

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 31st JULY 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	Parish/Ward Officer Recommendation Ward Councillors
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1	S/2008/0717	AMESBURY EAST
3-21	Miss L Flindell	APPROVE SUBJECT TO S106
	<p>FORMER TEXACO GARAGE SITE AMESBURY SALISBURY SP4 7DY</p> <p>CONSTRUCTION OF 22 FLATS (AFFORDABLE HOUSING) FOR RAGLAN HOUSING ASSOCIATION</p>	<p>AMESBURY EAST</p> <p>Councillor Brown Councillor Mitchell Councillor Noeken</p>

Part 2

Applications recommended for Approval

1

Application Number:	S/2008/0717		
Applicant/ Agent:	JOHN COLEMAN RIBA		
Location:	FORMER TEXACO GARAGE SITE AMESBURY SALISBURY SP4 7DY		
Proposal:	CONSTRUCTION OF 22 FLATS (AFFORDABLE HOUSING) FOR RAGLAN HOUSING ASSOCIATION		
Parish/ Ward	AMESBURY EAST		
Conservation Area:	LB Grade:		
Date Valid:	14 April 2008	Expiry Date	14 July 2008
Case Officer:	Miss L Flindell	Contact Number:	01722 434377

BACKGROUND

The application was deferred at the Northern Area Committee meeting on the 3rd July 2008 due to a technical problem with the presentation.

The officer report that was previously circulated at the meeting on the 3rd July 2008 is attached in full below (with the addition of amended comments from the Town Council)

REASON FOR REPORT TO MEMBERS

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

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

SITE AND ITS SURROUNDINGS

The site is located on the junction of London Road and The Centre, with Countess Road South and High Street in the centre of Amesbury, and was formerly occupied by the Texaco service station. To the north east is 6 London Road which is an existing dormer bungalow, opposite the site to the north are the properties of Countess Court, to the west lies Camelot Care Home (a listed building), to the south east is an electricity sub station and to the south west is the recent development of flats and commercial units (Stonehenge Walk) and the Barcroft Medical Centre.

THE PROPOSAL:

The applicant is seeking to demolish the remaining structures on the site and erect a new building, comprising 10 one-bedroom flats and 12 two-bedroom flats of affordable accommodation for Raglan Housing Association.

The accommodation would provide:

Nine 1 bedroom flats for 2 people and three 2 bedroom flats for 3 people for rented accommodation and
One 1 bedroom flat, seven 2 bedroom flats for 3 people and two 2 bedroom flats for 4 people for shared ownership accommodation.

Amended plans have been received proposing 13 car parking spaces (including one disabled space), an enlarged cycle storage area to the north of the new building accessed from London Road and refuse store (attached to the main building).

The proposed building would be two and a half storeys in height, with accommodation in the second floor being in the roof, and served by a number of dormer windows on the front roofslopes and rooflights to the rear roofslopes.

Materials proposed include two types of facing bricks with the curved elevation having reconstituted stone blocks and plain clay tiles (over one type of brick) and slate (over the different type of brick) for the pitched sections of the roof (lead, zinc or felt to the flat roof sections).

PLANNING HISTORY

There have been various applications for signs and facilities (e.g. ATM) associated with the service station since 1978, the majority of which have been approved.

1993/1490 - New service station following demolition of existing Approved with conditions.

1996/0444 - Application for hot food servery Withdrawn

2006/2415 – Construction of 21 flats and 2 retail/office units Refused 7th February 2007

Reason for Refusal:

1. The proposed building fails to live up to the strategic gateway location of the site in terms of its visual prominence and its impact upon the townscape and character of Amesbury. The architecture is considered to be unduly conservative and uninspiring and the building is considered to relate poorly in terms of scale and massing to buildings to the north east, north and north west of the site. The proposal is considered to be overdevelopment of the site, and fails to make sufficient or appropriate provision for private amenity space. The proposal is therefore contrary to Policies G2, D1 and H16 of the Salisbury District Local Plan, the design guidance in Creating Places (adopted 2006) and the guidance in PPS3 (Housing).
2. The proposed residential development is considered by the Local Planning Authority to be contrary to Policy R2 of the Adopted Replacement Salisbury District Local Plan, as appropriate provision towards public recreational open space has not been made.

Dismissed at appeal – The Inspectors report is attached as an appendix

CONSULTATIONS:

WCC Highways

Whilst the revised layout shown on Amended Plan 669/13C Rev A is now generally acceptable in highway terms, including the reduction in the on-site car parking level, I would make the following comments :-

Without further details it is unclear if the proposed cycle park complies with the requirements of Appendix VI of the Adopted Salisbury Local Plan, i.e. under cover. I consider that 'Sheffield' stands should be provided spaced at 1.0m intervals, this could result in a reduction in the length of the cycle park by 1.0m, thus enlarging the amenity area. It is assumed the entrance to the cycle park is proposed between car parking spaces 8 and 9.

The Applicant, in his letter to you dated 29th May 2008, questions the logic of providing a travel plan, bus season ticket for each dwelling unit etc. It is my view that this requirement is quite reasonable, particularly given the reduction in the provision of on-site car parking facilities and I recommend it be included as part of any planning permission together with the pedestrian crossing phase referred to in my letter to you dated 12th May 2008:

A residential travel plan will be required including 1 bus season ticket per dwelling for 1 year from occupation of each dwelling, a site travel plan coordinator to be designated to coordinate activities, a sustainable information pack to be produced for all potential and actual occupiers, a £250 per year sum of monitoring costs of WCC to be paid per annum for 5 years after 1st unit is occupied.

WCC Archaeologist

At the bottom of London Road a house was demolished in c. 1835 under which several Saxon burial with knives are reported to have been uncovered. More recently a burial of possible Saxon date was revealed during construction work at 18 London Road.

The house was believed to have been located close to or on the site of the Texaco garage and thus the Texaco garage may lie on a Saxon cemetery. The demolition of the petrol station is likely to have caused disturbance to this area.

I therefore recommend that a watching brief takes place during the initial stages of construction to record any burials that may be uncovered. I advise the following condition is placed on the application:

'No development shall take place within the area of the application until the applicant, or their agents or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.'

