedbed is decided upon, this should also be regularly maintained, to ensure effective drainage, and to maximise benefits to wildlife. Formation of a CEMP and EMP should be a condition of planning permission.

Measures to increase sustainability

There has been little mention of waste (presumably scoped out of the EIA), both generated from construction and during operation. This would be included in an Environmental Management System (EMS), and if there is not one for this site, an EMS should be prepared.

We are pleased that a sustainable travel plan is being devised for the site, to minimise transport impacts.

RSPB

The RSPB upholds its objection to this planning application. This letter is in response to the additional information provided in the supplementary Environmental Statement (SES) by PBTC Limited.

Whilst the RSPB acknowledges that the additional information contained within the SES does satisfactorily address a number of the comments set out in our letter dated the 23 November 2007, we believe it fails to answer all of the issues raised. The RSPB notes the consideration given to light spill from the site towards the east in 2.26 of the SES and welcomes the suggestion in 2.18 that a condition be included requiring an assessment to demonstrate that no light spill will occur. However the RSPB has concerns that there has been no consideration given to the in combination effect of the proposed development with Project Inspire. Project Inspire is considered a plan or project under the conservation (Natural Habitats &c.) Regulations 1994 even though it was approved before Crown land became subject to planning control. It is therefore evident that the Council has not been provided with sufficient information to carry out an in combination assessment within their appropriate assessment. If, after provision of such information, the appropriate assessment concludes no adverse effect on the integrity of the SPA, the RSPB would be in a position to withdraw its objection to the application, subject to the above condition regarding light spill being placed on the consent.

(Second letter) Thank you for the opportunity to comment on the above report. The RSPB acknowledges that the applicant has attempted an assessment of the 'in combination' effects of the proposed development, together with other plans or projects, on the Porton Down SPA. However, we feel that the information supplied is insufficient, and in some cases inaccurate, and therefore the conclusion of no adverse effect cannot be soundly qualified.

Our detailed comments are set out in the annex attached. We hope this will assist the Council in identifying the information necessary to be able to carry out an appropriate assessment. Should you require clarification on any of these points please contact me.

Map, Plan 3. The SPA boundary as drawn is out of date, it excludes the area known as 'The Bowl', which was recently added.

Project Inspire, paras. 2.6 & 3.14. We consider that the comments attributed to Stuart Corbett are unsubstantiated and inaccurate. Stone-curlews nest and feed adjacent to the Porton Pheasant Road. The improvements to this road are related to, and a condition of, the DSTL Project Inspire proposal. Without further basic information as to the planned improvements for the road or projected vehicle usage, it is not possible to determine the effect on Stone- Curlews.

Porton Bio Science and Technology Centre para 3.5. The information given is inaccurate and misleading. The numbers given relate to Stone Curlews breeding across central Southern England, and are not specific to Porton Down and the fringe farmland.

The Porton Pheasant Road, paras 3.11 & 3.12. It is stated that improvements to this road are a condition of Project Inspire consent. In order for an assessment of the likely impact on Stone-Curlews, the following information is required at a minimum, (i) the nature of physical works, and (ii) the anticipated increase/pattern of vehicular traffic. It is essential to include the impacts of all road improvements in order to properly assess the in combination effects of PBTC. We understand that these road improvements are integral to Project Inspire and in our view cannot be excluded from the appropriate assessment.

We were recently made aware that locations for possible housing developments have been identified in Salisbury District Council's Core Strategy- Preferred Options' consultation document published on 28th February, including sites close to the application site. Whilst we accept that these proposals are at an early stage, they are nevertheless in the public domain and should be included in the appropriate assessment. In particular, consideration should be given to the

possible impacts on traffic volumes on the Porton Pheasant Road from occupiers of this major housing development.

Further information has been submitted to the authority to address the concerns of the RSPB and this has been shown to the RSPB, officers are awaiting written confirmation from the RSPB that the additional information submitted is acceptable.
Salisbury District Council Economic Development

The research and development sector is of critical importance to the economic vitality of South Wiltshire. According to the Salisbury Research Triangle Economic Impact Study carried out by the Economic Development team in 2005, the sector accounted for 10% of total employment in district through direct jobs alone. This is higher than several more visible sectors such as Tourism, which accounts for 7.5% of employment in the district. This indicates the importance of the hi-tech sector to the local economy.

The creation of the PBTC will ensure 'spin-out' companies formed from the innovations in research coming out of HPA, DSTL etc will be retained in the area and specialist knowledge and skills will not be lost. Having shared facilities and specialist infrastructure on an adjacent site will help the knowledge transfer and networking between companies which will assist in their further development.

The proposed developments at Porton Down will position South Wiltshire as one of the foremost research and science sub regions in the country, which in turn will act to attract similar companies and associated industries. The hi-tech and biotechnology sectors have been the focus for previous inward investment activity as they represent exactly the types of high value added industries we would want to bring to the area.

Bio approaches South West estimates that £354 million and 7200 staff can be attributed to the bio-technology related sector in the South West of England. Salisbury is a major contributor to these figures, accounting for approximately 23% of the biotechnology related employment in the south west. Salisbury is a relatively small part of the south west economy, accounting for just 6.7% of employment. Therefore having 23% of the entire bio-technology employees shows Salisbury to be an extremely important industry cluster in the region.

One of the key aims of the South Wiltshire Economic Partnership is for A world class Salisbury Research Triangle and Science park and work is currently being taken forward to achieve this aim with QinetiQ taking a lead.

The Salisbury Research Triangle and support for advanced technologies are priorities of the Wiltshire and Swindon Economic Strategy 2003-2008, published by the Wiltshire and Swindon Economic Partnership.

Support for the growth of the bio-technology sector is a key strategic action of the South West Regional Development Agency's Regional Economic Strategy for the South West Of England 2003-2012.

For the above reasons we believe it is of vital importance that the development proposals of Porton Bioscience and Technology Centre are taken forward to ensure that the presence of the research and development sector in South Wiltshire is consolidated and strengthened.

The development is of strategic importance to the district, county and South West as a whole. It is mentioned specifically within the developing Economic Strategy for Wiltshire as being produced by the Wiltshire Strategic Economic Partnership as well as within the economic priorities of the emerging 2008 Wiltshire LAA. Porton Down is identified in the Salisbury District LDF Preferred Options consultation document (Jan 08) as a key local strength and a prized asset. It proposes we work closely with these establishment and partners to ensure they have the room to expand and flourish in a manner which will secure a long-term future and consequent benefits to this area.

The biotechnology sector is identified in SWRDA's Regional Economic Strategy for the South West 2003-2012 as a key sector for support and growth. The SWRDA Corporate Plan 2008- 2011 to be published in Spring 08 lists encouraging science and innovation as one of the most important things the RDA will do over the next 3 years.

South Wiltshire Economic Partnership

The South Wiltshire Economic Partnership (SWEP) would like to express their strong support for the above planning application for the development of the Porton Bioscience & Technology Centre at Porton Down.

One of the key aims of the SWEP Vision is a world class Salisbury Research Triangle and science park. As a partnership we fully recognise the contribution the SRT companies make to the local economy, the opportunities that exist for further business development and investment and the international reputation it brings to South Wiltshire.

SWEP, in supporting a world class Salisbury Research Triangle, has stated that the development of a science park is a key requirement. The development of the biotechnology and high tech industry sector is vital to the future economic prosperity of the region and will help build South Wiltshire's reputation as a centre for excellence in this field.

It is also vital that space is provided to accommodate spin-out companies created from research ideas in the district to retain skills, encourage new investment and job opportunities.

South West Regional Development Agency

The South West RDA supports the proposed development.

Salisbury has seen relatively strong economic growth in recent years. 'Spatial Implications – Place Matters' 1, an annex to the Regional Economic Strategy (RES) 2006–2015, identifies that the economy of Salisbury and its surrounding Travel To Work Area has the potential to grow by 13,600 jobs and £1.5Bn GVA between 2006 and 2026.

Central to achieving the successful and competitive businesses that will drive Salisbury's economy will be maximising opportunities in key economic sectors with high future growth potential and in which the district is relatively specialised. In this regard, supporting the growth of the Biotechnology/Bio-Medical sector has a very important role to play in ensuring that the area achieves its full economic potential.

The Porton Bioscience and Technology Centre (PTBC) is a critical component of the Biotechnology sector in the Salisbury area and the South West region as a whole.

The proposed PBTC is a key development in unlocking the opportunities presented at Porton Down for the establishment of knowledge-based companies in the Biotechnology sector, as recognised in the Spatial Annex to the RES. As such, the proposals will help to deliver a key Strategic Objective identified in the RES, that being to promote successful and competitive businesses.

Background

The South West RDA's response is set in the context of a strong planning policy framework identified in PPG4, the Regional Spatial Strategy, Wiltshire and Swindon Structure Plan, the Salisbury Local Plan and emerging Local Development Framework and the South West RDA makes no further comment about this. However the application has been assessed on the ability

of the proposals to help deliver the Regional Economic Strategy (RES) and it is within this context that our response should be considered.

Delivery of the Region's Economic Strategy (RES) 2006-2015

The RES Delivery Framework 2006-09 prioritises supporting business productivity through the development of and support for high value and growth sectors of the economy. It identifies a number of priority sectors, one of which is the Biotechnology/Bio-Medical sector. The Biotechnology sector is forecast to grow significantly to 2026 with a potential increase from 9,300 jobs in 2001 to 25,000 jobs in 2026¹. These new jobs are forecast to be located across four or five clusters of activity in the South West region, one of which is Porton Down.

Research by DTZ & ADL names Porton Down as a particularly important location for the future development of Biotechnology. Indeed, work by Roger Tym and Partners² relating to the economic potential of South West settlements mentions the proposals for a Bioscience Centre as a key component in ensuring that the Salisbury area achieves its full economic potential.

Therefore the South West RDA supports Porton Down in becoming one of the foremost research and science locations in the Country. The development of the Porton Bioscience and Technology Centre is fundamental to provide grow-on space for companies incubated at the Porton Down Science Park (PDSP) thus preventing further highly productive companies moving away from the area (and often, region) once they outgrow existing premises at PDSP. It will also be a catalyst to attracting related companies and organisations to the Salisbury area and the wider region.

The application's supporting information estimates that the Bioscience and Technology Centre will result in 435 full-time permanent jobs, of which 298 are new jobs created. These jobs are in general highly skilled, with around 80% being scientists or technical professionals, and are therefore of high value to the region. The centre has established strong links with academic institutions across the country and the South West RDA would encourage the embedding of further such links with Higher Education establishments within the region.

FOOTNOTES

1) *The RES Delivery Framework 2006-09 identifies the provision of a suitable supply of employment space to meet the needs of new or growing businesses as central to the achievement of more competitive and successful businesses in the South West. Furthermore, 'Spatial Implications – Place Matters', an annex to the RES, indicates that a lack of employment land could pose a challenge to Salisbury meeting its full economic potential in the future.*

2) *Research by Roger Tym and Partners¹ states that; 'Both in terms of inward investment and retention of existing businesses the lack of available employment land is a key issue.' This is particularly pertinent with regard to the Biotechnology / Bio-Medical sector, in which businesses tend to have stringent requirements for sites and premises such as security, IT provision, staff availability, appropriate facilities and agglomeration effects.*

The proposed Porton BioScience and Technology Centre will contribute significantly to the provision of employment space for bioscience and technology in the region.

REPRESENTATIONS

Advertisement Yes Expired 13/03/2008

Site Notice displayed Yes Expired 13/3/2008

Departure No

Neighbour notification Yes Expired 13/3/2008

Third Party responses Yes

Concern is expressed that there are no pavements on Church Road and that it is too narrow to pass it is currently too dangerous to walk down this road.

The Idmiston gate access was opened a few years ago for people actually living on the site but has since been in use from 6.30am for the general use of workers and this generates a large amount of traffic.

People still use the Idmiston gate even outside of hours i.e after 6pm only if the gate is physically locked does it stop traffic. There is usually one car every two minutes until 7pm when the gate is physically locked by the police. Have written to the site manager about this but no reply. The figures for the traffic survey will be wrong therefore for the last hour until 7pm because the gate is not locked at the correct time and because of the number of cars exiting the site after 6pm. Considers that the implications of the additional numbers of staff that would be involved merit serious consideration of the growing impact on the areas roads and lanes and general infrastructure.

Although it is understood that WCC are considering the problems arising from the development there is no positive evidence of actual decisions or actions. For example, the agreed road signs diverting heavy vehicles away from the A338 had not been erected.

Concern is expressed about the speed and volume of Porton Down traffic using Church Lane whilst it is assumed that this is being looked at by the Transport Study Group there appears to be no positive recommendations to date.

Considers further consideration of the planning application should be deferred until the problems highlighted at the Parish Council meeting have been resolved satisfactorily particularly in respect of the traffic volumes.

Parish Council response Yes Object

As is well known from our response to the Development Brief and Porton Master Plan IPC has serious concerns with all further development at that site. The issues are:-

highways, travel & transportation. The impact upon our villages will be severe but, not being experts in this field, we require the WCC analysis of an comment upon the submitted volumes and resolutions before we can comment.

We do note some apparent omissions, errors and discrepancies – eg there are no volume figures for vehicles travelling along the C285 Porton/Gomeldon/Winterbourne Gunner road and this road is heavily used by Porton Down traffic am & pm.

