

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 25/09/2008

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
1	S/2008/1303	CHOLDERTON
4 - 8	Miss Kathryn Attrill	REFUSAL
SITE VISIT 15:30	ARCHIDRAFT DESIGN LAND BETWEEN PEARL COTTAGE AND THE BUNGALOW CHOLDERTON SALISBURY SP4 0EH TWO PROPOSED CHALET BUNGALOW WITH ASSOCIATED WORKS	UPPER BOURNE, IDMINSTON AND WINTERBOURNE WARD Councillor Hewitt Councillor Wren
2	S/2008/1265	WINTERBOURNE
9 - 20	Miss L Flindell	REFUSAL
	MR R BRUCE-WHITE ROLLERHOUSE BARN OPPOSITE 1 & 2 CRABTREE COTTAGES HIGH POST ROAD WINTERBOURNE DAUNTSEY SALISBURY SP4 6HG CONVERSION AND ALTERATIONS TO BARN (INCLUDING SUBSTANTIAL RECONSTRUCTION OF ROOF STRUCTURE) FOR USE AS ONE UNIT OF SELF CATERING HOLIDAY ACCOMMODATION, IMPROVEMENTS TO ACCESS VISIBILITY SPLAYS (INCLUDING REPLACEMENT AND CUTTING BACK OF HEDGEROW).	UPPER BOURNE, IDMINSTON AND WINTERBOURNE WARD Councillor Hewitt Councillor Wren
3	S/2007/2518	AMESBURY EAST
21 - 61	Mr A Bidwell	APPROVE SUBJECT TO S106
SITE VISIT 16:00	PEGASUS PLANNING GROUP SOLSTICE PARK BOSCOMBE DOWN AMESBURY SALISBURY SP4 7LJ PROPOSED CONSTRUCTION OF REGIONAL DISTRIBUTION CENTRE & ASSOCIATED INFRASTRUCTURE WORKS INCLUDING ROADS PARKING AREAS DRAINAGE AND LANDSCAPE PLANTING	AMESBURY EAST WARD Councillor Brown Councillor Mitchell Councillor Noeken

4	S/2008/1336	NEWTON TONY
62 - 65	Miss Kathryn Attrill	APPROVED WITH CONDITIONS
	CLIVE PEDLAR ASSOCIATES LTD LANDACRE 21 BEECHFIELD NEWTON TONEY SALISBURY SP4 0HQ CONVERSION OF EXISTING STABLE BUILDING TO RESIDENTIAL	UPPER BOURNE, IDMINSTON AND WINTERBOURNE WARD Councillor Hewitt Councillor Wren
5	S/2008/1451	CHOLDERTON
66 - 67	Mrs A Iles	APPROVED WITH CONDITIONS
	MR A MINTING AND MISS L FLINDELL 22 MEADOW COTTAGE CHOLDERTON SALISBURY SP4 0DL INTERNAL ALTERATIONS, ADDITION OF FIRST FLOOR WINDOW TO REAR (EAST) ELEVATION, REPAIRS TO GARDEN SHED	UPPER BOURNE, IDMINSTON AND WINTERBOURNE WARD Councillor Hewitt Councillor Wren

Agenda Item: Tree Preservation Order 405 at Rollestone Manor Farm, Shrewton, SP3 4HG

Site Visit at 15:05

Part 1

Applications recommended for Refusal

1

Application Number:	S/2008/1303		
Applicant/ Agent:	ARCHIDRAFT DESIGN		
Location:	LAND BETWEEN PEARL COTTAGE AND THE BUNGALOW CHOLDERTON SALISBURY SP4 0EH		
Proposal:	TWO PROPOSED CHALET BUNGALOW WITH ASSOCIATED WORKS		
Parish/ Ward	CHOLDERTON		
Conservation Area:	LB Grade:		
Date Valid:	24 July 2008	Expiry Date	18 September 2008
Case Officer:	Miss Kathryn Attrill	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS

Cllr Hewitt has requested this application be heard by committee due to the controversial nature of the application.

SITE AND ITS SURROUNDINGS

The site is located at the end of a long access road leading to Down Barn (which possesses a B1 Use, and is used as a manufacturing workshop) immediately parallel and directly adjacent to the A303. The site relates to a plot land, approximately 0.098 hectares in size, in-between two properties known as Pearl Cottage and The Bungalow near to the village of Cholderton.

THE PROPOSAL

The proposal is to construct two new chalet bungalows.

This is now the third in a series of applications being resubmitted for a pair of bungalows on this piece of land. The scheme was first refused in July 2007, and then re-submitted in November 2007 with alterations to the access arrangements.

The submission now includes additional supporting documentation, including a protected species survey, a noise survey, and a short written justification with regards the 'local need' for the dwellings.

PLANNING HISTORY

S/07/1108	2 proposed new bungalows	Refused	25/07/07
S/2007/2271	2 Proposed new bungalows	Refused	08/01/08

CONSULTATIONS

WCC Highways	04/08/08 Object, as per the previous two applications. The proposal, located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of PPG13 which seeks to reduce growth in the length and number of motorised journeys.
Environment Agency	27/08/08 No objections, subject to conditions and informatives.
Highways Agency	01/08/09 No comments/ offers no objections
Wessex Water	01/08/09 The above proposal is not located within a Wessex Water sewered area. The developer has indicated that the disposal of foul drainage will be to 'other'. 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 disposal of foul and surface water flows generated by this development.

The proposed development is not in Wessex Water's supply area. The Cholderton and District Water Company are responsible for water supply in the area and I advise you should contact them direct on their requirements. It is recommended that the developer should agree with Wessex Water prior to the commencement of any works on site.

Environmental Health 07/08/09 I note that this is a re-application for this proposed development. The previous one S/2007/1108 failed to recognise the potential noise issues associated with the A303 road. This current application includes an environmental noise assessment which confirms, as suspected, that the site does fall within PPG24 NEC C daytime and B nighttime.

BS8233 recommends maximum internal noise levels for dwellings which I consider could be achieved with an appropriate glazing and ventilation system.

Whilst it would be possible to reduce the noise levels within the proposed dwellings by applying a condition requiring prior approval of window details and ventilation systems, PPG24 recommends that permission for a dwelling should only be given where NEC C applies if there are no alternative quieter sites available.

It is also clear from the report that the steady noise levels in gardens and outside areas particularly during the daytime will be likely to exceed those recommended in BS 8233 and that the traffic noise associated with the nearby main road will be noticeably intrusive to people in their gardens.

Natural England Have not objected, but the wildlife survey submitted was not for the actual site under consideration and thus not relevant to this application. Natural England has objected to the previous applications, and this is thought to be an oversight.

A wildlife survey for the actual site under consideration was received by e-mail on the 5th of September 2008 which recommended the retention of as many trees as possible, in particular, a mature ash in the centre of the site.

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes - Expired 28/08/08
Departure	
Neighbour notification	Yes – Expired 15/08/08
Third Party responses	None received
Parish Council:	Support the application - 09/08/08

MAIN ISSUES

1. Principle;
2. Siting and Location;
3. Affordable Housing Justification;
4. Agricultural Workers Justification;
5. Amenities of future occupiers of the site, and adjoining/ nearby properties;
6. Highway considerations;
7. Protected Species

POLICY CONTEXT

G2, D2, H16, H23, H26, H27

PLANNING CONSIDERATIONS

Two previous applications have been refused on this site, as the site is located some distance away from local services and employment opportunities, and was unlikely to be well served by public transport, without a proven agricultural or affordable housing need. The scheme was also refused due to the lack of a noise survey in relation to the site's location close to a dual carriageway.

This new proposal, which has submitted a noise survey, a written justification and a wildlife survey in support of the development now has to be considered in the light of this previous application, and the differences between the previous schemes examined.

Principle

The H16 Housing Policy Boundaries defines areas within which limited housing development will, in principle, be acceptable subject to the provisions of the Local Plan. Therefore, any residential development outside of these boundaries, without a proven agricultural or other need would be contrary to Planning Policy, and is likely to be refused, unless provided for by policies H23 or H27 of the adopted local plan.

Policy H23 concerns the provision of affordable housing for local people where there is a proven local need. The policy requires that the site be within or adjoining a settlement and therefore the proposed site is probably unsuitable as it is in an isolated position with poor access to services such as school, shop and access to public transport, unless provided for by policies H26 or H27 of this Local Plan.

Policy H26 is concerned with proposals for affordable housing for local people, which may be acceptable on small sites within or adjoining settlements, including land outside defined housing policy areas, subject to criteria.

Policy H27 is concerned with the provision of housing for local workers where there is a proven need for the purposes of agriculture and forestry.

Policy D2 states that the design of the proposal should respect the character of the area, with particular regard to building lines, scale and height and plot widths.

PPG 3 promotes a more efficient use of land, while at the same time maintaining a high quality design and environment. It also emphasises the need for suitable amenity space to be provided for family dwellings.

Siting and Location

The application site is extremely isolated from any settlements, with the nearest village being Cholderton, well over 1km away as the crow flies (and over 2 km by road). Although the development will be sited alongside a small handful of established dwellings, the properties would be a substantial distance from local shops, community facilities and public services (such as bus routes). Indeed, the applicant states that the nearest bus stop is a '10 minute walk' from the proposed bungalows, along a road with no pavements or street lighting.

As such, it is expected that the future occupiers of the site would be heavily/ totally dependent on the use of cars, as there are no facilities within walking distance of the dwellings, and the nearest bus stop is approx. 1000 metres and cannot be safely accessed by foot. Overall, it is considered that the reliance on private vehicle travel would be excessive, and should be discouraged as unsustainable. If allowed, this application may set a dangerous principle for the surrounding area and wider district.

Officers have considered the additional information submitted in support of the application in regards to the dwelling's location, but do not consider that it raises any matters which are likely to make officers reconsider its decision to refuse the scheme.

Affordable Housing Justification

Policy H26 states that: In exceptional circumstances, proposals for affordable housing for local people may be acceptable on small sites within or adjoining settlements, including land outside defined housing policy areas where housing development would not otherwise be permitted. Such proposals will only be acceptable where they meet the following criteria:

- (i) The site is acceptable in landscape terms and there are no overriding environmental objections;
- (ii) The site is located in a settlement which has a reasonable range of facilities and access to public transport;
- (iii) The proposed development is in a style and character which is in keeping with its surroundings;

The applicant has not provided any significant justification as to why the new properties are located in such an unsustainable/ isolated location. Although an estimated selling price for the two dwellings has been given by local estate agents, the dwellings have not been officially designated as affordable by an accredited association, and the houses (even if cheap in comparison to surrounding properties) would not be designated as affordable in planning terms (ie- The selling price of the dwellings cannot be enforced, and instead the price of the dwellings would be based on market forces and not planning controls).

Even if the scheme for two new dwellings were submitted by a housing association, the location of the dwellings would be contrary to policy H26 (ii), due to their isolated location away from the village centre, and a reasonable range of facilities and access to public transport.

Agricultural Workers Justification

Policy H27 states that: In the open countryside, new permanent agricultural and forestry workers dwellings will only be permitted on established agricultural units providing the following criteria is met:

- (i) There is a clearly established existing need for workers to be accommodated on or near the holding;
- (ii) The need relates to a full-time worker, or one who is primarily employed in agriculture, and does not relate to a part-time requirement;
- (iii) The unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so; and
- (iv) The need cannot be fulfilled by another dwelling on the unit, or any other accommodation in the area which is suitable and available for the workers concerned.

No justification has been given by the applicant in regard to the agricultural need for the dwellings. Although a local manufacturing business has provided a statement about the need for new houses within the area, the properties have no link with agriculture (contrary to H27 i, ii, and iii), and no justification has been given into why the housing need cannot be fulfilled by other accommodation in the surrounding area which is suitable and available for the workers concerned (see above, H27 iv).

Applicants Justification

The agents have supplied a statement as to why these two houses should be allowed which refers to the capital raised as a result of this application being used to restore listed buildings and ancient sites within the Cholderton estate, but does not specify actual buildings. Reference is then made to the funding of a visitor centre for Cleveland Bay horses, but again, it is not a specific proposal, and there would be no way of tying this in without a legal agreement. This type of enabling project does not come within local policy for allowing new housing development.

Amenities of future occupiers of the site, and adjoining/ nearby properties

A sound survey has been submitted to overcome the objections raised in the previous scheme in regard to noise pollution. Environmental Health have viewed a copy of the sound survey, but still object to the application. Any future occupants would not be able to enjoy use of their garden facilities due to the impact of noise (both from the dual carriageway and the nearby airfield), and the suggested noise attenuation measures designed within the structure of the proposed dwellings would not overcome this issue. PPG24 refers to not accepting sites for housing where NEC C applies unless there are no alternative sites available for housing.

As such, this application should be recommended for refusal, in order to protect the amenities of future occupiers of the site, who would be subject to noise pollution when using their garden areas.

Impact on Highways Safety

WCC Highways Authority object to the application as the proposal for two new dwellings in this location, located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of PPG13 which seeks to reduce growth in the length and number of motorised journeys.

Protected Species

Natural England have not objected to the scheme even though the wildlife survey initially submitted was in respect of a different site. An appropriate survey has since been submitted. However, the recommendations refer to as many trees being retained on the site, in particular the large ash tree in the centre of the site, which is proposed to be felled according to the arboricultural report. However, the report also refers to the tree being 'fundamentally healthy' but proposed for felling.

Conclusion

Overall, the reasons for refusal given in the previous application have not been overcome, and the applicant has failed to demonstrate that there are any exceptional circumstances (in regard to affordable housing or agricultural needs) to allow the construction of two houses in this isolated and unsustainable location.

RECOMMENDATION: REFUSE

Reasons for refusal;

1. The proposal for two new dwellings in this location, located remote from services, employment opportunities and being unlikely to be well served by public transport, without a proven agricultural or affordable housing need, is contrary to the key aims of Local Plan Policy H23, G2, H16, H26 and H27, and PPG 13.
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.
3. A noise survey has identified that the proposed dwellings would be exposed to noise levels in Noise Exposure Category (NEC) C during the day and B during the night. As such, due to the impact of noise, it is considered that the application will be contrary to Policy G2 of the Local Plan and PPG 24.

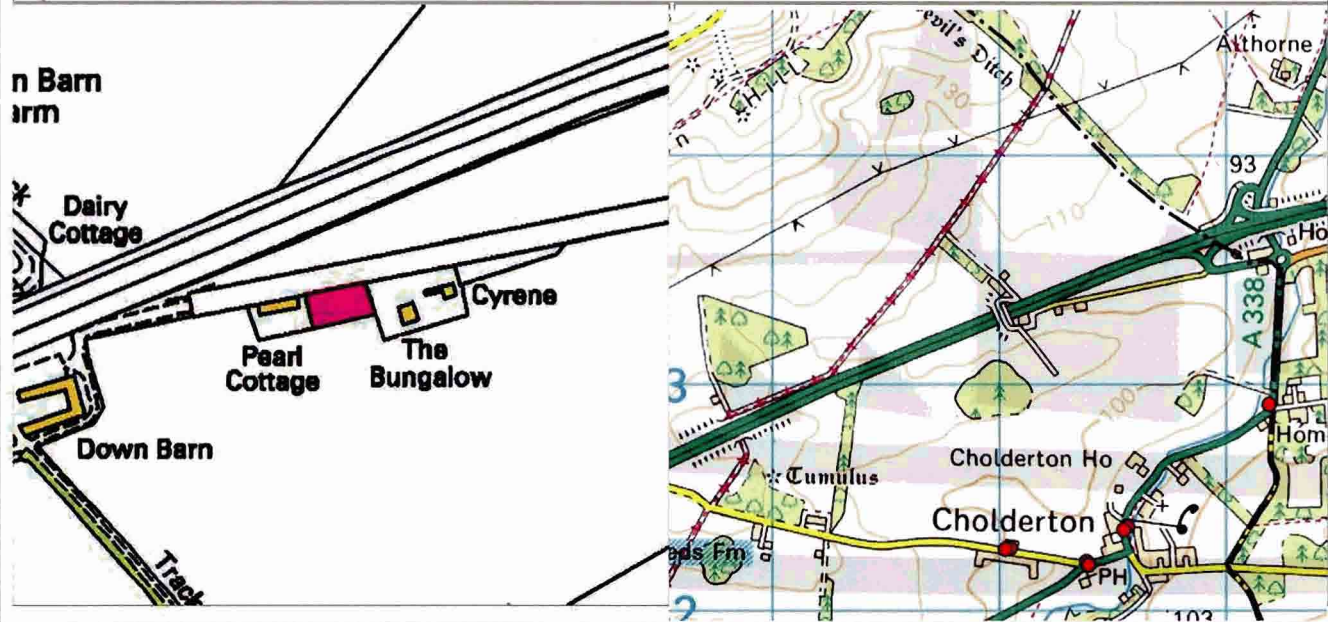
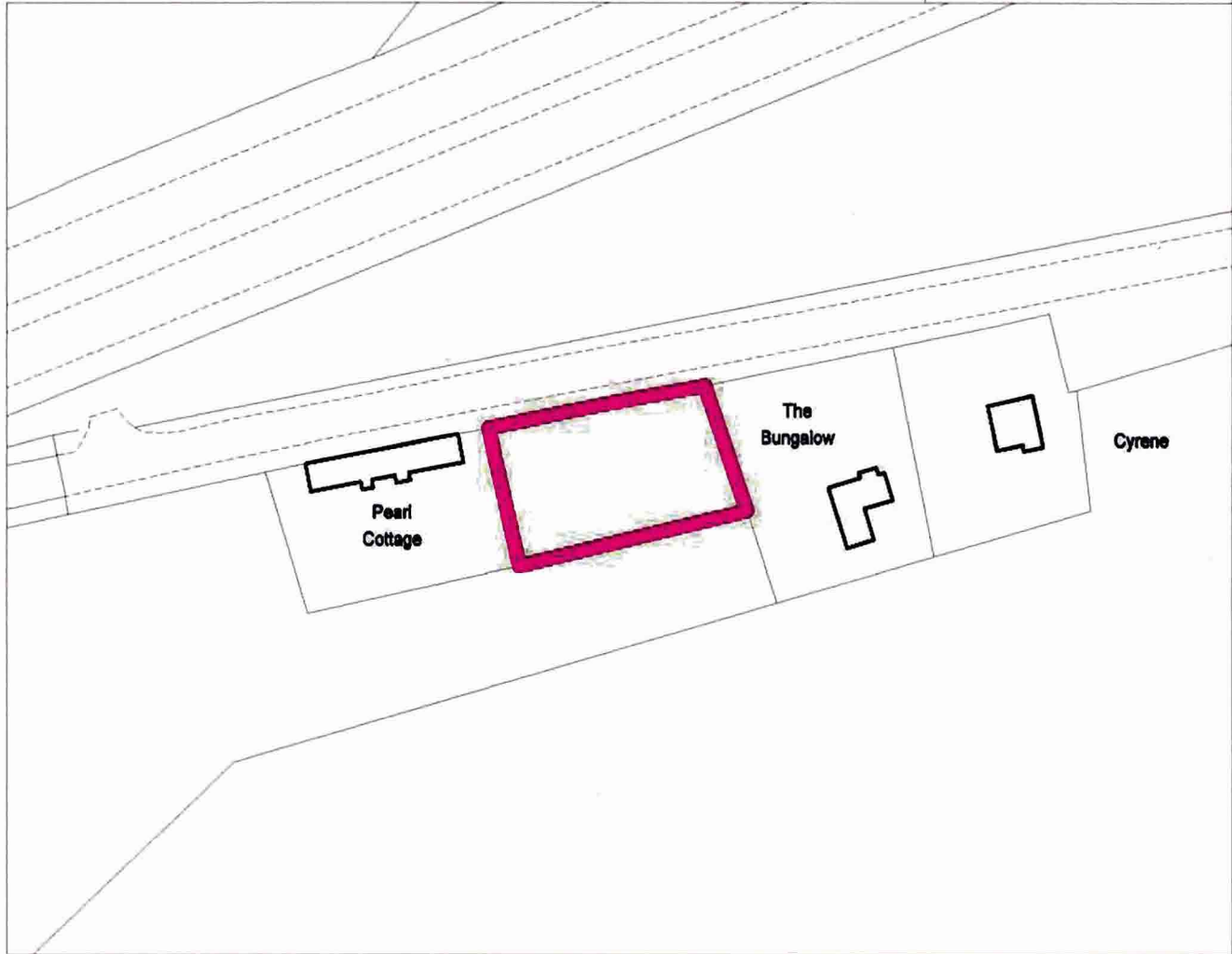
Contrary to the following policies of the adopted Salisbury District Local Plan:

G2 General Criteria for Development
H16 Housing Policy Boundaries
D2 Design of Infill Development
R2 Public Open Space
PPS1 Delivering Sustainable Development
Creating Places Design Guide (SPG)
PPS3 Housing

INFORMATIVE:

It should be noted that the reason given above relating to Policy R2 of the Adopted Replacement Salisbury District Local Plan could be overcome if all the relevant parties agree to enter into a Section 106 legal agreement, or if appropriate by condition, in accordance with the standard requirement for recreational public open space.

Site Visit: 15.30



SCALE: NTS
 DATE: 15/06/2008 15:54:08
 DEPARTMENT: Planning

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Application Number:	S/2008/1265		
Applicant/ Agent:	MR R BRUCE-WHITE		
Location:	ROLLERHOUSE BARN OPPOSITE 1 & 2 CRABTREE COTTAGES HIGH POST ROAD WINTERBOURNE DAUNTSEY SALISBURY SP4 6HG		
Proposal:	CONVERSION AND ALTERATIONS TO BARN (INCLUDING SUBSTANTIAL RECONSTRUCTION OF ROOF STRUCTURE) FOR USE AS ONE UNIT OF SELF CATERING HOLIDAY ACCOMMODATION, IMPROVEMENTS TO ACCESS VISIBILITY SPLAYS (INCLUDING REPLACEMENT AND CUTTING BACK OF HEDGEROW).		
Parish/ Ward	WINTERBOURNE		
Conservation Area:		LB Grade:	
Date Valid:	18 July 2008	Expiry Date	12 September 2008
Case Officer:	Miss L Flindell	Contact Number:	01722 434377

REASON FOR REPORT TO MEMBERS

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

- The controversial nature of the application

NOTE FOR MEMBERS

The application is recommended for refusal. Members should note however, that should they be minded to grant consent, the application will need to be advertised as a departure from 'saved' policy C22 of the local plan.

SITE AND ITS SURROUNDINGS

The barn is located within open countryside, designated as a Special Landscape Area. The site is on the north side of a road (which links the A338 from Winterbourne Gunner with the A345 to Amesbury) and forms the corner of a large agricultural field. There is an existing gated farm access to the south east of the existing barn with track continuing along the southeast edge of the field. There is hedging to the field boundaries. The barn itself is set back from the road with grass verge and is orientated such that it is open to the northeast (field side) elevation with no openings to the sides and roadside elevations.

There is a pair of semi-detached cottages to the south east of the site (on the opposite side of the road).

THE PROPOSAL

To convert and alter the barn (including the substantial reconstruction of the roof structure) for use as a unit of self catering holiday accommodation. The proposal also includes landscaping an area of land around the barn and the creation of visibility splays to the site access through replacing and cutting back hedgerow for 160m either side of the access.

PLANNING HISTORY

2008/0064	Conversion and alterations to barn (including substantial reconstruction) for use as one unit of self catering holiday accommodation	REFUSED 14/04/2008
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CONSULTATIONS

Environmental Health I can confirm that in respect of the above application there are no objections from Environmental Health, Pollution & Housing

Environment Agency If a new septic tank/treatment plant is the only feasible option for the disposal of foul water, or if there is an increase in effluent volume into an existing system, a Consent to Discharge may be required. HDS NOTE – THE ENVIRONMENT AGENCY HAS ISSUED A CONSENT TO DISCHARGE (NPSWQD000201)

Wiltshire & Swindon History Centre I understand that the above building is not listed and the Wiltshire Buildings Record has no information regarding the property. In recent years, English Heritage have commissioned a number of surveys across the country to record farm buildings such as these, in recognition of the fact that many of these buildings are being

converted or demolished. Such smaller farm buildings are often not listed but form an integral part of the farm and the history of its operation. Slocombe (1989) indicates in her book on Wiltshire Farm Buildings 1800-1900 that no two farm buildings are identical and often reflect the skills of local craftsmen.

I recommend that the above building is recorded before conversion and advise that the following condition is placed on any planning consent:

“No site works/development shall be undertaken until the implementation of an appropriate programme of building recording and analysis has been agreed in writing with the local planning authority, to be carried out by a specialist acceptable to the local planning authority and in accordance with an agreed written brief and specification.”

Wessex Water

The above proposal is not located within a Wessex Water sewered area.

The developer has indicated that the disposal of foul drainage, will be a 'sewage treatment plant'.

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

Please note the proposed development is within a source protection zone and any surface water discharge will need to be in line with the Environment Agency guidelines.

It is advised that your Council should be satisfied with any arrangements for the disposal of foul and surface water flows generated by the development.

Turning to water supply, there are no water mains in the vicinity of the proposal.

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

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.

Forward Planning

Site History:

A previous planning application for a similar proposal (ref: S/2008/0064) was refused on 14 April 2008 for reasons relating to: Requirement for substantial reconstruction; Domestication of the site; Failure to respect rural setting and landscape character; Increase in use of the private car; Highway safety.

Key Policies:

G1 (General Principles of Sustainability); G2 (General Criteria for Development); C2 (Development in The Countryside); C22 (Change of use of Buildings in the Open Countryside); C6 (Special Landscape Area); T6 (Conversion of Buildings To Tourist Accommodation).

Issues:

The key issue is whether the revised proposal overcomes the reasons for refusal of the previous planning application.

I note that the Local Highways Authority has been consulted on the application, and no doubt their views will assist you with consideration of the transport and highway safety issues. I note also that the revised proposal reduces the extent of external development at the site in an effort to reduce its domestication. I assume you are happy to form your own views as to whether this overcomes your objections on this particular issue.

Policy T6 supports proposals for the change of use of buildings to self-catering accommodation in principle. The supporting text to the policy specifically supports the conversion of farm buildings, provided that the proposals are in accordance with policy C22. Policy C22 supports the change of use of buildings in the open countryside to alternative uses provided that, inter alia, the building is constructed in a permanent manner, which enables its conversion without substantial reconstruction.

Although it appears that the walls of the proposal building can be retained, it will require complete re-roofing and the applicant acknowledges that this could be construed as substantial reconstruction, which would clearly be in conflict with Policy C22.

As the applicant says, in PPS 7 the Government is supportive in principle of the replacement of suitably located, existing buildings of permanent design and construction in the countryside for economic development purposes, where this would result in a more acceptable and sustainable development than might be achieved through conversion. The applicant suggests the proposal could be treated as a part-conversion, part-replacement building for the purposes of PPS 7.