Environmental Health

Further to your memo and the enclosed contaminated land report I am happy with the recommendations that were made under the previous consultation re contaminated land however would make some minor amendments as detailed below. I would also note that the restrictions re use of commercial uses do not apply as the proposed development is solely residential.

1 The bedrooms of the ground floor rear flats are in close proximity to the parking spaces and the front and side flats overlook a busy traffic intersection. If you are minded to grant consent I would recommend that the application be conditioned requiring the provision of acoustic glazing and ventilation to ameliorate the impact of noise on these dwelling.

2 A remediation strategy for human health linkages and groundwater receptors as detailed in my comments with respect to this application. Any remediation strategy must be submitted to and approved by the local planning authority prior to the start of any remediation work.

3. 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.

4 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

The development is located within a foul sewer area. It will be necessary for the developer to agree a point of connection onto the system for the satisfactory disposal of foul flows generated by the proposal. This can be agreed at the detailed design stage.

The developer has proposed to dispose of surface water to soakaways. Surface water should not be discharged to the foul sewer. It is advised that your Council should be satisfied with any arrangement for the satisfactory disposal of surface water from the proposal.

With respect to water supply, there are water mains within the vicinity of the proposal. Again, connection can be agreed at the design stage.

It is recommended that the developer should agree with Wessex Water, prior to the commencement of any works on site, a connection onto Wessex Water infrastructure.

The developer should also be aware of the importance of checking with Wessex Water to ascertain whether there may be any uncharted 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.

Environment Agency

We have no objection subject to the following conditions and informatives being included in any permission granted.

Groundwater Protection

The development overlies a Major Aquifer as defined by the Agency's Policy and Practice for the Protection of Groundwater (PPPG). Further the soils in this vicinity are classified of High Vulnerability and Leaching Potential i.e. soils with little ability to attenuate diffuse source pollutants and in which non adsorbed diffuse source pollutants and liquid discharges have the potential to move rapidly to underlying strata or to shallow groundwater.

It is understood that soakaways are proposed for surface water drainage. We would highlight the need for soakaways to be located in clean inert material as discharge into any contaminated ground could potentially provide a pathway for contaminants to migrate to groundwater.

CONDITION No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters

REASON To prevent pollution of the water environment

Water Efficiency

We strongly recommend water efficiency measures be incorporated into this scheme. It would assist in conserving natural water resources and offer some contingency during times of water shortage. Please note the following condition has been supported in principle by the Planning Inspectorate.

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

NOTE TO APPLICANT

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. Greywater recycling and rainwater harvesting should be considered.

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 <http://www.environment-agency.gov.uk/Subjects/WaterResources/HowWeHelpToSaveWater/Publications/ConservingWaterinBuildings> for detailed information on water saving measures A scheme of water efficiency should be submitted in accordance with the information supplied on the website The following may also be helpful [http:// www.savewatersavemoney.co.uk](http://www.savewatersavemoney.co.uk)

In addition the applicant should aim to comply with the Code for Sustainable Homes and achieve the highest number of stars possible preferably six The applicant is advised to visit [http:// www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf](http://www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf) for detailed advice on how to comply with the Code.

Sustainable Drainage Systems

Surface water run off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge improve water quality and provide amenity opportunities. A SuDS approach is encouraged by Approved Document Part H of the Building Regulations 2000.

Further information on SUDS can be found in PPS25 Annex F Managing Surface Water [http:// www.pipemetworking.com/floodrisk/pps25.pdf](http://www.pipemetworking.com/floodrisk/pps25.pdf)

A Practice Guide Companion to PPS25 <http://www.communities.gov.uk/index.asp?id=1506265>

CIRIA C522 document Sustainable Urban Drainage Systems design manual for England and Wales.

Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at www.environment-agency.gov.uk and www.ciria.org/suds).

Highways Agency

We have reviewed the application and its associated documentation and have concluded that the proposal will have no detrimental effect on the Strategic Road Network we therefore offer no objections.

Housing Development Officer

I can confirm that the application is in accordance with our discussions with Raglan Housing Association regarding the proposed tenure types and property sizes. I would therefore support the application in that respect.

There is a high demand for affordable housing in Amesbury. Our Housing Needs & Market Survey 2006 highlighted a demand for 407 affordable homes in Amesbury, with a required mix of social rent and shared ownership, and a mix of 1,2 and 3 bedroom properties being required. This proposed development would assist the provision of more affordable homes

in Amesbury and would help local families on low incomes to secure accommodation in the area in which they wish to remain.

My only concern is that there is a lack of amenity space on the proposed development, and I have raised this issue with Raglan Housing Association. However, I believe that there may be some scope to reduce the parking provision on the scheme in order to make space for a small play area, and it may be worthwhile taking that into consideration.

CPRE

Objection

The application is over-development of the site. 22 flats is too many, a dozen or so might fit better

As a consequence of site and reason no 1, there is not amenity space and none near enough to be of use to prospective residents

Although the proposed design reflects that of some buildings in the vicinity, it does not reflect the oldest building at that junction (NW corner), thus detracts from the Conservation Area.

Natural England

HDS NOTE -The local Planning Authority has undertaken an Appropriate Assessment, which identifies the potential impacts on the designated features of the River Avon SAC, the risks and then the measures to mitigate this impact. This has been sent to Natural England and at the time of writing this report the LPA is waiting confirmation that this is sufficient to withdraw their objection (original consultation response below)

Under Regulation 48 (3) of the Habitats Regulations 1994 Natural England objects to this application Natural England is concerned about the potential impacts of the development on water quality and water resources.

The nature conservation importance of the river system arises from the range and diversity of riparian habitats and associated species. The SAC qualifying features include one habitat the watercourse characterised by floating Ranunculus water crowfoot and Callitriche starwort vegetation and five species brook and sea lamprey bullhead salmon and Desmoulin whorl snail. All are dependent upon the maintenance of high water quality and sympathetic habitat management.

Potential Impacts

Any development within the River Avon floodplain carries the risk of damage to the river ecosystem through potential pollution of the groundwater and nearby surface water and hence the River Avon System SSSI, both during and after construction.