Road safety – ditto

Air quality & pollution arising from the above – ditto

Housing – location of additional planned developments will only lead to an increase in traffic through our villages from the currently designated sites of Laverstock, Old Sarum & Archers Gate, Amesbury

On site nursery/crèche facilities- not addressed here

Impact upon local schools/school places

Water abstraction (to be addressed by the Environment Agency)

Rainwater drainage (a problem today with surface water running down Manor Farm Road onto Winterslow Road (referred to in the reports as Porton Pheasant Road). Not addressed here and the covering grassland will exacerbate this, yet the issue appears not to have been addressed here- i.e installation of gullies and soakaways.

Screening of buildings. Although issue is discussed within the application there is one major view excluded from the report- that from dwellings at the eastern end of East Gomeldon Road who have a clear line of sight across some half mile to the proposed site.

Given the lack of information in key areas we therefore OBJECT to this outline application. When we are satisfied that these key areas are addressed then we may withdraw our objection.

MAIN ISSUES

Highways and access Issues

Landscape and visual impact

Ecology and nature conservation issues

Socio- economic issues

Water Management

Local Infrastructure issues

Archaeology

POLICY CONTEXT

The following policies of the adopted Salisbury local plan are relevant to the consideration of this application:

G1 - Sustainable development
G2 - General Development control criteria
G5 - To ensure a satisfactory means of drainage
G8 - Protection of water resources
G12 - Development within MoD land
D1 - Standard of Design
D8 - Provision of public art
CN19 - Environmental Improvement Schemes
CN21 - Archaeology
C12 - Development affecting protected species
E8B- Employment allocation at Porton Down
E19 – Enlargement of existing employment sites

PLANNING CONSIDERATIONS

Policy

Policy E8B states – Approximately 12ha of land is proposed for science- based industry and research to facilitate the implementation of the Salisbury Research Triangle (SRT) initiative at Boscombe Down (7ha) and Porton Down (5ha). Development at Porton Down will be restricted to those activities requiring the co-locational benefits of the specialist facilities and expertise available at this site, primarily research laboratories. Development at Boscombe Down will be considered more flexibly within the B1 Use Classes and the site will be the focus for shared generic uses such as a conference centre or hotel. A planning obligation will be sought in respect of public transport improvements and the development of an integrated Green Commuter Plan at both sites. The release of land at Porton Down may require the repositioning of the existing playing field. The traffic implications of any development proposed within these 2 areas will be assessed and any necessary access alterations and/or off-site highway improvements will be sought. A vehicular link between the Boscombe Down site and the E8A site will be safeguarded to ensure it is not prejudiced by development.

This site is subject to a requirement for the provision of an all-movements junction with the A303 at Folly Bottom.

Paragraph 5.17 of the local plan states – Generic facilities of relevance to both sites and uses not requiring the specific co-locational benefits of Porton Down, such as a conference centre or hotel will be expected to be located at or adjacent to the Boscombe Down complex. A planning obligation will be sought in respect of the funding and phasing of public transport including the development of a Green Commuter Plan. Issues to be addressed in the Green Commuter Plan should include the potential for the reopening of Porton Station and a bus link to the Porton site, bus links between the two sites and to Salisbury, car sharing initiatives, limits to the provision of car parking and facilities for walkers and cyclists. A development brief will be prepared for the land supporting the SRT initiative, which will incorporate issues such as highway improvements, landscaping, phasing and design.

Since the local plan policy was written an 18/84 application was received for the project Inspire development which provided a new headquarters building at DSTL at Porton Down many of the issues brought up under paragraph 5.17 have now therefore been addressed. In particular –

The issue of a new railway station at Porton was looked into at the time of the 18/84 application and a number of issues were raised preventing the station reopening. These included the prohibitive cost of reopening the station. The fact that it was likely that the station would attract a significant number of extra commuters from stations such as Grateley through Porton village and the fact that the land is not presently available at Porton for a station. For these reasons the station was not pursued as much of the much larger Project Inspire proposal.

An informative would be appropriate on this outline application to suggest the ratio of car parking spaces that will be acceptable to the local planning authority in the future (see highways section below)

Bus services have already been secured as part of the S106 agreement that was signed as part of the Project Inspire development and such services are due to run between Salisbury and Porton.

Similarly all the agencies at Porton Down are due to sign up shortly as part of the Project Inspire proposal to a green travel plan which will tie the agencies in to sustainable patterns it would be a requirement of this application that PBTC are also signed up to the travel plan.

The EIA submitted with the application covers the following topics –

Landscape and visual Impact
Ecology
Archaeology and Heritage
Socio-economic
Transport and Highways
Water Management.

These topics are covered in more detail below.

The conclusions of the EIA submitted with the proposal are that the development “would give rise to more significant benefits than dis-benefits, to the environment, to the local community, to the Region and potentially to the national economy”

The EIA concludes by saying that –

The long term implications of developing the site in the manner proposed would be wholly beneficial. The benefits would include enhancing the prospects for economic development of the area; improvements to and an increase in the landscape quality of the area; habitat development; adding to the body of knowledge of the archaeology of the area; creating a more sustainable approach to travel to work patterns in the area; the improvement of groundwater conditions and quality and the provision of employment benefits to the community.

Highways and access

Perhaps one of the most important aspects of any new planning proposal at Porton Down is the impact that, that proposal will have on the environment and the surrounding road and highway infrastructure through it's vehicular movements and travel patterns. It is therefore important to ensure that the number of single occupancy vehicular borne movements is kept to it's minimum whilst bearing in mind that the principle of a science park located at this site has already largely been accepted via its inclusion in the local plan, and that this application is only in outline form to consider the access into the site.

Members will recall that a notice of proposed development under circular 18/84 was received previously (see site history above) for what was known as Project Inspire This was the building of the headquarters and associated development for DSTL at Porton Down. This project is well under way with a substantial part of the construction complete. Members will also recall as part of this development a substantial package of measures was agreed in order to improve and protect the surrounding road infrastructure.

In summary these measures included -

Developing a green travel plan as part of the masterplan for Porton Down which encourages methods of travel to work other than by car.

To provide a shuttle bus service to the DSTL site between agreed locations to commence at first occupation of the new building.

To promote car-sharing for commuter and business journeys.

To seek active car park management that rewards car-share and motorcycle users.

To coordinate travel arrangements with the Health Protection Agency (HPA).

To fund works to provide traffic light control signals at the Winterslow Road railway arch.

To restrict the levels of traffic using the Idmiston railway arch to levels previously agreed with Wiltshire County Council and the district.

DSTL to pay for a traffic regulation order that may be required to govern the level of traffic that travels to or from the site from the Gomeldon or Idmiston roads.

The highways authority will monitor the junction onto the A30 road at the Pheasant Road junction for the second year following occupation. If delays to traffic regularly exceed a time to be agreed between the parties at the evening peak then signal controls may be required to be installed at the expense of DSTL.

The new development (project Inspire) will provide for junction improvements at the Manor Farm Road/ Pheasant Road junction, which shall have capacity for at least 10 years after its construction.

DSTL will within one year of the development make good the unadopted part of the Pheasant Road in full. The new science park intends to utilise these improvements that are already tied into a legal agreement at the site as part of its proposal however in addition Wiltshire County Council highways have requested the following requirements to be incorporated into any S106 legal agreement

During any construction on site, the developer shall endeavour to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. The conditions put to DSTL in the S106 agreement under Schedule 4 must also be applied to PBTC. The same requirement as was applied to the DSTL application will be applied to this application to ensure that construction vehicles access the site from the A30 rather than through the villages.

The umbrella organisation PBTC and all the companies on the site are to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus. Members may be aware that since the adoption of the masterplan for this site there is a site wide travel plan which all three organisations at Porton Down are signed up to and which contains requirements for reducing the amount of single occupancy car borne traffic at the site. The commitments contained within the travel plan will mean that the amount of single occupancy car borne traffic will be minimised.

The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.

As is noted above, the original project Inspire required within one year of completion the road to Porton Down (Pheasant Road) to be upgraded and resurfaced in order that it can accommodate the amount of traffic that was envisaged with that proposal. The need not to allow any further increase in numbers of staff at the Porton Down site is clear and therefore apart from allowing the existing 100 staff who are already part of the applicants company and who already work on site to

transfer over no further increase in staff should be allowed until the road has been upgraded as part of the project Inspire proposals.

If TRO (traffic regulation order) has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.

There is provision within the legal agreement signed by DSTL to provide for a traffic regulation order (TRO) if traffic levels exceed a certain level on the Gomeldon and Idmiston roads. If the DSTL application does not trigger the need for this then there is the potential for this application to do so and as such it is considered reasonable to request the payment towards the traffic regulation order.

DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down so we will expect the rest of the cost of installation to be borne by PBTC. Agreement has been reached with PBTC that they will meet the additional costs of undertaking the work, subject to agreeing a design form for the junction at the S106 stage, but PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

The traffic lights that are due to be installed at the A30/Pheasant road junction could well exceed the £225,000 that has been allocated by DSTL and therefore WCC are requesting further monies towards the provision of that traffic light junction for any costs incurred over and above that already provided for by DSTL. This is something that has been agreed to by the applicants subject the provisions above.

The only other issue that needs raising at the moment is car parking. The exact amount of car parking can be set at the detailed submission stage as it is not clear yet what proportion of companies will be B1(a) and what proportion B1(b). The agreed maximum car parking level of 1/40 is acceptable as a starter as this falls between the parking standards for the two classes.

Parking provision is clearly an important consideration as it is directly related to the amount of vehicles that will then be able to access the site. Whilst exact levels of car parking provision can be agreed at the detailed stage (this is an outline application only) WCC highways are suggesting that a ratio 1 parking space for every 40m² would be appropriate as this falls within the existing guidelines contained within the current SDC local plan for developments of this size.

Members should bear in mind that this application is in outline form only and considers the access only to the site. The access which will be on to Manor Farm Road is considered to be entirely appropriate and the precise form of this access can be agreed at the detailed stage. A further pedestrian access is proposed to the North West of the site close to where the site adjoins DSTL. These accesses are considered to be appropriate to the site.

Idmiston parish council have raised a number of concerns/objections relating to the development of this site and indeed residents have raised concerns regarding the amount of traffic that will access the site. These are fair and reasonable concerns, as inevitably any major new development at Porton Down will increase traffic levels on the surrounding road infrastructure. The problems with traffic in and around villages surrounding Porton Down come down to one primarily of principle. If the principle of a new large development at Porton Down is accepted (which it has partially been through the site's allocation in the local plan), then what has to be ensured through any development such as this is that suitable mitigating measures are in place to prevent unreasonable levels of traffic entering Porton and the surrounding villages. It is considered by officers that the measures that are currently being put in place in the green travel plan and through the working group are sufficient to ensure that the effects of any further development are

ameliorated. It is considered that the combination of measures put forward by WCC, those already in place through the existing legal agreement with DSTL and the work being carried out on the travel plan will ensure that the impact in traffic terms will wherever possible be minimised for the residents of those villages and is acceptable in the context of this application.

New bus services to the Porton Down site are to be provided as part of the project Inspire proposal and therefore this application will link into those proposals.

Landscape and visual impact

The landscape around the site is designated as a Special Landscape Area in the local plan and as such it is important to consider the impact that this proposal will have upon that landscape. Although the impact on the landscape of the proposal would have been considered at the time of the original designation and will be considered again as the design and exact siting of individual buildings are considered it is none the less important to consider this at the outline stage as well.

The area is surrounded predominantly by a mixture of arable farmland and grassland habitats as such the landscape is relatively open and views in some parts are extensive. The site itself is placed on what is currently farmed land on a relatively flat site that slopes to the North. Porton Down is by its nature relatively secluded and therefore public views of the site are reasonably scarce. None the less there will be some views and these have to be considered as part of the development's effect on the landscape.

The primary public views of the site are those from the Pheasant Road which runs up to Porton Down and there would be views of the site from here albeit long distance ones. They would be similar to the views of the present Project inspire building the view of which is clearer at certain points along the road than others. It is not considered by officers that there would be a significant detriment to the surrounding landscape through the provision of this proposal.

The applicants EIA (Environmental Impact Assessment) goes into this issue in some depth and considers the impact on the landscape from a number of different vantage points including importantly the Pheasant Road but also from one of the nearest High points (Figsbury Ring) and High Post as well as the road around Boscombe Down. Having assessed the information provided within the EIA officers consider that there will be effects on the surrounding landscape but that these effects are largely able to be mitigated through suitable landscaping and would therefore not be sufficient to warrant effusing planning permission.

Concerns are expressed that the view from the Eastern end of Gomeldon road have not been considered within the applicants submission. Those properties at the Eastern end of Gomeldon road would have a view of the site but this would as most of the other views be a distant view therefore whilst residents could see the site it is unlikely to have any significant impact on their amenities. Members should also be aware that there is no right to a view from an individuals property in planning law.