However, the advice in PPS7 is somewhat qualified by the proceeding advice that Local Planning Authorities should set out in Local Development Documents the criteria they will apply to the replacement of countryside buildings. Whilst I understand the applicant's point, you may be aware that we are about to re-consult on our Core Strategy Preferred Options. In LDF Topic Paper 9 we have identified that Policy C22 might need to be refined to incorporate the replacement of buildings for tourist accommodation as well as their conversion. Our Preferred Option PO24 suggests we should encourage and promote tourism and leisure facilities in rural areas.

We are however some way off from formulating specific policies and my view is that we should not start to allow proposals that conflict with current policy before precise criteria as to what would make a replacement building acceptable have been adopted. This is particularly so in this case as the building is neither wholly a conversion nor wholly a replacement.

The applicant has submitted copies of policies from other Local Plans, which would allow the replacement of rural buildings for other uses, rather than just their conversion. Whilst these are noted, the current proposal can only be judged on the Development Plan for the area in which the site is located.

The applicant has also submitted a decision notice relating to an appeal in Wealden District. In that case the building to be replaced was of a modern and basic utilitarian design. The Inspector took the view that its replacement with a smaller, better designed building would not only result in a general aesthetic improvement, but would also enhance the setting of adjacent listed, and curtilage listed, buildings. His conclusions are effectively drawn from the fact that the building itself would appear more incongruous if converted than if wholly replaced. It does not follow that this would be appropriate in every case.

Furthermore, although I have been unable to access details of the application on the Wealden website, the Inspector's description of the appeal building suggests that it has a much closer physical relationship with other buildings and commercial land uses than that subject of the current proposal, which is essentially isolated. This must also have been a material consideration in his determination of the appeal.

It might well be the case that an appropriate replacement roof would improve the appearance of the building subject of the current proposal, regardless of its use, but it is felt that at this time the adopted principle policy position regarding conversion should be preserved.

Recommendation:

In accordance with Section 54A of the Town and County Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004 planning permission should be refused on the basis that the building is not capable of conversion without substantial reconstruction and the proposal is therefore contrary to policy C22 of the Local Plan.

WCC Highways

I confirm that the sight lines are drawn as suggested by myself to show 2m x 160m of available visibility in both directions. This will involve substantial realignment of existing overgrown hedgerows, but provided the splays are maintained in perpetuity, the safety ground is now removed from my earlier recommendation.

However, the proposal still remains in a relatively isolated position on a poor standard section of rural road. I therefore confirm that I remain opposed to this development on the following sustainability ground:

The proposal, located remote from services and being unlikely to be well served by public transport, is contrary to the key aims of PPG13 which seeks to reduce the growth in the length and number of motorised journeys.

I would also state, that although the likely traffic will be relatively low from this use, the location is not considered to be particularly suitable in that it is also remote from existing related establishments which might also provide some servicing to the unit.

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes, expiry date 22 nd August 2008
Departure	No
Neighbour notification	Yes, expiry date 11 th August 2008
Third Party responses	No
Parish Council response	None received

MAIN ISSUES

Whether the revised scheme overcomes the reasons for refusal of the previous planning application.

POLICY CONTEXT

Adopted SDLP 'saved' Policies:

G1 (Sustainable Development)
G2 (General)
G5 (drainage infrastructure)
C2 (Development in the countryside)
C12 (Protected species)
C21 (farm diversification)
C22 (change of use of buildings in the open countryside)
C6 (Development in special landscape areas)
T6 (Conversion of existing dwellings to tourist accommodation)

Wiltshire Structure Plan 2016 'saved' policies:

C1 (nature conservation resources)
C3 (protected species)
C9 (Special Landscape Areas)
DP1 (Sustainable development)
DP14 (development in the open countryside)

Government Guidance:

PPS1 – Delivering Sustainable Development
PPS 7 – Sustainable development in rural areas
DCLG – Good Practice Guide on Planning for Tourism

PLANNING CONSIDERATIONS

Planning permission was recently refused for an application to substantially reconstruct the barn to provide a unit of self-catering holiday accommodation. The refused scheme also included landscaping an area of land around the barn and provision of a seating/decked area.

The reasons for refusal are listed above. This application has been submitted in response to the refusal of planning permission. The amended scheme is examined against the reasons for refusal in turn:

Refusal Reason 1

(1) The level of works proposed involves substantial reconstruction of the barn and the domestication of site (with the addition of paving/decked seating area) which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside, contrary to saved policies G1, G2, C2, C22, C6, T6 of the Salisbury District Local Plan, and saved policies C1, C9, DP1, DP14 of the Wiltshire Structure Plan 2016, and Government Guidance contained within PPS1 (Delivering Sustainable Development) and PPS 7 (Sustainable development in rural areas).

Reconstruction works:

A structural survey accompanying the application describes the barn as comprising two gable walls, the main parts of which are formed in Cob walling. Low plinths of chalk block and brickwork support the cob walls and are topped by timber framed gable ends. The south west wall (road side elevation) is formed from a low plinth wall constructed of brickwork with three brick piers supporting a timber wall plate with corrugated

galvanised steel sheeting on the outside face of the wall. The north east elevation is open and supported on two timber posts. The roof is clad in corrugated galvanised steel sheeting.

The survey describes the barn as being 'in a state of general dilapidation having, until recently been overgrown and un-used except for storage or agricultural equipment.'

The survey concludes that 'the barn is now in a state of dilapidation and requires substantial structural work to convert it into a habitable dwelling. The existing walls could be repair and reused, with a new north east plinth wall on a new foundation added. The brickwork piers would need to be stabilised by anchoring back to the cob walls. The softwood timber superstructure, although originally neatly made has badly deteriorated and the roof trusses are under strength for the proposed new roof. Much of the superstructure will need to be replaced, although some timber elements could be reused, perhaps with strengthening and after detailed inspection for the significance of rot and woodwork attack when dismantled. A new floor will be required and the whole building provided with suitable waterproofing and insulation.'

The applicant has referred to policy C21 being supportive of new building for farm diversification schemes and that the proposal should be acceptable under this policy. However, the policy does not give carte blanche to any new development in the countryside, and the supportive text states that many rural areas are sensitive to development. PPS7 states that in considering farm diversification schemes, planning authorities should consider proposals to re-use or replace existing buildings with regard to paragraphs 17-21 (whether the building is to be converted and is suitably and sustainably located or where a replacement building of an existing building capable of conversion but where this would result in a more acceptable and sustainable development than might be achieved through conversion).

The more directly applicable policies to this application are T6 and C22 of the local plan.

The supporting text to policy T6 of the local plan states that 'opportunities may existing, on a small scale, to develop some self catering accommodation through the conversion of, for example, farm buildings (provided that the proposals are in accordance with policies C22 and C23), which could supplement farm incomes'.

The supporting text to policy C22 states that 'buildings should be structurally sound and capable of conversion without complete or substantial reconstruction.' Criteria (ii) of policy C22 requires that 'the building is not made of flimsy prefabricated materials and is constructed in a permanent manner which enables its conversion without substantial reconstruction'.

The building is not capable of conversion without substantial reconstruction, contrary to policy C22.

The applicant has referred to the current Salisbury District local plan policies being outdated and not following more recent guidance contained within PPS7 or the Good Practice Guide on Planning for Tourism (designed to be read alongside national planning policies) which are supportive of new economic/tourist uses in rural areas in either existing or replacement buildings.

The applicant also refers to local plan policy and appeal decisions for different planning authorities being supportive of replacement buildings and that the Salisbury District Council Local Development Framework Topic Paper 9 identifies that policy C22 may be refined to incorporate the replacement of buildings for tourist accommodation as well as their conversion.

However, the LDF process is in early stages and there are no specific policies formed. Existing Local Plan policies were saved for three years following the Planning and Compulsory Purchase Act 2004, while new LDF planning policies were developed to replace them. In order to "save" any Local Plan policies beyond September 2007, local authorities have been required to make a request to the Secretary of State, justifying the retention of each. In deciding which policies to "save," the Secretary of State took into account various factors, including whether policies were locally distinctive, in conformity with the Regional Spatial Strategy, and not merely repetitive of national policy. The majority of policies from the Salisbury District Local Plan 2003 were "saved" in September 2007 including policy C22 in its current form. This application should be assessed against the current Salisbury District development plan policies and government guidance.

PPS7 expresses the government's view that development in the countryside should be strictly controlled, although it is supportive of the re-use of appropriately located and suitably constructed buildings. PPS7 is also supportive in principle of the replacement of suitably located existing buildings of permanent design and construction in the countryside for economic development purposes where this would result in a more acceptable and sustainable development than might be achieved through conversion. It is considered that

for a replacement to be acceptable the existing building would first need to be capable of being converted without substantial reconstruction being required. This is not the case in this application.

Domestication of the site:

The previously refused application proposed the creation of a 'residential curtilage' within the existing enclosed area of land around the barn. The proposed reconstruction of the barn and domestication of site (with the addition of paving/decked seating area) was not considered to respect the rural setting and landscape character of the surrounding countryside and as such was considered to adversely affect the rural character and appearance of the countryside. This application has omitted the provision of a paved/decked seating area and reduced the hard surfacing and additional landscaping to lessen the impact of the domestication of the site. The revised design and access statement also includes historical map extracts illustrating that a curtilage has been formed around the barn since at least 1901.

It is considered that the revised landscaping scheme will now respect the rural setting and landscape character of the surrounding countryside.

However, the revised scheme now proposes to create visibility splays to the site access through replacing and cutting back hedgerow for 160m either side of the access. Wiltshire County Council Highways have advised that in order to achieve this standard of visibility a new hedgerow should be planted at least 1m from the splay line (3m back from the carriageway edge) which should be demarcated by a new fence line to ensure that new hedge growth does not obstruct the splay in future years.

The road is characterised by mature hedgerows planted parallel to the road. The proposal to create visibility splays either side of the access is considered to adversely affect the rural character and appearance of the countryside.

The level of works proposed involves substantial reconstruction of the barn and the removal and cutting back of 320m of hedgerow which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside.

Refusal reason 2

(2) The proposal, located remote from services and being unlikely to be well served by public transport, will encourage the use of the private car, and is contrary to the key aims of PPG 13, which seeks to reduce growth in the length and number of motorised journeys and contrary to saved policy G1 of the Salisbury District Local Plan and saved policy DP1 of the Wiltshire and Swindon Structure Plan 2016.

The applicant has provided additional supporting statements with this application and considers that the low levels of traffic generated from the proposal will be in accordance with PPG13 and that policy RLT9 of the Structure Plan supports farm building conversions for tourist and holiday accommodation in isolated sites since schools, health and other social service facilities are not normally required by tourists. The applicant has also advised that the holiday accommodation would be serviced by the farm workforce and family members.

The site is in an isolated location outside of a settlement (on one of the link roads between the A338 from Winterbourne Gunner and the A345). Wiltshire County Council Highways department have advised that whilst the traffic generated will be relatively low, they maintain their objection on sustainability grounds as the site is isolated and does not encourage other means of transport to the private car, contrary to the key aims of PPG13.

PPS7 also advises that accessibility should be a key consideration in all development decisions and that new building development in the open countryside away from existing settlements being strictly controlled where local planning authorities should focus most new development in or near to local service centres where employment, housing, services and other facilities can be provided close together. The PPS goes on to state that the re-use of previously developed (brownfield) sites should be discounted where they perform poorly in terms of sustainability considerations, including their remoteness from settlements and services. PPS7 also advises that the government expects most tourist accommodation requiring new buildings to be located in, or adjacent to existing towns and villages.

It is considered that the proposal is unacceptable by reason of the location remote from facilities and services which will encourage the use of the private car.

Refusal reason 3

(3) Visibility for emerging vehicles is substantially restricted by the hedgerows located along this C class road, which is subject to the National speed limit of 60mph, and therefore the increase in vehicular traffic emerging from the access point in connection with the proposed development will cause a serious hazard to road safety contrary to saved policy G2 of the Salisbury District Local Plan.

The amended scheme proposes 160m visibility splays to overcome the objection from Wiltshire County Council Highways on safety grounds. Wiltshire County Council Highways have confirmed that the revised scheme providing 2m x 160m visibility splays in each direction is acceptable and the refusal ground on road safety can be withdrawn.

Other issues:

Protected species:

An ecological statement of the site was completed and submitted in conjunction with the previous application, with visits from a Natural England bat worker, and from the Barn Owl Trust. Natural England and Wiltshire Wildlife Trust raised no objections to the proposal subject to conditions (as recommended within the ecological statement).

Drainage:

The site is not located within a Wessex Water sewered or mains water area. The applicant is proposing a sewage treatment plant for which they have confirmed that they have been granted Consent to Discharge from the Environment Agency.

Wiltshire & Swindon History Centre:

The Wiltshire Buildings Record has no information regarding the barn. WSHC has advised that small farm buildings form an integral part of the farm and the history of its operation and they recommend that the building should be recorded prior to any conversion works.

CONCLUSION

The level of works proposed involves substantial reconstruction of the barn and the removal and cutting back of 320m of hedgerow which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside.

The proposal will encourage the use of the private car, located remote from services and poorly served by public transport, contrary to the key aims of PPG13, which seeks to reduce the growth in the length and number of motorised journeys.

RECOMMENDATION: REFUSE

Reasons for refusal;

(1) The level of works proposed involves substantial reconstruction of the barn and the removal and cutting back of 320m of hedgerow which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside, contrary to saved policies G1, G2, C2, C22, C6, T6 of the Salisbury District Local Plan, and saved policies C1, C9, DP1, DP14 of the Wiltshire Structure Plan 2016, and Government Guidance contained within PPS1 (Delivering Sustainable Development) and PPS 7 (Sustainable development in rural areas).

(2) The proposal, located outside of a settlement remote from facilities and services and being unlikely to be well served by public transport, will encourage the use of the private car, and is contrary to advice on accessibility contained within PPS1 and PPS7 where local planning authorities should focus development in or near to local service centres and the key aims of PPG 13, which seeks to reduce growth in the length and number of motorised journeys and contrary to saved policy G1 of the Salisbury District Local Plan and saved policy DP1 of the Wiltshire and Swindon Structure Plan 2016.

REPORT TO PREVIOUS APPLICATION S/2008/0064

REASON FOR REPORT TO MEMBERS

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

- The controversial nature of the application

NOTE FOR MEMBERS

The application is recommended for refusal. Members should note however, that should they be minded to grant consent, the application will need to be advertised as a departure from 'saved' policy C22 of the local plan.

SITE AND ITS SURROUNDINGS

The barn is located within open countryside, designated as a Special Landscape Area. The site is on the north side of a road (which links the A338 from Winterbourne Gunner with the A345 to Amesbury) and forms the corner of a large agricultural field. There is an existing gated farm access to the south east of the existing barn with track continuing along the southeast edge of the field. There is hedging to the field boundaries. The barn itself is set back from the road with grass verge and is orientated such that it is open to the northeast (field side) elevation with no openings to the sides and roadside elevations.

There is a pair of semi-detached cottages to the south east of the site (on the opposite side of the road).

THE PROPOSAL

To substantially reconstruct the barn to provide a unit of self-catering holiday accommodation. The application also includes an area of land around the barn, which will be landscaped to provide a parking area and seating/decked area.

PLANNING HISTORY

None

CONSULTATIONS

Environmental Health No observations

Environment Agency No comment to make

Wiltshire Wildlife Trust We have no objection to this proposal and have the following comments:
We are pleased that an ecological statement of the site has been completed, with visits from a Natural England bat worker, and from the Barn Owl Trust. We agree with the proposals contained within the statement, which should be conditions of planning permission.
The bird breeding season is commonly stated as running from March to August inclusive, rather than from April.
It should be noted that Natural England no longer provides protected species advice. If evidence of protected species is found, the relevant District ecologist should be consulted, who may then refer the applicant to Natural England's Wildlife Licensing Unit.

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.

Wessex Water The above proposal is not located within a Wessex Water sewered area. The developer has indicated that the disposal of foul drainage, will be a 'sewage treatment plant'.
The developer has proposed to dispose of surface water to soakaways
Please note the proposed development is within a source protection zone and any surface water discharge will need to be in line with the Environment Agency guidelines
It is advised that your Council should be satisfied with any arrangements for the disposal of foul and surface water flows generated by the development. Turning to water supply, there are no water mains in the vicinity of the proposal.

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

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.

Natural England

Under Regulation 48 (3) of the Habitats Regulations 1994 and based on the information provided, it is our view that, either alone or in combination with other plans or projects, there is not likely to be 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).

Although not a legal requirement, we would like to see that the recommendations made in the ecological survey conditioned to any planning permission should it be granted. We would also like to see energy and water efficiency measures designed to minimise the impact on the environment during and post construction. In addition, although not listed, traditional farm buildings are becoming rare in our countryside either through deterioration due to dis-use or conversion to residential or commercial properties. We would therefore recommend that a historic building record is undertaken prior to development (consisting of a photographic record and brief report on the historic development of the building).

Natural England is satisfied that a Natural England Bat Volunteer has carried out a protected species survey for the above proposed development. Please note, however, that if planning permission is granted, the applicants should be informed that this does not absolve them from complying with the relevant law protecting species (in particular bats) including obtaining and complying with the terms and conditions of any licences required, as described in Part IV B of Circular 06/2005

WCC Highways

I confirm that I am concerned about the safety and sustainability of this development. Whilst I have less concern about holiday lets than for a dwelling due to the lower traffic generation and the desire to locate a holiday let in the countryside, it is clear that this location is relatively isolated and not well sited for vehicular safety when entering and leaving the site. High Post Road is unrestricted and therefore subject to the National speed limit of 60mph and the existing hedgerows substantially restrict visibility for an emerging vehicle.

Whilst accepting that there may be overriding policies which support the location of holiday lets in the countryside, I remain concerned that this proposal does not accord with PPG13 and will generate unsafe and unsatisfactory vehicular movements and recommend refusal on the following grounds:

1. The proposal, located remote from services and being unlikely to be well served by public transport, is contrary to the key aims of PPG 13 which seeks to reduce growth in the length and number of motorised journeys.
2. Visibility for emerging vehicles is substantially restricted by the hedgerows located along this C class road, which is subject to the National speed limit of 60mph, and therefore the increase in vehicular traffic emerging from the access point in connection with the proposed development will cause a serious hazard to road safety.

REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes, expiry date 20 th February 2008
Departure	No
Neighbour notification	Yes, expiry date 5 th February 2008
Third Party responses	No
Parish Council response	None received

MAIN ISSUES

Principle
Proposed works and impact on character and appearance of countryside
Access/highways
Impact on protected species
Drainage

POLICY CONTEXT

Adopted SDLP 'saved' Policies:

G1 (Sustainable Development)
G2 (General)
G5 (drainage infrastructure)
C2 Development in the countryside

C12 (Protected species)
C22 (change of use of buildings in the open countryside)
C6 (Development in special landscape areas)
T6 (Conversion of existing dwellings to tourist accommodation)

Wiltshire Structure Plan 2016 'saved' policies:

C1 (nature conservation resources)
C3 (protected species)
C9 (Special Landscape Areas)
DP1 (Sustainable development)
DP14 (development in the open countryside)

Government Guidance:

PPS1 – Delivering Sustainable Development
PPS 7 – Sustainable development in rural areas

PLANNING CONSIDERATIONS

Principle

Policy DP1 of the Wiltshire Structure Plan 2016 says that in pursuit of sustainable development, particular priority should be given to 'minimising the loss of countryside and protecting and enhancing the plan's environmental assets' and policy DP14 of the Wiltshire Structure Plan 2016 advises that development in the open countryside should be strictly controlled.

Policy G1 of the Local Plan sets out general development criteria, of which one is to conserve the natural environment of the District. Policy C2 in particular makes clear that development in the countryside will be strictly controlled and will not be permitted unless it would maintain or enhance the environment. The site is located within a Special Landscape Area and policy C6 of the local plan is relevant. The supporting text to this policy states that the landscape in this area, whilst generally not of as such high quality as within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty, is considered worthy or being preserved and only development which is essential to the rural economy or desirable for the enjoyment of its amenities will be permitted, and the location, scale and nature of such development will be carefully controlled in order to conserve the character of the Special Landscape Area. Policy C9 of the Wiltshire Structure Plan 2016 makes clear that in Special Landscape Areas development should be considered having regard to the need to protect landscape character and scenic quality.

Policy T6 of the local plan refers to the conversion of existing dwellings to tourist accommodation, although the supporting text does states that 'opportunities may existing, on a small scale, to develop some self catering accommodation through the conversion of, for example, farm buildings (provided that the proposals are in accordance with policies C22 and C23), which could supplement farm incomes'.

The supporting text to policy C22 states that 'buildings should be structurally sound and capable of conversion without complete or substantial reconstruction.' Criteria (ii) of policy C22 requires that 'the building is not made of flimsy prefabricated materials and is constructed in a permanent manner which enables its conversion without substantial reconstruction'.

Proposed works and impact on character and appearance of the countryside

The applicants have submitted a structural survey, which details that the only original parts of the barn, which will be retained, would be the two side cob walls. However, on inspection of these walls and the apparent degree of disrepair; it seems unlikely that these could be retained.

The applicant's supporting design and access statement confirms *'of significance is that the existing roof structure would be insufficient to take the load of the new slate roof, and the superstructure of the barn will need to be substantially replaced, although the two main roof trusses will be repaired and reused. Consequently it could be argued that the proposed works would not constitute a pure conversion since the superstructure would need to be substantially reconstructed, albeit to identical external dimensions to existing.'*

The level of works proposed (irrespective of the retention of the cob walls) would involve substantial reconstruction of the building, contrary to policy C22.

The applicant has referred to PPS7. It is the Government's clearly expressed view that development in the countryside should be strictly controlled. On page 3 of PPS7, this view is articulated in the Government's objectives, through the promotion of development that:

"...respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside..."

and through:

"...continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes..."

This approach is re-enforced by the Government's key principles, which identifies the desire to strictly control development in the countryside, in the interests of its character, beauty and wildlife:

"New building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled; the Government's overall aim is to protect the countryside for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all"

It is recognised that PPS7 supports farm diversification for economic development purposes, but it is considered that for a replacement to be acceptable the building would need to be capable of being converted without substantial reconstruction being required.

The supporting text to policy C22 also states that 'although some buildings may be suitable for conversion to alternative uses, changes of use will only be permitted where the new use would not be detrimental to the quality of the landscape or to the rural environment'.

The Council's guide to the conversion of historic farm buildings in the countryside states that 'it is essential for a conversion to respect the rural setting and landscape character of its surroundings...Suburban or overly domestic features, such as greenhouses, paved patios, dwarf walls, planting beds and fences should be avoided.'

The existing barn is obviously an agricultural barn, with a rural character and appearance although evidently in a poor state of repair. The proposed works involve the creation of a 'residential curtilage' within the existing enclosed area of land around the barn. The proposed reconstruction of the barn and domestication of site (with the addition of paving/decked seating area) is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside.

Access/Highways

The site is in an isolated location outside of a settlement (on one of the link road between the A338 from Winterbourne Gunner and the A345).

The applicant does refer to this in his design and access statement:

'Sustainable travel options: due to the location of the site outside of a settlement, it is likely that occupiers of the holiday accommodation will need to travel to the site via a private car. However, it is considered that there are economic, tourism and conservation benefits to the development, which outweigh any negative sustainability issues deriving from the reliance on the private car. Once at the site, however, it will be possible for the occupants to walk to local services and public transport facilities within the Winterbournes, approximately 1/2 mile away. Occupants will be permitted to use the field headlands on the farm in order to walk to the winterbournes without having to negotiate any significant stretch of road that does not have footways.'

Wiltshire County Council Highways have raised an objection to the proposal on safety and sustainability grounds as the site is relatively isolated and not well sited for vehicular safety when entering and leaving the site (High Post Road is unrestricted and therefore subject to the National speed limit of 60mph and the existing hedgerows substantially restricts visibility for an emerging vehicle).

Impact on protected species

Policy C12 of the local plan relates to development affecting species protected by law. It requires that development not be permitted unless the Authority can be satisfied that it could impose conditions, which would prevent damaging impacts, whether direct or indirect. Policy C1 of the Wiltshire and Swindon Structure Plan 2016 requires that Wiltshire's nature conservation resources should be safeguarded through the control of development and policy C3 of the Wiltshire and Swindon Structure Plan 2016 recognises that protected species are a material planning consideration when determining development proposals, and that in order to assess whether protected species are present on a development site, relevant surveys must be undertaken by the applicant and submitted with the planning application.

An ecological statement of the site has been completed, with visits from a Natural England bat worker, and from the Barn Owl Trust. Natural England and Wiltshire Wildlife Trust have no objections to the proposal subject to conditions (as recommended within the statement).

Drainage

The site is not located within a Wessex Water sewered or mains water area. The applicant is proposing a sewage treatment plant for which they have confirmed that they have been granted Consent to Discharge from the Environment Agency.

CONCLUSION

The level of works proposed involves substantial reconstruction of the barn and the domestication of site (with the addition of paving/decked seating area) which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside.

The proposal will encourage the use of the private car, located remote from services and poorly served by public transport, contrary to the key aims of PPG13, which seeks to reduce the growth in the length and number of motorised journeys.