Whilst this proposal is not directly adjacent to the river and largely consists of existing hardstanding materials, it is located on a brown field site and overlies a major aquifer and we would therefore be concerned with the following:

Pollution during construction-For example through accidental spillage or mobilisation of contaminated soil subsoil and groundwater causing pollution of nearby surface waters and ultimately the River Avon.

Pollution after construction - Surface water drainage, including that resulting from any increase in area of hardstanding and use of areas as a carpark may lead to increased surface water and associated pollutants entering the groundwater or nearby surface waters and ultimately the River Avon.

The applicant must demonstrate that appropriate measures will be taken to ensure that ground water sources will be protected from potential contamination during the construction phase by producing a Working Method Statement to identify the potential risks and how these will be addressed.

The applicant must provide further detail on how ground water will be protected from potential pollutants entering the ground through soakaways including the provision of a SuDs if appropriate. In addition the developer should confirm that the likely foul water inputs and the potential long term demand for water can be accommodated by the local water company within their discharge consents and abstraction licenses.

We would also recommend that energy and water efficiency measures are designed to minimise impact on the environment during and post construction and that the design of the new building is in keeping with local policy guidance.

Wiltshire Fire & Rescue

Have submitted a letter of recommendations with regard to fire safety measures. This information could be added as an informative to any consent.

I consider this scheme an improvement over previous schemes but I am still concerned about a significant number of elements, namely:

A very dominant bulky building with a large roof – perhaps exacerbated by the size of the building and its essential homogeneity (could it not be broken into three elements?);

Lack of hierarchy of windows. Windows normally diminish in size going up the building. Here they tend to all be of a similar scale. I am concerned that this leads to an overbearing building. I would like to see small dormers and windows of a reduced size at first floor.

In terms of windows – the handling is critical to the scheme and the windows need to be recessed (unlike the new development opposite which has a very ‘flat’ elevation and so no play of shadow across the building). A detail showing the window recessed is important.

Dormers – some are too wide (i.e 3 lights) and therefore overbearing. Nor do I like the pentice approach for the slate roof section, which I do not believe, is successful on the building across the road. A more traditional approach would be for a lead flat roofed dormer.

Number of dormers – the roof slope is very busy. I would suggest omitting one dormer (flat 17 b2) and replacing it with a rooflight.

Rooflights – since these are to be such a prominent feature they need to be a conservation rooflight with a vertical glazing bar. Details should be sought.

Eaves detail – I refer to the flatness of the scheme on the other side of the road. A projecting eaves is required to cast a shadow. I would suggest we obtain an eaves detail upfront.

Chimneys – there are none. Surely these could be introduced?

Chequerwork – the new chequerwork across the road is too small in scale.

REPRESENTATIONS

Advertisement	Expiry date 15 th May 2008
Site Notice displayed	Expiry date 15 th May 2008
Departure	No
Neighbour notification	Expiry date 2 nd May 2008
Third Party responses	16 Letters of objection, summarised as follows:

Overdevelopment – site cannot support 22 flats

Insufficient parking – 3 and 4 person flats need 2 spaces

No provision for visitor parking

Insufficient amenity space – 2 bedroom flats targeted at families, yet no outside space provision/conflict with traffic

No child play space

Inappropriate development – building will dominate street scene

Scale of development is disproportional and out of scale

Inadequate landscaping

Too tall, dominant and imposing

Poor design

No change from original refused scheme

Development for affordable housing does not overcome objections to scheme

Access onto busy cross roads with two way traffic (unlike Stonehenge Walk scheme with access from one way street) and inadequate single pedestrian crossing – highway hazard

More appropriate to have smaller number of larger flats or terraced houses reducing traffic and size and impact of building

No need for development as there are sufficient properties at Archers gate.

Overlooking and lack of privacy for No 6 London Road from three storey proposal.

Car park adjacent wall of No 6 London Road will create noise and disturbance.

Need development to have quality of life for both current and prospective residents.

Position of Stonehenge walk scheme on street scene appears inaccurate. (amended plans have been submitted)

Potential contamination of the site (former petrol station)

Archaeological issue – potential Saxon burial ground

Stonehenge Walk scheme is already too high

Stonehenge walk shop owners were not consulted on application – neighbour notification letters have now been sent

Encroachment on the towns historic character

Loss of bird habitat through removal of the existing site trees and hedge

Too many dormers

Undesirable canyon effect with four storey Stonehenge Walk scheme

No detail on caretaking provisions, cleaning of site, bin and refuse collection
Car park may encourage anti-social behaviour
Additional residents will overburden facilities in Amesbury. Lack of services
Redevelopment of the current eyesore is necessary but needs to compliment the modest scale and character of Amesbury

Town Council: Object

The applicant has failed to show the requirement for additional affordable housing in the Amesbury Area. Attention of the officers is drawn to the large number of additional affordable housing built or planned for Archers' Gate.

Far from making provision for adequate car parking for residents the number of spaces has been reduced by 41% to achieve a large cycle store and an amenity area, which will be 2.5m wide by 5m long. Small by any standards and hardly any room for amenity activities when considering it will be planted (to use the architects own words) "with a substantial number of plants and two new trees".

The overlooking issues remain for residents to the rear of the proposal

The architect clearly acknowledges the fact that the "canyon effect" exists but has made no effort to reduce it, likewise he shows considerable bias when justifying the size of the development using only the development opposite in the Centre as the need to balance the size and fails to look at the much lower developments opposite in London Road. He has also failed to show any thought of harmonisation with other buildings in the area.

This Council reiterates that this proposal is a gross overdevelopment of a small site and if allowed could easily lead to a ghetto effect within a small Market town. It also draws attention to the large number of objectors to this proposal.

Town Council: Response to amended plans (received 9th July 2008)

Object on the following grounds:

The applicant has failed to show the requirement for additional affordable housing in the Amesbury Area. Attention of the officers is drawn to the large number of additional affordable housing built or planned for Archers' Gate

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This Council reiterates that this proposal is a gross overdevelopment of a small site and if allowed could easily lead to a ghetto effect within a small market town. It also draws attention to the large number of objectors to this proposal.

MAIN ISSUES

1) Appeal decision

The effect of the proposed development on the character and appearance of the locality

The effect on the living conditions of the occupants of nearby dwellings.