Ecology and nature conservation

Porton Down comprises areas of land that are designated as a site of Special Scientific Interest (SSSI) notified under the Wildlife and Countryside Act 1981 (as amended). Porton Down is also a Special Protection Area (SPA) under EC Directive 79/409 on the Conservation of Wild Birds and a Special Area of Conservation (SAC) designated under the Habitat Regulations 1994. Porton Down is a habitat for many European protected species including 10% of the British Stone Curlew population, various species of bat and 20% of Britain's juniper population along with various types of orchid

Under the Habitat Regulations 1994, any development with the potential to affect a Special Area of Conservation and its designated species must be subject to strict scrutiny by the decision maker, in this case the LPA. The same is true for a Special protection area (SPA) The Authority should not permit any development, which would have an adverse effect on the integrity of the Porton Down SAC/SPA, alone or in combination with other developments, unless certain tests are met.

The Porton Down SPA and Salisbury plain SAC are important predominantly for their bird species in particular the SPA contains 10% of the Country's population of Stone Curlew which is a nationally important species of bird, whilst the Salisbury Plain SAC contains species of Quail, Hen harrier and Hobby (a type of falcon). It also contains the Marsh fritillary Butterfly all of these are important species for which the SAC has been designated.

Officers have assessed this proposed development by itself and in combination with other developments both proposed and under construction, Such developments include the Project Inspire building which is presently being constructed as DSTL's headquarters and also the proposed road improvements along the Pheasant road which are to be carried out within a year of the headquarters building becoming operational. Having considered these developments in combination with those of the proposal, the subject of this application, Officers concluded that an appropriate assessment was required to be undertaken in relation to this application. Officers considered that the proposals in combination had the potential to have an effect on the SAC/SPA and as such an appropriate assessment was required.

Officers have carried out an appropriate assessment of the proposal in combination with other developments in the area and concluded that although inevitably there will be effects on the SPA particularly in terms of noise and disturbance and most noticeably during the building process mitigation measures proposed by the applicants will help prevent the worst of these effects and given that this is an outline planning permission conditions can be imposed to instigate these mitigation measures. It is therefore considered that the proposal will not either by itself or in combination with other proposed developments including the DSTL headquarters building and the proposed Pheasant road improvements have a significant adverse cumulative impact upon the SAC/SPA and its objectives and habitats.

Socio- economic impact

Local Plan policy E8B identifies this site as one that is suitable for the establishment of a science park. At the time that the local plan was written this was being promoted as the Salisbury research triangle (the triangle being the HPA, DSTL and Quinetic at Boscombe Down). The need for a Wiltshire Science Park was identified at this stage and has been continued with the inclusion of this site in the local plan.

The councils own economic development department has stated that -
"The development is of strategic importance to the district, county and South West as a whole. It is mentioned specifically within the developing Economic Strategy for Wiltshire as being produced by the Wiltshire Strategic Economic Partnership as well as within the economic priorities of the emerging 2008 Wiltshire LAA. Porton Down is identified in the Salisbury District LDF Preferred Options consultation document (Jan 08) as a key local strength and a prized asset. It proposes we work closely with these establishment and partners to ensure they have the room to expand and flourish in a manner which will secure a long-term future and consequent benefits to this area."

The applicant has identified that stage one of the project (the stage under consideration) will have an additional economic output impact of £109 million and that the project as a whole will create a total of 435 full time jobs of which 298 will be full time jobs.

It is clear that the project has been a long held aspiration of this council and wider County and regional agencies. It has the clear support of these agencies and has the potential to provide a world class centre for bioscience and technology related research it has the ability to provide a significant number of jobs and have a very significant positive economic impact. As such it is considered that significant weight must be attached to this aspect of the application when considering the benefits and disbenefits of the scheme as a whole.

The applicants own EIA submitted with this application identifies a number of long term benefits from this proposal including that it promotes further the development of the Salisbury Research Triangle, that it will secure further high quality employment in the area and a major benefit will be

that it will secure Improvements to Porton Down as a location for quality investment and research and development.

Water management

The submitted EIA contains a section on Water Management which addresses the potential impacts and effects of the proposed development in relation to the water environment within and surrounding the application site. The assessment concludes that providing the recommended methodologies and mitigation measures are adopted during the design and construction phase then the proposed development should have no significant adverse impact on the local water environment in terms of quality flood risk and resource availability.

Members should note the comments of the environment agency who raise no objections to this scheme and consider that the water management proposals to be acceptable (subject to condition). Officers have assessed the relevant section of the EIA and considered the environment Agency's comments and are of the opinion that there would be no significant adverse impact on the water environment from this proposal.

Local infrastructure

Concerns over the ability of the local infrastructure to cope with the additional impact of this development have been raised by the parish council. These include concerns over local housing which is currently being built at Old Sarum, Laverstock and H9/Archers Gate which is situated in places where there will be increased use of the roads through the villages to access the site. This is certainly the case, however this is where the housing sites are and there is little that can be done to change where the existing allocated sites are located. The concerns of the parish council as regards to the location of housing in relation to Porton Down are well known and are being taken forward by the councils forward planning department in future allocation considerations. It should be pointed out that those employees looking to live in Laverstock may well travel up the A30 therefore avoiding the villages. The location of the allocated housing sites and the location of this allocated site for a science park have been known for a long time and the allocation of these sites in the local plan cannot be revisited through this planning application. The science park is closely linked to other activities that take place at Porton Down and therefore it cannot be easily moved elsewhere, bearing this in mind it is considered that little can be done at this stage about the housing allocations and the location of the Science Park. As stated above in the highways and access section of this report officers consider that providing appropriate mitigation measures are put in place with regards to traffic and highways (such as the road improvements, the green travel plan etc) this adequately addresses this issue. Extra bus services are to be provided as part of the Project Inspire proposal.

On site crèche and play facilities are being dealt with by both of the other two organisations at Porton Down and it is understood that it is their intention to significantly increase the size of the existing crèche facility that is provided by HPA at present in order that it can accommodate the increased needs of DSTL .

Schools and school places and the numbers of places available were taken into account in the original designation of the site when the local plan was published.

Archaeology

An archaeological survey has been carried out of the area to be developed and no features of archaeological importance were found. All features were found to be of natural origin as such. The County archaeologist has stated that there is no need for any further investigation at the site.

CONCLUSION

In conclusion the proposal is the first stage in the creation of a science park that has been a long held ambition of this council as well as County and regional agencies. The proposal has the ability to create a world class leading bio science facility that will provide a significant number of jobs, and considerable investment to South Wiltshire and the wider area. The proposal is one which has been allocated in the Salisbury District Local Plan (retained polices) for a significant period of time

and in the more recently adopted Porton Down masterplan as such the proposal is considered to comply with the saved policies in the adopted local plan

Inevitably there will be drawbacks to the proposal in terms of an increase in vehicular traffic, and additional pressure on infrastructure in the local area but officers consider that providing the highways measures as stated above are included in any grant of planning permission these should be sufficient to mitigate any substantive impact.

Recommend: following completion of a legal agreement to include the following –

An agreement to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. In line with that achieved under our SDC reference S/2006/0107 (project Inspire).

A commitment for PBTC along with all the companies on the site to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus.

The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.

If a Traffic Regulation Order has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.

DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down the rest of the cost of installation to be borne by PBTC. PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

RECOMMENDATION:

APPROVE SUBJECT TO S106

Conditions and Reasons:

1:- REASONS FOR APPROVAL:

The proposal it is considered would comply with Policy E8B of the Saved local plan policies in that it would create a new science park that has the potential to provide a significant number of new jobs and is provided for in the Porton Down Masterplan saved SPG. It is considered that the conditions and measures to be included in the legal agreement provide adequate mitigation in transport terms for the proposal.

- (1) Approval of the details of the siting, design and external appearance of the buildings, and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced. (A01A)

Reason (1) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

- (2) Plans and particulars of the reserved matters referred to in condition A01A above, relating to the siting, design and external appearance of any buildings to be erected, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. (A02A)

Reason (2) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

- (3) Application for approval of the first of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and all reserved matters shall be submitted by the 1/1/2016 (A03A)

Reason (3) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

- (4) The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the first of the reserved matters to be approved,.

Reason (4) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended by section 51 (2) of the Planning and Compulsory purchase Act 2004..(0001 AMENDED)

- (5) Prior the submission of the first of the reserved matters applications, the applicant shall submit to, and have approved in writing by, the Local Planning Authority a Design Code setting out block layouts, highway treatments, design forms, landscape strategy, and lighting and the developments shall subsequently accord with the approved principles, details and designs set out within the design code.

Reason (5) To ensure that a development of this scale appropriately reflects the scale, design and appearance of its landscape context in the interests of landscape and visual amenity.

- (6) The details of all lighting proposals, including street lighting, lighting for footpaths, and parking areas including the intensity of the lighting and design for light columns shall be submitted to, and approved in writing by the Local Planning Authority prior to the development of each phase of development, and the works shall subsequently accord with the approved scheme.

Reason (6) To ensure that the lighting scheme respects the overall design qualities required from the development and to minimise impact of the lighting scheme upon both the SSSI and upon the landscape in the interests of visual amenity.

- (7) Before the first development of each subsequent reserved matters application, a schedule of external facing materials relating to that reserved matters application shall be submitted, and where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on site, and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason (7) To secure a harmonious form of development

- (8) No development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission site in terms of both hard and soft landscape works, to include the phasing of implementation, have been submitted to and approved in writing by the Local Planning Authority and these works shall

be carried out as approved prior to the first use of the development hereby permitted. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artifacts and structures (eg furniture, refuse or other storage units, signs, lighting etc): proposed and existing functional services above and below ground (eg. Drainage, power, communications cables, pipelines etc. indicating lines, manholes supports etc).

Reason (8) To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

- (9) No works or development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission in terms of all proposed tree planting and the proposed times of planting, have been approved in writing by the Local Planning Authority and all tree planting shall be carried out in accordance with those details and at those times.

Reason (9) To ensure the satisfactory establishment of the approved scheme for the landscaping of the site.

- (10) The development shall strictly accord with the approved Code of Construction Management. Additional details will be submitted to, and approved in writing prior to the commencement of each reserved matter application setting out the provision for staff car parking away from adopted roads, together with precise location of stored materials, the provision of noise attenuation measures, dust management and wheel washing facilities where necessary, and the construction process shall subsequently accord with the approved working practices.

Reason (10) In order to protect the residential amenity of adjoining residents.

- (11) No construction work (excluding the internal fitting out of dwellings), nor the movement of spoil from site shall take place outside the hours of 0700- 2000, Monday to Thursday 0700-1800 on Friday, 0800 - 1300 on Saturday and at no time on Sundays and Bank holidays.

Reason (11) In order to protect residential amenity)

- (12) No development shall commence until a scheme for the provision of recycling facilities, including siting, surfacing, means of access and timing of provision has been submitted to, and approved in writing by the Local Planning Authority, and development shall subsequently accord with the approved scheme.

Reason (12) To ensure that the development delivers sustainable land use planning.

- (13) Prior to the commencement of development, full details of the road layout and construction shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include longitudinal sections, typical cross sections, street lighting and road drainage. The development shall thereafter be carried out in accordance with the approved details and no building shall be occupied until that part of the access road which serves it has been constructed up to and including bindercourse (basecourse) surfacing in accordance with the approved details.

Reason (13) In the interests of highway safety and to ensure that an adequate means of access is available when the building(s) are occupied.

- (14) The premises shall be used for B1 use class and for no other purpose (including any other purpose in class B1 of the schedule to the Town and Country planning (use classes) order

1987 as amended by the use classes order amendment 2005, or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

Reason (14) To enable the local planning authority to exercise control over the use of the premises in the interests of regulating any alternative kinds of B1 use activities or operations which are not justified by this sites location at Porton Down.

- (15) No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation, to include Sustainable Drainage Systems in accordance with the Environmental Statement (Chapter 12 – Water Management), has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason (15) To prevent the increased risk of flooding.

- (16) No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

Reason (16) In the interests of sustainable development and prudent use of natural resources.

- (17) No development approved by this permission shall be commenced until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The measures included in the CEMP shall reflect those contained in the submitted Environmental Statement. The CEMP shall also include the following:

- Measures to prevent environmental pollution to watercourses during construction.
- Measures to avoid negative impacts on protected species and habitats
- Methods of operation to avoid or minimise environmental impacts, and measures to reduce impacts when no construction is taking place (such as through sensitive lighting and protecting work areas from access by wildlife).
- Measures to avoid noise and disturbance to local residents at Porton Down during construction.

Development shall be carried out in accordance with the CEMP.

Reason (17) To avoid negative impacts upon the environmental resource.

- (18) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings is are occupied. Development shall be carried out in accordance with the approved details.

Reason (18) To enable the Local Planning Authority to secure the satisfactory treatment of the boundaries in the interests of visual amenity and/or neighbouring premises.

- (19) Details of the mitigation measures to be used in order to minimise any residual negative effects on the SSSI SPA/SAC both during and after construction as detailed on page 34 point 8.8.1 to 8.8.7 of the environmental assessment shall be submitted to and approved in writing prior to the commencement of development. Any details as approved shall be carried out in accordance with the scheme submitted.

Reason (19) In order to mitigate any adverse impacts on the SAC/SPA/SSSI.

INFORMATIVE: 1

The development 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.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit www.environment-agency.gov.uk for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website.

Sustainable Construction

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction and the efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

INFORMATIVE: 2

The council considers an appropriate level of car parking for this development to be 1 parking space per 40 m² and will expect reserved matters in relation to parking to accord with this level of provision.