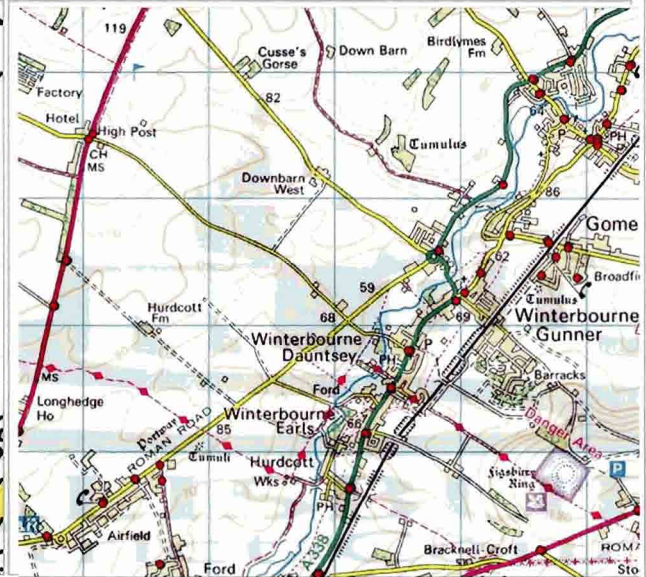
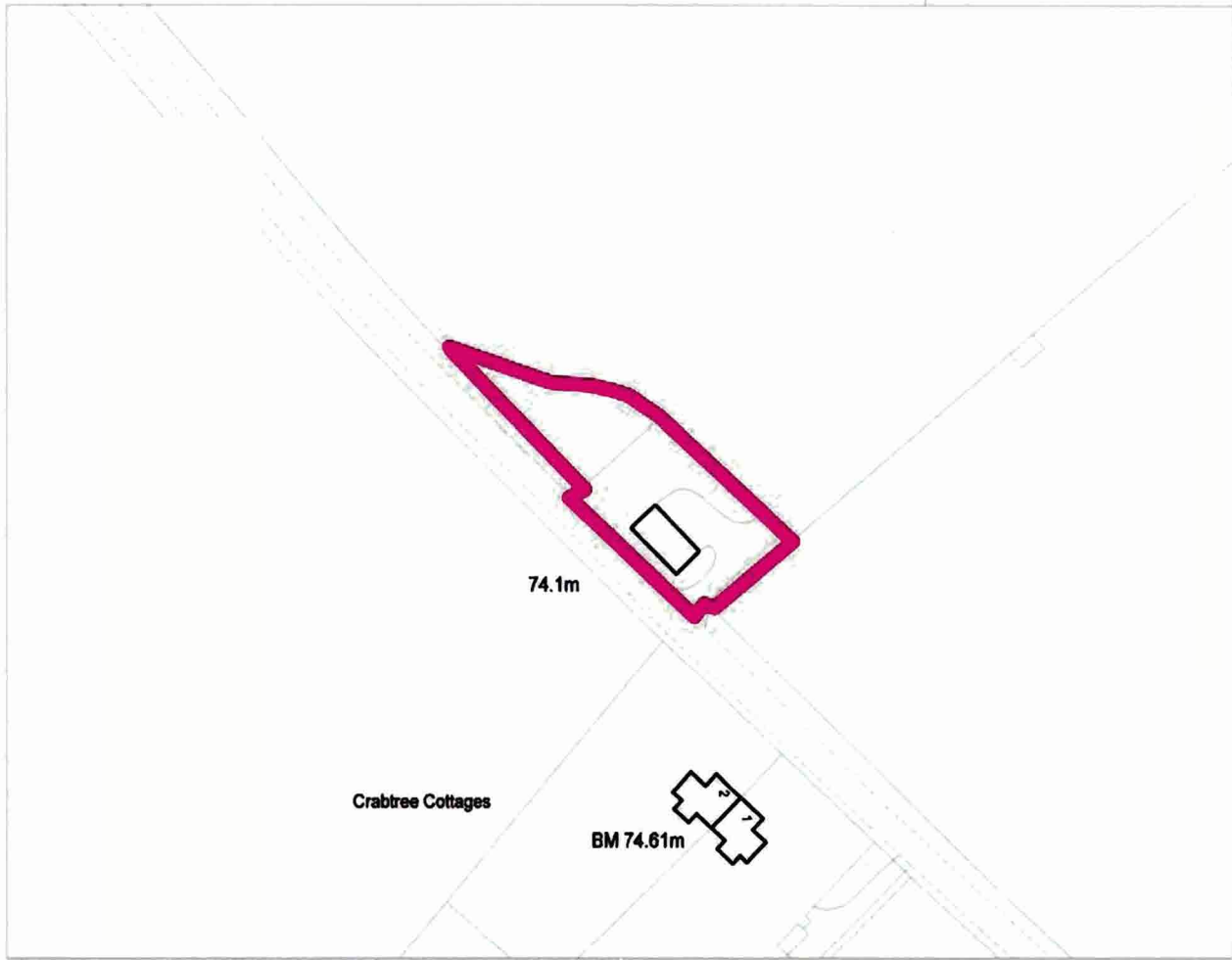
RECOMMENDATION: REFUSE

Reasons for Refusal:

- (1) The level of works proposed involves substantial reconstruction of the barn and the removal and cutting back of 320m of hedgerow which is not considered to respect the rural setting and landscape character of the surrounding countryside and as such will adversely affect the rural character and appearance of the countryside, contrary to saved policies G1, G2, C2, C22, C6, T6 of the Salisbury District Local Plan, and saved policies C1, C9, DP1, DP14 of the Wiltshire Structure Plan 2016, and Government Guidance contained within PPS1 (Delivering Sustainable Development) and PPS 7 (Sustainable development in rural areas).
- (2) The proposal, located outside of a settlement remote from facilities and services and being unlikely to be well served by public transport, will encourage the use of the private car, and is contrary to advice on accessibility contained within PPS1 and PPS7 where local planning authorities should focus development in or near to local service centres and the key aims of PPG 13, which seeks to reduce growth in the length and number of motorised journeys and contrary to saved policy G1 of the Salisbury District Local Plan and saved policy DP1 of the Wiltshire and Swindon Structure Plan 2016.

Site Visit:

S/2008/1265



SCALE: NTS
 DATE: 15/09/2008 15:35:15
 DEPARTMENT: Planning

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Part 2

Applications recommended for Approval

3

Application Number:	S/2007/2518		
Applicant/ Agent:	PEGASUS PLANNING GROUP		
Location:	SOLSTICE PARK BOSCOMBE DOWN AMESBURY SALISBURY SP4 7LJ		
Proposal:	PROPOSED CONSTRUCTION OF REGIONAL DISTRIBUTION CENTRE & ASSOCIATED INFRASTRUCTURE WORKS INCLUDING ROADS PARKING AREAS DRAINAGE AND LANDSCAPE PLANTING		
Parish/ Ward	AMESBURY EAST		
Conservation Area:		LB Grade:	
Date Valid:	17 December 2007	Expiry Date	17 March 2008
Case Officer:	Mr A Bidwell	Contact Number:	01722 434381

REASON FOR REPORT TO MEMBERS

This application as submitted is a material departure from the adopted SDC Local Plan policy E8A.

Members should note that should they wish to support the officer recommendation for this development the application would need to be brought before the councils planning and regulatory panel because it is considered that the proposal would constitute a departure from policy E8A of the adopted Local Plan

The impact of the proposal would result in the bringing forward of a significantly larger area of land for development than is provided for before the expiration of the life of the Local Plan. Members should also note that should the council support the officer recommendation the application would need to be referred to the Secretary of State for his determination because it is a material departure from policy E8A.

SITE AND ITS SURROUNDINGS

Solstice Park is located to the south of the A303, on the north eastern fringe of Amesbury. The site slopes gently from the north to lower areas in the south, with a higher area of ground in the south eastern corner. The site is located within development Zone D and comprises 27.09 ha of the 65 ha that constitutes Solstice Park in its entirety. The site comprises an open area of mostly rough grassland. There is an area of recently planted native trees and shrubs on the southern corner of the site. To the north, north east and west the site is surrounded by development zones known as A, B and C within Solstice Park

This surrounding land comprises a mix of existing built development areas for which development has been consented and other areas that are awaiting applications to be submitted.

To the north of the A303, and to the east of the site, land is in mainly agricultural uses and further to the south is Boscombe Down Airfield.

The site is bounded on the north side by the A303 with the main Solstice Park junction located at the North West and northeast corners of the Park. From the Solstice Park junction, London Road links westwards to Amesbury, Porton Road passes south to residential areas and Boscombe Down Airfield, and Salisbury Road leads north to Bulford and Durrington. The Countess Roundabout junction of the A303 and the A345 is approximately 1.5km to the west of Solstice Park.

Amesbury Road (Byway AMES1) defines the eastern boundary of the park and a further link eastwards from Amesbury Road is provided by bridleway AMES3A. This link skirts the edge of Boscombe Down Airfield, partly utilizing the alignment of the dismantled railway line.

Bridleway AMES29 crosses the site from Amesbury Road from a point on the eastern boundary close to Rattyn Barrows. To the north of the A303, and within the wider landscape, public rights of way provide a network of recreational routes in the area.

The south and south - west of the site is bounded by a mixture of residential development including (in part on the boundary itself) the extensive Beverly Hills Mobile Home Park and the Stonehenge Estate, comprising several residential closes accessed of Raleigh Crescent.

THE PROPOSAL

This application will result in the construction of 2 new "state of the art" Regional Distribution Centre buildings together with ancillary 3 storey offices, lorry hard standings, access roads, car parking, servicing and landscaping.

The buildings will maximise the opportunities of the site in terms of design, quality, configuration and layout. Space will be provided for segregated car and lorry parking together with lorry loading and unloading facilities in accordance with local authority standards, and demands.

The total development will consist of approximately 94,000 sqm split between two buildings referred to as DC1 and DC2. DC1 will be the bigger of the two with a Gross External floor area of circa 57,000 sqm. This will include 5% for main office space and associated warehouse offices.

There will be 50m wide service yards to either side of DC1 and full vehicular access around the perimeter. Similarly, there will also be 5% of main office space and an associated warehouse office to serve DC2. A 50m wide yard will serve one side of the building and perimeter access will be for fire tender only.

PLANNING HISTORY

Solstice Park is allocated for employment and leisure purposes in the adopted Salisbury District Local Plan by policy E8A. This allocation relates to the whole site, which amounts to 65 hectares of open land.

In * 1999 NAC approved a Master Plan for the park, the purpose of which is to guide and control development of the land in a way, which meets National and Local Planning Policies for sustainable development. In this way the primary function of the brief is to aid the efficient determination of planning applications which will initially be in "Outline" thus securing the principle of development.

The master plan together with its implementation plan is set out to provide; the broad disposition and implementation of land uses proposed, including development "cells", roads, Strategic landscaping and open space etc. The master plan was prepared having regard to a landscape strategy and Design Brief for the site.

S/1999/0721, O/L planning permission for comprehensive development of the whole site for employment and leisure purposes (including within use class B1 B2 B8 C1) together with roads, footpaths, cycle way, landscaping, sewers, alteration of ground levels and associated works generally in accordance with the principles illustrated within the above approved development brief and master plan. Approved S106 26/01/200

This comprehensive Section 106 Agreement that has been updated with the grant of subsequent planning permissions on the land and provides for;

(In 5.1.2 of the agreement)

"No more than 18 Hectares (net) of the site shall be developed for employment purposes and no more than 4.75 hectares (net) of the site shall be developed for leisure / hotel purposes and no further development for said purposes pursuant to the planning permission shall take place on the Site during the lifetime of the replacement local plan PROVIDED THAT at the date of publication of the next deposit draft local plan the Council shall review the extent to which it would be appropriate to vary this restriction in the light of policies contained in such draft plan shall review the requirements in relation to infrastructure and sustainable transport and shall assess additional requirements in respect of any further development and the developer shall enter into any agreement under Section 106 of the Act reasonably required by the Council to give effect to requirements reasonably imposed in connection with such further assessment".

The following list of the planning history is provided which includes (excepting advertisements) all applications affecting the application site to date:

02/485	Section 73 application to vary condition No 3, 4, 14 and 20 on consent No. S/1999/721 to provide		
(1)	Specified dates for the approval of reserved matters		
(2)	To permit commencement of any approved earth works and landscaping scheme before works have commenced on the Folly Bottom Junction		
(3)	To permit earth works and landscaping on land in excess of 22.75 hectares.	AC	30.07.02
02/1714	Reserved matters application to address planning conditions 7 & 8 on consent S/02/485 (structural landscaping)	AC	03.02.03
03/2481	Variation to planning condition 9 on consent ref s/2002/485 to permit Commencement of built development in advance of the implementation of the structural landscape planting.	AC	01.06.04
and on the remainder of Solstice Park:			
03/0028	Proposed erection of 120 bed hotel and roadside service area and associated parking, landscaping and access ways together with detailed drainage at Solstice Park. (s106)	AC	17.11.03
03/0029	Approval of Reserved Matters Proposed development of B1 uses together with detailed drainage Proposals and associated parking, landscaping and access roads At Solstice Park.	AC	02.04.03
03/0030	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.	AC	02.04.03
04/0755	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.		
04/777	Proposed 149 bed hotel (c1) PFS,) family pub and restaurant (2) (A3) assoc parking, landscaping and access ways with detailed drainage proposals	AC	18.10.04
04/1075	Construction of 2 two storey office buildings access and car parking provision at plot c2, Solstice Park	REF	27.07.04
04/2203	Reserved matters – Proposed development of B2 and B8 and ancillary B1 uses with detailed drainage, Associated parking and landscaping.	AC	14.01.05
04/2424	Approval of reserved matters. Proposed development of part zone A including access road for B1, B1c, B2 and B8 uses.	AC	
04/2603	Revised strategic landscape planting to southern boundary of Solstice Park	AC	15/3/05

05/909	Proposed restaurant a3 (and ancillary a5) use to serve roadside service area	as106	9.12.05
05/1430	Application for extension to hotel and variation to condition 2 of previous application S/04/777	AC	08.09.05 (+s106)
05/2062	Offices C2	AS106	5.01.06
06/1350	Hotel at solstice park, Amesbury covered by original approval s/2004/777 and subsequent earlier extension covered by s/2005/1430. Extension to foot print accommodating enlarged restaurant, lounge and foyer to satisfy hotel franchiser's (holiday inn) space standards.	AC	17.08.06
06/1373	Change of use of currently vacant plot be4 to car parking associated with the adjacent hotel on plot be3 and associated amendments to the approved layout and landscaping to plot be3 and be4 this application will vary the conditions 2, 13 & 24 to planning approval ref s/2004/777.	AC	24.08.06
06/1811	Approval of reserved matters for b1, b1c, b2 and b8 use at plot 300 (zone a) solstice park	AC	09.11.06
06/2093	Mechanical service terminations through main roof boiler flues; ventilation extracts; chiller exhausts and soil vent pipes at the holiday inn, solstice park	A	30/11/06
06/2118	Variation to condition 7 of s/2005/2062 to permit phasing of landscaping implementation.	AC	11/12/06
06/2326	New leisure development to include new leisure building outdoor courts, parking and landscaping at plot bw 2/3	AC	02/02/07
06/2434	Change of use of currently vacant plot be4 to car parking associated with the adjacent hotel on plot be3 and associated amendments to the approved layout and landscaping to plot be3 and be4 this application will vary the conditions 2, 13 & 24 to planning approval ref s/2004/777 and revision to S/2006/1373	AC	19/01/07
07/0518	New leisure centre development to include amended leisure impact assessment additional pedestrian access and relocation of cycle parking	AS106	26/07/07
08/0147	Change of use from b1, b2 and b8 to ambulance station (sui generis)	AC	13.03.08

CONSULTATIONS:

Forward Planning

Raise a policy objection to the proposal and recommends that in accordance with Section 54A of the Town and County Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the application should be refused.

Note: These comments have been incorporated within the planning issues section "The Case for Refusal"

WCC Highways

The proposed distribution centre is a permitted use on Solstice Park and overall will lead to less traffic than the B1 B2 B8 uses presumed for this part of the site. However we have some concerns about the level of HGVs to the site and the hours they would run we are therefore entering into discussions with the applicant's consultants to discussing routeing agreements and how these could be enforced and will be in touch shortly with our final observations.

Members will be advised of the final comments at the meeting.

WCC Planning “Strategic Planning Authority”

The application forms part of a proposed employment site as identified on the Salisbury District Local Plan (adopted June 2003) Proposals Map. Policy E8A identifies 18 hectares of land on this site to come forward by 2011. Paragraph 5.13 clarifies that this forms part of a wider area of land comprising 62 hectares for long term future development. The supporting information provided by the applicant indicates that currently 4.78 hectares (2.23 employment and 2.55 leisure) is developed, with a further 9.52 hectares (8.29 employment and 1.23 leisure) of land permitted but not implemented. It is noted that the remaining site area has an outline permission for B uses.

The proposed development is in line with the use envisaged for Solstice Park and taking into consideration its location adjoining the A303, a transport route of strategic and regional importance, the site can be seen as a good location for a RDC. The Planning Statement supporting the application indicates that between 1,000 and 1,200 jobs will be created. Amesbury is the second largest settlement in the District outside of Salisbury and has been subject of a period of housing growth which is probably set to continue in the new plan period. New employment development at Amesbury would therefore be in accordance with Policy DP3 of the adopted Wiltshire and Swindon Structure Plan 2016 that endorses appropriate opportunities for the growth of employment to enhance self containment in main towns.

Although the scale of the proposal is larger than anticipated within the time scale of Local Plan period to 2011, nevertheless there is residual land for the period identified beyond 2011 that is understood to have outline consent. Furthermore, Wiltshire County Council’s Employment Land and Floorspace (April 2007) monitoring report indicates that only 5.23 hectares or 11.6% of strategic employment land has been developed in the period 1996 to 2016 compared to the Structure Plan requirement of 45 hectares (Policy DP4).

In conclusion therefore, the site forms part of an existing employment site identified in the adopted Local Plan that is likely to be brought forward in the emerging Core Strategy for South Wiltshire and forms part of Amesbury that provides the best potential to deliver sustainable growth in the district outside of Salisbury. The benefits provided by employment on this scale will contribute to the local economy and help deliver employment growth.

In light of the employment and economic benefits to the Amesbury area that will be brought from this application, the County Council as Strategic Planning Authority does not wish to raise an objection to the proposed development. However, given the size and transport demands of the development, if the proposal is to be permitted, it will be particularly important to ensure that there are no adverse traffic impacts arising from the development. The comments of the Highways Agency and the County Council (as Highways Authority) are therefore of critical importance.

Highways Agency

We had an opportunity to meet with the consultants who have been working on this application on 08 November 2007. At this meeting we went through the Transport Assessment Travel Plan and the traffic modelling that underpins the work.

Having reviewed all the documentation that we have received in relation to this application we are content that the proposed development will have no adverse impact on the Strategic Road Network. We would however like to raise the following points about the application:- The Transport Assessment proposes fewer cycle parking spaces than the minimum standards set out in the Salisbury Local Plan. The argument put forward for this is that a distribution centre will have a lower level of employment density than a B1 land use. The Agency feels that the proposed parking levels will be sufficient at the year of opening but expect parking levels to be reviewed as part of the ongoing Travel Plan process.

The Solstice Park site currently operates a successful Travel Plan and we would wish the Regional Distribution Centre to fully sign up to the site Travel Plan if the application was to be successful. The Distribution Centre will be a central part of the Solstice Park site so the Agency expects the development to play a key part in the operation of the Travel Plan.

The Agency would also like to see a Construction Management Plan document to ensure impacts related to construction traffic are minimised.

In summary the Highways Agency has no objection to the above development obtaining planning permission as long as planning conditions relating to the Travel Plan and a Construction Management Plan are attached to any successful planning application. These are contained within the TR110 Form.

Wessex Water

There are public foul sewers in the vicinity of the site

There are private foul sewers serving the site which are under agreement for adoption in due course by Wessex Water

The foul sewerage system does have adequate capacity to serve the proposal

There is sewerage treatment capacity available

There is adequate capacity at the terminal pumping station

There are no public surface water sewers in the vicinity of the site

The planning application indicated the use of soakaways

There are water mains in the vicinity of the site which have the capacity to serve this development

Wiltshire fire and Rescue

No adverse comments to make regarding this application.

Environment Agency

No objection to the proposed development subject to conditions and informatives (below) being included in any planning permission granted

Flood Risk

We can confirm that the FRA is considered by the Environment Agency to meet the requirements of Planning Policy Statement 25 – Development and Flood Risk (PPS 25) and that the proposed development is in accordance with the guidance contained therein.

South West Regional Assembly Regional Planning Body (RPB)

The RPB assesses consultations on proposals for development on how far they would impinge on the delivery of the Regional Spatial Strategy (RSS) Under the Act the current RSS is RPG 10 (2001) however you will be aware that the new RSS is currently being produced The Examination in Public of the draft RSS closed on 6th July 2007 and the Panel Report was published on the 10th January 2008. As well as RPG 10 the evidence base behind the emerging RSS can also be considered as a material consideration and will carry greater weight the closer to publication the RSS gets

At the strategic level you will also know that policies in the Wiltshire and Swindon Structure Plan also carries weight

RPG 10 Policy SS3 states that the south eastern sub region should continue to exploit the economic growth potential of the area and to spread the benefits of economic growth to the more disadvantaged parts of the sub region Within the sub regions the Principle Urban Areas (PUAs) are the focus for growth The draft RSS builds on this by concentrating growth at the Strategically Significant Cities and Towns (SSCTs) as set out in Development Policy A. The Spatial Strategy in the draft RSS is complemented by Development Policies Band C, setting the requirements for development at Market Towns and Small Towns and Villages which are to be identified through an analysis of role and function of settlements

Amesbury is not identified as a PUA or an SSCT It is however for Salisbury District Council to define Amesbury s status in the emerging Local Development Framework in accordance with draft RSS Development Policies B and C.

Further to this I would like to refer you to draft RSS Policy SR30 requiring

To enable balanced growth of jobs and homes in the Salisbury Travel to Work Area (TTWA) between 11 000 and 13 500 jobs (total) and 250 dwellings per annum Here I would like to draw your attention to the recently published RSS EIP Panel Report 1 stating that Amesbury would need to maintain a continuing supporting role in relation to the Salisbury SSCT and that the position will need to be closely monitored with a view to ensuring balanced provision of employment and housing opportunities in the TTWA para 4 11 14 The Panel recognises the importance of existing commitments at Amesbury up to 2011 for expansive uses and some other specialist growth sectors being accommodated at Solstice Park and Porton Down para 4 11 13

The report further states that it will be for the LDF process to distribute employment growth across the District.

We note that the site is allocated for economic development in the adopted Salisbury Local Plan Policy E8A. Outline planning consent was granted for the site in 2002 and parts of the site are already developed. We also note that a Development Brief and a Master Plan were prepared containing more detailed guidance on the phasing of development at Solstice Park. We are also aware of that the proposal would exceed the employment land allocation identified in Local Plan Policy E8A by ca. 4ha (net). However as this is clearly a local matter we believe it is for the local authority to determine whether the above planning application is premature to the emerging LDF Core Strategy.

With regard to freight transport I would like to draw your attention to draft RSS Map 5.1. The EIP Panel in its report recommended see new Policy TRANSii p C66 that the strategic network as shown on Map 5.1 will be promoted for use by HGV vehicles. The A303 is identified as part of the inter regional road network. From a regional perspective we find that the proposal would comply with the Panel's recommendation as the proposed development is in close proximity to the A303.

Should the Council be minded to grant planning permission, I would like to refer you to Development Policy G and Policy RE5 in the draft RSS, which were amended due to further technical work commissioned by the SWRA in order to achieve zero carbon development in the South West. As the proposed development would fall within the definition of larger non residential development it should meet BREEAM Very Good Standard and the carbon reduction requirements in Table 2 of the amended policies.

South West of England Regional Development Agency (RDA)

Salisbury district has seen relatively strong economic growth in recent years. Spatial Planning Matters 1, an annex to the Regional Economic Strategy (RES) 2011-2015 identifies that the economy of Salisbury and its surrounding Travel To Work Area (TTWA) has the potential to grow by 13,600 Jobs and GBP1.5Bn GVA between 2006 and 2026. This jobs potential has recently been reinforced and found to be "achievable" by the independent Panel who conducted the Examination in Public of the Regional Spatial Strategy.

Central to achieving the successful and competitive businesses that will drive the economy will be the provision of an appropriate supply of employment sites and premises to assist the district in meeting its full economic potential. The Spatial Annex to the RES recognises that Salisbury and its TTWA (which includes Amesbury) have a shortage of appropriate and deliverable employment space. Furthermore evidence suggests that this is likely to continue over the coming twenty years. As such the proposed regional distribution centre has the potential to help to deliver a key Strategic Objective identified in the RES that being to promote successful and competitive businesses. Notwithstanding this the evidence from regional and local sources suggests that around 10ha of land will be required for B8 storage and distribution uses in the Salisbury TTWA over the period 2006-2026. The proposed development clearly exceeds this quantum considerably proposing around 22 ha net. It also departs significantly from the approved Development Brief and Masterplan for the site as set out in the applicant's Planning Statement. The District Council will need to be satisfied that this will not have a deleterious effect on the range and choice of employment land (B1, B2, B8 and non B - employment generating uses) required within the district to support the continued strong growth of its economy.

Background;

The South West RDA's response is set in the context of a strong planning policy framework identified in PPG4, draft PPS4, the Regional Spatial Strategy, Wiltshire and Swindon Structure Plan, the Salisbury Local Plan and emerging Local Development Framework and the South West RDA make 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 Regions Economic Strategy (RES) 2006-2015

Strategic Objective S01 Successful and Competitive Businesses

Regional Priority 1A:	Support Business Productivity
Delivery Activity 1A 7:	Deliver sustainable sites and premises for business growth
Confirmed activity:	Deliver a suitable supply of employment land and business premises to meet the needs of new or growing businesses at the market rate.

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 it's full economic potential in the future

Research by Roger Tym and Partners states that in the Salisbury Travel To Work Area (TTWA): "Both in terms of inward investment and retention of existing businesses identified that the lack of available employment land is a key issue". The South West RDA therefore supports measures to address the recognized shortfall in employment land supply relative to forecast demand. As such the proposed regional distribution centre will contribute significantly to the provision of employment space in the Salisbury TTWA and the region.

In this vein the South West RDA welcomes the inclusion within the applicant s environmental statement of an analysis of the socio economic issues related to the proposed regional distribution centre at Solstice Park. This includes for example estimates that the proposals will generate some 1.200 direct jobs together with a potential additions 400 Jobs due to multiplier effects on local employment. It also reflects the significant job growth potential in the Salisbury TTWA identified in the RES (at least 13.600 jobs by 2026) and recently endorsed as achievable by the independent Panel scrutinising the Regional Spatial Strategy.

Research undertaken at the regional level translates these job growth forecasts into employment land requirements and usefully disaggregates land requirements into broad type of space under the categories of office other business space warehouse and non B uses This identifies that for Salisbury TTWA 10 hectares of land are likely to be required for warehouse uses between 2006 and 2026 These findings are reinforced by the Salisbury District Employment Land Review April 2007 which finds that 9 - 10 ha of land will be required for B8 storage and distribution uses in the Salisbury District in the period to 2026. This translates to a total of around 39, 000 sqm. Notably it also finds that over half of the total employment land supply in the district will be required for B1 office uses to support the growth in service sectors

The proposed regional distribution centre in providing around 22 ha net of land (around 88. 000 sqm) for warehousing, considerably exceeds these forecast requirements. Moreover it represents a significant proportion of the overall Solstice Park scheme (over one third of the land area) and as such departs considerably from the approved Development Brief and Master plan for the site. The District Council needs to fully understand the implications of this and will need to be satisfied that it will not have a deleterious effect on the range and choice of employment land (B1, B2, B8 and non - B employment generating uses) required within the district to support the continued strong growth of the local economy.

South Wiltshire Economic Partnership

Following recent discussions on the above proposal at the SWEP Board meeting, the partnership would like to record its support for this planning application.

It is the view of the partnership that this use fits the purpose of the business park. There was some discussion about the size of the scheme but it is understood that there will be residual land available for other economic uses and potential office developments. This development could also work to stimulate further interest in the site.