2) Loss of employment and provision of affordable housing

3) Living conditions for future occupants

4) Highway issues

5) Contamination and Environmental Health issues

6) River Avon

7) Waste and Recycling

8) Public open space

POLICY CONTEXT

Salisbury District Local Plan 'saved' policies:

G1 (sustainable development)

G2 (General)

D1 (Design)
E16 (Employment)
H16 (Housing Policy Boundary)
R2 (Recreational open space)
CN11 (views into and out of conservation areas)
CN21 (development within an Area of Special Archaeological Interest)
TR11 (provision of off-street car parking spaces)
TR14 (cycling parking)

Government guidance:

PPS1 – Sustainable development
PPS 3 – Housing
PPS 9 – Biodiversity and Geological Conservation
PPG15 – Planning and the Historic Environment
PPG16 – Archaeology
Circular 06/2005 – Biodiversity and Geological Conservation

Salisbury District Council SPG

Creating places: design guide
Affordable Housing (Supplementary Planning Guidance)

Amesbury Conservation Area Appraisal and Management Plan

The council has already carried out a consultation. The conservation area appraisal has since been amended and currently undergoing some additional consultation before presentation to the relevant council committee for approval.

Page 24 of the Amesbury Conservation Area Appraisal and Management Plan is relevant to the development site:-

Garage site on the corner of London Road and Countess Road

If the existing garage use becomes redundant, this site, which is part of a critical gateway location to the town centre, should be developed with appropriate built form close to the back edge of the pavement. This solution has a precedent as seen in the Ordnance Survey 1st Edition map (1887) (Historic map 3). Development in such a form would balance that recently created on the opposite side of the road and would complement the more established development on the corner diagonal to this site. Furthermore development on this corner would contribute to the continuity of the street frontage leading into the town centre. Building heights should be a traditional two-and-a-half storeys being careful not to create a funnelling effect with the development to the south side of Countess Road. While traditional built form, materials and detailing might be envisaged, these would have to be informed by close attention to the detailing found in the town. Subtle re-working of traditional forms, details and styles with a contemporary interpretation could be a positive contribution in the hands of a sensitive architect.

A commercial and/or residential use would be appropriate, but the cramped nature of the site at the corner would preclude uses that would require significant car parking. An active frontage (shops or other uses encouraging movement and activity) would be required on the Countess Road frontage and at the corner.

PLANNING CONSIDERATIONS

1) Appeal decision

The Inspector's report to the previous application is attached as appendix 1. The Planning Inspector considered that the main issues were the effect of the proposed development on the character and appearance of the locality and on neighbours' living conditions. Relevant points raised include the following:-

- No chimneys
- Dormer windows wide and dominant
- Ridge lines continuous
- Roof tall and out of proportion to side elevations
- Fails to effectively turn the corner
- London Road elevation is uninspiring
- Rear elevation exposed/car park
- Development is not integrated/compatible to the local area

(i) The effect of the proposed development on the character and appearance of the locality

The design policies of the adopted Local Plan have been reinforced by the adoption of Creating Places as supplementary design guidance. Policy D1 sets out 7 criteria for extensive development. In summary, new development will be permitted where the proposals are compatible with, or improve their surroundings in terms of the layout and form of development, any features adjoining the site, the scale and character of townscape building heights, building line, plot size, density, elevation design and materials), the scale and use of spaces between buildings, views and vistas, landscape, roofscape and long/medium distance views.

The site also adjacent to the Conservation Area and policy CN11 seeks to ensure that special care is taken when considering new development to ensure that views from and into Conservation Areas are safeguarded.

Design Forum considered the application on the 22nd April 2008. The panel considered that the site has the potential for a building to form a positive entrance to Amesbury, as viewed on approach from Countess Road to the north. They felt that, although the revised scheme was much better than the refused scheme, especially the corner treatment (the new scheme incorporates a curved frontage around the corner of London Road/Countess Road and a lowered roof), there were still many issues of significant concern outstanding. Specific concerns raised were:

- Detail and quality of materials
- Lacks finesse
- Doesn't sufficiently address the appeal inspector's concerns
- The front boundary wall will become a litter trap
- Full details of all materials, finishes, windows etc should be provided before determination of the application to ensure that adequate control is retained by the planning authority should permission be granted.

The conservation officer also raised concerns with regard to the detailed design aspects of the scheme.

The applicant has provided amended plans to address concerns of both the Design Forum and the Conservation Officer:

- The design of the roof has been improved through adding additional breaks and steps in the roofline.
- Chimneys have been added
- The proportions of the windows have been altered so that there is a change in size between ground and first floor levels
- Detailed plans of the dormer windows have been included
- The windows are to be recessed
- A projection eaves lines is to be added
- The design of the dormer windows with sloping roofs has been altered to flat roof dormers
- Reduction in the number of dormers through replacement of one to the front roofslope with a rooflight.
- External facing materials have been altered to visually break up the building and give prominence to the central curved section, which also serves to make the London Road elevation more inspiring in combination with the addition of chimneys.

The draft Amesbury Conservation Area Appraisal and Management Plan identifies the site as being a critical gateway location into the town centre and suggests that any redevelopment should be built close to the back edge of the pavement to balance and complement the existing development on the corner of the High Street opposite. The appraisal suggests that development of the site would contribute to the continuity of the street frontage leading into the town centre and advises that building heights should be a traditional two and a half storeys high, being careful not to create a funnelling effect with the Stonehenge Walk development opposite.

It is considered that redevelopment of this site needs to balance the development either side where the existing development to the south of the site is characterised by substantial commercial buildings a minimum of 2 storeys high, whilst the existing development along London Road is most modest in scale and dominated by low rise residential properties.

The submitted Street Scene plan provides an impression of the levels of the site in relation to Stonehenge Walk and No 6 London Road. The revised scheme has reduced the overall ridge height and the reduction in scale is considered to retain the prominence of the Stonehenge Walk scheme and also balances and is more appropriate to the smaller scale/horizontal emphasis to the residential flats and single dwelling houses continuing along London Road.

It is considered that the revised and amended scheme represents a significant improvement over the originally refused scheme and is now appropriate for the site and its surrounding context and is considered to satisfy the requirements of policy D1 and CN11 of the local plan.