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

- Policy G1 - Sustainable development
- G2 - General Development control criteria
- G5 - To ensure a satisfactory means of drainage
- G8 - Protection of water resources
- G12 - Development within MoD land
- D1 - Standard of Design
- D8 - Provision of public art
- CN19 - Environmental Improvement Schemes
- CN21 - Archaeology
- C12 - Development affecting protected species
- E8B- Employment allocation at Porton Down
- E19 – Enlargement of existing employment sites

Application Number:	S/2008/0241		
Applicant/ Agent:	CONSERVATORY SALES LTD		
Location:	HAZELHEAD ROBIN HILL LANE DURRINGTON SALISBURY SP4 8DN		
Proposal:	SINGLE STOREY CONSERVATORY TO SIDE ELEVATION WITH BRICK GABLE END AND PARAPET WALL (RETROSPECTIVE)		
Parish/ Ward	DURRINGTON		
Conservation Area:		LB Grade:	
Date Valid:	6 February 2008	Expiry Date	2 April 2008
Case Officer:	Mr T Wippell	Contact Number:	01722 434554

REASON FOR REPORT TO MEMBERS

The item was deferred by the Northern Area Committee in April, with Members requesting that the applicant should submit revisions to the scheme to 'soften' its appearance, and the neighbours given a chance to comment, before being determined at the next available NAC.

The neighbours have now been re-consulted, and still object to the scheme. A summary of the proposed revisions and objections are outlined below.

SITE AND ITS SURROUNDINGS

Hazelhead is a detached bungalow situated at the end of a small lane within the Housing Policy Boundary of Durrington. Although the entrance to the property is secluded and set back, the side of the plot adjoins Cygnet Drive and is set up by 2 metres higher. Its side elevation is visible from the road and properties below.

THE PROPOSAL

The original scheme (07/1904) has already been unlawfully altered in the following ways:

The gable-end of the conservatory has been 'bricked-in'

A parapet wall has been added above the gable-end,

A decorative white 'crest' has been added to the ridgeline.

A high-level window has been omitted from the side elevation

Following on from the application's deferral at NAC in April, the applicant now proposes to 'soften' the scheme by:

Reinstating a 1.8 metre fence panel along the boundary - (already partially erected)

Lowering the height of the gable end by 2 brick courses - (Indicative white line put up)

Providing a Planting Scheme- (already implemented)

PLANNING HISTORY

S/07/1904	Single storey PVC white conservatory to side elevation	AC	14/11/07
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CONSULTATIONS

None

REPRESENTATIONS

Advertisement No

Site Notice displayed No

Departure No

Neighbour notification Yes

Third Party responses Yes- Notwithstanding the original objections, the following comments have been received for the latest revisions:

The gable end still includes large amounts of brickwork
The industrial nature of the design has not be altered
The reduced height of the 'parapet wall' would still be higher than the roof of the conservatory
None of the glazing has been reinstated
The footprint of the conservatory has been extended by 66cm from the previously approved scheme

Parish Council response No objections

MAIN ISSUES

Principle of Development
Officer's Comments on proposed Revisions
Overshadowing and overdominance
Design of Extension

POLICY CONTEXT

G2, D3, H16

PLANNING CONSIDERATIONS

Members should consider the proposal (including the new 'softening' revisions) in light of the previously approved application, and critically examine whether the scheme will have had an adverse impact on visual/ residential amenity.

Principle of Development

G2 ensures developments do not have any significant adverse impacts on the amenities of neighbouring properties.

D3 The proposal should also comply with policy D3 of the Local Plan. This design policy states that extensions should be of a scale and design that is appropriate to the overall appearance of the existing dwelling, using complementary materials. This policy also states that extensions should be carefully integrated in relation to other properties and the overall landscape framework.

H16 This detached property is located within a Housing Policy Boundary. As a result, small-scale developments will be allowed provided they comply with the relevant design policy. In this case, the design policy relevant is D3, which states that extensions should be of a scale and design that is appropriate to the overall appearance of the property using complementary materials.

Officer's Comments on Proposed Revisions

The revisions to the scheme are considered to help to reduce the impact of the extension, and it is judged that the reduced height of the parapet wall and the additional fencing and screening will help to 'soften' the impact of the extension.

Overshadowing and Overdominance

When viewed from No. 33, the extension appears higher and more 'industrial' in appearance than the previously approved scheme. However, whilst the original revisions are highly noticeable from this viewpoint, the demonstrable harm caused to the residential amenity of No. 33 is not considered significant enough to warrant refusal. The extension is some 15 metres away from this property, and although set up higher in actual terms, its single storey nature ensures that additional overshadowing and overdominance will not occur to this property. The expanse of brickwork facing No. 33 has certainly altered the appearance of the extension, but the reduced height of the parapet wall and fencing and screening measures will help to reduce any impact, and the scheme is not considered to be overly oppressive to No. 33, given its distance and single storey nature.

When viewed from No. 32 Cygnet Drive, the extension is sited close to the boundary and is set up 2 metres higher than the neighbouring property. However, overdominance and overshadowing is

not considered to occur to a demonstrable degree to warrant refusal, especially given the reduced height of the parapet wall. The additional loss of light from the omitted window will be minimal when compared to the previously approved scheme, and the front-facing windows or gardens of the neighbouring property will not be significantly affected. The additional fencing and screening also helps to 'soften' the brickwork of the extension.

No part of the development will overhang the neighbouring boundary.

Design of Extension

The original scheme for the conservatory was considered to be sympathetic in design and appearance to the character of the bungalow, as it would not have detracted from the appearance of the property or wider area.

The objection letters state that the conservatory is now more 'industrial' in appearance, and it now looks more like a garage conversion than a light and airy conservatory. In the case-officer's opinion, the revisions are considered acceptable in design terms. Although the additional brickwork has altered the appearance of the development, the scheme does not overwhelm the scale of the existing bungalow, and the reduced height of the parapet wall plus fencing and screening ensures that the demonstrable harm caused to the character of the area is not significant enough to warrant refusal.

Whilst the appearance of the scheme is no-longer judged to be 'light and airy', this in itself is not a reason to refuse the scheme, and the design is considered to be in-keeping with the appearance of the bungalow. Materials are considered appropriate (despite the bricks not matching exactly in colour), and the use of the extension is clearly used for residential purposes.

Conclusion

It is judged that the additional harm caused to visual/ residential amenity is not significant enough to warrant refusal, and the revised scheme is in compliance with Policies G2, D3 and H16 of the Salisbury District Local Plan.

Members must now consider the proposal (including the reduced-height parapet wall, fencing and screening) in light of the previous scheme, and critically examine whether the development will cause sufficient harm to visual or residential amenity to warrant enforcement action to be started against the applicant.

RECOMMENDATION: Approve

For the following reasons:-

The scale, design, siting and materials proposed are appropriate to the general development criteria, in accordance with the adopted SDLP policies.

1. The development hereby permitted (including the lowering the gable-end of the extension, and the erection of fencing) shall be completed before 3 months of this permission.

Reason: In the interests of visual amenity

INFORMATIVE:

This decision has been taken in accordance with the following policies of the adopted Salisbury District Local Plan:

- G2 - General Criteria for Development
- D3 - Good Design
- H16 - Housing Policy Boundary

Application Number:	S/2008/0251		
Applicant/ Agent:	THE AMESBURY PROPERTY COMPANY LTD		
Location:	END OF SOLAR WAY WHICH RUNS NORTH-EAST TOWARDS THE A303 SOLSTICE PARK AMESBURY SALISBURY SP4 7SQ		
Proposal:	ERECTION OF A SCULPTURE		
Parish/ Ward	AMESBURY EAST		
Conservation Area:		LB Grade:	
Date Valid:	8 February 2008	Expiry Date	4 April 2008
Case Officer:	Mrs S Appleton	Contact Number:	01722 434704

REASON FOR REPORT TO MEMBERS

This matter was deferred at the May meeting of NAC for further information . the report has been updated (changes in bold type) in relation to the additional information received.

SITE AND ITS SURROUNDINGS

The site forms part of a landscaped area located at the end of Solar Way, which runs northeast towards the A303. The site is located on the bank between the A303 and Solar Way.

THE PROPOSAL

The proposal involves the erection of a sculpture in the form of a mallow, a wildflower commonly found in Solstice Park. The project is being undertaken by Qinetiq apprentices and forms part of the 2008 Salisbury Arts Festival. It is the second landmark sculpture for Solstice Park – the first having been the Dragonfly.

PLANNING HISTORY

S/2003/0030 – Approval of Reserved Matters: Proposed development of B2 and B8 and ancillary B1 uses together with detailed drainage proposals and associated parking, landscaping and access roads at Solstice Park – A/C 02/04/2003

S/2007/0778 – Erection of Sculpture- the first sculpture for Solstice Park. ‘the Dragonfly’

The applicant states that this public art proposal forms part of the master plan for Solstice Park.

CONSULTATIONS

WCC Highways No objection

Highways Agency No objection

Defence Estates No safeguarding objections

Natural England Most literature lists common mallow as a native species although the most recent references list it as an archeotype(ancient introductions – species introduced by man before AD 1500). In summary, it is recent evidence from the pollen record that has altered the status of the common mallow but culturally it has always ben considered part of our Native flora.

REPRESENTATIONS

Advertisement Yes – Expiry 13/03/2008

Site Notice displayed Yes – Expiry 13/03/2008

Departure No

Neighbour notification No

Third Party responses Yes – two letters raising the following issues:

Keep it small or modest size. Not huge, not monumental, not imposing

A big white elephant would have been more appropriate

Parish Council response Yes – Object for the following reasons:

Not in keeping with the surrounding area.

Location close to the A303 could present a distraction to drivers and could cause a serious accident.

It does not take into account the Development Strategy for Solstice Park. It is not truly representative of the Common Mallow in, size, shape or colour.

MAIN ISSUES

Principle

Scale, design and impact on the visual amenities of the surrounding area

Impact on highway safety

POLICY CONTEXT

Adopted Salisbury District Local Plan, saved policies G2, D8, E8A and chapter 10 of 'Creating Places'.

Approved Masterplan for Solstice Park 1999.

PLANNING CONSIDERATIONS

Principle

Policy D8 states that where appropriate, the District Council will encourage proposals for public art of a high standard and quality, in the provision and enhancement of buildings and open spaces.

Policy G2 ensures developments do not an undue burden on existing or proposed services and facilities, the existing or proposed local road network or other infrastructure.

Policy E8A relates to the development of Solstice Park itself.

Chapter 10 of supplementary planning guidance 'Creating Places' states that public art should be used as a tool to reflect and promote local identity and enhance buildings and open spaces. The Council is keen to encourage developers to include the involvement of artists and public art as a part of their overall design proposals.

The proposal is in a location identified in the design strategy for Solstice Park although it is further up the slope.

Scale, design and impact on the visual amenities of the surrounding area

The proposed sculpture forms part of the 2008 Salisbury Arts Festival (please see letter from the Festival at appendix 1 and from the sculptor at appendix 2) . It will take the form of a Common Mallow, a wildflower found within the Solstice Park area. Whilst not in the potential location originally proposed in the master plan (the sculpture is located outside of Zone A, higher up the slope within a gap in the Landscaping), the sculpture will have an environmental focus on vegetation, which accords with the public art element of the Solstice Park master plan (page 5.8), which states:

“The ethos for the type of art in order to provide unity and consistency across the development is that any installations are to take the form of nature for their inspiration”

The sculpture will be approximately 8 metres in height and will include a flower head, along with two leaves. The 8 metre high post will be constructed from Lattix aluminium, spray painted to look like a stem whilst the petals and leaves will be formed from tubular steel with an aluminium mesh covering.

The sculpture will be located on a bank between Solar Way and the A303, this area forms a key view into Solstice Park from the A303. As a result of its position on the bank, which falls away from the A303, the top 3.3 metres of the sculpture will be visible from this road, whilst all of the structure will be visible when viewing within Solstice Park.

The Solstice Park Project Office has provided further information on the design concept, community involvement and the common mallow which is attached at appendix 3. This confirms that the mallow is a native species.

It is considered that the proposed sculpture would meet the criteria set out in Policy D8, as the concept of the Mallow flower is considered to be appropriate to the horticultural characteristics of the Solstice Park area. The sculpture is considered to be appropriate in its scale, design and height, to the surrounding area. It is however, considered necessary to add a condition to any approval, requiring samples of colours to be submitted to and approved in writing by the LPA before the erection of the sculpture.

The Town Council who feel that the sculpture will be out of keeping with the surrounding area and is not in accordance with the Development Strategy for the Solstice Park development has raised concerns. Whilst these issues have been dealt with above, the Town Council also have concerns that the sculpture is not a true representation of the Mallow Flower and over the potential impact on highway safety.

With regards to the form of the piece, the sculpture will consist of a modern interpretation of the Common Mallow and will have five, curved heart shaped petals and two leaves, which will each, have five points. The design of both the flowers and leaves are considered to appropriately represent the form of the Common Mallow Flower. With regards to colours, a condition will be added to any consent requiring the proposed colours to be used for the piece to be submitted to and approved in writing by the Local Planning Authority.