Natural England

Under Regulation 48 (3) of the Habitats Regulations 1994 and based on the supporting information EIA provided Natural England is of the opinion that the proposals either alone or in combination with other plans or projects would not be likely to have a significant affect 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

The inclusion of building energy and water efficiency measures and the drainage attenuation scheme is to be commended however I am disappointed that the developers considered and then rejected a proposal for a green roof I think that this is a missed opportunity as a green roof on a development of this scale would have many benefits it would provide an extensive area of valuable wildlife habitat especially in a business park setting on the edge of an area that is predominantly arable it would reduce the visual impact of the scheme where the site is viewed from higher elevations including the World Heritage Site and possibly reduce the need for extensive blocks of woodland screening that contrasts with the open downland character of the landscape to the east of the site it would also complement and form part of the drainage attenuation scheme

I also wish to comment that views into the site need to be considered when reviewing the incorporation of non native amenity shrubs and trees In particular I would be concerned at the inclusion of the native trees Copper beech Aspen Wild Cherry Larch and Pine within either the naturalistic or amenity plantings I would also note that the native shrubs Grey willow and Rowan are not local to Wiltshire

Protected Species. Please note that if planning permission is granted the applicants should be informed that this does not absolve them from complying with the relevant law protecting species in particular bats including obtaining and complying with the terms and conditions of any licenses required as described in Part IV B of Circular 06 2005

If the application is amended Natural England should be re consulted for a further 21 days in accordance with Circular 08 2005

English Heritage

No comments

The application s should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice

Defence Estates

The Ministry of Defence has no safeguarding objections to this proposal provided that recommendations are carried over regarding Heights of buildings, Landscaping, Waste Disposal, Lighting to accord with Air Navigation Order, Noise from aircraft and the Airfield may be disturbing and existing routines will not be altered and claims for damages in respect of noise from the airfield / air craft will not be entertained.

WCC, Rights of Way

Re: Public Path Diversion Order – Bridleway No. 29 Amesbury (Part)

WCC Regulatory Committee considered the above diversion order and objections, and resolved that a public path diversion order be made and advertised under Section 119 of the Highways Act 1080, to divert Bridleway 29 Amesbury (Part)

WCC Archaeology

The environmental statement sets out a good summary of the archaeological issues and what archaeological investigations have been carried out so far. The key part being that a number of Bronze Age round barrows identified from the preliminary investigations were fully excavated as part of the outline planning permission for the development of the area.

However, there is one archaeological feature on the site that has only been sampled through excavation. This is an extensive Bronze Age ditch which runs through the northern part of the site. I understand that there will be further ground works in the area of this ditch. I therefore recommend that prior to construction sections are excavated through the ditch and that a watching brief is carried out 200m either side of the feature to record any archaeological features which may be associated with the ditch.

I advise that the following condition, as set out in DoE Circular 11/95, is placed on the application to ensure this takes place.

'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.'

Salisbury & District Chamber of Commerce and Industry

Fully support the planning application. The addition of a Regional Distribution Centre, it is felt, would have considerable benefits in ongoing employment opportunities for the local population and could continue to influence other businesses to locate to the area, further enhancing employment and opportunities for increased commerce.

Salisbury Cathedral Close Preservation Society

At a meeting of the Committee of the Salisbury Cathedral Close Preservation Society held this morning attention was drawn to the traffic implications of the above application for a distribution centre at Solstice Park, Amesbury

Figures were quoted indicating the large amount of lorry traffic that will be generated and in particular the increase likely to occur on the southbound A345 A338 This traffic goes through Salisbury along Churchill Way. Vibration from heavy traffic on that route is already noticeable in the Cathedral Close with perceptible vibrations in some of the old houses an increase in heavy traffic could be potentially damaging and a serious nuisance to some residents particularly at night

In addition to our concerns about the impact on The Close and the Cathedral I understand that there are other reasons why the proposed location is considered not to be well sited for a major distribution centre I hope our particular concern can be added to wider voices and that the application will be turned down.

A36/A350 Corridor Alliance

This application has likely serious implications for traffic particularly HGV movements on the A36 for Salisbury and communities southwards into Hampshire The analysis of the likely traffic effects of a scheme is implausible considering that no specific end user is defined that might have indicated either how many HGV trips would occur or where the likely ends of trips generated by the development might be located The application ought to have taken account of the Stonehenge decision which implies that any new generation of traffic on the A303 should be avoided

Salisbury Campaign for Better Transport

Salisbury Campaign for Better Transport formerly Salisbury Transport 2000 wish to object to the above planning application for a Regional Distribution Centre at Solstice Park Amesbury because of the unacceptable traffic impact on both the A303 and the local road network and because it is contrary to the Stonehenge Management Plan.

We contend that the cancellation of the Highways Agency A303 Stonehenge scheme in December 2007 is a material consideration The de facto removal of this policy from the local development plan has implications on a number of other policies which were implicitly linked to this scheme including the nature and scale of developments at Solstice Park

We also have concerns about the combined effects of these proposals in conjunction with other proposed developments notably the Andover Airport proposals which include a major retail distribution centre.

REPRESENTATIONS

Advertisement	Yes:	expires 31/01/08
Site Notice displayed	Yes:	expires 31/01/08
Departure	Yes:	to policy E8A
Neighbour notification	Yes:	expires 09/01/08

Third Party responses Yes, as follows;

78 neighbour letters have been received of which 65 are objections, 10 give no particular opinion but raise issues generally and 3 support the proposal. 88% of these raised concerns related to traffic issues.

Member's attention is drawn to a report submitted by the applicants specifically to deal with the issues raised. This report is attached as appendix A and includes appendices that cover the following issues:

- Appendix 1 Summary of public responses by address and issue
- Appendix 2 Summary of comments by issue. Expressed numerically and as a percentage of all respondents.
- Appendix 3 Location of respondents
- Appendix 4 Summary of comments raised by respondents and responses on behalf of applicant.
- A plan summarising the location of respondents.

Amesbury Town Council

Amesbury Town Council has reviewed the application S 2007 2518 Regional Distribution Centre Solstice Park and wish to draw officers attention to the following

1. Positioning

The position of the site is not far from the boundaries of residential properties to the South of Solstice Park It was felt that it should be located further north to the border line along Solstice Park Avenue This to lessen the impact on the residential area Alternatively if this is not possible and should the application be granted then ATC would wish to have a discreet sound proofing barrier erected through a copse of trees along the boundary of the site

2. Size

The size of the two buildings is completely out of context with anything within the Council area and as such gives the appearance of an industrial area rather than a business park It is felt that this one development is out of scale and can be considered as overdevelopment of the site The Council feel that Solstice Park would be better served and look much more attractive if smaller business units were built

3. Design

The proposed buildings are similar to those built on the site especially the shapes of the roofs whilst there is no objection to this the Council is concerned on the lack of colours both with this proposal but that of others already built There is an awful lot of grey It is felt that the developers could do more to mitigate the size of the building by the use of colours to blend it a little more with the background

4. Traffic

The Council accepts that a Business Park will attract higher volumes of traffic However there are considerable concerns that this proposal will generate large volumes of heavy goods traffic along roads that are not really suitable these being Porton Road through to the Southern Distributor Road and on to the A345 South toward Salisbury indeed there is some doubt that parts of Porton Road meet the current highways standards for HGV s to pass and London Road through to Amesbury Town Centre

The Regional Distribution Centre will inevitably impact on volumes of traffic going to the west Officers will be well aware of the traffic delays caused by the volumes of traffic using this route now when queues build up as far back as the top of Beacon Hill at weekends and regularly cause problems on Countess Roundabouts on weekdays The recent cancellation of the A303 West improvements has meant this application will compound the problem

The A345 South through the Town Centre is restrictive to HGVs following the recent creation of mini roundabouts The A345 North is in parts narrow and again really unsuitable for a large increase in HGV traffic This then leaves the A303 East Both the A345 North and South Porton

Road, Underwood Drive and London Road are residential areas and the volume of traffic predicted will bring problems to residents not only from noise but fumes and dust

The Council is also minded to consider other areas that will be similarly affected Winterbourne Stoke Netheravon Enford Pewsey and indeed Salisbury

For this application to be considered acceptable at the scale and volume of operational activities described predicted the Town Council would like to see road infrastructure improvements which address the issues within this proposal

Concerns are also expressed over driver rest time There does not appear to be any facilities to enable drivers to take their required breaks from driving There is nothing in the proposal that provides the local area adequate parking areas or refreshment outlets should drivers run out of driving time

5. Employment

The Council have always been keen that Solstice Park would bring employment to the Town and the Local area However whilst this proposal indicates there will be a large number of vacancies it is felt that the vast majority will be in the semi skilled or unskilled sectors of employment It is clear that there will be little opportunity for generation of employment in other sectors or indeed for enhancement It is felt that smaller business units would provide better employment prospects for the local population

6. Noise Vibrations and Air Quality

The Council takes note of all the reports submitted by the developers but accept that members are not experts in this area there are concerns on this subject and it is asked that the Development Control make note of this and be assured that more than minimum acceptable legal standards within the United Kingdom are applied

7. Lighting

It was felt that such a large application would require a lot of lighting which could cause annoyance to residents in the local area thus it suggested that the application if approved be made conditional that all lighting 1, Be designed to reduce night sky pollution with adequate reflectors to provide safe low level lighting only 2, Spread of lights not be permitted to point or extend toward residential properties 3, Maximum use be made of timers and movement sensors

8. Road Layout

A condition be made that the current proposed extension of Equinox Drive may not be at any time in the future be permitted to connect with Sunrise Way and or Meridian Way This to prevent movement of all vehicles along the Southern Boundary where residential properties are located

Amesbury Town Council wishes to object to this planning application on the grounds given in paragraphs 1. 2. 3. 4 and 5.

MAIN ISSUES

The main planning issues in this case are;

Planning Policy Context

Principle of Development

Environmental Statement (ES) issues including;

- Socio Economic Issues
- Landscape and Visual Issues
- Transport
- Noise and Vibration
- Air Quality
- Hydrology and Drainage
- Archaeology

Additionally main planning issues in this case centre on, inter alia, a consideration of whether the proposal will provide a same, or a very similar, number of employment opportunities that the Northern Area Committee 25/09/2008

site is capable of providing / achieving with a mix of smaller employment uses. This proposal must also be capable of providing jobs that meet the skills of the likely employee base in the Amesbury Area.

Clearly with a proposal such as this additional material planning considerations will also centre on the likely demonstrable wider environmental impacts of the proposal.

This application is subject to an Environmental Impact Assessment (EIA) and as such the headings contained within the resultant 3 volumes "Environmental Statement" form the basis of the main material planning considerations / planning issues. This provides a very extensive and detailed analysis of the likely immediate and wider environmental impacts of the proposal.

POLICY CONTEXT

The Development Plan relevant to this Application is comprised of;

RPG 10 (September 2001, to be replaced by RSS 10).

The adopted Wiltshire and Swindon County Structure Plan 2011 (2001)

The adopted Wiltshire and Swindon Waste Local Plan 2011.

National Planning policy guidance;

PPS 1 – Delivering Sustainable Development

PPG 4 – Industrial and Commercial Development and Small Firms

PPG 13 - Transport

PPS 10 – Sustainable Waste Management

Local planning policy;

- Adopted Salisbury District Local Plan June 2003 – particularly policy E8A
- Other Material Planning Considerations include;
- The emerging Salisbury District Local Development Framework
- The approved Development Brief for Solstice Park
- The Amesbury Market Towns Partnership "Community Action Plan"

PLANNING CONSIDERATIONS

Planning Policy Context / Principle of Development;

Section 54A of the Town and County Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that when in making a determination under the planning acts regard must be had to the provisions of the development plan unless material considerations indicate otherwise.

Planning Policy context;

The application forms part of a proposed employment site as identified on the Salisbury District Local Plan (adopted June 2003) Proposals Map. Policy E8A of the plan identifies 18 hectares of land on this site to come forward by 2011. Paragraph 5.13 clarifies that this forms part of a wider area of land comprising 62 hectares for long term future development. The supporting information provided by the applicant indicates that currently 4.78 hectares (2.23 employment and 2.55 leisure) is developed, with a further 9.52 hectares (8.29 employment and 1.23 leisure) of land permitted but not implemented. The remaining site area has an outline permission for B uses.

Policy E8A states;

"Land to the east of Porton Road is allocated for employment development. Extensive landscaping will be required on the eastern boundary. The development of the site will be phased with development limited to 18 hectares (net) of employment land during the lifetime of this Local Plan. Provision will be made within the site for a link road to the E8B at Boscombe Down. Proposals for leisure development will also be permitted on the site subject to their being no adverse effect on the vitality and viability of Amesbury Town Centre. This site is subject to a provision of an all- movements junction with the A303 at Folly Bottom" As members will be aware the all – movement roundabout has been completed and is currently in operation.

Principle of Development;

Northern Area Committee 25/09/2008

Notwithstanding the issues related to the areas from which this proposal departs from policy, it is considered by officers that because the material considerations set out in this report outweigh the very specific requirements of the policy relating to the phasing of the site it is considered that the proposal adheres to the spirit of the objectives behind the policy. It can be argued therefore that "in principle" this proposal is acceptable.

Environmental Statement

This proposal is submitted with an Environmental Statement (ES)

The ES is set out under the following headings / sections;

- Introduction
- Planning Policy Context
- Socio Economic Issues
- Landscape and Visual Issues
- Transport
- Noise and Vibration
- Air Quality
- Hydrology and Drainage
- Archaeology
- Summary

The following section of the report will comment on each section of the ES in the order set out above. However, as planning policy context is set out above the comments will commence with Socio Economic Issues.

Socio Economic Issues

This part of the ES assesses the social and economic implications of the proposed Regional Distribution Centre in relation to the impacts on the supply of land for employment; the numbers of jobs the RDC will accommodate; the labour force arising from the surrounding area's population; future growth in the local labour supply; and the implications for employment structure, commuting and housing demand.

Members are advised that a full detail relating to these issues are included within the Environmental Statement Volume 1. However the following concluding summary of the points and issues covered within the ES is set out below.

Summary;

The applicants state that the proposed Regional Distribution Centre will provide some 94,144 sq metres of floorspace, including 6% ancillary offices (6,065 sq metres).

The employment potential of the RDC is some 1,200 jobs (similar to the potential of proposals at Porton Down) and there could be additional indirect and induced employment of as many as 400 jobs.

The allocation of employment land at Solstice Park supports the aim of the Local Plan and the Community Strategic Plan to diversify the employment base of Amesbury which is currently highly dependent on the Ministry of Defence and related activities. Additional employment will also help to reduce the relative deprivation of employment and income in some surrounding rural areas.

Employment land supply in Salisbury District is highly dependent on land at Solstice Park, Amesbury. The applicants surmise that In the City, provision of employment land lags behind other parts of the District and County in relation to Structure Plan targets. The proposed RDC could result in employment land commitments in excess of the local plan phasing policy for Solstice Park to 2011, by 6.47 ha or more, but not all outstanding consents are expected to be implemented in full by 2011. Any breach of the local plan phasing policy would be towards the end of the plan period and it is likely that the local plan will be rolled forward (to 2021) well before then in a new local development document.

The Local Plan target is intended to provide some flexibility and to promote economic development in Amesbury. County Council officers have also confirmed that the structure plan targets are not meant to be interpreted as rigid floorspace limits. The Structure Plan recognises the need for a liberal scale of provision, to allow for a choice of sites and variations in employment densities

The Regional Economic Strategy includes expectations of substantial job growth potential in Salisbury District, but warns about the possibility of shortages of labour, employment land and affordable housing, especially in the City where there are capacity and environmental constraints.

The draft Regional Spatial Strategy focuses job and housing growth in the City, but its housing target is low in comparison with job forecasts and household projections and is likely to have to increase following the report of the Panel for the Examination in Public.

Much of the additional housing and job growth required will have to take place outside the City. Amesbury is an obvious focus for additional growth, as the next largest town with good communications, an abundant supply of employment land and opportunities to boost the supply of housing land.

The growth in jobs and housing and the balance between them would logically be seen at Housing Market Area level, which covers the whole District. At this level – or even just taking the Amesbury and Salisbury Community Areas – labour force projections indicate that the growth in economically active population could accommodate the expected job growth at the RDC and Porton Down, especially when the expected requirement for more housing through the RSS and the possibility of reducing outward commuting flows are considered.

The opportunity for reductions in journey lengths and the scope for green travel plans related to the new developments help to improve the sustainability of journeys to work in the area.

It is concluded that the proposed RDC will contribute to the overall balance of housing and jobs within the District and, more importantly within the Amesbury Community Area. This development will also help to achieve more sustainable patterns of development by underpinning the delivery of retail, social and community initiatives for Amesbury, as set out in the Community Action Plan.

Landscaping and Visual Issues

The proposed landscape scheme has been worked up following close liaison with the case officer and the councils tree officer. The proposal is the subject of a comprehensive landscape scheme, which would create a new setting of native trees and shrubs to the units, provide enclosure to activity on the site, filter views in, break up the built form of the development, and create habitats of nature conservation value. Members attention is drawn to the landscape “master plan” which is contained at Appendix 4.3. of the Environmental Statement.

As a point of fact the landscaping scheme will conflict with the requirements set out in the Master Plan regarding the ‘Strategic Landscaping’. The requirement within the master plan was that the planting is carried out before buildings are constructed on the site. The Development Brief at page 29 4.66 states

“The open space as identifies on the master plan will form part of the *strategic landscaping required as a prerequisite to early development of the site*”

Clearly this requirement of the master plan has been carried out as the landscaping is proposed to be removed and replanted to accommodate the larger of the two proposed building. However. It is considered that as the proposed replanting will achieve the same objective as was originally intended in particular, in providing screening for the residential properties adjacent to this part of the site, this conflict with the Master Plan is minimal and is easily mitigated. This issue will also be dealt with via the section 106 Agreement for this application,

Members are advised that an application to vary the Section 106 Agreement is being dealt with in conjunction with this proposal.

The landscape scheme has proposed that a group of copper beech trees at the end of Solar Way would create visual interest in the view along Solar Way. However, whilst when mature, such trees would create an attractive visual stop at the end of Solar way, the use of beach has been subject to failure at Solstice Park in the past. Probably due to the chalk ground. As such it is considered that an alternative species should be agreed and as such a condition will be imposed to secure this element of the landscaping scheme. Woodland blocks would also create visual separation between the two units. This planting would supplement existing woodland planting on the southern boundary of Solstice Park, on the eastern boundary adjacent to Amesbury Road and around the setting of Ratfyn Barrows (SAM), which would be retained.

Overall, 6,530m² of structural woodland planting outside of the development plot would be removed as a result of the development, but it is proposed to plant 10,100m² of new woodland, a net gain of 3570m². A further 9.050m² of structural woodland planting, which is already starting to provide screening to Solstice Park, is retained. Planting within the development plot would be in addition to this figure.

Other planting treatments that are incorporated in the landscape master plan include shrub and tree mix planting, which would create dense native shrub cover with a reduced tree density, amenity shrub planting, to create areas of seasonal colour and interest around the development, and planting of multi stem and parkland trees in mainly grassed areas. The surface water drainage system for the development would incorporate SUDS features, including grassed soakaways which would form semi wet meadows between the units and to the east of Unit D3A, with surrounding areas of naturalistic marginal and shrub planting. The peripheries of the buildings and roads / parking areas would comprise amenity grassland.

It is clearly the case that landscaping has been very thoroughly considered as part of this proposal overall and that when mature, the park will benefit significantly from the planting and open spaces etc. However, it is considered that plant species both trees and shrubs should not be those that produce berries. The reason for this is that berries attract birds sometimes in flocks, which may pose an airfield safety issue for Boscombe Down Airfield. Clarification that such berry bearing species will not be used will be sought and will be a conditional if approval is granted.

The Environmental Statement at the 'Landscape and Visual Issues' section (ES Volume 1) sets out the following summary of landscape and visual issues:.

The topography of Solstice Park forms a sloping bowl with flowing contours, set against the rising backdrop of Boscombe Down to the south, and Earls Farm Down to the east. The wider context of the site is of open rolling chalk downland, which extends for some miles. Views into the site are limited by local topography, vegetation and built form. A ridge of land to the south of Bulford limits views from the north. Beacon Hill and adjacent high land curtails views from the north east. Views from the southwest, south and south east are blocked by the built form of Amesbury, and high ground on Boscombe Down and Earl's Farm Down. From the west and North West, woodland in the Avon valley and around Solstice Park junction on the A303 limits visibility.

Close and medium distance views from within the Estimated Primary Zone of Visual Influence include those from roads within Solstice Park and other local roads, and views from public rights of way. There are also limited, glimpsed views from public open spaces and from some employment areas. Residential areas lie close to the southern and western boundaries to Solstice Park, but due to the screening effects of vegetation and built form, only a limited number of local residents have views into the site.

Long range viewpoints include some within the World Heritage Site to the north west of the application site, and more distant views from residential areas to the north and east, including parts of Durrington and Countess.

The proposed development would comprise two buildings, up to 19.3m in height, and of large scale. However, the impact of the proposed development would be mitigated by terracing of the existing sloping landform to create development platforms, and through the design of the buildings, including elevational treatments which would break up the form of the buildings and minimise their impact in the local landscape. Undulating roof forms are also proposed which would echo the local context of rolling downland.

The development would also be the subject of a comprehensive landscape scheme, which would create a new woodland setting to the units, provide enclosure to activity on the site, screen views in, and create habitats of nature conservation value. A recently planted area of woodland at the southern corner of the development would be removed, but new compensatory and additional woodland planting would create a backdrop to the development and filter views of the western boundary.

Other landscape treatments would include shrub and tree mix planting, amenity shrub planting, planting of multi stem and parkland trees in mainly grassed areas, grassed soakaways to form semi wet meadows and surrounding areas of naturalistic marginal and shrub planting. This planting would supplement existing woodland planting on the southern boundary of Solstice Park, on the eastern boundary adjacent to Amesbury Road and around the setting of Ratfyn Barrows SAM, which would be retained.

Whilst there would be some impact to local landscape character from the introduction of large-scale buildings to the site, Solstice Park is already designated for employment uses, and the new buildings would be seen in the context of other existing medium to large-scale development on the Park, and to the west of Porton Road, which have been constructed on similar terraced landforms.

To the south of the site is Boscombe Down Airfield, with high buildings that dominate the horizon. The proposed development would therefore not be out of character in the context of existing nearby and adjacent buildings.

Most close and medium distance views towards the development would be mitigated to an extent by the comprehensive landscape scheme proposed as part of the development. The most significant residual impacts at Year 15 following completion of the development are to those views from public rights of way in close proximity to the development, including Amesbury Road (Byway AMES1) and Bridleway AMES29 which crosses Solstice Park, and rights of way to the north of the A303. However, although there would be a notable change to views from (what is referred to in the ES) these sensitive receptors, the general context of the views are of an area on the urban fringe of Amesbury, which already include other large scale built form. Views from the few residential properties which look onto the site would also be mitigated by the proposed planting scheme. The proposed landscape scheme would provide less mitigation to long range views of the development, as the tops of buildings would generally remain visible in the medium to long term.

The applicants surmise that there would be no conflict with county and local planning policies relating to landscape issues. The settings of Stonehenge SAM would not be affected by the proposed development. The development would only be partially visible from viewpoints within the World Heritage Site, where topography and vegetation permit. Although the development would be visible from parts of the World Heritage Site, resulting in impacts ranging from slight to moderate adverse impact, in practice, the development may not be apparent to the casual whose attention may be focussed on the more immediate environment of the World Heritage Site. It is considered that there would be no additional impact to the setting of Ratfyn Barrows (SAM) resulting from the proposed development.

In conclusion, taking into account the scale and height of the proposed buildings, it is considered that the development can be accommodated on the application site within Solstice Park without giving rise to unacceptable landscape and visual impacts. The ground modeling proposed on site, the design of the buildings and the comprehensive landscape scheme proposed would all assist in mitigating the impact of the proposed development. The overall scheme design, combined with the scale and low sensitivity of the local landscape character, and the enclosure provided by existing topography, vegetation and built form, means that impacts to landscape character and visual amenity would be minimised.

Transport

The transport section of this report covers the potential significant impacts of the proposal in terms of traffic and transport. Members attention is drawn to the entire transportation sections of the application made up of the Transport section of the "Environmental Statement" Volume 1, and the "Transport Assessment" Volume 3 and the accompanying Appendices.

Members will be aware of the high numbers of consultation responses from members of the public to this proposal which mostly centre on traffic related impacts and issues. As part of the ongoing planning application the applicants have produced a complete breakdown of the public responses in the form of a supplementary document prepared to specifically deal with public concerns. In the interest of clarity *this document is appended to this report.*

The "Traffic Assessment" document "Volume 3" of the Environmental Statement provides the detailed modeling and assessment carried out in relation to traffic and is set out under the following headings:

Existing Transport Network
Solstice Park Development
Sustainability and The Solstice Park Travel Plan
Traffic Modeling
Impact on the Highway Network
Construction traffic.

The TA is an extensive document and members attention is drawn to it should further clarification of the transport issues be required. However, the following section is a summary and is intended to provide members with an overview of the transportation issues covered within the ES.

As members will be aware and as the applicants refer, ASDA has recently received support for a store at Solstice Park in place of the Aurora office development. Whilst this application was the subject of a separate Transport Assessment a single model has been used to assess the impact of both the proposed RDC and ASDA. Account is taken in the model of the housing on land South of Boscombe Down at Amesbury, allocated in the Salisbury District Local Plan, as well as those elements of Solstice Park which are not yet occupied.

The key objectives of government policy in relation to transport are summarized in *Planning policy Guidance Note 13 – Transport*, published in March 2001. The aim is to integrate planning and transportation at the national, regional and local level in order to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car

The *Regional Transport Strategy* is set out in Chapter 8 of RPG10. It suggests that agencies should work together towards reducing the need to travel by private motor vehicle through the appropriate location of new development. Agencies should also aim to locate major freight generating development close to the regional road and rail networks.

Wiltshire and Swindon Structure Plan 2016 reinforces this. It says that away from Swindon there is a need to give greater emphasis to job creation, to avoid the need to travel long distances to work. Employment uses which attract significant movements of freight should be located away from central areas with good access to the road network, and accessible by public transport, cycling and walking.

Solstice Park is adjacent to the A303 trunk road on the north east side of Amesbury. A grade separated junction on to the A303 here was a requirement of the Solstice Park development in the Salisbury District Local Plan, and was opened to traffic in April 2004. Access to the RDC for cars will be from Meridian Way, and access for HGVs will be from Equinox Drive.

Porton Road runs along the western side of Solstice Park. Southwards it leads to residential areas and to Boscombe Down. It will form part of the proposed Amesbury Link Road between the A303 and A345 to Salisbury, avoiding Amesbury town centre. London Road leads westwards from the Solstice Park Avenue/Porton Road junction to Amesbury town centre, a distance of around 1.5 km.

A Green Transport Plan for Solstice Park was prepared under the terms of the outline planning consent, and this will cover the RDC. The road system for Solstice Park has been designed to include a network of footways and cycle ways. A number of bus routes serve the area as and a shuttle bus service between Solstice Park and Amesbury Bus Station commenced in November 2007

As part of the Green Transport Plan, the travel patterns of employees are monitored regularly. The modal split of Solstice Park employees in Spring 2007 is set out in **Table 9.1** of the TA and compared with the modal split for travel to work in Amesbury East from the 2001 Census. This shows that Solstice Park employees have a good record for the use of sustainable modes of transport.