(ii) The effect on the living conditions of the occupants of nearby dwellings.

The Inspector also raised concern that the garden of No 6 London Road would be directly overlooked by three of the 2nd floor level dormer windows serving habitable rooms, and whilst 'these adverse effects were not given as reasons for refusal, I believe that in combination they weigh significantly against the appeal proposal, contrary to Local Plan policy G2.'

Policy G2 sets out general criteria for development, including that development must avoid unduly disturbing or overlooking existing dwellings, to the detriment of existing occupiers (criteria ii).

The revised and subsequently amended scheme replaces the dormer windows on the rear roofslopes with rooflights, which is considered to reduce the impact of the scheme upon No 6 London Road to an acceptable level.

2) Loss of Employment and provision of affordable housing

Policy E16 states that on existing employment land, the redevelopment of premises for other purposes will only be permitted where, "The proposed development is an acceptable alternative use that provides a similar number and range of job opportunities." The only exceptions are where the land or premises are a non-employment use that would bring improvements to the local environment. The proposed development makes no provision for replacement employment use, and no evidence has been submitted to demonstrate that the site would no longer be viable for an employment generating use. However, policy E16 does allow for loss of employment sites where the proposal would bring environmental benefits.

The existing site is vacant, has a poor visual appearance due a number of redundant buildings and is on a main approach road into Amesbury. The revised scheme is considered to result in an improvement in streetscape terms and would also bring benefits to the local environment through the requirement for decontamination of the site. The proposal also includes 100% provision of affordable housing.

The Town Council has objected on the grounds that the applicant has failed to show the requirement for additional affordable housing in the Amesbury Area. The Council's Housing Development Officer has confirmed that there is a high demand for affordable housing in Amesbury with the Housing Needs and Market Survey 2006 identifying a demand for 407 affordable homes in Amesbury with a specific requirement for a mix of social rent and shared ownership properties and a mix of 1,2 and 3 bedroom properties. The application proposal will help to meet this demand.

The benefits to the local environment and housing supply are considered to outweigh the loss of employment.

3) Living conditions for future occupants

PPS3 seeks to ensure a wide choice of high quality homes, improve affordability and increase supply, through sustainable mixed communities. It sets out the criteria to consider when assessing design quality as the extent to which the development:

- Is easily accessible and well connected to public transport and community facilities and services and is well laid out
- Provides or enable good access to amenity space
- Is well integrated with and compliments neighbouring buildings and the local area in terms of density, scale, layout and access
- Facilitates efficient use of resources during construction and in use
- Takes a design led approach to the provision of car parking space, with a high quality public realm
- Creates a distinctive character and supports a sense of local pride and civic identity
- Provides for biodiversity.

Furthermore, the thrust of Local Plan policy is that general living/amenity standards for affordable housing should not be compromised.

The previous refused scheme proposed 17 one-bed flats, 4 two-bed flats and two commercial units. Some amenity garden space would be provided to the front of flats 4, 5 and 6, and separated from The Centre by a 900mm brick wall with railings.

This application proposes 22 flats but the car parking has been reduced to provide more amenity space.

The provision of outside amenity space is an obvious improvement over the previously refused scheme.

4) Highway issues

Amended plans have been submitted to overcome highway issues with the scheme. Wiltshire County Council Highways Department have confirmed that the revised layout shown on Amended Plan 669/13C Rev A is now generally acceptable in highway terms, including the reduction in the on-site car parking level.

The revised plans have reduced the number of parking spaces on site. However, the site is in an accessible location being immediately adjacent to Amesbury town centre. Wiltshire County Council Highway requirements include the provision of a pedestrian crossing point to better link the development with the town centre. Additional space has been provided for cycle parking on the development site.

Paragraph 10.49 of the local plan refers to car free residential developments being permitted where it can be demonstrated that the development has good accessibility by public transport, walking and cycling and there are no significant road safety or traffic management issues. In light of the accessible location, and support from WCC Highways to the reduction in the level of parking spaces, it is considered that the parking provision is adequate.

Wiltshire County Highways Department have also requested further details of the proposed cycle parking (these could be conditioned) and have confirmed that a residential travel plan and bus season ticket for each dwelling unit, is a reasonable requirement given the reduction in the provision of on-site car parking facilities and recommend it be included as part of any planning permission together with the pedestrian crossing place.

5) Contamination and Environmental Health issues

The contaminated land report submitted with the previous application and has been resubmitted with this application. The Environmental Health Officer has recommended that the report is comprehensive, although since the report identifies pollution of ground water, it is advised that a condition is added to any consent that requires a remediation strategy for human health and ground water receptors to be agreed and implemented.

The Environmental Health Officer has also requested conditions to restrict hours of demolition and construction work, control of dust during the demolition works and provision of acoustic glazing and ventilation to ameliorate the impact of traffic noise to the ground floor front, rear and side flats overlooking the traffic intersection and car park area.

The Environment Agency has advised that the development overlies a Major Aquifer as defined by the Agency's Policy and Practice for the Protection of Groundwater (PPPG). Further the soils in this vicinity are classified of High Vulnerability and Leaching Potential i.e. soils with little ability to attenuate diffuse source pollutants and in which non adsorbed diffuse source pollutants and liquid discharges have the potential to move rapidly to underlying strata or to shallow groundwater. However, the Environment Agency have raised no objections subject to conditions and informatives for a remediation strategy for groundwater protection, a water efficiency scheme and control over surface water disposal.

Natural England is also concerned with potential pollution during the construction phase and has requested an additional condition that ensures that a Construction Method Statement will be undertaken prior to development commencing to identify and address any potential risks from the construction itself, to include the potential to encounter contamination not previously identified in the remediation strategy.

6) River Avon

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 Authority should not permit any development, which would have an adverse effect on the integrity of the River Avon SAC, alone or in combination with other developments, unless certain rigorous tests are met.

Having regard to Natural England's advice, other consultation responses and any other information available, the local planning authority needs to decide whether the plan or project, as proposed, alone or in-combination would adversely affect the integrity of the site, in the light of its conservation objectives. That is, whether the plan or project would adversely affect the coherence of the site's ecological structure and function, across its whole area or the habitats, complex of habitats and/or populations of species for which the site is or will be classified.