Impact on highway safety

Both the Highways Agency and County Highways Authority were consulted as part of this application. Neither authority has raised an objection to the proposal. Whilst the sculpture is relatively tall and is located close to a public highway, it is located on land, which falls steeply away from the A303 and it is therefore considered that it will not be unduly visible from the A303. Certainly, it is considered that it will cause no more harm to highway safety than the existing internally illuminated advertisements erected in relation to the leisure part of Solstice Park. Whilst these signs are located further to the west of the Park, they are positioned close to the Solstice Park/A303 junction and therefore have a much greater potential to impact on highway safety than the proposed non-illuminated sculpture.

Conclusion

It is considered that the proposed public art would be in accordance with the adopted saved policy context of the Salisbury District Local Plan, and would not be detrimental to the existing visual amenities of the area and will not have any adverse impacts on highway safety.

RECOMMENDATION:

APPROVED WITH CONDITIONS

Conditions and Reasons:

- 1 It is considered that the proposed public art would be in accordance with the adopted saved policy context of the Salisbury District Local Plan, and would not be detrimental to the existing visual amenities of the area and will not have any adverse impacts on highway safety.

And subject to the following CONDITIONS:

- 2 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.

3. There shall be no installation of the sculpture until samples of the proposed paint colours have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved colours.

Reason: To secure a harmonious form of development

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

G2 - General Criteria for Development

D8 - Public Art

Supplementary Planning Guidance:

Creating Places.

APPENDIX 1

Mrs Sarah Appleton
Salisbury District Council
Development Control
Planning Office
61 Wyndham Road
Salisbury
SP1 3AH

Salisbury District
Finance Department

Rec.	16 Jun 2008
Acknowledged	
Copy to	AM
Action	

14 May 2008

Dear Mrs Appleton

Planning Application S/2008/0251

Following the success of the triple-award winning project *The Dragonfly* in 2007, the third year apprentices at QinetiQ's MoD Boscombe Down site have been working with local artist Charlotte Moreton to create another landmark sculpture for Solstice Park as part of the 2008 Salisbury International Arts Festival.

This project has been created to develop the skills of the apprentices including: using familiar materials in unfamiliar ways; to design and build the sculpture; to collectively manage the project from start to finish; to engage with the local community. The project is ultimately overseen by representatives from each of the three organisations: QinetiQ, Salisbury International Arts Festival and Solstice Park.

Charlotte Moreton has been commissioned by the Festival and is fully qualified to inspire, and guide, the apprentices as she is trained in both the arts and environmental work.

The theme for this sculpture came from the Festival's environmental focus for 2008 which is vegetation.

The Festival has worked with QinetiQ and Solstice Park to develop a piece of public art that engages the young people of QinetiQ, the pupils at Stonehenge School, local businesses and the community. There will be an information board with *The Mallow* to tell the story, from the first walk over the grounds in search of vegetation on the site to the final piece of sculpture.

The seating at the foot of *The Mallow* will provide an outdoor space for staff, of Solstice Park businesses, to enjoy their lunch or simply to take a walk around.

I hope you find the information received in support of this application sufficient to grant the application.

Yours sincerely

Cindy Moxham
Fundraising Manager
01722 334359
cindy@salisburyfestival.co.uk

'Celebrating 35 Years'

87 Crane Street Salisbury Wiltshire SP1 2PU United Kingdom T +44(0)1722 332241 F +44(0)1722 410552 E info@salisburyfestival.co.uk

Salisbury District Planning Department	
Rec.	15 MAY 2008
Acknowledged	-----
Copy to	-----
Action	SA-----

APPENDIX 2

9 Radnor Road,
Salisbury,
SP1 3PL,
7th May, 2008.

Dear Mrs Appleton,

Re Planning Application S2008/0251 – Sculpture at Solstice Park

As the artist for the award-winning sculpture project with Qinetiq apprentices, sited at Solstice Park, I raise a few points in support of the second phase of the project.

The project won awards in the categories of Community Development and Employee Development, as well as Champion of Champions, South West, being judged to improve the local landscape and benefit the community. The Mallow sculpture is the second phase of the same project.

On a personnel development level, I have seen the Apprentices take on roles during the course of the project, developing project management, problem solving and leadership skills, self confidence, and gaining respect within their organisation.

The Mallow sculpture's contemporary design is very much in keeping with the man-made contemporary landscape that Solstice Park is fast becoming.

The common mallow is very much a native plant and can be seen in summer meadows locally and all over the country.

The colour scheme of the sculpture represents the true colouring of the common mallow, i.e. green and pink, as well as metallic colours in keeping with materials used.

The scale of the sculpture is in keeping with the scale of its setting, and is close in size to the nearby road signs.

Were the sculpture to be the true size of the common mallow, it would be about 30cms tall and effectively invisible!

The shape of the sculpture is as close as possible to that of the Common Mallow (which is highly variable) given the limitations of materials and structural engineering safety.

The Highways Authority deems the position and scale of the sculpture not to be hazardous to drivers.

I sincerely hope that this very worthwhile and uplifting community project can achieve completion and that any objections are withdrawn.

Yours sincerely,

Charlotte Moreton
Project Artist and MSc & BSc Ecology.



Planning Application
S/2008/0251 Mallow Sculpture Consultation
Additional Information

Paul Whitelegg, Operations Director, Flight Engineering Services/Head of Site, Boscombe Down, has invited all of the Northern Area Committee members to view the sculpture which is nearing completion; the final phase involves painting the stalk and flower head. The visit will enable Paul to address any concerns the Councillors may highlight.

Design - how it was conceived

Each year Salisbury International Arts Festival decides the sculpture theme and for 2008 'Vegetation' was chosen. Solstice Park is keen to provide Public Art at the business park, as set out in the Development Strategy Submission on page 5.8., the ethos for the type of art, is to take 'nature' for inspiration.

Therefore, local artist, Charlotte Moreton and twelve apprentices from Boscombe Down arranged a site visit to Solstice Park. They spent time exploring the undeveloped areas of the Park and gathered numerous samples of vegetation. Having studied and analysed their finds, the 'Common Mallow' provided inspiration for the forthcoming sculpture.

In reference to the 'Public Art' section of the Solstice Park Development Strategy Submission (p5.8), Tenants and developers are encouraged to commission and install art pieces around the park. Abbey Manor Group are the developers for Zone A (Industrial and Distribution) and are involved in sponsoring the sculpture; and in due course they will own and insure the piece of art.

Community Involvement

This year the following are the main contributors:-

- Salisbury artist, Charlotte Moreton
- Twelve apprentices at Boscombe Down
- Salisbury International Arts Festival
- Solstice Park
- Abbey Manor Group, developer for Zone A

The Stonehenge school has been involved this year; four students are helping Charlotte finish a Yew tree bench, which will be located adjacent to the sculpture.

Salisbury Arts Centre provided the yew trunk from their grounds.

The erection of the sculpture will be by B and E Erection Services of Wilton and Signs in Motion of Salisbury.

The reception following the sculpture unveiling will be provided by Holiday Inn on Solstice Park.

About the Artist

Charlotte Moreton trained at the Frink School of Figurative Sculpture (1999-2001) and combines sculpture and teaching with nature conservation work for the Grazing Animals Project. Charlotte's sculpture is greatly influenced by trees and nature and *"her immense sensitivity to people and the environment has given her a flying start in her career as a sculptor"* (Rosemary Barnett, Director of the Frink School). "A very talented sculptor", Jonathan Dimpleby.

Further information can be found at:
www.charlottesmoreton.co.uk

About the Common Mallow

The lovely saucer-like flowers of Common Mallow are bright pink with darker purple veining, and are held in clusters around the leaf axils.

The common mallow is a handsome, large, spreading plant with lobed and palmate leaves, recommended for a wild or informal garden. Mallow is commonly found in disturbed waste ground and on road verges. In cultivation it grows less well on heavy clay soils.

Source: Natural England

The Common Mallow is a native specie and regularly found in the areas highlighted below:-

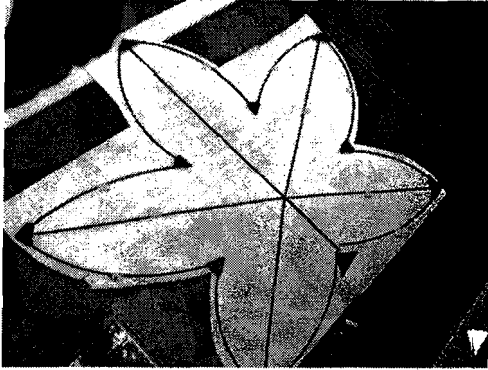


General

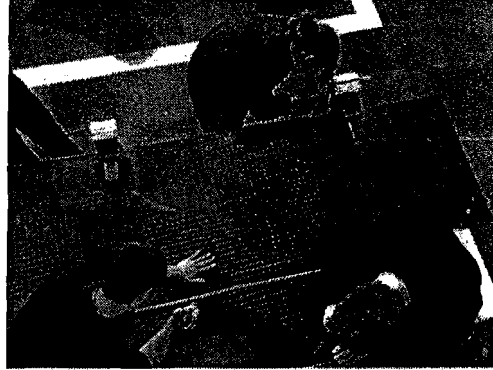
The first piece of public art on Solstice Park, 'The Dragonfly', was implemented after a successful partnership between Salisbury International Arts Festival and QinetiQ and won three Arts & Business awards.

Charlotte Moreton, QinetiQ, Salisbury International Arts Festival and Solstice Park were all involved with the Dragonfly and are hoping for similar success with the Mallow.

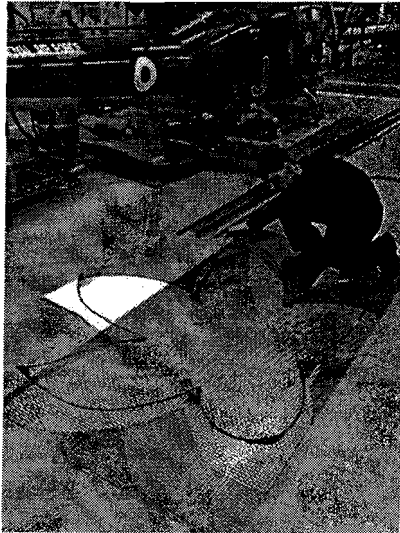
The Apprentices at work



Mallow leaf frame



Apprentices filing petal mesh



Apprentice lining up leaf frame
Onto mesh



Apprentice cutting petal mesh

Application Number:	S/2008/0252		
Applicant/ Agent:	TERENCE O ROURKE		
Location:	AREA B LAND TO SOUTH OF BOSCOMBE ROAD AMESBURY SALISBURY SP4 7XG		
Proposal:	RESERVED MATTERS FOR CONSTRUCTION OF 57 DWELLINGS AND ASSOCIATED HIGHWAYS & FOOTPATHS (DETAILED APPROVAL SOUGHT FOR SITING DESIGN EXTERNAL APPEARANCE & MEANS OF ACCESS PURSUANT TO OUTLINE PLANNING PERMISSION S/2007/1075)		
Parish/ Ward	AMESBURY EAST		
Conservation Area:		LB Grade:	
Date Valid:	6 February 2008	Expiry Date	7 May 2008
Case Officer:	Mrs J Wallace	Contact Number:	01722 434687

REASON FOR REPORT TO MEMBERS

Councillor Westmoreland has requested that this application be determined by Committee due to the local interest.

SITE AND ITS SURROUNDINGS

The application site comprises part of an area (of approximately 58 hectares) of elevated grassland located to the south east of Amesbury that was allocated for residential development and associated uses, in the Adopted Replacement Salisbury District Local Plan (June 2003) This allocated area was the subject of outline planning permission for the development of up to 550 dwellings and associated facilities including the provision of a local centre, a community building, a primary school, playing fields and associated pavilion, and a cemetery.

This site is located on the north western edge of the development and is to be accessed from the internal access roads within the development that link to Underwood Drive. To the west of the site are the existing residential properties in Melor View, Wittenham Way, Robbins Ridge and Flit Croft which back/side onto the overall development site. To the north of this application site will be part of the new development area (Area A).

THE PROPOSAL

This application seeks the approval of the reserved matters (details of siting, design, external appearance, and means of access) pursuant to the approval of outline planning permission S/2002/1075 for the erection of 57 dwellings with associated highways and footpaths. A separate reserved matter application has been submitted (S/2008/0475) to cover the landscaping of the site. This application includes the details of the hard and soft landscaping, planting plans, landscape method statement and implementation plans.

PLANNING HISTORY

The following applications for development to the east of Amesbury are relevant to the current proposal:

S/2002/1075 Outline planning permission was approved in March 2005 for residential development of up to 550 dwellings, including affordable housing provision, the southern section of the Amesbury link road and four associated junctions between Underwood Drive and Stock Bottom, a local centre comprising retail facilities, local services, a community building and associated car parking facilities, a primary school, a cemetery, two infiltration basins and ancillary surface water drainage facilities, formal open space comprising playing fields, tennis courts and ancillary pavilion, informal open space and associated landscape planting.

The current proposal seeks approval of reserved matters pursuant to this approval of outline planning permission.

S/2002/1650 Planning permission was granted in March 2005 for the construction of the southern section of the Amesbury link road between Underwood Drive and Stock Bottom and the associated means of drainage.

S/2002/1651 Planning permission was granted in March 2005 for the erection of a primary school and temporary access road.