The impact of the proposed Regional Distribution Centre on the local road network has been assessed during the weekday AM and PM peak hours using the S-Paramics model. Peak traffic surveys were carried out during June 2007 at the following locations to form the base data for the model:

1. A303 westbound/Solstice Park Avenue/Equinox Drive
2. Solstice Park Avenue/Mid Summer Place/Meridian Way
3. A303 eastbound/Porton Road/Salisbury Road
4. Solstice Park Avenue/Porton Road/London Road
5. Porton Road/Sun Rise Way
6. Porton Road/Raleigh Crescent/Amesbury Link Road/Butterfield Drive
7. London Road/Countess Road/High Street

In addition a week's automatic traffic count (ATC) was carried out on Porton Road, again during June. Details of the findings are contained in the Appendices to the TA.

Weekday peak hour trip generation was estimated based on the TRICS database. Predicted weekday trip generation by the RDC alone is set out in Table 9.2. of the TA

Whilst it is recommended that the full details of the TA are read in conjunction with this report, within the TA the applicants surmise that the data and findings of the TA confirm that the traffic generated by the proposed Regional Distribution Centre at Solstice Park can be accommodated on the surrounding road network without causing unacceptable increases in queues, delays or journey times.

Furthermore, within the TA the applicants surmise that the existing Green Transport Plan for Solstice Park, which has a good record in encouraging the use of sustainable forms of transport, will also cover the RDC. The proposals for the RDC meet policy guidance which suggests that employment uses attracting significant movements of freight should be located away from central areas with good access to the road network, and accessible by public transport, cycling and walking. It is concluded that there is no reason in transport terms why the planning application for a Regional Distribution Centre at Solstice Park should not be permitted.

Lorry Routing Agreement;

Members may also be aware that the Section 106 agreement for this proposal will include a transport / lorry routing requirement. The purpose of this requirement is to manage the lorry movements derived from the development in terms of ensuring that wherever possible, the routes to and from the RDC do not unreasonably, or unnecessarily utilise local residential roads but, stick to the main routes. This agreement will include for example, "Barred routes" where lorries will not be permitted access.

The routing agreement will set out how lorry movements will be controlled and will be consistent with the following objectives;

To prevent lorries using the C11, C32 (north of the A303) the B390, B3083, B3086 and London Road, Amesbury.

To restrict the number of lorries using the A345, North of Countess Road Junction and South of Stock Bottom junction.

Traffic Regulations on local roads where considered necessary by the Highways Authority.

Establishing a Local Forum for dealing with concerns and issues raised by local people regarding lorry movements as a direct result of the development

To set up a data scheme to enable lorry movements to be recorded and monitored.

To develop an effective means of enforcing the restrictions placed upon lorry movements.

To make a payment to ensure the delivery of a Toucan Crossing

WCC Highways have confirmed that the use of such agreements is considered to be effective and enforceable; WCC highways are negotiating the agreement with the applicants and SDC Officers. WCC Highways have confirmed that the case officer for this application will be informed of the WCC Highways final comments as soon as the agreement is finalised. An oral update will be given at the meeting.

It is concluded that in transport terms the proposed Regional Distribution Centre at Solstice Park will be constructed and operated in an appropriate responsible manner, and in combination with the routing agreement, will avoid significant negative effects on the local and regional transport networks.

Members are reminded of the comments of the Highways Agency who have not objected to this proposal on highway grounds.

Noise and Vibration;

The noise and vibration effects of the construction and operation of the proposed RDC have been assessed. The findings of the assessments are provided in the ES "Noise and Vibration" Volume 1.

In order to assist members the following is a Summary from the ES:

Baseline noise measurements have been undertaken at three representative locations around the site. Noise levels are typical of this urban fringe location. Committed and consented developments across parts of the Solstice Park site are likely to change the noise environment experienced by Noise Sensitive Receptors (NSRs) near the site.

The significance of the construction noise effects have the potential to be of Major Adverse significance and would be of temporary duration. However, with the implementation of the mitigation measures described in Section 6.6, this would reduce to Minor Adverse.

The significance of the construction vibration effects are likely to be of Negligible significance and of temporary duration.

The significance of the construction traffic noise effects are considered to be of Negligible significance and of temporary duration.

The change in existing ambient noise levels due to on-site HGV movements is predicted to be of Negligible significance.

External maximum noise levels from HGV movements, including reversing alarms and pulling up to service bays, are predicted to be less than the L_{max} criterion for sleep disturbance published in the World Health Organisation's (WHO) Guidelines for Community Noise.

With open windows, predicted internal noise levels from on-site HGV movements range from good to reasonable within the BS 8233 design criterion for sleeping and resting during the day and night.

During the busiest hourly daytime period, noise from HGVs with refrigeration plant would result in a level that is below marginal significance, under the guidance provided in BS 4142.

During the busiest night-time period, noise from HGVs with refrigeration plant would result in a level that is below that which complaints would be expected, under the guidance provided in BS 4142.

The change in existing ambient noise levels due to HGVs with refrigeration plant is predicted to be of negligible significance.

With open windows, predicted internal noise levels from HGVs with refrigeration plant would achieve the BS 8233 good design criterion for sleeping and resting during the day and night within any habitable rooms at the nearest NSR.

The change in existing ambient noise levels due to the combined level associated with HGV movements and HGV refrigeration plant is predicted to be of negligible significance.

With open windows, predicted internal noise levels from the combined level associated with HGV movements and HGV refrigeration plant would range from good to reasonable within the BS 8233 design criterion for sleeping and resting during the day and night.

The noise effects from the HGV wash and fuel points are predicted to be of negligible significance.

The noise effects from the loading and unloading of HGVs are predicted to be of negligible significance.

Taking all on-site activities into account, the noise effects at the proposed RDC are considered to be of Minor Adverse significance.

Noise effects from mechanical plant associated with the operational RDC are considered to be of negligible significance.

Noise effects due to the change in road traffic associated with the proposed RDC are considered to be of negligible significance, therefore no mitigation is required or proposed.

The results of the vibration assessment detailed in Appendix 6.5 indicate that:

There is no evidence to suggest that HGV movements on Equinox Drive would give rise to measurable or humanly perceptible vibration within a park home at Beverley Hills Park;

The operation of the proposed RDC would not give rise to VDVs within a park home that exceed the level at which BS 6472 suggests is commensurate with a *'Low probability of adverse comment'*;

The levels of re-radiated ground borne noise arising from HGV movements on Equinox Drive would not be measurable or humanly perceptible;

The levels of re-radiated ground borne noise arising from HGV movements within the proposed RDC would not be expected to be significant; and

There is no evidence to suggest that HGV movements on Equinox Drive, or within the proposed RDC, would be expected to give rise to significant low-frequency noise effects, such as sleep disturbance, within a park home at Beverley Hills Park.

Conclusions;

It is considered that, with appropriate mitigation and good practice, the proposed RDC at Solstice Park, can be constructed and operated without significant noise or vibration effects. For clarity the mitigation measures are set out as follows.

Construction Phase;

Construction Noise;

Construction works would follow Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 (CoPA), to minimise noise and vibration effects. The construction programme and activities would be discussed with the local authority once a contractor has been appointed. Noise levels may be controlled and consent sought from the local authority under Section 61 of the CoPA to minimise construction noise effects on NSRs.

Standard construction working hours are Monday to Friday, 07:00 to 19:00 hours, Saturdays 07:00 to 13:00 hours, with no noisy working on Sundays, Bank or Public Holidays. The principal contractor would adhere to these standard working hours as far as reasonably practicable. However, for certain activities, it may be necessary to work outside these hours and in this instance, the principal contractor would apply to the local authority for written consent prior to work commencing.

Site hoardings and portable acoustic barriers may be used to reduce construction noise emissions from the site. The acoustic performance of these barriers would depend on their siting, height, topography of the area and the character of the works required.

Where practicable, plant, equipment, site offices, storage areas and worksites would be positioned away from NSRs, both on and off-site.

The principal contractor would ensure that all vehicles, mechanical plant and equipment are maintained and operated in an appropriate manner, to minimise extraneous noise from mechanical vibration, creaking and squeaking. The principal contractor would ensure that all plant complies with the relevant statutory requirements.

Construction Vibration;

Equipment would be located away from NSRs, where possible, as highlighted in BS 5228 Part 1.

Construction Traffic;

Delivery movements would only take place during the working hours and no mitigation is necessary.

General On-Site Operational Noise;

The assessment has indicated that noise effects from general on-site activity are acceptable and hence no further mitigation measures are required.

Mechanical Plant;

The following best practice measures would be adopted where practicable:

- All externally mounted fixed mechanical plant should be assessed in accordance with BS 4142;
- The specification of all mechanical plant should be agreed with SDC prior to installation;
- Mechanical plant should be located away from NSRs; and
- Regular maintenance would be undertaken on all mechanical plant to ensure the units are
- Operating efficiently and do not generate undue noise.

A suitably worded planning condition can be used to control noise from mechanical plant, e.g. 'No development shall not commence until full details of proposed plant systems have been submitted to and approved in writing by the local planning authority. Details shall include proposed noise control measures, fan location, duct-discharge positions and supplementary ventilation systems. The development shall take place in accordance with the approved details without variation unless otherwise agreed in writing by the LPA. Reason: to protect residential amenity'.

Road Traffic Noise;

Due to the minimal predicted increase in traffic noise that would occur as a result of the predicted increase in flows attributable to the fully operational RDC, no mitigation is required or proposed.

Air Quality;

Members will recall that this site has in the past been the subject of concern regarding dust being created during excavation work. The area is known to have a very high chalk content that can easily become airborne particularly in dry weather. As such this issue has been of significant importance in relation to this proposal and is dealt with within the "Air Quality" section of the ES Volume 1. The Air Quality assessment section of the ES identifies that (amongst other things) the site is concluded as being at 'high risk' of causing air quality impacts and emissions during the construction phase. Whilst this is identified within the assessment the conclusions for this development overall are clear that only extremely small or negligible impacts will result. However, the assessment has recommended a range of mitigation measures "Mitigation of Effects" (see below) to ensure that even in the unlikely event of any adverse effects occurring, the mitigation will have prevented the effects from being harmful and unreasonable.

Mitigation - Effects:

1. Construction Phase;

Site Planning

- No bonfires would be permitted on the site
- Machinery and dust causing activities would be located away from sensitive receptors, where practicable.
- Site personnel would be trained in appropriate dust minimization techniques.
- Trained and responsible manager on site during working times to maintain logbook and carry out site inspections.
- Hard surface site haul routes where practicable.

Construction Traffic

- All vehicles to switch off engines – no idling vehicles.
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down of haul routes.
- All loads entering and leaving site to be covered.
- No site runoff of water / mud.
- On-road vehicles to comply to set emission standards.
- Non Road Mobile Machinery (NRMM) to use ultra low sulphur diesel (ULSD) where practicable and be fitted with appropriate exhaust after-treatment from the approved list where practicable.
- Minimise movement of construction traffic around site.
- Hard surfacing where practicable and effective cleaning of haul routes and appropriate speed limit around site.

Site Activities

- Cutting equipment to use water as suppressant or suitable local extract ventilation.
- Use enclosed chutes and covered skips.
- Minimise dust generating activities.
- Use water as dust suppressant where applicable.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Re-vegetate earthworks and exposed areas.

Additional Measures

- in addition to the above listed mitigation measures, and in response to the SDC's concerns with respect to the potential for construction dust due to the topography and geology of the area, the following specific measures should be implemented by any contractor on site during the civil engineering work and construction phase:

- Water spraying by site bowser.
- Compaction, grading and maintenance of haul routes.
- Adherence of a site speed limit of 10mph.
- Use of upswept exhausts on plant.
- Evenly loading vehicles to avoid spillages.
- Regular removal of spilled material from haul routes.
- Minimal number and length of designated haul routes.
- All site operatives and management staff should be briefed with respect to good practice for dust control as outlined above.

2. Operational Phase;

Mitigation measures are not required for the operational phase of the development as air quality effects are concluded to be of negligible significance according to the criteria adopted for this assessment.

Cumulative Effects;

The air quality effects associated with all committed developments in the area have been quantified in both the 'With' and 'Without Development' scenarios. Consequently, the pollutant predictions include cumulative effects.

The UK development control system considers each proposal on its own merits within the confinements imposed by the relevant planning policies. If a further series of unrelated potentially low polluting developments are permitted, the cumulative impact may result in a worsening of local air quality.

The Air Quality section of the ES is summarised as follows;

Summary from ES;

SDC has designated five Air Quality Monitoring Areas due to high levels of NO₂ attributable to road traffic emissions. The site is not located within a designated AQMA. The nearest AQMA is located approximately 12km from the proposed development.

During the construction phase, dust generation due to construction activities would be controlled and minimized through the use of standard mitigation measures and best practice employed during construction.

Concentrations of the key traffic related pollutants, NO₂ and PM₁₀, have been predicted in the opening year, with and without the proposed development. Predicted NO₂ and PM₁₀ concentrations are well below the relevant objectives. Air quality effects associated with the operation of the proposed development, due to increased road traffic emissions are considered to be of negligible significance.

As such it is concluded that there are no air quality constraints to the proposed development and the overall impact of the development with respect to air quality is of negligible significance.

Hydrology and Drainage / Appropriate Assessment

The ES provides extensive and details information on the matter of Hydrology and Drainage. Attention is drawn to the ES for clarification of points of detail. The Assessment recommends that the mitigations forming part of the application are implemented as set out in the appendices to the ES. The ES Commitment to Mitigation" states the following

"The mitigation measures proposed for the construction phase would be implemented upon commencement of site works and maintained throughout the construction phase, in accordance with the proposed Construction Environmental Management Plan/Code of Construction Practice (CoCP) adopted. The majority of measures relate to standard good working practices that should always be adopted by developers. Other measures are site specific including the accidental pollution action plan and interceptor soakaways.

Mitigation measures relating to the installation of water-efficient systems including toilets, taps and appliances will be discussed and agreed with the Local Authority prior to the commencement of construction.”

The following is a brief summary of the Hydrology and Drainage section of the ES

Summary;

It is considered that the Proposed Development will not impact on the River Avon Special Area of Conservation. In addition, the development is considered to have a negligible impact on the existing groundwater resource in the underlying chalk aquifer.

With the benefit of the proposed mitigation measures, the residual impact of the Proposed Development upon water resources is considered to be low.

The proposed on-site soakaways will result in an improvement in the management of surface water run-off compared with the existing site. Consequently, there will be a reduction in the volume of surface water run-off during high intensity rainfall events, and a reduced risk of surface run-off affecting neighbouring sites. The residual effect of the Proposed Development will therefore be a slight reduction in the potential for flooding of the area surrounding the Proposed Development.

With the benefit of the proposed mitigation measures, the flood risk to the Proposed Development is considered to be low. The impacts of the Proposed Development upon flood risk beyond the boundaries of the Application Site are considered to be low.

Need for an Appropriate Assessment

Under Regulation 48 (3) of the Habitats Regulations 1994 and based on the supporting information EIA provided Natural England is of the opinion that the proposals either alone or in combination with other plans or projects would not be likely to have a significant affect 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

It is clear from the above consultation response from Natural England, that this proposal is not likely to have a significant affect on the River Avon “Special Area of Conservation” SAC. Whilst this is clearly the view of the principle consultee regarding these matters. It is the LPA as the “competent Authority” to assess whether an appropriate assessment should be carried out. This assessment must be based on the extent to which the information provided by the applicants is adequate to assess SAC issues, and on the consultation responses received from the principle / statutory consultees.

Conclusion;

It is the view of the LPA as the competent authority in this case, that an appropriate assessment is not required as the proposed development either by itself or in combination with other developments is unlikely to have a significant affect on the SAC.

Archaeology

Members will be aware of the significant importance of this site and in particular the general surrounding are in archaeological terms. As such this proposal has been the subject of a great deal scrutiny regarding archaeological issues.

An extensive programme of archaeological work has previously been carried out for the Solstice Park development, including field surface collection, geophysical survey, and test-pitting, trial trenching and open-area excavation all within the proposed Solstice Park Regional Distribution Centre development site. This programme, developed in co-operation with Wiltshire County Council Archaeology Service, has established the archaeological content of the development area and undertaken mitigation works by means of excavation of the major sites and deposits within the development area.

The potential effects on the setting of the Stonehenge World Heritage Site are discussed in the Landscape and Visual Issues chapter (Chapter 4) of the ES Volume 1.

The major features of interest within the area have already been removed by archaeological excavation. Those that survive comprise a series of linear ditches which are the least well-preserved remains of a prehistoric field system extending eastwards outside the development area. The largest of these ditches is assessed as being of Moderate Importance, and the others of Low to Moderate Importance. All have previously been sampled by archaeological excavation; further observation and recording of the most significant of these ditches during development would allow a better understanding of this feature. As a result of work already carried out, the development is assessed as having a Neutral to Minor Effect on the cultural heritage overall.

However, notwithstanding the conclusions of the ES relating to archaeology the consultation response from WCC Archaeology is clear that further excavations may result in findings related to the Bronze Age ditch. As such a condition is recommended to secure a watching brief in order to evaluate any finds that may result. The condition as set in the comments from WCC Archaeology in the "Consultations" section of this report will be imposed.

Conclusion to Environmental Statement;

This submitted Environmental Statement (ES) is considered, to have extensively covered all the relevant material planning consideration / issues related to this proposal. The ES together with its appendices has provided a clearly set out evidence base to support the findings and conclusions of each respective section. Whilst it is considered that the ES has extensively covered all the relevant issues and material planning considerations appropriate to this proposal and thus most of the mitigation forms part of the application itself, should the proposal be approved, where relevant conditions will be imposed to secure the mitigations set out in the ES and where advised by consultees.

Design / Materials / Scale / Layout.

This proposal has been subject to a very thorough and lengthy design process with SDC over several months prior to the design being worked up into the form presented as part of this proposal. The case officer and the councils design adviser and the Design Forum have considered several draft designs and have made observations on how to improve them. It is clear that the proposal has taken into account the advice given by SDC and the resultant buildings design is as advised.

Whilst it is considered that the above process has brought about relative success in terms of the design of these building being appropriate , it is important to consider the significant limitations on design resulting from the end use as is set out in the applicants Design and Access Statement in Section 5 Design,

"Regional Distribution Centres (RDC) are storage buildings for businesses to distribute their products to outlets within a region. They act as storage hubs to reduce long distance delivery traffic movements".

This suggests that with proposal for buildings such as these, in order that the proposed uses can be successfully carried out, it is reasonably expected therefore that design will primarily be the result of the function.

However, whilst this is reasonable, the applicants have pursued a design approach that utilises appropriate materials particularly in terms of colour and finish. Colour and finish has been important throughout the pre-application deign discussions where it was considered that a mixture of colour and finishes should be used to avoid the large shed like buildings seen elsewhere in similar developments. In the case of Solstice Park, materials are subject to the requirements of the Development Strategy Submission 1 document that has also guided all other development at the site in design and materials terms. Page 37 of the strategy states "Material choice will depend upon building use, budget and programme and may range from local flint to aluminium cladding panels encompassing everything in between."

This building will be seen from several vantage points including areas where the surrounding land is significantly higher than the site itself. As such it was considered that a highly visible feature of these buildings will be the roofs. As a result the roofs have been designed to include

ridged sections positioned to break up the roof form. The sections will be a different colour than the larger vaulted sections in between them. The design objective is to give the visual impression of several small units particularly when viewed from the surrounding area.

The design and access statement clarifies that “Two simple roof forms have been created and repeated along the length of the building, the larger of the two roof forms is a curve with the smaller form being a pitched roof. These forms help to break down the overall mass of the building; a high level feature band helps to visually reduce the height of the buildings further”

The positioning on the site of the buildings has also been carefully considered resulting in the proposed layout and juxtaposition. The design and access statement refers:

The typical efficient operation of a RDC dictates how the building and yard are laid out. The layout of the development will be such as to optimise and efficiently use the available space on site. Consideration has also been given to minimizing the mass of the development and this has generated a design approach which ensures that the buildings should not be parallel to each other.

It is the intention to provide a dedicated but segregated access and parking areas for HGVs and cars. Car parking will be adjacent to the main office areas situated on the southwest side of the plot in order to respect the existing residential amenity and create an enhanced visual aspect. The yard areas will be shielded by a combination of building, car parking and landscape planting. The main lorry access to the yards will be on the eastern boundary away from the residential area.

The buildings fan out from east to west to generate a softer edge along the western boundary and to assimilate the scheme into Solstice Park. The juxtaposition of the buildings allows the landscaping to penetrate deep within the site and views across are also maintained. Other significant landscape zones will be present around the perimeter of the development particularly along the western boundary, where this will be as much as 70m wide in places.

The car parks are laid out so that accessible parking spaces, including disabled, are positioned close to the entrance to the offices. There will also be the provision of cycle and motorcycle shelters adjacent to the office entrances. There will be a gatehouse close to the entrance of the yard on both units and potential areas set aside on the larger unit's east side for a fuel island and a vehicle wash.

In terms of scale, the buildings have been designed to limit scale as far as is possible for example in the roof design (as explained above), but also in the positioning of the buildings on the lowest parts of the site and through the proposed excavation of the site further reducing overall impact. The design and access statement refers, Building DC1 is 320m long and 170m wide whilst building DC2 is 285m long and 126m wide. Both warehouses have a clear internal height of 15m, enabling the accommodation of modern racking systems, product handling equipment and high level sprinklers. The highest part of the curved roof is 19m. It is recognized that buildings of this scale need to be carefully considered for their visual impact and therefore the general design utilises several devices to reduce the perceptible scale and visual impact.

In conclusion it is considered that the design has been conceived in general accordance with the spirit of the development Brief and the Development Strategy Submission 1 May 2002.

ROW issues / footpaths

Members will be aware of the significant local concern raised regarding the affects of the proposal in relation to existing footpaths and rights of way. The ROW materially affected by this proposal is Bridleway 29 which crosses the site from Amesbury Byway 1 in a north westerly direction. The existing route of the ROW is such that it would be blocked by the northern corner / end section of the larger of the two proposed buildings.

A public path diversion order has been made pursuant to section 119 of the Highways Act 1980. This effectively repositions the route of the path further to the north east running alongside Equinox Drive and thus, providing an un-obstructed path route. Whilst the effects of development on public rights of way is a material planning consideration, it is considered that

subject to this diversion (currently subject to appeal) being fully implemented, no unreasonable detriment should result to users of the diverted path as a result of this development. As such there are no clear planning reasons to object to this diversion however, it is considered to be necessary to condition that the ROW shall at all times be kept free of any form of obstruction blocking its path.

Local Centre / issues

This proposal will result in the loss of the area originally allocated within the adopted master plan as a Local Centre. In respect the existing Legal Agreement the Section 106 relating to Solstice Park provision 7.1 states

The Developer hereby covenants with the Council not to undertake the commencement of development within the SDA as shown on the Master Plan until details of the timing phasing and provision of the Local Centre has been agreed and not to develop the SDA otherwise in accordance with the agreed details

The applicants consider that circumstances have now changed on Solstice Park such that they submit that this provision should be removed from the legal agreement but by so doing no harm will arise to its function and purpose given the scale and range of services normally provided in a Local Centre now being provided elsewhere on Solstice Park

To provide a context members will be aware that the basis of this S106 provision was to provide a Local Centre within and to serve Solstice Park and its central location as shown on the approved Master Plan was felt to be most appropriate at the time to meet the Park's needs

The Local Centre has its roots in the Development Principles (DP) set out in the Approved Master plan for Solstice Park referred to at that time as

The Amesbury Business Park specifically DP 10 which states

“The Master Plan should identify a Local Centre to act as a focus for the Development”

The Local Centre was proposed to fall within the Special Development Area Group (SDA) which comprised an employment zone within Solstice Park which would offer an alternative type of employment use to the larger scale mixed

B1 B2 and B8 uses shown on zones on the Master Plan now known as Zones A B C and D. This use was to maintain one of the principle objectives of the Development Brief to afford maximum flexibility of employment uses to meet possible market needs bearing in mind the location of Amesbury as a secondary location in commercial terms for employment uses. The SDA was not the driver for the Local Centre location but simply an employment zone which had some affinity with a local centre in terms of scale and layout which would have more of a domestic feel of the sort of offices that might be a feature in a high street (see paragraph 4. 33 and 4. 39 of the approved Development Brief).

For the reasons which have been explained elsewhere in the RDC application the market for the type of employment uses which might have been attracted to the SDA has not manifested itself and where demand for smaller office needs has arisen on the site these have been taken up on Zone C2 close to the Porton Road which has now been partly constructed and where further scope exists to meet such office needs.

At the time the outline permission was granted it was only possible to demonstrate the need for a hotel on the “L1” land within the business park (now known as Zone B) Any other leisure developments needed to demonstrate that they would not adversely affect the vitality and viability of Amesbury Town Centre and therefore it was not possible to grant D2 uses in outline. Subsequently, 2 restaurants, a public house, a filling station with associated shop and a leisure centre have been permitted on this site and all save the leisure centre have been built and are operative (see planning history above) .

Therefore many of the facilities which would have been provided within atypical Local Centre are now being provided within Zone B at Solstice Park where hotel, conference, restaurant, pub, and petrol sales uses have now been developed very successfully. So that this area has now become a major focus not only in serving Solstice Park s growing needs (and aiding its

commercial attractiveness) but those arising from the A303 and the wider community needs of Amesbury

It can be argued that the effect of the above is that the need for a 'separate' Local Centre within Solstice Park and its function in meeting the Park's needs have been usurped by the successful development of Zone B which now serves in effect as the Local Centre for Solstice Park. There is thus no likelihood that Solstice Park could generate the commercial need for two Local Centres neither is there a need to. It is thus considered that the requirements of provision 7.1 of the Section 106 agreement and approved Development Brief PD 10 have been met both in real and functional terms

As such it can be reasonably argued that the implementation of such 'Local Centre' uses on Zone B, albeit contrary to the development brief, has not been at the expense of the SDA as clearly these uses have been, and will continue to be provided in other areas on Solstice Park. For these reasons it is considered that the continued requirement within the section 106 for Solstice Park, to provide a local centre as originally envisaged, is unreasonable. As such the section 106 agreement amended to encapsulate this application, should be without such a requirement and thus provision 7.1 will be removed.

'Material considerations indicating that the proposal should be refused'.

The original outline consent for this site was the subject of a section 106 agreement, which limited the development of this site to 18ha.

Para 5.1.2 of the 106 also goes on to say

"That at the date of publication of the next deposit draft local plan the council shall review the extent to which it is appropriate to vary this restriction in the light of policies contained in such draft plan and shall review the requirements in relation to infrastructure and sustainable transport and shall assess additional requirements in respect of any further development") As members will be aware the old system of local plans has now been replaced by the local development framework, and the preferred options document does earmark the remainder of Solstice Park for employment use and that a revised masterplan and development brief will be prepared. It is thus the view of Forward planning that as such allowing development on the future development area at this time is considered to be contrary to the 106, and if allowed would be circumventing the LDF process.