In light of Natural England's and the Environment Agency's advice, there is a potential for the development to have an affect on the SAC. However in view of the advice and recommended conditions/informative, it is considered that the development will not adversely affect the integrity of the European Site.

7) Waste and Recycling

A dedicated refuse storage building is proposed attached to the east elevation of the building adjacent to the vehicular entrance into the site. The submitted waste management statement proposes to provide recycling space to be provided within the flats (separate waste bins will be provided for cans, plastic bottle, compost, glass, paper and cardboard).

8) Public open space

An amenity area will be provided on site, and a financial contribution will be requested towards providing/improving and/or maintaining adult or children's sport play or recreation facilities or installing and/or maintaining equipment provision/maintenance off site (elsewhere in Amesbury) secured via a suitable legal agreement in accordance with policy R2 of the local plan.

CONCLUSION

There is a high demand for affordable housing in Amesbury with the Housing Needs and Market Survey 2006 identifying a demand for 407 affordable homes in Amesbury with a specific requirement for a mix of social rent and shared ownership properties and a mix of 1,2 and 3 bedroom properties. The proposal to provide new affordable housing on the former service station site and the resultant benefits to the local environment and housing supply are considered to outweigh the loss of employment. The scheme has been amended in an effort to resolve most of the issues raised in the previously refused scheme. The issues are very finely balanced, although, on balance, it is considered that the scale and design of the revised scheme is considered appropriate to the overall appearance and character of the area with an acceptable impact on the amenities of existing and future occupiers in the context of a Town Centre site.

RECOMMENDATION: SUBJECT TO ALL PARTIES ENTERING INTO AND COMPLETING

A legal agreement with Salisbury District Council under Section 106 of the Town and Country Planning Act 1990 (as amended) to pay a commuted sum under policy R2 of the Salisbury District Local Plan before the 11th July 2008.

A legal agreement between the developer and Wiltshire County Council to complete a residential travel plan including 1 bus season ticket per dwelling for 1 year from occupation of each dwelling, a site travel plan coordinator to be designated to coordinate activities, a sustainable information pack to be produced for all potential and actual occupiers, a £250 per year sum of monitoring costs of WCC to be paid per annum for 5 years after 1st unit is occupied.

Then this authority is minded to grant planning permission to the above application subject to conditions.

APPROVE SUBJECT TO S106

Conditions and Reasons:

Reasons for Approval

There is a high demand for affordable housing in Amesbury with the Housing Needs and Market Survey 2006 identifying a demand for 407 affordable homes in Amesbury with a specific requirement for a mix of social rent and shared ownership properties and a mix of 1,2 and 3 bedroom properties.

The proposal to provide new affordable housing on the former service station site and the resultant benefits to the local environment and housing supply are considered to outweigh the loss of employment.

The scheme has been amended in an effort to resolve most of the issues raised in the previously refused scheme. The issues are very finely balanced, although, on balance, it is considered that the scale and design of the revised scheme is considered appropriate to the overall appearance and character of the area with an acceptable impact on the amenities of existing and future occupiers in the context of a Town Centre site.

Subject to the following conditions:

(1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission. (A07B)

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

(2) This development shall be in accordance with the amended drawing[s] ref: 669/25C Rev A, 669/10C Rev B, 669/13C Rev A, 669/21C Rev A, 669/20C Rev A, 669/19C Rev A, 669/18C Rev A, 669/17C Rev A, 669/16C Rev A, 669/15C Rev A, 669/14C Rec A, 669/12C Rev A, 669/11C Rev A, 669/26C, 669/27C, 669/28C deposited with the Local Planning Authority on 20th June 2008, unless otherwise agreed in writing by the Local Planning Authority.

(2) Reason: For the avoidance of doubt.

(3) Before development commences, full details of the cycle storage provision to include the design shall be submitted to, and approved in writing by the Local Planning Authority, and the development shall subsequently accord with the approved scheme and provided prior to the first occupation of the flats.

(3) Reason: To ensure that adequate and suitable cycle parking spaces are available to the residents of the development in accordance with the requirements of policy TR14 of the Adopted Salisbury District Local Plan.

(4) The development shall be constructed in accordance with the provisions of the Waste Management Statement received by this office on the 13th May 2008. Before there is any occupation of the flats, the Refuse Storage Building shall be completed and available for use.

(4) Reason: In the interests of neighbouring amenity and sustainable development.

(5) No development shall take place within the area of the application until the applicant, or their agents or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted and approved in writing by the Local Planning Authority.

(5) Reason: To enable any surviving archaeological features to be recorded.

(6) Before development is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development (including the refuse store, cycle park and front elevation wall/railings) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(6) Reason: To ensure a harmonious form of development

(7) 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.

(7) Reason: In the interests of neighbouring amenity.

(8) SUBMISSION OF LANDSCAPE PROPOSALS.

No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) have been submitted to and approved in writing by the Local Planning Authority, and these works shall be carried out as approved. These details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; hardsurfacing materials; other minor artefacts and structures, including signs and lighting and functional services above ground. Details of soft landscape works shall include plans for planting and full written specifications and schedules of plants, including species, plant sizes and proposed numbers/densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(8) Reason: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 so as to ensure that the details of the development of the landscaping are complimentary, and to ensure a satisfactory appearance to the development.

(9) The Rowan tree shall be protected during construction and retained thereafter in accordance with the approved site plan.

(9) Reason: In the interests of the visual amenity of the site.

(10) No development shall take place until such time that a scheme for the control of airborne emissions of dust resulting from the demolition and construction works has been submitted to, and approved in writing by, the Local Planning Authority. Any protocols or measures which form part of the approved scheme shall be fully implemented prior to the commencement of any demolition or construction works and shall remain in place throughout the works, unless otherwise agreed in writing by the Local Planning Authority to any variation.

(10) Reason - To ensure that the development is carried out safely in the public interest and in the interest of the amenities of nearby residents/uses

(11) Flat numbers 1 to 5, 7, 9, 10, 11, 13, 15, 17, 18, 21, 22 as shown on the floorplans plans hereby approved shall not be occupied until the bedroom windows have been provided with acoustic glazing and ventilation, in accordance with a scheme to be submitted to the Local Planning Authority and agreed in writing.