S/2005/0628 The reserved matters pursuant to the approval of outline planning permission S/2002/1075 were approved for the construction of 122 new dwellings together with associated highways, footpaths and landscaping on part of the overall site area (Area D) in September 2005.

S/2005/0793 The reserved matters pursuant to the approval of outline planning permission S/2002/1075 were approved for the construction of 108 new dwellings together with associated highways, footpaths and landscaping on part of the overall site area (Area F) in September 2005.

S/2005/1224 A reserved matters application for the erection of 8 new dwellings and garaging together with associated highways, footpaths and landscaping was withdrawn in August 2005.

S/2005/1630 The reserved matters pursuant to the approval of outline planning permission S/2002/1075 were approved for the construction of pavilion/changing facility and associated parking for the playing fields in March 2005.

S/2005/1841 The reserved matters pursuant to the approval of outline planning permission S/2002/1075 were approved for the construction of 8 new dwellings together with associated highways, footpaths and landscaping on part of the overall site area (Area E) in November 2005.

S/2006/1028 A reserved matters application for the construction of 31 dwellings together with associated highways, footpaths and landscaping was withdrawn in August 2006 (northern section of Area G).

S/2006/1688 A reserved matters application pursuant to the approval of outline planning permission S/2002/1075, for the construction of 39 dwellings with associated highways and footpaths (southern section of Area G) was approved in November 2006.

S/2006/1690 The reserved matters of siting, design, external appearance and means of access pursuant to the approval of outline planning permission S/2002/1075 were approved for the construction of a community building and community green in October 2006.

S/2006/1797 Planning permission was approved in October 2006 for the construction of a temporary haul road.

S/2006/1874 A reserved matters application for the construction of 79 dwellings and associated highways was withdrawn in November 2006 (Area A).

S/2006/2037 A reserved matters application for the construction of playing pitches and associated vehicular access was withdrawn in January 2007.

S/2006/2178 A reserved matters application for the construction of a cemetery, associated access road and a temporary swale was approved in January 2007.

S/2006/2297 Reserved matters approval pursuant to the approval of outline planning permission S/2002/1075 was granted for the erection of 31 dwellings together with associated highways, footpaths and landscaping (northern section of Area G) was approved in February 2007.

S/2006/2370 Reserved matters approval pursuant to the approval of outline planning permission S/2002/1075 was granted for the construction of 63 dwellings with associated roads, footpaths and landscaping in August 2007 (Area C).

S/2007/553 Reserved matters approval pursuant to the approval of outline planning permission S/2002/1075, was granted for the construction of 79 dwellings with associated roads, footpaths and landscaping in August 2007 (Parcel G).

S/2007/0823 Reserved matters of landscaping for the community building and community green pursuant to the approval of outline planning permission S/2002/1075 was approved in June 2007.

S/2007/1781 A reserved matters application for the construction of 45 dwellings and associated roads and footpaths (Area H) was withdrawn in November 2007

S/2007/2037 Reserved matters approval pursuant to the approval of outline planning permission S/2002/1075 was granted for the construction of 79 dwellings with associated roads, footpaths and landscaping in August 2007 (Area A).

S/2008/0014 A reserved matters approval was granted for the construction of playing pitches and associated vehicular access in April 2008

CONSULTATIONS

WCC Highways: Following the submission of amended plans, WCC Highways have confirmed that they have no objection to the proposed development:

I am very pleased to report that all my concerns have been satisfactorily dealt with and I note the position of the private drives adjacent to the byway have been adjusted as suggested in my last email. The missing sight lines are shown in red on the drawing though the splay to the non on-coming direction is over private land - on balance, I am sufficiently satisfied with the submission.

I therefore confirm that there are no highway objections subject to the following conditions:-

1. The development shall be constructed in accordance with the approved site layout drawing, Area B SL.01 rev K

Reason: In the interests of highway safety

2. Before development begins, full details of the road layout and construction shall be submitted to, and approved in writing, by the Local Planning Authority. These details shall include longitudinal sections, typical cross sections including materials specifications, street lighting and road drainage. The development shall thereafter be carried out in accordance with the approved details and no dwelling shall be occupied until that part of the access road, (and the whole of the access road from the dwelling to where it connects to the existing public highway) which serves it has been constructed up to and including binder course (base course) surfacing in accordance with the approved details.

Reason: In the interests of highway safety

3. Nothing over 600mm shall be erected/planted in perpetuity within the 2.4m by 11m splays indicated on the approved site layout drawing, Area B SL.01 rev K

Reason: In the interests of highway safety

Wessex Water: No objection.

Environment Agency: No objection, subject to the imposition of a condition relating to water efficiency.

Natural England: Natural England (formerly English Nature) has been involved in ongoing consultation concerning this development since 2002, including advice on the scope of the

Appropriate Assessment completed by Salisbury District Council. Provided all the measures agreed for the original permission to protect the River Avon System Site of Special Scientific Interest/River Avon Special Area of Conservation (SSSI/SAC) are applied to this application Natural England will have no objection. Pleased to see that water saving measures will be incorporated in the design of the new homes

WCC Archaeology: Prior to the determining of application S 2002 1075 an archaeological evaluation was carried out in Autumn 2002 which comprised a four per cent sample of the site. The above Parcel A was included within the area evaluated. No significant archaeological remains were identified in the area. However excavations and an intensive watching brief on the topsoil of the earlier development phases of the site have uncovered a number of archaeological sites not identified in the archaeological evaluation. The features identified are more ephemeral and as such rarer but included Bronze Age huts and a Neolithic timber circle. In light of these discoveries and the more recent discovery of a further Romano British cemetery found during the construction of a sewage pipeline, I recommend that this proposal is also subject to an intensive archaeological watching brief during the removal of the topsoil. I have received a copy of the Written Scheme of Investigation (WSI) setting out the archaeological works required. I confirm that this WSI is acceptable and I therefore advise that the following condition is placed on the application

A programme of archaeological work shall be carried out in accordance with the approved Written Scheme of Investigation. The works shall be carried out prior to construction within the area of the application.

Defence Estates: No safeguarding objection to this proposal, provided:-

1a) heights of houses to be built including superstructures i.e. chimneys TV aerial etc are no higher than 124 metres Above Ordnance Datum (AOD) likewise any trees planted must be of a varieties that do not grow higher than 124 metres AOD

1b) Landscaping including tree planting and water features will be designed not to attract birdlife likely to increase the risk of aircraft bird strike

1c) Adequate waste disposal arrangements must be put in place to ensure the timely removal of domestic waste including discarded food from abandoned takeaways fast food etc from the 57 residential properties all in close proximity to each other which otherwise will attract birds and increase the risk of aircraft bird strike

1d) Area and street lighting must be in compliance with the Air Navigation Order in particular Article 73 Endangering Article and Article 135 Dangerous Lights Article so as not to jeopardise flight safety

2) Noise whilst not a flight safety issue Salisbury District Council (SDC) should be made aware of the considerable noise from aircraft and the airfield itself which will impact on residents businesses and visitors to the development alike Salisbury DC should impress upon developers and all potential residents and in the future their successors in title that MOD and QinetiQ, Boscombe Down will not entertain any claims for damages in respect of noise from the airfield

Environmental Health: no observations

Wiltshire Fire and Rescue Services Comments relating to need for satisfactory access for fire engines, adequate water supplies, necessary and appropriate fire safety measures and encouragement for the provision of domestic sprinklers

REPRESENTATIONS

Advertisement Yes Expiry date 20 March 2008

Site Notice displayed Yes Expiry date 20 March 2008

Departure No

Neighbour notification Yes Expiry date 4 June 2008

Third Party Response 4 letters and e-mails have been received in relation to the proposed development raising the following comments/objections:

Builders' attitude to Byway 20 is cavalier. Needs to be positive enforcement of maintenance of byway.

Confusion as to what is being applied for. Is the application for 57 or 55 houses?

Object to three storey houses or any house that will overlook adjacent dwelling; taking away privacy

Concerns regarding plots 266 and 267. Intrusive, too close to existing dwellings, loss of privacy, loss of light but support brick wall to separate plot from the byway

Will there be an access through the Robbins Ridge estate? The gated area off Wittenham Way is too narrow and there are other entry points e.g. off Underwood Drive

Footpath link to Wittenham Way is essential. Identified on plan as 'making provision for future link'. When will it be provided?

Amesbury Town Council: No objection - But we make the observation that there are still no shopping facilities being built at this location. Consideration should be taken to start on these before too long or we might end up with a similar situation at Butterfield Down where shops even a small Supermarket was promised but never built

POLICY CONTEXT

The following policies and documents are relevance to the current proposal:

Saved policies of the Adopted Salisbury District Local Plan (June 2003):

- G1 General Principles for Development
- G2 General Criteria for Development
- G3 Water Environment
- G5 Water Environment
- D1 Design - Extensive Development
- H9 Housing Allocation Site – Land South of Boscombe Road, Amesbury
- CN21 Archaeology
- CN22 Archaeology
- CN23 Archaeology
- C12 Protected Species
- TR11 Provision of Off-Street Parking
- TR12 Provision of Cycle and Pedestrian Linkages
- TR13 Extension of Footpath and Cycle Network
- TR14 Provision of Cycle Parking Facilities
- R2 Provision of Recreational Facilities
- R17 Public Rights of Way

National Policy Framework:

- PPS 1 (Sustainable development)
- PPS 3 Housing
- PPS 7 Sustainable development in rural areas
- PPG 13 (Transport)

Supplementary Planning Guidance:

- Approved Development Brief, Land South of Boscombe Road (Feb' 2001);
- Adopted SDC Design Guide "Creating Places"; and
- Adopted SPG Delivering Affordable Housing in Salisbury District.

MAIN ISSUES

1. Principle of Development/Planning Background
2. Compliance with Master Planning Policy Guidance

3. Architectural Style, Materials and Layout and compliance with the approved Design Code
4. Affordable Housing
5. Highway Considerations
6. Residential Amenity
7. Provision of Footpath Links
8. Archaeological Issues

PLANNING CONSIDERATIONS

1. Principle of Development/Planning Background

The site was designated within the local plan for residential development under Policy H9 of the Adopted Salisbury District Local Plan (June 2003) and Cabinet formally adopted a detailed development brief for the site in February 2001 as supplementary planning guidance to guide the development of the site. Subsequently an outline planning application was submitted to, and approved by the Local Planning Authority, which has established the principle of the overall development of this allocation site. The outline application was granted subject to a Section 106 Agreement for the development of up to 550 houses including the provision of affordable housing and associated facilities including a neighbourhood centre (including retail, office and leisure uses), a community centre building, a cemetery and the provision of recreation facilities (play areas and open space) and pavilion/changing facilities. Following the approval of outline planning permission, a detailed Design Code was approved that establishes an overall design concept and that sets a clear framework and benchmark of quality for subsequent reserved matters applications to be appraised against.

2 Compliance with Master Planning Policy Guidance

The site was designated for residential development and associated facilities within the Adopted Salisbury Local Plan (June 2003). Subsequently a planning brief was adopted as supplementary planning guidance to guide development of the site. This reserved matters application is in line with the policies set out in these key policy documents. In national policy terms the allocation of this site was supported due to its proximity to existing settlements with an established range of social facilities and in local plan terms the allocation was intended to provide housing availability to match the employment opportunities being provided at Solstice Park.

The site of the Local Centre is identified within the Master Plan and the Section 106 Agreement, controls the limits of the timing of its construction. The Agreement states

'Not to commence development on the final parcel before retail units of not less than 375 square meters gross have been built at ground (floor) level on the Local Centre Land such retail units to include not less than 300 square meters to be used for Class A1 of the Use Classes Order purposes only'.

Thus, though the Town Council comment that there is as yet no shopping facilities being built at this location; it is not until the last phase of the development that the Local Planning Authority can insist that the retail element of the Local Centre is provided. Therefore the lack of provision of any shopping facilities in the Local Centre is not in this case a reason to not approve this reserved matter application for 57 dwellings

3. Architectural Style, Materials and Layout and compliance with the approved Design Code

A Design Code and Master Plan has been approved for the overall development that has established an overall design concept and context, as well as a clear framework and benchmark for quality against which the reserved matters applications can be appraised. This Master Plan sets out best practice with regard to the scale and form of design, the use of the creation of particular character areas and key buildings and groupings, the use of detailed building components that reflect the local context, treatments for traffic calming as well as setting out a coherent approach to the hard and soft landscaping and the design of the public realm (street lighting, street furniture, boundary treatments). The Design Code and Master Plan aims to provide a development that is unique to the site but which nevertheless takes account of the local pattern of streets and spaces, building traditions and materials in order to determine the character and

identity of the development. The intention was that this document would provide a large degree of certainty so that a scheme of high quality and relevant to the context of Amesbury would be delivered.

The approved Design Code sub-divides the overall development area into three distinct neighbourhood character areas ranging from the high density urban core centred around the local centre and the streets fanning out from this point; the semi-urban character area in the north west of the site (which includes this application site); to the village character that encompasses most of the southern section of the overall development. Within these neighbourhood character areas, it is expected that the built form and the spaces between will help to give the neighbourhoods their character.