Potential for job creation;

As stated in the Non-Technical Summary to the Environmental Statement, the proposed RDC is anticipated to provide 'some 97,027 sqm of floor space, including 6% ancillary offices'. In terms of job creation, this equates to:

B1 office (5995 sqm) @ 18.5 sqm per job = 324 jobs

B8 distribution (88,078 sqm) @ 65 sqm per job = 1355 jobs

This is a total of some 1679 jobs. The application suggests that the RDC could generate some 1200 jobs. This is a shortfall of some potential 500+ jobs based on the above. If the whole of the proposed RDC floorspace of 97,027 sqm were used for B1 office space, this could provide 5244 jobs. Clearly, the site would not be developed in the same style for a B1 occupier; however this calculation is useful to illustrate the huge difference between employment generation for this amount of floorspace for predominantly B8 use. Or rather, it highlights the relatively low density of employment generated by covering such a large floorspace with B8 use.

Original proposed site use;

In the interest of fairness, it is considered appropriate to estimate the maximum number of potential jobs that could be created on this area of Solstice Park.

The proposed development site for the RDC was originally known as 'Zone D' and promoted as one of the largest relocation opportunities in central southern England, providing a 24 ha site for 'Major Users and Headquarters'. The marketing brochures for this site depict illustrations of modern, multi storey, glass panelled offices.

Whilst it is fair to say that a potential single occupier for the RDC would be a 'major user', the PLA from a policy standpoint has surmised that it is potentially out of step with the original vision of high end users for the Solstice Park development.

B1 office use provides the optimum density of employment, at 18.2 sqm per job. The standard development density for B1 office use is 70%, which accounts for a mix of development styles plus a mixed number of storeys. The 22.2ha piece of land proposed for the RDC would therefore actually have a potential to provide 8.538 jobs if it were to be developed entirely for B1 use.

The Master Plan;

The original Masterplan sectioned Solstice Park into four zones. The zones provided for 44.5ha of developable space for business use – plus roads, landscaping etc bringing a total of 62ha. Zone A, industrial and distribution provided 8 ha of land, of which some is already constructed and occupied, with consent for more.

Zone B provided 4.5ha of roadside and leisure uses, which have been mostly developed and are operating, including a hotel, several restaurants and a filling station.

Zone C provided 8ha for an office park. As members will be aware a recent resolution of the NAC supported the proposal for the Asda superstore. Members will also be aware that this application has been called in for determination by the Secretary of state for the Environment. If the Secretary of State is minded to approve this proposal it would cover approximately a quarter of this area, contrary to the original Masterplan provision for office use.

The 24ha site at Zone D remains undeveloped. However, should the RDC proposal proceed, the amount of remaining land for employment development will be it is considered, seriously reduced. The proposed 22.2ha RDC development also clearly goes beyond the limited initial development of 18ha for the whole Solstice Park site, as set out in the Local Plan for the period of the plan up to 2011.

It could be argued that, should the RDC secure planning permission, by the time development has begun and the site is occupied, it is likely to be beyond 2011. However this is considered to be a short-sighted view as it fails to take account of the wider issue of employment land supply in the Salisbury district.

Employment land supply;

The Employment Land Review forecasts up to an additional 13,800 jobs for the district by 2026. This equates to a requirement of up to 30ha of employment land by 2026, over and above that already provided. It is estimated that about 50% of all this new employment floorspace is required for B1 office use.

Furthermore, the recently published proposed changes into the Regional Spatial Strategy has recommended that this be increased to 37ha of employment land for the Salisbury travel to work area.

Solstice Park currently provides the largest employment opportunity in the Salisbury district. The current Local Plan envisaged that, post 2011, a further 44 ha of land at Solstice Park could be released for employment development. This would have helped provide some of the new 37ha of employment land required up to 2026, as identified by the Employment Land Review (ELR) and the South West EIP.

However, should the RDC proposal be successful, the amount of remaining land for long term future development at Solstice Park will be significantly reduced. Indeed, development of the RDC is likely to require new employment land allocations to be identified at alternative sites in the district, in order to provide for forecast economic growth to 2026.

Loss of public open space;

The application is also considered to be at odds with the adopted development brief which shows a significant area of public open space to the south east of the site. The land take for all the open space was taken into account when the brief was prepared and ensures that there is an adequate buffer between the employment land and neighbouring houses off Raleigh crescent. There appears to be scope within the proposal to move it northwards onto the land that is shown vacant within the red line and still maintain the open space. The LPA comment that the open space OS should not be eroded and therefore increase the net land allocated for employment use.

Conclusions;

This application raises significant concerns relating to the following issues

- Number of jobs potentially being provided,
- The phased release of this land,
- The scale of the proposal for one use class over and above what is needed for the district as a whole
- Lack of choice of different employment types that the allocation was intending to deliver.
- The loss of the Open Space is also of concern as it is contrary to the development brief which was consulted upon with the public, who will have an expectation that development is carried out in accordance with the brief.

However, should the application be approved, given the above concerns it is worth raising the issue of the additional land in the applicants ownership, and whether the applicants would be willing to enter into an agreement to ensure that this land comes forward for B1 and B2 uses only, to help with the mix of development on site, and help mitigate towards the impact of their development.

Analysis of Planning Issues and Material Planning Considerations indicating that the proposal should be approved.

A policy objection has been raised to this proposal for the reasons set out in the above section. The issues have been carefully considered

The objections in principle are made from the adopted local plan point of view and thus the most relevant planning policy is E8A. Policy E8A of the Local Plan, was saved by Direction of the Secretary of State to continue beyond 27th September 2007, thus this policy must form the starting point for consideration. However, the analysis must then take into account all material planning considerations to assess whether they outweigh this policy.

'E8A Employment development is proposed on the following sites in Amesbury:

Land to the east of Porton Road. Extensive landscaping will be required on the eastern boundary. The development of the site will be phased with development limited to 18 hectares (net) of employment land during the lifetime of this Local Plan. Provision will be made within the site for a link road to the E8B at Boscombe Down. Proposals for leisure development will also be permitted on the site subject to their being no adverse effect on the vitality and viability of Amesbury Town Centre'

The District Council's reasoning behind this allocation, which is described in paragraphs 5.1 and 5.2 of the plan, is that 'Salisbury District Council believes the promotion of economic development in the District is important to the future well being of the local residents. The main employment area in the District is Salisbury City, which offers a range of employment opportunities. Amesbury, the second largest settlement in the District, has traditionally relied heavily on the Ministry of Defence for local employment. Recent changes in the nations defence requirements has resulted in the rationalisation of services and changes in working structures within the MOD, with a resultant reduction in local employment opportunities. The town has good road access to major centres to the east via the A303, and is considered to offer potential for major new employment growth to support the existing local population and future planned growth. The District Council will therefore promote economic development in Amesbury through this Local Plan with the identification of significant areas of land for employment development'.

The Adopted Wiltshire & Swindon Structure Plan (2016) requires that 'about' 50 hectares of additional employment land should be provided in Salisbury District between 1991 and 2011. By April, 1999, 21.16 hectares had either been developed or was committed for development (through the granting of planning consent). The Local Plan is therefore required to identify land to meet the remainder of the Structure Plan requirement. In meeting the requirement, the District Council is mindful of both the word "about" in relation to the Structure Plan requirement (which is intended to provide some flexibility for provision across the district) and also the desire to promote economic development in Amesbury.

Wiltshire County Council's response on the strategic planning implications of this application is set out above in the consultations section of this report. The County Council has concluded that Northern Area Committee 25/09/2008

the proposal offers significant benefits for the local economy and employment; that it accords with Policy DP3 of the Structure Plan; that there is no cause for concern about the continuing supply of employment land and; that there is no reason for a strategic planning policy objection.

Other planning objectives and policies that are relevant to this application include those of the emerging Regional Spatial Strategy (RSS) and the regional economic strategy (RES).

The consultations section of this report also records the view of the Regional Assembly that there is no regional planning objection to the Regional Distribution Centre and that the proposal complies with the RSS Panel's views on the role of the economic role of Amesbury and development linked to the A303 strategic route corridor.

Similarly the consultations section of this report records the view of the Regional Development Agency that the proposed Regional Distribution Centre has the potential to deliver a key strategic objective of the Regional Economic Strategy and that the Agency supports the proposal 'subject to the District Council being satisfied that the proposed development will not have a deleterious effect on the range and choice of employment space available in the district to meet the needs of business.'

The LPA considers that the Local Plan allocation at Solstice Park extends to some 64 ha gross or 39.36 ha net in total; that 10.52 ha are currently developed or committed; that the proposed Regional Distribution Centre would cover a net area of 22.2 ha; and that a net site area of 6.64 ha would therefore be left.

The current Master Plan for Solstice Park provides some 44.52 ha of developable plots on a total gross area of 64.75 ha. SDC Forward Planning officers calculates that the combined areas of the proposed development (22.2 ha) and the areas already developed or committed at Solstice Park (10.52 ha) will exceed the local plan allocation (18 ha) by 14.72 ha. Whilst these calculations are considered to be accurate, it is important to also note that the Local Plan allocation is for the period up to 2011 only and the economic objectives for Amesbury and the District as a whole are weighty considerations.

The LPA has carried out further calculations relating to the Employment Land Review forecast that 25 to 30 ha of employment land are required to 2026 and the RSS Panel's recommendation that this figure should be increased to 37 ha. And clarify that these figures are in addition to the 64 ha (gross) already allocated at Solstice Park.

The calculation of employment land requirements in the Employment Land Review is based on two scenarios of job growth between 2006 and 2026 ('central' and 'growth') of 10,800 to 13,600, which are translated into land-use categories, floorspace requirements and site areas for Class B1, B2 and B8 activities. Job gains of 6,490 to 7,750 in the Class B uses are translated into gross floorspace requirements of 158,795 to 184,910 square metres from which are subtracted jobs and areas of Class B floorspace in sectors where job losses are forecast. The resulting net changes are expected to be 5,765 to 7,225 jobs and 138,430 to 168,380 square metres of floorspace in Class B uses. These floor areas are then translated into employment land requirements, based on assumptions about plot ratios of 70% for B1 and 40% for B2 and B8. The resulting site areas are 25 to 30 ha.

The calculation of 25 to 30 ha therefore leads to the 'requirement' for a net addition of Class B floorspace, between 2006 and 2026. It incorporates no assumptions about committed or planned land supply at Solstice Park or anywhere else.

The supply estimate includes 18 ha at Solstice Park, which is the area allocated in the Local Plan for development before 2011 and significantly less than the actual supply available for development between 2006 and 2026, which includes land committed, but not developed. The applicants surmise that Land at Boscombe Down is also more likely to be developed after 2011 than within the local plan timescale.

It can be argued therefore that with this reasoning the RDC proposal does not result in a shortage of employment land supply. It could further be argued that there is a healthy supply of employment land in the district available for development between 2006 and 2026 of at least 16 ha in excess of the forecast requirement of 37 ha in the Panel's Report. This does not take into

account 8.6 ha that are committed, but not yet developed at Solstice Park (e.g. Plot A600) or other opportunities that are likely to arise (such as the redevelopment at higher densities of vacated sites in Salisbury).

A significant and very important issue raised throughout this proposal is whether the area of land devoted to B8 use that would result from this application would be too great a proportion of the total land supply. Whilst it is acknowledged that this is a highly significant issue, The forecast 'requirement' in the Employment Land Review of 10 ha for B8 uses is considered, 'the applicants are claiming', to be potentially flawed for a number of reasons (as follows), including the reliance on one set of economic forecasts;

- The doubtful assumptions used to translate employment growth by industrial sectors to employment by land use categories;
- The absence of any analysis of changing trends in distribution and other industry sectors;
- And the lack of regard of market evidence of the demand for B8 floorspace in the District, including the effect of its strategic location on the A303 corridor

Furthermore the allocation policy only talks about 'Employment Land' and the land is subject to outline permission which itself does not restrict uses other than generally to within the range of uses approved with the master plan. This is considered to be a significant point of fact with the resultant affect of the site being subject to a fall back position. SDC has not limited through this outline permission the extent to which certain use classes within the agreed range, come forward. The only limitation is use classes within Zones. As such it is considered to be unreasonable to present an argument that development proposals should be limited to a maximum floor space within a particular use class, at this late stage. Such an argument would be very difficult to sustain at appeal.

The above section of this report and Chapter 3 of the Environmental Statement (ES) have assessed the employment potential of the proposed RDC as ranging from 1,200 on conservative assumptions to over 2,000 on the basis of information from other similar developments,. This section of the report together with other documentation submitted with the application, also notes how changing trends are affecting job densities, value added, wage and salary levels and the skills mix in the distribution industry. However, It is stressed that these are, of course, only estimates. The suggestion that the RDC proposal will result in a potential shortfall of jobs because of a difference between two estimates is potentially unjustified and would be difficult to sustain...

As can be seen in the consultations section, in particular with regard to the comments of the South West of England Regional Development Agency (SWERDA), it is a matter for SDC to be satisfied that the proposal will not result in a deleterious effect on the range and choice of employment land (B1, B2 and non B employment generating uses) required within the district to support the continued strong growth of the local economy. Whilst it is clear that from a policy standpoint, the PLA is not satisfied with regard to this matter, it is also clear that the development of the site has not happened to the extent that was envisaged. This raises the question of whether the result of changes within the market for employment land take - up (particularly in the current economic slump) requires that the allocation under Policy E8A should be interpreted flexibly. As stated previously, policy E8A is not specific regarding land uses but refers to Employment Development. As such it would be difficult to defend a case that restricts the site for certain uses particularly when such a defence would preclude the bringing forward of 'employment development'.

Arguably this is borne out when considering the potential of this proposal to deliver employment in relation to the principle objective of the regional special strategy (RES). The RES is itself a very weighty material consideration and it is clear that Salisbury District is lagging behind in terms of bringing employment sites to fruition.

WCC as strategic planning authority has confirmed its view that the proposal offers significant benefits for the economy and employment. WCC also state that the proposal accords with policy D5 of the Structure Plan and that there is no cause for concern about the continuing supply of

employment land. As such there is no demonstrable planning reason for a strategic policy objection.

Similarly the Regional Assembly confers that there is no regional planning objection to the proposal and that in their view, it complies with the RSS Panels view on the economic role of Amesbury and development linked to the A303.

Furthermore the fact that SDC is going through the process of replacing the adopted local plan with the Local Development Framework, and that as the current development brief has a requirement to be updated as a result, it can be argued that the opportunity exists to reassess the aims and objectives and the provision of employment land at Solstice Park.

It is thus highly significant in determining this proposal that a proper and thorough consideration is given to the previously mentioned material considerations as it is these and others that will form the basis of any defence at appeal. As such with this in mind and in combination with the full application and all the accompanying documentation and evidence presented within it, it is considered that the economic benefits that will result from this proposal and the wider materials planning considerations outweigh the objections to it based on policy E8A of the adopted Local plan. Opposition to this proposal could be refuted and that as such a policy objection is unjustified and the proposal should be approved.

Loss of / Variation to Open space provision;

As part of the landscape proposals for the site a recently planted area of woodland at the southern corner of the development site, designated as open space on the master plan, would be removed. Whilst this area was designated as open space on the Master Plan and as such its loss is potentially regrettable, new open space and woodland planting comprising predominantly ash and field maple, with an edge / under-storey of hazel and hawthorn with holly would create a backdrop to the south east and south west of unit D3B, and also screen the western end of Unit D3A. As such it is considered that the proposed landscape scheme will have the same desired effect of this original planting in screening the site from nearby residential properties. Thus this loss will be mitigated as part of the extensive additional landscaping proposed. However, due to the fact that this area was subject to the outline application and the Master Plan, the implications of its loss are that the existing Section 106 Agreement will require modification to account for this difference.

CONCLUSION

It is clear from the above report that this proposal would result in a significant very large development likely to result in substantial benefit in terms of high numbers of employment and subsequent knock on employment (amongst other benefits) to the area.

The report has set out the opposing arguments which predominantly centre on a difference of opinion on the issue of employment and employment land supply (amongst other things). The LPA from a policy point of view has presented that the proposal would result in a significant overdevelopment in terms of land use for the proposed use class resulting in a dominant single use at the expense of other smaller / mixed uses. However, the material considerations forming this stance centre on Policy E8A and a presumption that land allocated for other mixed uses at the outline application stage (when the land was originally allocated in the adopted local plan), should continue to be available for the original uses (namely small business units).

The LPA consider that ideally small business units would be preferable on the site and that such an approach to developing the allocated site would result in a higher level of employment than the proposed development. However, notwithstanding the comments made, whilst the LPA is opposed to this development from a Local Plan policy standpoint, the comments from Forward planning conclude that if a range of issues can be addressed within the application and if the case officer is satisfied that the issues have been addressed then approval would be an option.

These issues are set out above in the section entitled '*Material Planning Considerations Indicating that the proposal should be refused*' and have been addressed in the section entitled '*Analysis of planning Issues and Material Planning considerations*'.

In considering the arguments presented in this report Section 54A of the 1990 T&CP Act makes clear that decision must be made in accordance with the development plan unless material

planning considerations indicate otherwise.. It is therefore correct that Policy E8A is the starting point for consideration of this proposal.

However it is considered that in terms of material planning considerations both cases are compelling. It is essential that when attributing weight to the material planning considerations in this case, the comments of all consultees and particularly statutory consultees, have been highly significant.

As is set out above from a strategic planning standpoint the proposal has support from WCC as Strategic Planning Authority In addition to these comments WCC Highways have not raised objection subject to the implementation of a traffic / Lorry routeing agreement. This has been worked up and will form a key part of the "heads of terms" within any proposed Section 106 Agreement.

It is also clear that the Highways Agency do not object to the proposal having considered the implications and affects of the proposal on the A303. The Highways Agency have considered that the proposal will not have an adverse impact on the strategic road network and have raised some issues relating to cycle parking, the green travel plan and have expressed a desire that a construction management plan be provided. The Highways Agency has recommended that conditions be attached to cover these issues.

The South West of England Development Agency SWERDA have also considered that subject to SDC being satisfied that the proposal will not have a deleterious effect on the range and choice of employment space available in the district to meet the needs of business. It is arguably this issue that is paramount with this proposal and notwithstanding the issues related to transportation, it is this issue that has proved the most challenging from a local planning standpoint. However, given the considerable weight that must be attributed to the strategic and regional planning consultation responses, it is considered that the balance of considerations weighs in favour of the proposal.

The proposal is on the face of it, contrary to the local plan. and policy concern The local plan that is itself undergoing significant scrutiny in relation to the LDF that will replace it. It is relevant to carefully consider the implications of this as the principle influences guiding the LDF process include the RSS and the RES and the evidence on which these strategies are based, also appear to support the proposal.

Issues related to these matters are set out above in the report particularly in the comments of the South West Regional Assembly. These comments are clearly comprehensive in relation to all relevant planning policy matters / material planning consideration.

Members will be aware of the issues and concerns raised locally in relation to this application and are advised that the application provides as far as is possible and reasonable, mitigation of these concerns. It is further considered that the considerations of the statutory consultees set out in the report are very weighty material planning considerations and mostly support the proposal. Whilst it is clear that this support is not in line with the approach adopted by the LPA from a policy point of view, it is considered that this issue has been addressed in the report. It is further considered that in the face of such clear support for the proposal and as the application will mitigate as far as is possible the concerns raised locally, a refusal of the proposal would be difficult to defend.

It is important to consider that whilst the site forms part of the allocation intended for smaller mixed business uses under policy E8A of the adopted local plan, take up of this allocated site for the preferred range of employment uses has been very slow. The proposal will provide a significantly high number of jobs for Amesbury both on site as a direct result of the proposal and around the site as many more knock on jobs. As such the proposal will result in significant benefit locally and will result in the development of a large parcel of employment land that to date has not delivered the employment opportunities as originally intended.

In combination with the significant affects that this proposal will have on the allocation of the site under policy E8A, the Development Brief and Master Plan, it is also necessary that the section 106 Agreement covering the site, is modified to accommodate this proposal. A separate application has been made to vary the existing Section 106 agreement and progress on this

application will be orally reported to members at the meeting. The heads of terms will be set out later in the recommendation section below.

Whilst having regard to all the documentation contained within the application, the Environmental Statement (ES) and to all material planning considerations and consultation comments received this proposal is considered to be acceptable from a Town & Country Planning standpoint.

As members will be more than aware this proposal will impact upon a wider area than covered by SDC. As such following the decision of NAC, the application will be presented to the Planning and Regulatory committee for their resolution at the next available opportunity. However, as this proposal will result in a material departure from the adopted local plan, the application will be referred to the Secretary of State where the final decision will be made.

RECOMMENDATION: APPROVE SUBJECT TO S106

Approve for the following reason:

Whilst the proposal will result in a large scale development resulting in a material departure from the approved Master Plan / Development Brief for Solstice Park, and from policy E8A of the adopted Salisbury District Local Plan, it is considered that 'on balance' and in combination with the implementation (subject to conditions) of the full details of the application and the Environmental Statement (ES) and when having had regard to all relevant material planning considerations in particular the Regional Economic Strategy (RES) and consultations, that a local planning policy objection to the proposal based on policy E8A of the adopted Salisbury District Locals Plan is outweighed by the wider economic considerations for the district and its surrounding environs. As such the proposal is considered to be acceptable from a Town & Country Planning Standpoint.

Subject to the completion and signing of a Section 106 Agreement to provide;

1. To apply the provisions of the section 106 Agreement dated 20th January 2000 (as varied) to this application.
2. To vary the section 106 as follows-
 - To increase the limit of land to be developed before 2011
 - To vary the areas of open space / Strategic Landscape areas, to take account of this application and any consequential amendments to the landscape management plan.
 - To vary the location of the main Off road / Cycle way
 - To remove the local centre provision
 - To enhance the Travel Plan
 - To amend the approved Landscape Management Plan
3. To secure the Lorry Routeing Agreement provisions under the following Heads of Terms;
 - To prevent lorries using the C11, C32 (north of the A303) the B390, B3083, B3086 and London Road, Amesbury.
 - To restrict the number of lorries using the A345, North of Countess Road Junction and South of Stock Bottom junction.
 - Traffic Regulations on local roads where considered necessary by the Highways Authority.
 - Establishing a Local Forum for dealing with concerns and issues raised by local people regarding lorry movements as a direct result of the development.
 - To set up a data scheme to enable lorry movements to be recorded and monitored.
 - To develop an effective means of enforcing the restrictions placed upon lorry movements.
 - To make a payment to ensure the delivery of a Toucan Crossing

4. To make any further consequential amendments found to be necessary.

APPROVE for the following reason:

Whilst the proposal will result in a large scale development resulting in a material departure from the approved Master Plan / Development Brief for Solstice Park, and from policy E8A of the adopted Salisbury District Local Plan, it is considered that 'on balance' and in combination with the implementation (subject to conditions) of the full details of the application and the Environmental Statement (ES) and when having had regard to all relevant material planning considerations in particular the Regional Economic Strategy (RES) and consultations, that a local planning policy objection to the proposal based on policy E8A of the adopted Salisbury District Local Plan is outweighed by the wider economic considerations for the district and its surrounding environs. As such the proposal is considered to be acceptable from a Town & Country Planning Standpoint.

And subject to 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. Surface water shall be disposed of via a suitable infiltration system (Designed and constructed as recommended in CIRIA report 156 "Infiltration drainage, Manual of Good Practice" and to ensure that there is no surface water runoff from the site for all events up to 1 in 100 year storm (including an allowance of 10% increase in peak rainfall intensity to take account of climate change in accordance with Planning Policy Statement 25.)).

Reason: To ensure that satisfactory provision of drainage facilities to serve the proposed development.

3. Prior to being discharged into any watercourse surface water sewer or soakaway system all surface water drainage from impermeable parking areas and hardstandings for vehicles commercial lorry parks and petrol stations shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained Roof water shall not pass through the interceptor.

Reason: To prevent petrochemical substances from car parking surfaces polluting the water environment.

4. Oil or chemical storage facilities should be sited in bunded areas The capacity of the bund should be at least 10 greater than the capacity of the storage tank or if more than one tank is involved the capacity of the largest tank within the bunded area Hydraulically inter Linked tanks should be regarded as a single tank There should be no working connections outside the bunded area.

Reason: To prevent pollution of the water environment

5. 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

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

Reason: In the interest of the archaeological importance of the site.

7. The development hereby permitted shall not be commenced until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Secretary of State for Transport and Wiltshire County Council). The plan will include construction vehicle movements, construction operating hours, construction vehicle routes to and from the site, construction delivery hours, expected numbers of construction vehicles per day, car parking for the contractors, specific measures to be adopted to mitigate construction impacts in pursuance of Environment Code of Construction Practice and details of a scheme to encourage contractors to use alternative means of transport to the private motor vehicle. Construction works shall be carried out strictly in accordance with the Construction Management Plan.

Reason: To ensure that a best practice approach to the construction management of the site is adopted.

8. The development hereby approved shall be carried out in accordance with the Materials schedule as set out on page 19 of the Design and Access Statement and shall be subject to final confirmation following the provision of samples of materials to illustrate texture, colour and finishes, to be used for the external wall[s] and roofs] of the proposed development. Development shall be carried out in accordance with the approved details.

Reason: To secure a harmonious form of development.

9. The finished floor levels] of the proposed buildings] shall be in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority before development is commenced.

Reason: To ensure the exact finished floor levels] of the buildings].

10. No development shall take place until details of the treatment to all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the details as so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity and the environment of the development.

11. The details of the landscaping proposals shall be as illustrated within the RPS "Landscape Master Plan" JSL Drawing No / Job ref: JSL_1615 Rev F and the "Landscape Master Plan, Indicative Sections", set out in the Environmental Statement Supporting Appendices Volume 1. The details shall include the "Planting Schedule" dated 4/10/07 Revision: B other than where this schedule includes Beech Trees and plant species that produce berries. Notwithstanding the comments within the Design and Access Statement, 'Landscaping' page 16, para 5.19, details of replacement species (if considered appropriate in consultation with Boscombe Down Airfield), shall be agreed in writing by the LPA prior to any development being commenced.

Reason: in the interest of the visual amenity of the landscape and airfield safeguarding.

12. No development shall commence until exact details of the 1.8 metre high Chain Link security fence to the southern boundary of the site to include colour, shall be agreed in writing by the LPA. The fence shall be erected in its entirety in accordance with a timing schedule to be agreed by the LPA.

Reason: In the interest of visual amenity and the security of the site and nearby residents.

13. No development shall commence until full details of the implementation (including an implementation programme) of the landscape scheme specific to this development, shall be agreed in writing by the LPA. The implementation shall be carried out in complete accordance with the approved details unless the LPA agrees to a any variation.

Reason: In the interest of the visual amenity of the landscape and the continuity of the landscaping provisions of the approved Master Plan for Solstice Park.

14. Notwithstanding the provisions of the Approved Master Plan for Solstice Park, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, within the site shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To enable the Local Planning Authority to secure the satisfactory evolution, management and maintenance of landscape works, in the interests of visual amenity.

15. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in strict accordance with the approved implementation programme and any trees or plants which within a period of 10 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the amenity and the environment of the development.

16. The development hereby permitted shall not be commenced until vehicular access to the site from Meridian Way, Solar Way and Equinox Drive has been constructed in accordance with the details / layout shown on the applicant's drawing entitled Proposed Site Plan, number 14976 / A0 / 001 Rev H, or with such other details as may be approved by the LPA. Site lines forming part of the approved details for the new accesses shall be kept permanently free of any obstruction exceeding 1 metre in height above the carriageway.

Reason: In the interests of highway safety.

17. No development shall commence until full construction details (to an adoptable standard) of the junction between the proposed service roads and the highway, and all service roads themselves have been approved in writing by the Local Planning Authority in consultation with WCC Highways. No buildings shall be first occupied until the junctions and service roads have been constructed in accordance with the approved details.

Reason: To ensure that all points of vehicular access and services roads constructed as part of the development are of an adequate adoptable standard of construction to carry the type of vehicles which will use them.

18. The development hereby approved shall not be first used until space has been laid out within the site (in accordance with the plan entitled 'Proposed Site Plan' Drawing No: 14976/AO/001 Rev: for the parking and turning of vehicles comprising: Plot 1, HGV parking: 130, Car parking 266 (including 14 Disabled) and Cycle parking 112 (including 32 Motorcycles) and Plot 2, HGV Parking:43, Car Parking : 172 (including 10 Disabled) , Cycle Parking: 84 (including 24 Motorcycles).

Cars to be parked (and for the loading and unloading of [] vehicles [and for vehicles to turn so that they may enter and leave the site in forward gear]. (J01A)

Reason: To ensure that the development hereby permitted is provided with adequate facilities for the parking / turning/ loading and unloading] of vehicles.

19. The building shall not be occupied until the area shown for the parking and turning of vehicles on the plan entitled Proposed Site Plan No: 14976/AO/001, has been drained and surfaced in accordance with details submitted to and approved by the Local Planning Authority], and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason: To ensure that the development hereby permitted is provided with adequate facilities for the parking and turning/ loading and unloading] of vehicles.

20. None of the buildings shall be occupied until works for the disposal of foul and surface water, have been provided on the site to serve the development hereby permitted, in accordance with details contained within the Environmental Statement Volume 1, Hydrology and Drainage and the 'Commitment to Mitigation Measures'.

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

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 butt, spray taps, low flow showers (1) and white goods where installed with 11 maximum water efficiency rating. Grey water 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.environmentagency.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>

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 green house gas emissions and helps to limit and adapt to climate change Running costs of the building can also be significantly reduced.

INFORMATIVE:

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

We recommend referring to our Pollution Prevention Guidelines found at www.environmentagency.gov.uk/business/444251444731_ppg_version_1&ang=e

INFORMATIVE:

The PLA should confirm that a design life of 40 years as stated in paragraph 5.4 of supporting appendix 8 is appropriate to this form of development. The LPA should also confirm with their building control section that and the adopting Highway Authority if relevant that this will be acceptable to them. We do not accept any liability for the detailed calculations contained in the FRA. This letter does not constitute approval of those calculations nor does it constitute the Environment Agency's consent or approval that may be required under any other statutory provisions, bylaw, order or regulation.

Flood Risk cannot be eliminated and is expected to increase over time as a result of climate change and this letter does not absolve the developer of their responsibility to ensure a safe development.

INFORMATIVE:

Any oil storage facility of 200 litres or more must include a bund and comply with the Oil Storage Regulations The Control of Pollution Oil Storage England Regulations 2001 a copy of which has been forwarded to the Applicant Agent

INFORMATIVE:

Protected Species;

Please note that if planning permission is granted the applicants should be informed that this does not absolve them from complying with the relevant law protecting species in particular bats including obtaining and complying with the terms and conditions of any licences required as described in Part IV B of Circular 06 2005

If the application is amended Natural England should be re consulted for a further 21 days in accordance with Circular 08 2005

Application Number:	S/2008/1336		
Applicant/ Agent:	CLIVE PEDLAR ASSOCIATES LTD		
Location:	LANDACRE 21 BEECHFIELD NEWTON TONEY SALISBURY SP4 0HQ		
Proposal:	CONVERSION OF EXISTING STABLE BUILDING TO RESIDENTIAL		
Parish/ Ward	NEWTON TONY		
Conservation Area:	NEWTON TONY	LB Grade:	
Date Valid:	29 July 2008	Expiry Date	23 September 2008
Case Officer:	Miss Kathryn Attrill	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS Cllr Hewitt has requested this application come before committee due to the local interest in the application.

SITE AND ITS SURROUNDINGS

21 Beechfield is a detached property within a Housing Policy Boundary and Area of Archaeological significance and the Conservation Area in the village of Newton Tony. The building was originally a stable building which was substantially re-built at some point in the last century and has been in domestic use since the construction of the 2 new houses on this site after 1989. It sits behind and slightly to the side of No 21. The building is not considered to be cartilage listed.

THE PROPOSAL

The proposal involves the conversion of the stable building to a granny-annexe for the future use of the present occupiers of No 21, who are retired and making plans to allow one or both of them to move into the stable building if necessary due to ill health.

PLANNING HISTORY

S/1989/1413 – Conversion of stable block to granny annexe	Refused
S/2004/1835 Extension to residential curtilage - approved with some PD rights	WD 8/10/2004

REPRESENTATIONS

Advertisement	Yes – 28/08/08
Site Notice displayed	Yes – 28/08/08
Departure	No
Neighbour notification	Yes – 20/08/08
Third Party responses	Detailed below
Parish Council	Yes – Approved with following condition. That the new dwelling can never be sold as a separate property.

Highways have no objection to this application. 15/08/08

MAIN ISSUES

- Principle
- Scale, design and impact on the visual amenities of the surrounding area
- Impact on neighbour amenities

POLICY CONTEXT

Saved policies of the Salisbury District Local Plan, G2 (General), D3 (Design), H16 (Housing Policy Boundary) H33 (Accommodation for dependant persons)

PLANNING CONSIDERATIONS

Principle

A similar application was refused in 1989 when the 2 houses were built to the front of the stables. The developer applied to convert the stabling after gaining consent for the two houses, and proposed its use as a granny annexe, but there was no existing need and it was deemed to be a speculative application. In the case currently under consideration, one of the family members is quite elderly, and it seems a reasonable application in light of their justification for the application. The ownership of the stable is also in the same hands at present, which differs from the situation in 1989 when all were to be sold off separately.

The proposal has been put forward as creating accommodation to be used in the instance that one or other of the current residents becomes unable to care for themselves within the family home, and allows a degree of independence by being near to the house. The applicants discussed the housing of a carer, but it was explained on site that this accommodation could only be for an elderly or disabled dependant, whereas a carer could be accommodated within the main house. The same would apply for a family member who is not a 'dependant'. Although this is not proposed to address an existing need, it seems unreasonable to refuse something on this basis when the intention is to plan ahead. A condition should be enforceable to prevent a non-dependant family member or the use of the building by a non-related person.

H33 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
- (iv) the accommodation is created as a result of a conversion of an existing building within the curtilage of the main dwelling; and

A protected species report has been received in respect of bats and owls which shows there to be no obvious occupation by protected species. Natural England are content that the application be judged accordingly.

Wessex Water have commented with regards to the foul sewerage, the surface soakaways, and the possible use of an informative to protect the existing Wessex Water infrastructure during works.

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

The proposed conversion will have very little impact on the visual amenities of the area due to the lack of external changes. The only external changes will be the replacement of single glazed fenestration and new patio doors where there is an existing garage door. A flue pipe is also to be added to the roofscape. Provided that good quality materials are used the visual appearance of the building should be improved.

The building to be converted is already existing and forms part of the common boundary with No 19. No 19 have written in, but seem concerned with business use rather than the residential conversion. All openings are proposed along the western side of the building, and there should therefore be no impact on privacy – a restrictive condition preventing further velux and dormer windows on the eastern side will protect this amenity for the future.

Impact on neighbour amenities

Several letters of objection have been received from nearby neighbours.

- One refers to the building being of historic value and its possible listing
- One refers to the possible use of the building as a business premises and the future need for stables
- CPRE refers to the need for a Section 106 Agreement to ensure the conversion remains ancillary
- Possible business use and a restrictive condition is referred to regulate the use of the conversion

- An objection referring to the flues and the impact on the adjacent Listed Building. *The flues will have to comply with Building Regulations, which should ensure that there is no danger to the existing building or adjacent buildings. The Party Wall Act will cover any impact on the adjacent property as a result of the shared boundary, but there are also no proposed alterations to that wall.*

Response:

The building is not sufficiently historic to warrant a protection in its own right, and the proposed alterations may improve the visual appearance of the building.

The use of the stables is currently domestic storage rather than actual stabling, and its use for business would be possible without the need for planning permission provided that it was ancillary to the use of the house. The fact and degree of its use would determine whether planning was in fact needed. If just for a home office, then planning would not be required. However, that is not what is being applied for.

Stabling may be required to the fields to the rear at some point in the future, but the building is not currently used for stabling, and this is not therefore a material planning consideration.

The use of a condition to restrict the use of the conversion is standard when the property is within a Housing Policy Boundary. If the building were outside, a Section 106 would be the standard form of control.

Conclusion

The proposal is deemed to be acceptable in terms of Policy H16 and H33; is unlikely to create any detriment to neighbouring properties and will form an annexe to the main house to provide for an elderly or disabled dependant.

Policy G2	General principles of development
Policy D3	Extensions
Policy H16	Housing Policy Boundary
Policy H33	Accommodation for dependant persons

RECOMMENDATION: APPROVE

The conversion hereby approved is considered acceptable in terms of size, materials, and principle with no detrimental impact to the character of the area or the neighbouring properties;

Reason for Approval :

The conversion hereby approved is considered acceptable in terms of size, materials, and principle with no detrimental impact to the character of the area or the neighbouring properties;

And subject to the recommended conditions and informatives as follows:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), no additional windows/dormer windows [other than those expressly authorised by this permission] shall be constructed in the north or east roof slopes of the dwelling as extended without the Local Planning Authority's prior written approval.

Reason: In order to protect the residential amenity of adjoining neighbours in accordance with Saved Policy G2 of the Salisbury District Local Plan.

3. All window frames in the development hereby permitted shall be of timber finished with a dark stain which shall thereafter be retained unless otherwise agreed in writing with the Local Planning Authority. (D09A)

Reason: To maintain the character and architectural integrity of the building and the amenities of its surroundings.

4. The extension hereby permitted shall be used solely as ancillary accommodation (for an elderly or disabled dependant relative) to the existing dwelling Landacre, and shall not be occupied, sold, leased, rented or otherwise disposed of as a separate dwelling unit.

Reason: It would not be in the interests of proper planning for the proposed residential conversion to be occupied as a separate unit of residential accommodation.

INFORMATIVE: - PARTY WALL ACT

It is noted that the development hereby approved involves construction on or near a boundary with an adjoining property. The applicant is advised that this planning permission does not authorise any other consent which may be required from the adjoining landowner or any other person, or which may be required under any other enactment or obligation.

INFORMATIVE: -

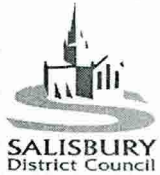
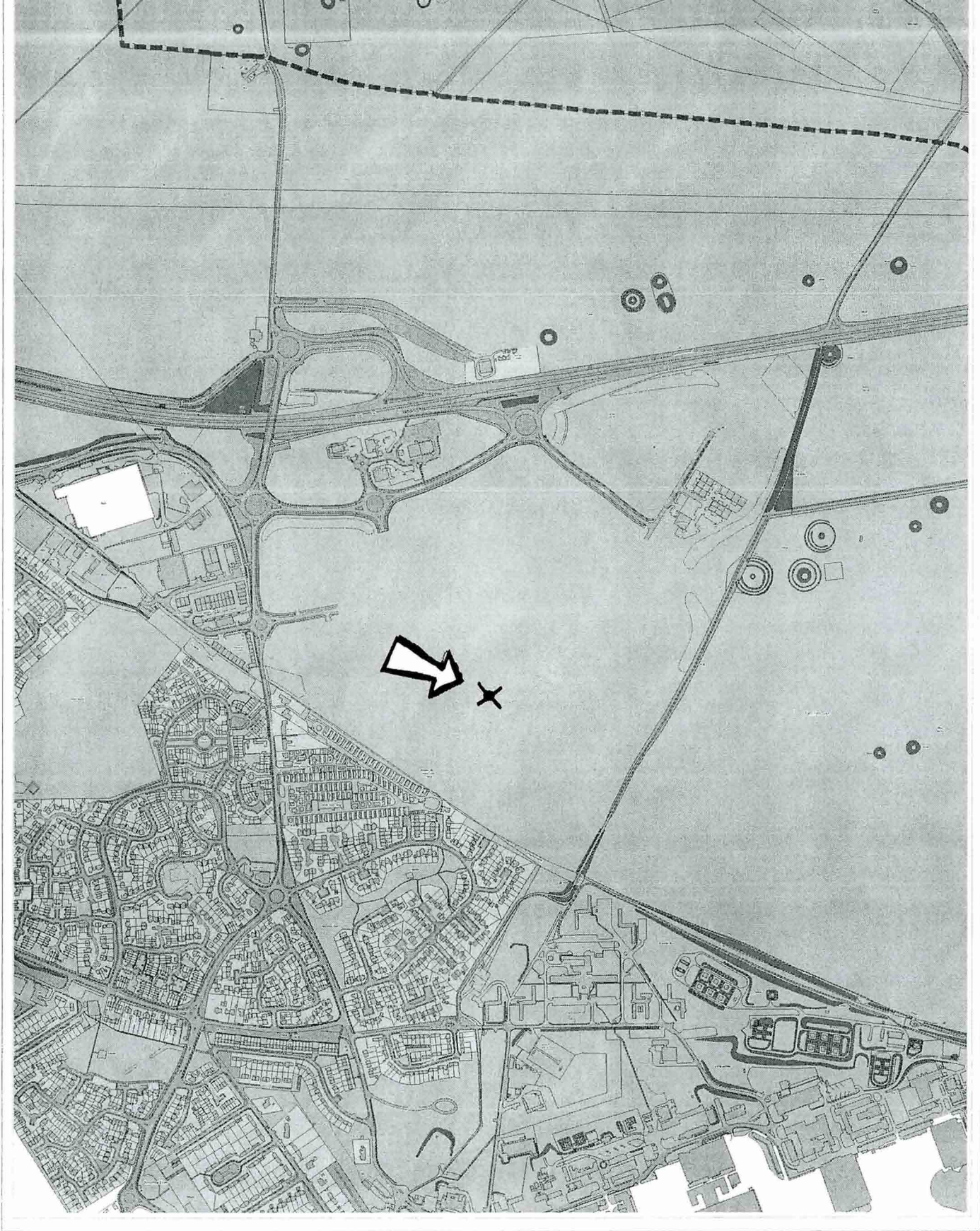
Any surface water drainage will need to be in accordance with Environment Agency guidelines. There is a mains water pipe near to the site of the proposal and this will need to be protected during works and the applicants are advised to contact Wessex Water with regards to this matter.

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

Policy G2 Purpose - General principles of development

Policy D3 Extensions

Policy H33 Separate units of accommodation for dependants



Solstice Park - OS Site Plan

SCALE:

DATE: 17th September 2008

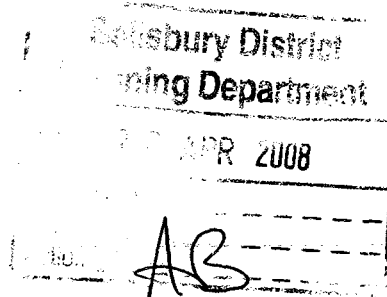
DEPARTMENT:

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25th April 2008

Head of Development Services
Salisbury District Council
The Planning Office
61 Windham Road
Salisbury
SP1 3AH



For the attention of Andrew Bidwell

Dear Andrew

Town and Country Planning Act 1990 (as amended). Planning and Compulsory Purchase Act 2004. Full Planning Application by Kenmore Capital Portfolio Ltd, Solstice Park, Amesbury. Proposed construction of a Regional Distribution Centre and associated infrastructure works. Ref S/2007/2518 – Submission of additional information

I refer to the above planning application submitted on behalf of my client Kenmore Capital Portfolio Ltd. Please find enclosed a brief report which has been prepared in response to public comments on the application in which we have sought to identify the main areas of concern, establish the location of respondents, and provide a response to the comments submitted on the application. The report does not deal with statutory consultees, as, in the main, there has not been substantive objection to the proposals from such consultees.

I hope you find the report to be of assistance and if you need any further information please do not hesitate to contact me.

Yours sincerely

Martyn Smith
Partner
Email: martyn.smith@ppg-llp.co.uk

Enc

- cc: Alan Stewart – Graftongate Investments Ltd
- cc: Henry Angell-James – Graftongate Investments Ltd
- cc: Dan Williams – Kenmore Capital
- cc: Cliff Whitley – Amesbury Property Company
- cc: Graham Eves – PFA Consulting

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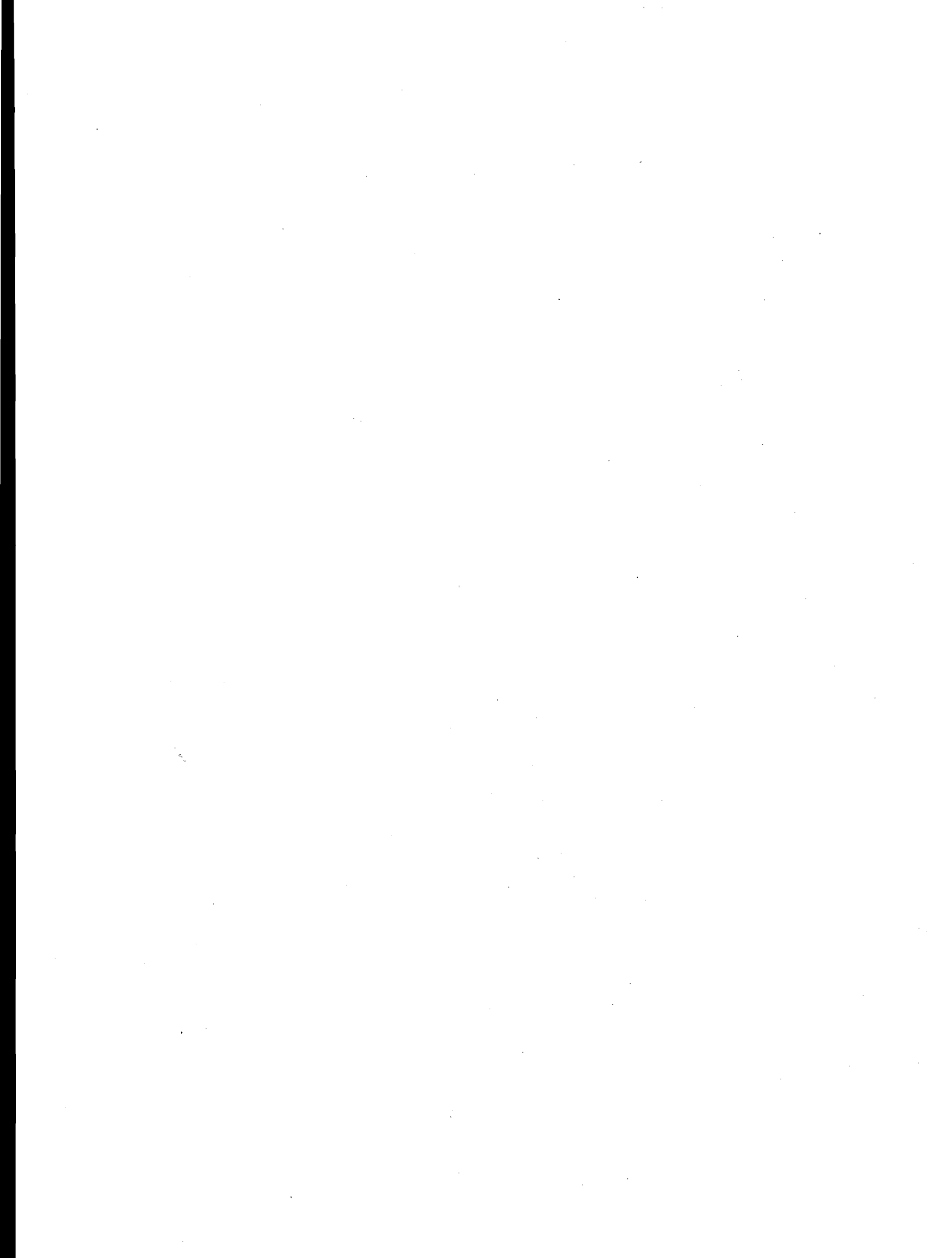
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**Solstice Park, Amesbury
Proposed Regional Distribution Centre**

**Supplementary Statement to accompany Full
Planning Application**

By

**Kenmore Capital Portfolio Ltd
Comment on responses to application
Application No S/2007/2518**

Pegasus Planning Group
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Amesbury District Planning Department
23 APR 2008
Action

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P. Insp. Ref:

Borough Council Ref:

PPG Ref:

CIR.A.0128

Date:

25th April 2008

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1. INTRODUCTION

1.1 This brief supplementary report has been prepared to support the planning application for a proposed Regional Distribution Centre at Solstice Park which has been submitted on behalf of Kenmore Capital Portfolio Ltd.

1.2 The report has been prepared specifically to deal with public responses to the application following its submission towards the end of 2007 and this is set out in appendices at the rear of this report.

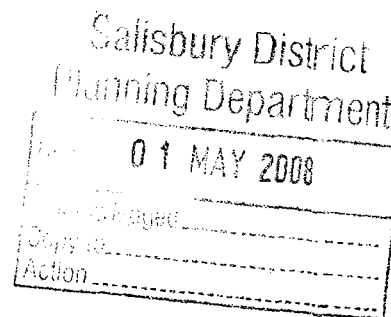
1.3 The appendices include the following:

- Appendix 1 – summary of public responses by address and issue.
- Appendix 2 – Summary of comments by issue, expressed numerically and as a percentage of all respondents.
- Appendix 3 – Location of respondents.
- Appendix 4 – Summary of comments raised by respondents and response on behalf of applicant.
- A plan summarising the location of respondents.

1.4 Responses from the Regional Assembly, Regional Development Agency and County Council (as strategic planning authority) are considered in a separate *Supplementary Report on Employment Implications*.

1.5 Therefore the report deals specifically with public comments and sets out our client's response. It will be noted from the appendices that local comments largely fall into 7 topic areas;

- Traffic and transportation
- Design and scale
- Job creation
- Environment
- Noise
- Light pollution
- Pollution/ air quality



In addition there are "other" issues which are set out in Appendix 4 by topic.

1.6 During the pre application period and following the submission of the planning application for the RDC, discussions continued between statutory consultees and local interest groups and the applicants Kenmore, its advisors and the owners of Solstice Park, The Amesbury property Company. The purpose of those discussions has been to address areas of concern or explain the nature of the scheme.

1.7 Therefore some of the comments expressed by local people following the submission of the application have now been addressed/allayed or matters are being finalised in respect of other issues including the following:

- Explanation of the proximity of the RDC scheme (distance and floor levels) to Beverley Hills Park and The Stonehenge Estate.
- Noise including further assessments to address local fears.
- The opportunity to provide security fencing along the southern boundary as assist the residential areas to the south.
- A routing agreement to control traffic along Porton Road (accepting that Solstice Park is already consented for employment use) - currently being considered.
- A weight restriction on London Road (western end) - currently being considered.
- Bridleway 29 diversion through proposed landscaping.
- New farm access to the east requested by the landowner and tenant.
- New pedestrian link to byway 1.

1.8 It will be seen from the schedules in the appendices to this report that, of the total number of respondents (77), the main area of concern relates to traffic issues (88% of respondents). Clearly this has to be put into context given that Solstice Park has outline planning consent for B1, B2, and B8 uses. Also that the HAag has not objected to the proposals on the basis of its obvious linkage to the trunk road network.

1.9 However, notwithstanding this, detailed discussions are proceeding between Kenmore and the County Council so as to ensure that traffic from the RDC proposals is properly managed on the local road network and Kenmore is confident that an agreement with the County Council will be reached which addresses all concerns.

1.10 In terms of the location of respondents, nearly 50% (36) are from the adjacent Stonehenge Estate and Beverley Hills Park, whereas only some 18% (14) are from the rest of Amesbury. A variety of locations made up the remaining respondents (27 or 35%).

1.11 Finally, Appendix 4 provides a detailed response on similar lines to the response following the public consultation exercise, set out on a point by point basis. The response is set out by reference to information contained either within the application and Environmental Impact assessment or as a result of subsequent post application discussions, which we hope will assist. We have concluded, from an assessment of the responses that, although most of the respondents are objecting to the proposals, there are no new areas of concern which have not already been addressed in the application or addressed subsequently.