(11) Reason: To ameliorate noise on these dwellings, whose bedrooms are in close proximity to and level with the parking spaces (ground floor flats) and overlook a busy traffic intersection (front and side elevation flats).

(12) No development shall commence until a remediation strategy for human health linkages and groundwater receptors for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details and a validation report submitted to the local planning authority.

(12) Reason: To prevent pollution of the water environment and to assess the risks to the water environment and human health

(13) No development 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.

(13) Reason: In the interests of sustainable development.

(14) No development shall commence until a scheme for the discharge of surface water from the buildings and carpark hereby permitted shall be submitted to and approved by the Local Planning Authority, and shall be carried out as approved. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

(14) Reason: To ensure that the development is provided with a satisfactory means of surface water disposal to avoid associated pollutants entering the groundwater or nearby surface waters and ultimately the River Avon.

(15) No development 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.

(15) Reason: In the interests of sustainable development and prudent use of natural resources

(16) No development shall commence until a Construction Method Statement incorporating pollution prevention measures during construction has been submitted to and approved in writing by the Local Planning Authority.

(16) Reason: To prevent pollution of the water environment by identifying and addressing any potential risks from the construction itself, to include the potential to encounter contamination not previously identified by the Remediation Strategy.

(17) The footway across the London Road site frontage shall be increased in width to 2m in accordance with further detail, which shall be submitted for further approval prior to the start of development; and the footway shall be constructed in accordance with the approved details prior to the first occupation of the development.

(17) Reason: In the interests of pedestrian safety and in order to provide adequate minimum visibility at the site access.

(18) Before the development begins, a detailed scheme for the construction of a pedestrian crossing place to the south arm of the road junction shall be submitted to and approved in writing by the Local Planning Authority; and the pedestrian crossing shall be constructed in accordance with the approved details prior to the first use of any of the units hereby permitted.

(18) Reason: In the interests of pedestrian safety

INFORMATIVE:- Should the applicant not enter into a Section 106 agreement with SDC and WCC, then the application should be delegated to the Head of Development Services to REFUSE on grounds of non compliance with Policy R2 and lack of residential travel plan, contrary to the requirements of policy G1 of the local plan to promote sustainable modes of travel to and from the site and to reduce reliance on the private car.

INFORMATIVES: - POLICY

This decision has been in accordance with the following policy/policies of the Adopted Salisbury District Local Plan:

G1 (sustainable development)

G2 (General)

D1 (Design)

E16 (Employment)

H16 (Housing Policy Boundary)

R2 (Recreational open space)

CN11 (views into and out of conservation areas)

CN21 (development within an Area of Special Archaeological Interest)

TR11 (provision of off-street car parking spaces)

TR14 (cycling parking)

INFORMATIVE:- Pollution Prevention

Construction Method Statement

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils, chemicals, and materials the use and routing of heavy plant and vehicles the location and form of work and storage areas and compounds and the control and removal of spoil and wastes.

Groundwater Protection

The development overlies a Major Aquifer as defined by the Agency's Policy and Practice for the Protection of Groundwater (PPPG). Further the soils in this vicinity are classified of High Vulnerability and Leaching Potential i.e. soils with little ability to attenuate diffuse source pollutants and in which non adsorbed diffuse source pollutants and liquid discharges have the potential to move rapidly to underlying strata or to shallow groundwater.

It is understood that soakaways are proposed for surface water drainage. We would highlight the need for soakaways to be located in clean inert material as discharge into any contaminated ground could potentially provide a pathway for contaminants to migrate to groundwater.

Water Efficiency

We strongly recommend water efficiency measures be incorporated into this scheme. It would assist in conserving natural water resources and offer some contingency during times of water shortage.

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. Greywater recycling and rainwater harvesting should be considered.

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 <http://www.environment-agency.gov.uk> Subjects Water Resources How We Help To Save Water Publications Conserving Water in Buildings for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful <http://www.savewatersavemoney.co.uk>

In addition the applicant should aim to comply with the Code for Sustainable Homes and achieve the highest number of stars possible preferably six. The applicant is advised to visit http://www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf for detailed advice on how to comply with the Code.

Sustainable Drainage Systems

Surface water run off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge improve water quality and provide amenity opportunities. A SuDS approach is encouraged by Approved Document Part H of the Building Regulations 2000.

Further information on SUDS can be found in PPS25 Annex F Managing Surface Water <http://www.pipemetworking.com/floodrisk/pps25.pdf> A Practice Guide Companion to PPS25 <http://www.communities.gov.uk/index.asp?id=1506265> CIRIA C522 document Sustainable Urban Drainage Systems design manual for England and Wales.

Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at www.environment-agency.gov.uk and www.ciria.org/suds).

INFORMATIVE: Wiltshire Fire and Rescue Service

The applicant should be made aware of the letter received from Wiltshire Fire and Rescue Service regarding advice on fire safety measures. This letter can be found on the file, which can be viewed at the planning office between the hours of 09:00 and 17:00 Monday to Friday.

INFORMATIVE: Wiltshire County Council Highways

The applicant is advised that in order to comply with condition, it will be necessary for a Section 278 Agreement to be entered into with Wiltshire County Council as Highway Authority, and the work to construct the pedestrian crossing must be carried out to the full requirements of the County Council, in accordance with fully detailed drawings.

For more information about setting up a travel plan you are advised to contact Wiltshire County Council's Travelwise Team by email at: travelwise@wiltshire.gov.uk or by telephone on 01225 713 388.

APPEAL INSPECTORS REPORT

Appeal Ref APP/T3915/A/07/2039011

Former Texaco Garage site, London Road, Amesbury, Salisbury, SP4 7DY

The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.

The appeal is made by Amesbury Centre Redevelopment Partnership against the decision of Salisbury District Council.

The application Ref. S/2006/2415, dated 9 November 2006, as amended, was refused by notice dated 7 February 2006.

The development proposed is the construction of 21 flats and 2 retail/office units.

Summary of Decision: The appeal is dismissed

Procedural Matter

1 The Council has confirmed that the appellants have overcome its reason for refusal relating to the provision of public open space by the submission of a completed section 106 agreement and the required commuted sum.