In relation to the application site, this part of the area is identified in the adopted design code as being of medium density of 30-35 dwellings per hectare 'reflecting the semi-urban nature of the development proposed in the north west of the site. The upper threshold in this density range will be used to enclose spaces while the middle threshold will be used to provide the setting of major streets.'

The site is further identified in the design code as being a No2 Neighbourhood character area, which has an open green space with terraced dwellings around with a three storey element as a focal point. The avenue character of the main vehicular link is to be emphasised. In terms of the built form, the approved Design Code identifies that within the medium density character area architecturally the houses could reflect the character of 'arts and crafts' housing, that is typified in the Amesbury examples by gables with large overhanging bargeboards, bay windows, large chimneys and associated detailing. However, it is accepted that it is not necessary to employ this style on all dwellings; just enough of the housing should be treated in this way as to set the overall character of this neighbourhood area. The design code specifically states that the 'arts and crafts' style will be appropriate for the principal streets and spaces rather than all the dwellings. The area that is the subject of this application is located immediately adjacent to the development parcel (Area A) that has previously been approved under S/2007/2037 and in detail many of the same dwelling types as are proposed on this parcel are present in that phase of the development.

Objections were raised to the original plans submitted with this application because of the location of the dwellings in relation to the existing residential area in the Robbins Ridge area. There was also a concern that the three-storey proposed dwellings would appear excessively high on the skyline as this development is on the edge of the existing developed area.

The proposed dwellings consist largely of detached and terraced units in accordance with a suburban pattern of development. Terrace forms of development with an arts and crafts emphasis are used to surround the green spaces (adjacent to Area A and C) giving a focal point and emphasis on these key groupings of buildings. The design of many of the dwellings have been revised following negotiations with the applicant, and whilst they do not overtly reflect an arts and crafts style they do use some of the detailed features that are characteristic of this architectural style and have been used elsewhere in the development and the designs are now considered to reflect the proposed suburban character of the area.

Of particular importance, locally is the green space on the edge of this site, which the Design Code states could provide a key space and represent an appropriate location for the presence of a key grouping of buildings. The Design Code states that that this space occupies a strategically important position at the meeting point of pedestrian links which cross the development and therefore it represents a focal point for the immediate neighbourhood. In particular, the Design Code suggests that this space could form a focus by providing a play area for the locality within a green public open space.

The dwellings to the north and east sides of this area of green space have already been approved and their design reflects the arts and crafts style through the use of features such as bay windows,

projecting gables, overhanging eaves, exposed rafter feet, elements of tile hanging and detailed brickwork to window headers and tiled sills. The design of the terraces of the dwellings forming the south and west edges of this area of public open space continues with the arts and crafts style through the use of features such as bay windows and detailed brickwork around the openings. The terraces are also to be finished in render under a plain clay tiled roof to match the materials of the other dwellings in the adjacent parcels so as to provide a coherent character to this green space. The terrace on the western side will form a focal point to the green space and its relationship to open space has been altered during the course of the application so as to emphasise its dominance. It is considered that this is a considerable improvement on the earlier proposal, and will help to achieve the focal importance of the square.

In the south-western corner of the site, the position and relationship of the proposed dwellings has been amended so that more of the new dwellings back on to the existing residential area as to provide more privacy and reduce the impact of the new development on that which currently exists.

Within this neighbourhood character area, the Design Code indicates that the layout of the development should reflect a street hierarchy consisting of avenues, semi-urban streets, pedestrian streets, pedestrian lanes and courtyards. The Design Code states that the street hierarchy should take the form of a principal route through the development which should be in the form of a planted avenue enclosed by detached and semi-detached units, while the semi-urban streets would be defined by houses with medium sized front gardens regularly spaced apart facing the street and pedestrian streets would take the form of green corridors linking the proposed and existing development with tree planting to define the route. Within this character area, the buildings are generally located facing the street behind small front gardens with parking alongside. There will also be some parking courtyard areas enclosed by groups of buildings which can be treated as spaces in their own right.

It is considered that the proposed layout reflects the street hierarchy that is characteristic of the semi-urban form of the medium density area. This is reflected by the treed primary access road alongside plots 247 to 249 and 253 to 255. This road is a continuation of that which passes the eastern side of the green space and wraps around the edge of the development site and is enclosed predominantly by detached units which face onto the street and set behind small front gardens enclosed with low walling and hedge planting and in-curtilage parking in accordance with a suburban character of development.

Secondary streets and pedestrian streets and lanes, serve the remainder of the development. A pedestrian link to the existing development from Wittenham Way is indicated and the scheme has been amended to indicate that this is a footpath link into the adjacent development. Other pedestrian links such as that between plots 247 and 263, will aid the permeability and integration of the fabric. Overall it is considered that the design of the road layout reflects the aims and objectives of the master plan and that the proposed routes are reflective of a suburban character area.

In conclusion, it is considered that the scheme whilst based on many of the standard house types which characterise much of the volume house builders development elsewhere, all of the houses proposed have been inspired by the best of the past building styles used within the surrounding area. The use of context in such a manner is acknowledged as best practice by the Salisbury District Council's Design Guide "Creating Places" as well as by national guidance. The success of such an approach, is however, reflected in the attention to detail during the construction of the dwellings and in this instance it is considered that in order to ensure this; the architectural detailing of the dwellings should be conditioned. Overall it is considered that the design of the dwellings in this parcel provides the suburban character to the neighbourhood area as proposed in the Master Plan and that the detailed components of the site layout reflect the characteristic built form of the medium density/suburban neighbourhood character area as identified in the approved Design Code.

4. Affordable Housing

With regards to affordable housing provision, it is proposed that the dwellings on Plots 224 to 228 and plots 232 to 245 will provide the affordable housing units within this parcel of the development. The location of these dwellings is in accordance with that identified for the affordable housing provision in the Section 106 Agreement, the housing scheme and the Design Code. Furthermore, the number of affordable housing units and the mix of dwelling sizes that are to be provided within this parcel of development also accords with the approved housing scheme. Following negotiation and the submission of amended plans, it is considered that the design of these affordable housing units, whilst being largely terraces and semi-detached pairs as well as the external materials are of a similar quality to the other housing units throughout the remainder of this parcel of development. As such, it is considered that the affordable housing units will be indistinguishable from the market housing in accordance with Government guidance that seeks to promote social cohesion and inclusion within developments through high quality and inclusive design that creates well-mixed and integrated developments that avoid segregation.

5. Highway Considerations

With regards to the highway issues relating to the proposed development, Wiltshire County Council Highways raised objections to the proposal as it was originally submitted on the grounds that the design of the road layout was not wholly acceptable in terms of highway safety. However, a number of minor alterations, to address these concerns, have been made to the road and footpath designs within the confines of the originally proposed road layout. These amendments include the provision of identifiable footpaths adjacent to parking areas, the alteration of the position of private drives adjacent to the byway as well as some minor alterations to the design of road junctions to provide adequate kerb radius.

Following the submission of amended plans, the County Highway Officer is now satisfied that the layout meets highway safety requirements, with the exception where two sight lines are over private land; but on balance, as these, along with certain other matters can be conditioned, the Highway Authority is now sufficiently satisfied with the submission as to recommend no objections to the scheme for this parcel.

6. Residential Amenity

With regards to residential amenity, the current proposal lies within the part of the overall development site that is located adjacent to the existing development in Melor View, Wittenham Way, Robbins Ridge and Flit Croft (plots 219 to 231 and plots 265 and 266). The proposed dwellings, will be separated from the rear/side boundaries of the adjacent properties within the existing development by a strategic landscape belt to the perimeter of the proposed development. The design of the dwellings to plots 265, 266 and 267 have been revised so that the proposed dwellings on plots 265 and 266 would be distanced from the existing adjacent properties by between approximately 25 and 30 metres which will include a landscaping belt. The dwelling in plot 223 adjacent to the footway and Wittenham Way will be side ways to the existing dwelling but even here the distance between the side elevations of the properties will be approximately 8metres which will include the strategic landscaping belt. As a result, it is not considered that the proposed development will materially harm the amenities of the occupants of the adjacent existing properties.

The impact of the proposed development must also be considered in relation to the adjacent development within the overall development site. In this respect, the proposed development lies adjacent to Area A. Plot 219 is adjacent to the side elevation of a similar dwelling and the terrace on plots 236 to 241 overlooks the open green space. Whilst the siting of the remaining plots is such that they overlook the main through avenue and the separation distances between the front elevations in the development are typical of the overall development scheme.

7. Provision of Footpath Link

The approved design code establishes that one of the essential principles for achieving a successful development relates to movement within the development and linkages to adjacent developments and facilities. In this respect, it is strongly considered that the development should not create a new and separate community but that it should closely integrate with the existing surrounding developments and provide facilities and services that are mutually beneficial to both the existing and new developments. As such, the design code has identified potential opportunities in the master plan to create linkages to the surrounding area to promote an accessible and permeable development.

In this instance, the current proposal includes the provision of a pedestrian footpath link between the proposed development and the existing development in Wittenham Way to the west. It is intended that these pedestrian links will improve the accessibility of the residents of the adjacent development to the proposed facilities/services, such as open space, playing fields etc, which are located within the proposed development, as well as providing good connections between the adjacent residential developments in order to reduce the number of car journeys made.

The legal agreement attached to the outline consent required the provision of footway links connecting the development with the existing residential development and the existing footpath/footway network where ever possible. However, the footpath link involves crossing over third party owned land and therefore the current proposal includes the provision of a footpath linkway between plots 223 and 224 to the boundary of the site. Wiltshire County Council will then use its reasonable endeavours to secure the future link but it is accepted that the land adjacent is currently in private ownership and a link may not be obtainable in the long term.

8. Archaeological Issues

With regards to archaeological issues, the County Archaeologist has advised that the site should be the subject of an archaeological excavation.

CONCLUSIONS

In strategic terms the H9 scheme delivers significant benefits for the Amesbury area through the provision of significant affordable housing provision, addressing in part this Council's priority to deliver affordable housing within the district, the provision of a primary school that will address the existing problems of education provision within the town, and the provision of community facilities (local centre, community building, playing fields and pavilion/changing facilities) that will benefit both residents of this new development but also those of the existing adjacent developments.

The detailed design components of this reserved matters application follow closely the provisions of the approved Design Code, and in doing so gives a large degree of certainty that this reserved matters application will deliver a scheme of high quality and one that is locally relevant to the context of Amesbury while producing a distinct sense of place in its own right.

This application addresses the requirements set out in the adopted planning brief, the approved design code and master plan and accords with the relevant 'saved' policies of the Adopted Salisbury District Local Plan (June 2003).

RECOMMENDATION: Subject to no substantive new issues being raised by representations before the expiry of the publicity period,

APPROVED WITH CONDITIONS

REASONS FOR APPROVAL:-

The detailed design components of this reserved matters application follows closely the provisions of the approved Design Code, and in doing so gives a large degree of certainty that this reserved matters application will deliver a scheme of high quality and one that is locally relevant to the context of Amesbury while producing a distinct sense of place in its own right.

As such, it is considered that this application complies with the relevant 'saved' policies of the Adopted Salisbury District Local Plan, and in particular Policy H9, and addresses the requirements set out in the adopted planning brief, and the approved Design Code and Master Plan.

And subject to the following conditions:-

- (1) This approval of matters reserved partially discharges condition 1 of outline planning permission S/2002/1075 dated 1 March 2005 but does not by itself constitute a planning permission.

Reason: For the avoidance of doubt and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- (2) The further approval of the Local Planning Authority in respect of the details of the landscaping of the site reserved by Condition No1 of outline permission S/2002/1075 is required prior to the commencement of development.

Reason: For the avoidance of doubt and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- (3) The further approval of the Local Planning Authority in respect of those matters reserved by condition[s] 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 26 and 28 of outline permission S/2002/1075 is required prior to the commencement of development.

Reason: For the avoidance of doubt and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- (4) This development shall be in accordance with the following drawings received on the 6/02/2008

LP.01
WDP.01
HT.4215.e
HT.4215.p
HT.4216.e
HT.4216.p
HT.4217.e
HT.4217.p
HT.4BH.pe
HT.4BH.a.pe
G.01e
G.02e
G.01p

And the following amended drawings received on the 16/05/2008

SL.01Rev.K
ML.01Rev.C
SE.01 Rev.C
HT.3202.pe Rev.A
HT.3208.pe Rev.C
HT.03.e Rev. A
HT.03.p Rev.
AHT.S.e. Rev. B
HT.S.p. Rev. A
HT.CS.pe. Rev. A
P.220 - 222e. Rev A
P.220 - 222p. Rev A
P.236 - 241e Rev A
P.236 - 241p Rev A

P.242 - 245e Rev C
P.242 - 245p Rev C
P.265.e
P.265.p
P.266.e
P.266.p

unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt.

- (5) The water efficiency measures detailed in the design and access statement submitted on 16 May 2008 shall be implemented and made available for operation prior to the first occupation of the dwellings and shall thereafter be retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development and prudent use of natural resources.

- (6) Before development begins, full details of the road layout and construction shall be submitted to, and approved in writing, by the Local Planning Authority. These details shall include longitudinal sections, typical cross sections including materials specifications, street lighting and road drainage. The development shall thereafter be carried out in accordance with the approved details and no dwelling shall be occupied until that part of the access road, (and the whole of the access road from the dwelling to where it connects to the existing public highway) which serves it has been constructed up to and including binder course (base course) surfacing in accordance with the approved details.