Main Issues

2 I consider the main issues in this appeal to be the effect of the proposed development on the character and appearance of the locality and on neighbours' living conditions.

Planning Policy

3 The Development Plan for the area includes the adopted Salisbury District Local Plan, June 2003. Policy DI sets out townscape criteria to ensure that development proposals are compatible with or improve their surroundings. Policy G2 sets out general criteria for assessing development proposals including their impact on neighbours' living conditions.

4 The Council's case officer's report to committee confirms that the appeal site lies within the Housing Policy Boundary of Amesbury and that the proposal would therefore be acceptable in principle in accordance with policy H16, which allows for redevelopment within such boundaries.

5 Reference is made to the Council's supplementary planning guidance, Creating Places, adopted 2006. But no relevant extracts have been submitted by either main party and the Council does not explain explicitly the way in which the appeal proposal would conflict with this guidance.

6 Reference is also made to PPS3: Housing, particular to paragraph 16, which sets out matters to consider when assessing design quality. They include the extent to which the proposed development is well integrated with neighbouring buildings and the local area and creates a distinctive character that supports a sense of local pride.

Reasons

Character and appearance

7 The appeal site is a redundant petrol filling and service station located on the east corner of the cross roads formed by London Road/High Street and Countess Road South/The Centre. The land rises from the cross roads to the north east along London Road. The site lies just beyond a conservation area, the north east boundary of which runs along Countess Road South and The Centre.

8 On the south corner of the cross roads is a recent 3 storey development of ground floor shops with flats over Stonehenge Walk. The building turns the corner, has several prominent chimneys and some small scale dormer windows, and has brick and render elevations. It's ridge line steps down along both road frontages.

9 On the north corner is a modern residential development, Countess Court, which turns the corner with a single storey brick section linking 2 storey rendered terraces along the road frontages.

10 On the west corner is an old Listed building of 2 storeys with accommodation in the roofspace and shops at ground floor level, and including the Camelot Nursing and Retirement Home. The building turns the corner and has a few prominent chimneys and a few modest scale dormer windows. Its ridge line steps down along the High Street road frontage.

11 To the north east of the site is 6 London Road a chalet style detached bungalow and beyond that is No 8, another detached dwelling. To the south east of the site, along The Centre, is an electricity sub station and then Emery Little House, a 2 storey flat roofed commercial building with rendered elevations.

12 The case officer recommended that the proposal be approved, subject to several conditions. But the report to committee concludes that the issues of scale and design and the impact on the adjacent Conservation area are "very finely balanced", because of the conflicting consultation responses. Some consultees argued for a higher building others for a significantly lower building.

13 The Town Council objected on the grounds of overdevelopment, the dominating effect on neighbouring properties and the creation of a canyon effect at a prominent entrance to the town centre. The Salisbury Design Forum also objected on several grounds. It considered that the proposal would not fully live up to this strategic "gateway" location in townscape terms and that the proposed building would be somewhat monolithic.

14 In addition, over 500 people living and working in Amesbury signed a petition strongly objecting to the proposal on the grounds that it would be completely out of scale with its surroundings. None of this suggests that the proposal would create a distinctive character that would support a sense of local pride, in line with PPS3.

15 The Council's own Conservation Officer objected to the proposed building for several reasons and considered it to be too tall, very bulky and to have a repetitive fenestration pattern with flat treatment of the elevations and little depth of projecting eaves.

16 The proposed building would be a 2 storey block with accommodation in the roofspace and would have brick and render elevations. To that limited extent, the proposal would reflect some of the characteristics of some of the existing local buildings. However, it would have no chimneys and the numerous proposed dormer windows would be wide and dominant features. Further, the ridge lines along the road frontages would be almost continuous. And the roof would be very tall and out of proportion with the side elevations.

17 Moreover, the proposed building would fail to effectively turn the corner into London Road by leaving a large gap between the short north west elevation and the site boundary. Also, this side elevation to London Road would be visually uninspiring, and could not in my opinion be simply improved by the introduction of some form of decorative brickwork as the appellants suggest.

18 In addition, the rear elevation of the proposed building would be exposed to public view from London Road, as would be the proposed extensive car parking area and sizeable refuse storage building close to the footway. And I do not consider that the proposed very narrow strips of roadside planting would significantly soften these adverse impacts.

19 From the above and judging from my observations, I am drawn to conclude that the proposed development would harm, rather than be well integrated or compatible with the local area, contrary to Local Plan policy D1 and to PPS3.

Living conditions

20 The committee report considers the impact of the proposal on neighbouring amenities in particular on the adjacent property 6 London Road, which is at a higher level to appeal site and is separated by retaining walls. The report acknowledges that the occupiers of No 60 would be subject to an increased level of disturbance arising from the proposed car parking area located along the common boundary, and that the proposed building would clearly have an impact on their outlook.

21 The occupant of No 6 has objected on several grounds, including invasion of privacy and the impact of pollution associated with the proposed car parking area on the health of her children who regularly play in their garden and driveway.

22 Bearing in mind that the bedroom and lounge windows on the south west elevation of No 6 facing the appeal site already have net curtains, I am not persuaded that there would be a serious loss of

privacy to these rooms. However, from inspection, my main concern is that the 2 rear linked garden areas, one of which contained children's play equipment would be directly overlooked by three of the 2nd floor level dormer windows. These windows would serve habitable rooms and would be only about 18 metres away according to the Council.

23 Though these adverse effects were not given as reasons for refusal, I believe that in combination they weigh significantly against the appeal proposal contrary to Local Plan policy G2.

Other matters

24 The Council's reasons for refusal indicate that the proposal would fail to make sufficient or appropriate provision for private amenity space. However, as the appellants point out, this was not a matter raised in the report to committee, and there does not appear to be a requirement for such space to support a development of the nature proposed. Further, the appellants state that no private amenity space was provided in connection with the recent more extensive Stonehenge Walk development.

25 Third parties have expressed concern about highway safety but the Local Highway Authority has raised no such objection.

Conclusion

26 For the reasons given above and having regard to all other matters raised including the full range of suggested conditions I conclude that the appeal should be dismissed.

Formal Decision

27 I dismiss the appeal.