Reason: In the interests of highway safety

- (7) In perpetuity nothing over 600mm shall be erected/planted within the 2.4m by 11m splays indicated on the approved site layout drawing, Area B SL.01 rev K

Reason: In the interests of highway safety

- (8) Prior to the commencement of development on plots 219 to 245
- (i) a scheme shall be submitted to and approved in writing by the Local Planning Authority showing details of how a pedestrian and cycle path can be provided to the site boundary with the adjoining Wittenham Way and
 - (ii) the path shall be provided in accordance with the approved scheme prior to the first occupation of the dwellings on plots 219 to 245.

Reason: In order to ensure that the future potential provision of a sustainable transport link to Amesbury as identified in the Master Plan is not prejudiced

- (9) Prior to the first occupation of any of the dwellings, hereby approved, the access, turning space and garaging/parking which relates to it as indicated on the approved plans shall be constructed and laid out, and these shall thereafter be retained and kept available for those purposes at all times.

Reason: In the interests of highway safety.

- (10) The garages hereby permitted shall be used only for private and domestic purposes incidental to the enjoyment of the associated dwelling and not for any trade, business or industrial purposes whatsoever.

Reason: In the interests of the amenities of neighbouring dwellings.

- (11) No development shall take place until such time that large scale details, at a scale of not less than 1:10, of all types of dormers, chimney stack, window sill, porch canopies, projecting dentil, string and corbel courses, decorative timber supports/brackets to porch canopies, eaves, decorative timber fascia/argeboard detailing and exposed rafter feet have been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the dwellings is satisfactory.

- (12) The development, hereby approved, shall be constructed in accordance with the external finishes details as indicated on the materials layout plan (drawing no.PL.030703 Area B ML01 Rev C) and the materials schedule (Ref. PL.030703 Area B), 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, unless otherwise first agreed in writing by the Local Planning Authority to any variation.

Reason: To secure a harmonious form of development.

- (13) The development, hereby approved, shall be constructed in accordance with the boundary treatment details as indicated on the boundary wall, pier and railing details plan (drawing no. PL.030703 WPD.01) and the materials and finishes as indicated on the materials layout plan (drawing no.PL.030703 Area B ML01 Rev C), unless otherwise first agreed in writing by the Local Planning Authority to any variation. The boundary treatments shall be erected in accordance with the approved plans prior to the first occupation of the dwellings to which they relate, maintained for a period of five years and thereafter retained.

Reason: In the interests of the visual amenities of the development.

- (14) A programme of archaeological work shall be carried out in accordance with the approved Written Scheme of Investigation. The works shall be carried out prior to construction within the area of the application.

Reason: To enable the Local Planning Authority to exercise adequate control over any development which would affect the area of archaeological interest.

Application Number:	S/2008/0639		
Applicant/ Agent:	EQUINOX ARCHITECTS		
Location:	88 MILSTON ROAD BULFORD SALISBURY SP4 9BY		
Proposal:	PROPOSED DEMOLITION OF EXISTING DETACHED GARAGE AND CONSTRUCTION OF ONE BEDROOM SELF CONTAINED UNIT		
Parish/ Ward	BULFORD		
Conservation Area:	LB Grade:		
Date Valid:	1 April 2008	Expiry Date	27 May 2008
Case Officer:	Mr T Wippell	Contact Number:	01722 434554

REASON FOR REPORT TO MEMBERS

The application has been submitted by an employee of Salisbury District Council.

SITE AND ITS SURROUNDINGS

The property is one of a group of semi-detached and terraced houses, sited in an isolated position on the road between Durrington and Milston. No. 88 is in a terrace of 4, and has a long narrow garden backing onto open fields at the rear. At the end of the plot is a single garage, which is reached via a gravel access serving 4 properties.

THE PROPOSAL

The proposal is to extend the existing garage, and create a self-contained annexe for a dependable person. The living accommodation will consist of a sitting room, bedroom, kitchen and bathroom, together with a new chimney, windows and doors.

Materials will be rendered blockwork and tiles to match the main dwelling.

PLANNING HISTORY

None relevant to this application

CONSULTATIONS:

WCC Highways- I am happy that there is sufficient parking provided for the existing and proposed unit. Therefore I recommend that no highway objection be raised subject to the following conditions being attached to any permission granted- The accommodation shall remain as permanent ancillary use to the main dwelling and shall be occupied only by persons of the same household.

Wessex Water Authority- The development is located within a foul sewered area.

The developer has proposed to dispose of foul drainage to 'main sewer'. As there are no existing public foul sewers in the vicinity of the site, it is advised that the developer investigate alternative methods for the satisfactory disposal of foul drainage from the site (eg. Septic tanks).

The developer has proposed to dispose of surface water to soakaways.

It is advised that your Council should be satisfied with any arrangement for the satisfactory disposal of surface water from the proposal.

Turning to water supply, according to our records, there is a public water main crossing the site. Please see the online plans of the records indicating the approximate position of the apparatus. Wessex Water normally requires a minimum, three-metre, easement

width on either side of its apparatus, for the purposes of maintenance and repair. Diversion or protection works may need to be agreed.

It is further recommended that a condition or informative is places on any consent to require the developer to protect the integrity of Wessex systems and agree prior to the commencement of works on site, any arrangements for the protection of infrastructure crossing the site. We advise that this should be agreed as early as possible and certainly before the developer submits to your Council and Building Regulations application. The developer must agree in writing prior to the commencement of works on site, any arrangements for the protection of our infrastructure crossing the site. Again, connection can be agreed at the detailed design stage.

The developer should also be aware of the importance of checking with Wessex Water to ascertain whether there may be any unchartered sewers or water mains within (or very near to) the site. If any such apparatus exists, applicants should plot the exact position on the design site layout to assess the implications. Please note that the grant of planning permission does not, where apparatus will be affected, change Wessex Water's ability to seek agreement as to the carrying out of diversionary and/or conditioned protection works at the applicant's expense, or in default of such agreement, the right to prevent the carrying out of any such development proposals as may affect its apparatus.

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes Expired 01/05/08
Departure	No
Neighbour notification	Yes Expired 23/04/08

Third Party responses Yes- One letter received, objecting to the scheme due to overlooking into rear-facing windows of the adjacent property, and the height of the chimney.

Parish Council: No objection is conditional upon planning approval being strictly conditioned so that the new residential property can never be sold or rented separately from the main dwelling at any time in the future; also that any approval makes clear that it is only granted on the grounds that the intended use is for disable/ geriatric care.

If these conditions cannot be met for any reason, we would wish to object. The property in question is one of a row of similar houses in the Milston Road and there is a concern that this conversion to residential, if approved, might be used as a precedent for applications by other similar properties in the road, most of which have quite large gardens and substantial out-buildings to the rear which could be relatively easy to convert or replace.

MAIN ISSUES

Policy Context
Use of Annexe
Scale, Siting, Design
Residential Amenity
Highways safety and parking

POLICY CONTEXT

G2, D3, H31, H33, C6

PLANNING CONSIDERATIONS

Policy Context

Policy H33 (Accommodation for Dependant Persons) states that:

Proposals to create separate units of accommodation for dependent persons will be permitted provided that either:

- (i) the accommodation is created wholly or partly within the existing dwelling or takes the form of an extension to that dwelling;
- (ii) the design and internal arrangement of the proposed unit of accommodation would allow it to be re-absorbed into the main dwelling when it is no longer required to house a dependent person; and
- (iii) where an extension is proposed, its siting and design is acceptable and the remaining external space around the building is adequate or,
- (iv) the accommodation is created as a result of a conversion of an existing building within the curtilage of the main dwelling; and
- (v) is subject to a restrictive occupancy condition or, if outside a Housing Policy Boundary, Housing Restraint Area, Special Restraint Area or New Forest Housing Policy Area, is subject to the applicant entering into a legal agreement with the Local Planning Authority that the ancillary accommodation will not be let or sold separately from the main dwelling.

Policy C6 is applicable as the site is located in a Special Landscape Area. The policy states that development in these areas must be sympathetic to the landscape in siting and scale, and have high standards of design and building materials.

Use of annexe

This application proposes to demolish an existing 6.0 metre single garage and replace it with a 10.5 metre building including a new chimney, windows and doors. Whilst the structure will be 4 metres longer than the existing garage, its height will be the same as the previous garage, and due to its location within the rear curtilage of the main dwelling, it is considered unlikely that the unit could be used as an independent structure capable of being used separately from the main house.

However, to ensure the unit will not be let or sold separately from the main property, and to fulfill policy H33, it is considered that a legal agreement must be reached between the applicants and the Local Planning Authority to 'tie' the use of the annexe to the main dwelling. The applicants have stated that they are happy to enter into this agreement, and approval would be subject to the completion of this agreement. Wiltshire County Council have also suggested a condition to ensure that the unit is ancillary in use, and only to be occupied by persons of the same household, which is deemed to be reasonable in this isolated location.

In response to the Parish Council concerns that a precedent could be set for other properties in the area, it should be noted that each individual application will be judged on its own merits, and similar proposals would only be acceptable where they are deemed to be ancillary in scale and siting, and 'tied' to the main property via Legal Agreement.

Scale, Design, Siting

In visual terms, the conversion of the garage will not have a significant impact on the character of the dwelling or wider Special Landscape Area. The increase in scale is not considered to be significant in comparison to the existing garage, and the annexe will not overwhelm the size of the plot. Materials are appropriate, and the conversion is considered to be an appropriate form of development which in visual terms, will be an improvement over the existing 'blockwork' garage. Whilst the chimney will appear relatively high in relation to the annexe's low roof height, this feature is not considered

to detract from the visual amenity of the building or wider Special Landscape Area to a significant degree to warrant refusal.

Residential Amenity

The proposed building will not overshadow or overdominate the rear gardens of the adjacent properties. In terms of overlooking towards the terraced dwellings, it is accepted that the perception of being obliquely overlooked may increase to the neighbouring properties either side of the application site, due to the creation of a new kitchen window and door on the western elevation, and the proposed residential use of the structure. However, due to the single storey nature of the building and the distance between windows (approximately 30 metres), it is deemed that overlooking, or the perception of overlooking will not be significant enough to warrant refusal.

The sitting room window (at the side) will overlook fields to the north, and fencing will prevent this window from overlooking into the rear gardens of the adjacent property.

Highways Safety/ Parking

Provided that the living space is not subdivided into a single residential unit, sufficient off- street parking will be available for the dwelling (on an existing hardstanding in front of the garage), and there will be no requirement for any additional parking spaces. Wiltshire County Council have viewed the plans, and raise no objections to the scheme, subject to the ancillary use being conditioned.

Conclusion

This application has been considered against the relevant SDLP policies. Subject to a Legal Agreement to ensure that the unit will not be let or sold separately from the main house, it is considered that the scale, design, siting and materials of the development are appropriate to the general development criteria, in accordance with Local Plan policies.

RECOMMENDATION: APPROVE

It is recommended to Northern Area Committee that the application be delegated to the Local Planning Office for approval, following (and subject to) the receipt of a completed Section 106 Agreement to ensure that the accommodation is not sold, leased, rented or otherwise disposed of as a separate dwelling unit.

For the following reasons;-

Subject to a Legal Agreement being completed to ensure that the unit will not be let or sold separately from the main house, it is considered that the scale, design, siting and materials of the development are appropriate to the general development criteria, in accordance with policies.

Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. AS amended by section 51 (1)of the Planning and Compulsory Purchase Act 2004 (0004 AMENDED)
2. The tiles to be used in the construction of the external surfaces of the annexe hereby permitted shall match those used in the existing dwelling. (D01A)
Reason: To ensure that the proposed extension will satisfactorily harmonise with the external appearance of the existing building.
3. The accommodation to be provided within the development hereby approved shall remain as permanent ancillary accommodation to the principal dwelling 88

Milston Road and shall be occupied only be persons of the same household. There shall be no subdivision of this into a single residential planning unit.
Reason: In the interests of highways safety.

INFORMATIVE:

This decision has been taken in accordance with the following policies of the adopted Salisbury District Local Plan:

Policy G2- General Principles for Development
Policy D3- Design
Policy H33- Accommodation for dependent persons.
Policy H31- Extensions in the Countryside
Policy C6- Special Landscape Area

IMPORTANT NOTE: This permission shall be read in conjunction with the Section 106 Agreement, (Town and Country Planning Act 1990), which is applicable to this application, in terms of its restrictions, regulations or provisions.

INFORMATIVE:

The development is located within a foul sewer area.

The developer has proposed to dispose of foul drainage to 'main sewer'. As there are no existing public foul sewers in the vicinity of the site, it is advised that the developer investigate alternative methods for the satisfactory disposal of foul drainage from the site (eg. Septic tanks).

The developer has proposed to dispose of surface water to soakaways.

It is advised that your Council should be satisfied with any arrangement for the satisfactory disposal of surface water from the proposal.

Turning to water supply, according to our records, there is a public water main crossing the site. Please see the online plans of the records indicating the approximate position of the apparatus. Wessex Water normally requires a minimum, three-metre, easement width on either side of its apparatus, for the purposes of maintenance and repair. Diversion or protection works may need to be agreed.

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