Appendix 1

Summary of public responses by address and issue

Appendix 1 – Details of Respondents by Address and Issues

Sⁱ – Support
 Oⁱⁱ – Object
 NOGⁱⁱⁱ – No Opinion Given
 CR^{iv} – Concern Raised

11 Church St
 79 Beverer Hill
~~12 Maple Way~~

38 RAMBLAGE DR

Ref. No.	Name	Address	Supporter or Objector	Issues							
				Traffic / Transport	Massing, Size, Scale & Location of Buildings	Economic / Job Creation	Environment	Noise	Light Pollution	Traffic Pollution / Air Quality	Other
1	Margaret Willmot	3 Hadrians Close, Salisbury, SP2 9NN	O ⁱⁱ	✓			✓	✓		✓	
2	Peter Le Count	South Wiltshire Economic Partnership	S ⁱ		✓	✓					
3	Nicholas Barnes	48 Heath Road, Salisbury, SP2 9JX	O	✓	✓		✓				
4	Alan Hill	2 Beauchamp Drive, Amesbury, Salisbury, SP4 7TT	NOG ⁱⁱⁱ	✓							
5	Kate Fielden	1 The Old Smithy, Alton Priors, Marlborough	O	✓			✓		✓		

		SN8 4JX									
6	John Pedler	25 Beverley Hills Park, Porton Road, SP4 7LH ✓	O	✓		✓		✓			✓
7	Mr I. Hudson	7 Scots Lane, Salisbury, SP1 3TR ✓	S			✓					
8	P. J. Cooper	Warren Lodge, Broughton, Banbury, OX15 5EF ✓	NOG	✓							
9	Patrick Kinnersly	Branfield, Slab Lane, West Wellow, Romsy, SO21 6BY ✓	O	✓	✓						
10	Mr S. P. Hillman	8 Purvis Close, Amesbury, SP4 7QL ✓	O	No attached document							
11	Tim Marchant	Clock House, Berwick St James, Salisbury, SP3 4TN ✓	O	✓							
12	Olivia Marchant	Clock House, Berwick St James, Salisbury, SP3 4TN ✓	O	✓							
13	Chris Counsell	Lovibond House, Solar Way, Solstice Park, Amesbury, ✓	O	✓		✓					

14	Mr M. J. Gray	SP4 7SZ 65 Beverly Hills Park, Porton Road, Amesbury, SP4 7LQ ✓	○					✓			✓
15	Salisbury Green Party	25 Victoria Road, Salisbury, SP1 3NF ✓	○	✓			✓			✓	
16	Sir Rob Ibbs	The Gatehouse of the North Canary, 60 The Close, Salisbury, SP1 2EN ✓	NOG				✓			✓	
17	Kevan & Caroline Pollard	103 Beverley Hills, Porton Road, Amesbury, SP4 7RU ✓	○					✓			✓
18		20 Coiston Close, Amesbury, SP4 7QL ✓	○	✓			✓				✓
19	John Moon		CR ^{IV}	✓							
20	M. Cordingley	18 Westland Close, Amesbury, SP4 7QS ✓	○	✓		✓	✓		✓	✓	
21	Mrs Johnson	5 Heron Walk, Durrington, Salisbury, SP4 8LH ✓	○	✓	✓						

22	Mr & Mrs Lewis	12 Releigh Crescent, Amesbury ✓	○	✓	✓	✓	✓		✓		
23	Mr & Mrs R. V. Chalke	19 Boscombe Road, Amesbury, SP4 7JQ ✓	○	✓		✓					
24	Kiera Robbins	4 Brisbane Gardens, Kiwi Barracks, Bulford, SP4 9JJ ✓	○	✓				✓			
25	Pete Matthews	39 Earls Court Road, Amesbury, SP4 7LX ✓	○	✓							
26	Association of Council Taxpayers	South Wiltshire	○	✓							
27	Mr & Mrs Taylor	1 Beverley Hills Park, Porton Road, Amesbury, SP4 7LH ✓	○	✓		✓				✓	✓
28	Mr & Mrs Lewis	7 Heyford Close, Amesbury ✓	○	✓				✓		✓	
29	Mr B Messer	Lucerne, Net Road, Shretow, Salisbury, SP3 4HB ✓	○	✓							
30	South Wiltshire CPRE	1 Post Office Cottage, Teffont ✓	○	✓			✓				

		Magna, Saisbury, SP3 5QT	✓											
31	Mrs H Yapp	11 Raleigh Crescent, Amesbury	✓	○	✓				✓				✓	
32	Mrs D Barton	10 Raleigh Crescent, Amesbury	✓	○	✓				✓				✓	
33	Mrs Angela Rackham	3 Woodland Close, East Wellow, Romsey, SO51 6BQ	✓	○	✓									
34	Ellen & Leslie Marchant	87 Beverley Hills Park, Porton Road, SP4 7LQ	✓	○	✓				✓				✓	
35	Elizabeth Wellington	121 Simmance Way, Amesbury, SP2 TB	✓	○	✓				✓				✓	
36	Mr & Mrs Rowse	4 Heyford Close, Amesbury, SP4 7QU	✓	○									✓	
37	Mrs L. Fish	45 Coronation Drive, Donhead St Mary, Shaftesbury, SP7 9NA	✓	○	✓				✓					
38	David Dav???	Kingswood, Stonehenge Road, Amesbury,	✓	○	✓				✓				✓	

		SP4 7BA										
39	Mr & Mrs Estlick	Megara, Porton Road, Amesbury, SP4 7LL ✓	○	✓								
40	Chris Gillham	16 Upper High Street, Winchester, SO23 8UT ✓	○	✓	✓	✓						
41	Mr T. E. L Strange	Little Holme, Porton Road, Amesbury, SP4, 7LL ✓	○	✓			✓					
42	Richard Maguire	27 Kimpton Avenue, Salisbury, SP1 3WZ ✓	○	✓			✓					
43	Daine Pearce	20 Beverley Hills Park, Porton Road, Amesbury, SP4 7LH ✓	○	✓		✓		✓	✓	✓	✓	✓
44	No Name	82 Beverley Hills Park, Amesbury, SP4 7LQ ✓	○	✓							✓	
45	No Name	38 Beverley Hills Park, Amesbury, SP4 7LQ ✓	○	✓							✓	✓
46	No name	Nunton Cottage, Nunton, Salisbury, SP5 4HW ✓	○	✓							✓	
47	Mrs E. Harrod	73 Beverley Hills Park, Amesbury, ✓	○	✓					✓	✓		

		SP4 7LQ ✓									
48	Mr & Mrs Furlong	18 Beverley Hills Park, Amesbury, SP4 7LH ✓	○	✓		✓		✓	✓	✓	✓
49	Jennifer Williams	12 Parsonage Road, Amesbury, SP4 7HT ✓	○	✓				✓			
50	Mr P. Durham	83 Beverley Hills Park, Amesbury, SP4 7LH ✓	○	✓				✓		✓	✓
51	Mr & Mrs Crabb	15 Beverley Hills Park, Amesbury, SP4 7LH ✓	CR	✓				✓	✓		✓
52	Leslie Asher	106 Beverley Hills Park, Amesbury, SP4 7RU ✓	○	✓				✓	✓	✓	✓
52	Peter Wicks	6 Newmans Way, Bulford, Salisbury, SP4 9HT ✓	○	✓							
53	Mr Rowland	Bowden Farm, Westcourt, Burbage, Marlborough, SN8 3BW ✓	CR	✓							
54	Jennifer Steer	1 Virginia Close, Boscombe Down, Amesbury, SP4 7QR ✓	○	✓	✓	✓		✓	✓	✓	

55	Sue	39 Beverley Hills Park, Amesbury, SP4 7RU	✓	O	✓	✓				✓	✓
56	Ralph Bryder	1 Salt Lane, Salisbury, SP1 1DT	✓	O	✓						
57	Mrs Barnes	75 Beverley Hills Park, Amesbury, SP4 7LQ	✓	O				✓			
58	Caroline Pollard	Beverley Hills Park Residential Association, 1 Beverley Hills Park, Porton Road, Amesbury, SP4 7LH	✓	O	✓		✓	✓	✓	✓	✓
59	Wendy Penton-Bright	10 Beverley Hills Park, Amesbury, SP4 7LH	✓	O	✓		✓	✓	✓		
60	John Steer	1 Virginia Close, Boscombe Down, Amesbury, SP4 7QR	✓	O	✓	✓		✓	✓	✓	
61	Mr Bedford	7 Chesterfield Close, Amesbury, SP4 7QW	✓	O	✓		✓	✓	✓		
62	Adam Woods	41 Church Street, Amesbury.	✓	NOG	✓	✓	✓	✓		✓	

		SP4 7EU									
63	Mrs Foster	Tawny, Livery Road, Winterslow, Salisbury, Sp5 1RH ✓	○	✓	✓						✓
64	Mrs Hopkins	11 Maple Way, Amesbury, SP4 7WE ✓	○	✓		✓	✓				
65	Gerald Mullen	20 Pointers Way, Amesbury, SP4 7WN ✓	○	✓							
66	Rebecca Mullen	20 Pointers Way, Amesbury, SP4 7WN ✓	○	✓		✓					
67	Mr & Mrs Dent	112 Beverley Hills Park, Porton Road, Amesbury, SP4 7RU ✓	○	✓	✓			✓	✓	✓	✓
68	Mrs Bedford	7 Chesterfield Close, Amesbury, SP4 7QW ✓	○	✓		✓		✓		✓	
69	S. J. Westwood	10 Chesterfield Close, Amesbury, SP4 7QW ✓	○	✓	✓			✓	✓		✓
70	Rob knight	12 Burwood Close, Amesbury, SP4 7QH ✓	○	✓				✓	✓	✓	✓

71	Mr Rose	5 Coniston Close, Stonehenge Estate, Amesbury, SP4 7QL ✓	O	✓		✓	✓	✓	✓	✓	
72	Sue Lewis	✓	NOG								
73	Mr Nightngale	9 bugdens Close, Amesbury, SP4 7WQ ✓	O	✓							
74	Michael Butler	Hamilton Close, Amesbury, SP4 7QT ✓	O	✓							
75	No name	75 Beverley Hills Park, Porton Road, Amesbury, SP4 7IQ ✓	CR	✓							✓
76	Sarah McCubbin	12 Maple Way, SP4 7WF ✓	S								✓
77	David Ayers	22 Holders Road, Amesbury, SP7 4PP ✓	NOG	✓							✓



Appendix 2

Summary of comments by issue, expressed numerically and as a percentage of all respondents

Appendix 2 – Summary of Comments by Issue expressed numerically and as a percentage of all respondents

Issues	No. of Comments	% of Total No. of Respondents
Traffic / Transport	68	88.3%
Massing, Size, Scale & Location of Buildings	15	19.5%
Economic / Job Creation	21	27.3%
Environment	16	20.8%
Noise	27	35.1%
Light Pollution	18	23.4%
Traffic Pollution / Air Quality	28	36.4%
Other	20	26%

*NB – The total No. of respondents is 77

Appendix 3

Location of respondents

Appendix 3 – Location of Respondents

Issues	No. of Respondents	% of Total No. of Respondents
Beverley Hills Park	20	26%
Stonehenge Estate	16	21%
Rest of Amesbury	14	18%
Outside of Amesbury	25	32.5%
No Address Given	2	2.5%

*NB – The total No. of respondents is 77

Summary of comments raised by respondents and response on behalf of applicant

Appendix 4

Appendix 4 – Summary of Comments raised by respondents and response on behalf of applicant

Issue	Summary of Issues Raised	Response on Behalf of Applicant
<p>Traffic / Transport</p>	<p>For</p> <ol style="list-style-type: none"> 1. Banning heavy vehicles from Porton Road might be a solution. 2. Weight restriction on Porton Road should be implemented should application get the go ahead. 3. If planning is given, can it be subject to conditions which give farmers permanent access between byway 1 and the extended Equinox Drive and which will also permit this access to be maintained during the lengthy construction period. 4. Congestion can be migrated by ensuring: <ol style="list-style-type: none"> a) Suitable connecting services b) Parking spaces are curtailed on the development itself c) Road side parking is prohibited and enforced. <p>Against</p> <ol style="list-style-type: none"> 1. Unacceptable traffic impact on both the A303 and the local road network. 2. The transport model used in the Transport Assessment does not take include the trunk road, whilst there is no modelling of the delays at Countess and Longbarrow roundabout. 3. The reference to 'lower number of trips' does not take 	<ol style="list-style-type: none"> 1,2. Banning HGVs and/or a weight restriction on Porton Road is not considered appropriate as some HGVs will have local destinations which can only sensibly be accessed (without long diversions) by using Porton Road. However, the applicant is willing to enter into a route agreement to restrict the use of Porton Road by HGVs. 3. The application now includes and agricultural access. 4. Agree – shuttle bus already operating <ol style="list-style-type: none"> 1. It has been agreed by the Highways Agency and Wiltshire County Council that the impact is acceptable, and less than the consented development. 2. There will be no material impact at Countess and Longbarrow roundabouts – see above 3. HGV trips generated by the RDC have been

	<p>account of the greater volume of trips taken by HGVs.</p> <ol style="list-style-type: none"> 4. The Outline planning application gave an impression that road improvements to A303 would be made. 5. Local parties with good knowledge of the local traffic situation would disagree with the Highways Agency comment regarding the proposal not adversely impacting the road network. 6. Roads on and off the proposed site are not adequate to take the large levels of HGVs. 7. Unnecessary safety hazard for the bridleway crossing the road – proposal results in inadequate sighting for traffic. 8. Unnecessary safety hazard for farm traffic crossing the A303 – developers should be obliged to provide an indefinite access road for farm traffic. 9. Proposal contrary to the Stonehenge Masterplan. 10. Concern about the combined effects of the proposal with other proposed developments, e.g. Andover Airfield proposals. 11. Developers consideration that 15% of HGVs using Porton Road being the 'worst case' seems optimistic, seeing as the A303 already experiences congestion. 12. PPG4 discourages new development where it would add unacceptable congestion. 	<p>identified in the Transport Assessment.</p> <ol style="list-style-type: none"> 4. The outline planning application only identified the A303 Solstice Park all movements Junction improvement, in accordance with highway improvements required as part of the allocation of Solstice Park in the adopted Local Plan. These highway improvements represented a substantial investment of many millions of pounds, were welcomed and have now been implemented. 5. The Highways Agency has the responsibility for the A303 trunk road. 6. Disagree, Solstice Park has been designed like any business park to accept a wide range of commercial traffic. 7. Detailed consideration has been given to this issue in terms of design and location for the revised bridleway crossing. 8. This is not a relevant consideration for this application. However the application has been amended to allow for farm traffic to gain access to land to the east which can be subject to a private agreement. 9. Not relevant to this application. 10. Solstice Park already has planning consent for a range of employment uses. 11. Porton Road does not act as an alternative route to the A303. 12. PPG13 encourages the location of freight generating development where there is access to trunk roads.
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	<p>13. Highways Agency seems to be of the view that the A303 has already more traffic than it can cope with – so how can the development have no adverse impact.</p> <p>14. The proposal will impact on the Stonehenge World Heritage Site bring 1,437 more vehicles through WHS each day of which 545 will be HGVs – it is therefore contrary to objective 23 of the Stonehenge Management Plan.</p> <p>15. Unacceptable additional traffic brought through the WHS.</p> <p>16. The cancellation of the A303 Stonehenge scheme must be a material consideration when determining the proposal.</p> <p>17. Impossible the regulate vehicle arrivals to the site – resulting in a back up of traffic on the A303, causing chaos for other road users.</p> <p>18. The proposal impacts upon Bridleway 29 which in turn is affected by the proposed planning application for the RDC.</p> <p>19. The proposed 4 HGVs per hour permeates the transport volume proposed as currently there are no HGV movements on Porton Road, with 29 HGVs at night against the present 8 HGVs – this represents a 270% increase.</p> <p>20. The claim to a proper modelling of the HGV consequences of this development is dubious.</p> <p>21. The application is non-specific to the user of the RDC does – therefore trips to/from the RDC are unknown.</p> <p>22. How is it possible to conclude anything about traffic</p>	<p>13. The proposal will generate less traffic in total than the overall outline consent for the development of Solstice Park.</p> <p>14. See above.</p> <p>15. See above.</p> <p>16. See above. The TA was not based on the Stonehenge scheme going ahead.</p> <p>17. See above.</p> <p>18. The Bridleway is the subject of a separate diversion order application which has the backing of the County Council and which allows for the RDC to be implemented. The Outline Planning Consent for Solstice Park allows for the Bridleway to be diverted.</p> <p>19. There are existing HGV movements on Porton Road.</p> <p>20. The traffic figures within the Transport Assessment have been agreed by the Highways Agency and Wiltshire County Council.</p> <p>21. Agreed, but estimates have been agreed by the HAg and WCC. In any event user requirements could change.</p> <p>22. Traffic is never a 'fixed' matter; best estimates</p>
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	<p>consequences if we don't know where the traffic comes from or goes to.</p> <p>23. Salisbury DC should be concerned that this RDC is likely to lead to a significant growth of HGV on the A36 threatening villages.</p> <p>24. Stonehenge – Central Government's position is that the former proposal severely compromised the traffic on the A303. The fact it now proposes nothing in the way of amelioration of this disgraceful situation signifies one logical course of action – that it must seek ways to reduce traffic on the A303.</p> <p>25. Queuing will severely inconvenience other users especially on the Beacon Centre.</p> <p>26. Vehicle movement – unclear if it is only the outbound traffic having been documented.</p> <p>27. Serious imperfections of local infrastructure.</p> <p>28. Existing roads are already a nightmare.</p> <p>29. Development will add an extra 1500 lorry movements per day.</p> <p>30. Pointless stating access will be via A303 – they have no means, nor proposals for enforcing this.</p> <p>31. The shortest route between Southampton and Solstice Park is via A36, A345 and Porton Road. Lorries travelling to and from will take this route and not the</p>	<p>are always used as uses can change in the future.</p> <p>23. Disagree.</p> <p>24. This a matter for the Government – the application proposal's impact on the A303 is referred to above.</p> <p>25. No additional queuing in the TA is predicted as a result of the development give a combination of the character of the flows and the highway and parking layout of the scheme.</p> <p>26. All traffic is documented.</p> <p>27. The proposals will not materially impact local infrastructure.</p> <p>28. Disagree.</p> <p>29. Any comparison of traffic flows needs to take into account likely traffic generation as approved and this figure does not. Indeed the proposal will generate less traffic than approved and of this, the vast majority will use the A303 given the distribution nature of the proposed use.</p> <p>30. The A303 is a strategic trunk road and more attractive for long distance journeys than local roads. That is why the government seeks to direct distribution uses to locations with easy access to Trunk roads.</p> <p>31. The route via Salisbury is shorter but not necessarily quicker than the route via the M27/M3/A34/A303. HGV drivers generally</p>
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	<p>recommended route.</p> <p>32. Porton Road has a nominal minimum width of 6.1m, the DfT states that the minimum for an industrial vehicle should be 7.3m.</p> <p>33. Manual for Streets discourages the design and building of street that are: primarily designed to meet the needs of motor traffic.</p> <p>34. Manual for Streets justifies why the allowance of vehicle movements along Porton Road is incorrect, misleading, and shameful.</p> <p>35. Children use areas in front of houses to play; large volumes of lorries could make the safety of the children paramount.</p> <p>36. Accidents happen on A303 on a regular basis – the development will make this worse.</p> <p>37. Nightmare for pedestrians to cross the road – dangerous.</p>	<p>prefer the predictability and convenience of the dual carriageway route. A routing agreement will assist in directing lorries to the A34/M3 route</p> <p>32. This is not a proper or accurate interpretation of this guidance.</p> <p>33. Roads are also intended to meet the needs of motor traffic.</p> <p>34. See above.</p> <p>35. See above.</p> <p>36. The proposals will have no impact on the accident rate.</p> <p>37. Pedestrian facilities will be improved as a result of the proposals via a crossing on the Porton Road.</p>
<p>Massing, Size & Scale of Buildings</p>	<p>For</p> <ul style="list-style-type: none"> • Some discussion regarding the size of the scheme but it is understood that there will be residual land available for other economic uses and potential office development. <p>Against</p> <ol style="list-style-type: none"> 1. The proposed building will not be in keeping with the area and its surroundings. 2. The application is a formidable scale. 	<p>1. 2, 3, 4, 5, 9. The general context of the area is the urban fringe of Amesbury, which already includes other large scale built form. Solstice Park is already designated for employment uses, and the new buildings</p>

3. Locals to be subjected to eyesore buildings, which hold no benefits to our community whatsoever.
4. The building area size is greater than that of two buildings at Heathrow's T5.
5. Solstice Park is in the wrong place for such a large scheme.
9. Size detrimental to small town.

would be seen in the context of other existing medium to large-scale development on the Park, and to the west of Porton Road, which have been constructed on similar terraced landforms. To the south of the site is Boscombe Down Airfield, with high buildings that dominate the horizon. The proposed development would therefore not be out of character in the context of existing nearby and adjacent buildings. (See block plan attached with application)

The topography of Solstice Park forms a sloping bowl with flowing contours, set against the rising backdrop of Boscombe Down to the south, and Earls Farm Down to the east. Views into the site are limited by local topography, vegetation and built form. A ridge of land to the south of Bulford limits views from the north. Beacon Hill and adjacent high land curtails views from the north east. Views from the southwest, south and south east are blocked by the built form of Amesbury, and the high ground on Boscombe Down and Earl's Farm Down. From the west and north west, woodland in the Avon valley and around Solstice Park junction on the A303 limits visibility.

Although the proposed development would be of large scale, it would be located within a large scale landscape. Its impact would be mitigated by terracing of the existing sloping landform to create development platforms. The buildings would, in views from the north and north west, sit against a backdrop of rising ground formed by Boscombe Down and Earl's Farm Down. The design of the buildings, including elevational treatments and undulating roof forms would break up the form of the buildings and further minimise their impact in the local landscape. The development would be viewed in the context of other existing large scale buildings.

The overall scheme design, combined with the large scale and low sensitivity of the local landscape

	<p>6. Nightmare for pedestrians to cross the road – dangerous.</p> <p>7. The site is far too big for the site access.</p> <p>8. Unreasonably close to the proximity of the established residential area.</p> <p>10. If construction was relocated to the far corner – aesthetically less intrusive.</p>	<p>character, and the enclosure provided to the site by existing topography, vegetation and built form, means that impacts to landscape character and visual amenity would be minimised.</p> <p>6. The issue about pedestrians crossing the road is addressed in the section on traffic above.</p> <p>7. Ditto re site access.</p> <p>8. With regard to the proximity of the proposals to residential areas to the south, the nearest of the two proposed RDC buildings is a minimum of 125 metres from the nearest dwelling and in the main the vast majority of dwellings are over 175 metres away (see distance "rose" on proposed site plan). Also the detailed plans reveal a level drop of 15 metres from The Stonehenge estate to the nearest RDC building FFL. The combination of both these factors will ensure that there will be no "massing" impact on residential areas to the south.</p> <p>10. It is assumed that the alternative location referred to is adjacent to the A303 access slips (Solstice Park Avenue). The size of plots required for the proposed units means that most of the application site would still be taken up by the development, even if it was moved further to the north. There could be a small reduction in the ridge height AOD of the units, but in terms of the overall height of the units, this would not be a significant change. The development as designed already sits against a backdrop of rising ground and there are very limited views to the southern part of the application site from the south. If the development were moved to the north, land for further development would be released in the southern corner of the site. Therefore the overall visual impact of development in Plots D1, D2 and D3 would be unlikely to be significantly reduced as a result</p>
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	<p>11. Development will be extremely obvious from the road purely from the geography of the site.</p>	<p>of locating the proposed development further north.</p> <p>11. It is assumed that this comment refers to views from the A303. Views from the A303 have been taken into account in the landscape and visual assessment which forms part of the Environmental Statement. The proposed development would be viewed in the context of other existing buildings on Solstice Park and buildings on Boscombe Down Airfield. The proposed development would be contained by the existing landform to the north and east. Users of the A303 are assessed as medium sensitivity receptors (as views are focussed on the road), and at Year 1 there would be moderate or slight to moderate adverse visual impact, reducing to slight to moderate or slight adverse visual impact when the scheme planting has matured. These impacts are not considered unacceptable taking into account the context of the site.</p>
<p>Economic / Job Creation</p>	<p>For</p> <ul style="list-style-type: none"> • The intended use fits the purpose of the Business Park. • The RDC is felt to have considerable benefits in ongoing 	<p>The comments here are the subject of a separate report specifically dealing with employment issues.</p>

	<p>employment opportunities for the local population.</p> <ul style="list-style-type: none"> • Increased commerce. <p>Against</p> <ul style="list-style-type: none"> • The excuse that the proposal will provide employment for local people is a gross fallacy. • Much of the work is unskilled. • Unemployment is low in the area and many of the works to fill jobs will no doubt be foreign nationals. • This is not the sort of activity Solstice Park was anticipated to have. • The jobs proposed are menial. • Attract a transient population. This must be factored into the application due to social implications on the existing community. • RDC employ half the number of people a mixed office or industrial site would – therefore Salisbury DC will be forgoing more than 2,000 jobs. • Lets attract jobs that will provide skilled and professional employment opportunities. • RDC would offer no quality employment, as the logistics are managed by a computerised system. 	
<p>Environment</p>	<p>Against</p> <ol style="list-style-type: none"> 1. Large areas of hard landscaping will lead to greater amounts of rain water run off increasing the flooding risk. 2. WHS visual impact concern. 	<ol style="list-style-type: none"> 1. Three balancing dry ponds are featured within designs, these will receive surface and roof top run-off, allowing discharge of rainwater back into water table naturally. This drainage system forms part of a sustainable drainage system which has already been approved for Solstice Park and is now being implemented as the park proceeds 2. Visual impact as per, World Heritage Site section of visual impact assessment. (See paragraphs 4.5.28 and 4.5.29 of the Landscape and Visual chapter of the

	<ol style="list-style-type: none"> 3. The proposal will do nothing to enhance Amesbury as a town. 4. Increase in traffic would impact on the WHS and the Cranbourne Chase Area of Outstanding Natural Beauty. 5. Promised landscaping and vegetation but this has been replaced by dirty chalk areas of land. 6. Have not seen signs of increase biodiversity. Tree planting is now to be restricted to discourage birds. 	<p>Environmental Statement.) The assessment identified 3 viewpoints within the <u>World Heritage Site</u>, and these are between 2.7 and 3.6km from the proposed development. In these views, other large scale buildings on Solstice Park, Minton Distribution Park and Boscombe Down Airfield are already visible. The proposed development would sit below the skyline created by rising ground to the north and east. Adverse visual impact has been assessed as ranging from negligible to slight to moderate adverse impact. However, in practice Solstice Park is so distant that the development may not be apparent to the casual user of these rights of way.</p> <ol style="list-style-type: none"> 3. Wider comment, outside landscape and visual remit. 4. This is not a visual issue that we have assessed given the nature of the Solstice Park planning consent and the results of the TA. 5. Strategic landscape planting is extensive and implementation is still undergoing maintenance, by the nature of planting the impact and visual benefit does take sometime to take effect (from about 5years). The Planning approvals have committed to strategic planting. Building operations have exposed chalky sub-grade, seeding and planting will ultimately replace this. 6. Tree planting has not been restricted; the use of certain species has been limited due to their potential to attract large birds. This has been driven on health and safety grounds on advice from Boscombe Down airfield as birds can strike airplanes / helicopters. Biodiversity is not
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	<p>7. These are vast industrial sheds in predominantly green rolling landscape and they do not belong on the outskirts of a small town.</p> <p>8. Pollution will affect the Stonehenge Estate.</p> <p>9. Wildlife will be affected.</p> <p>10. Photographs taken in the summer months with maximum screening from vegetation are being used in the proposal – consideration of the views during winter months would also be appropriate.</p>	<p>immediate, planting and wildflower areas need time to establish, to create the habitats which will in turn attract other species of flora and fauna. The woodland, meadow and tree planting proposals replace what was once a monoculturally agricultural landscape where biodiversity was more likely to be less. Existing habitats near to site have been retained and protected (such as southern and eastern hedgerows).</p> <p>7. See point 1 above under heading “massing, size and scale of buildings.”</p> <p>8. Wider comment, outside landscape and visual remit.</p> <p>9. As per item 6.</p> <p>10. It has already been acknowledged in the Environmental Statement (para 4.2.27) that no winter photographs have been presented. However, local topography is the main factor which leads to views towards the site being screened. Where views are significantly screened by vegetation, these tend to be medium or long distance views, which are screened by woodland in the middle ground of the view. Woodlands in the Avon valley or plantations to the north and east of the site are most notable in this respect. In winter, and even without foliage, these woodland blocks would still tend to have a screening effect. There would be greater visibility of the development in some views, where hedgerows provide screening in summer (such as View 20) but these form a minority of the views towards the site. It has been assumed that the</p>
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		<p>proposed planting around the site would not be high enough at Year 15 to completely screen the development, and reference is made in the assessment to filtering and softening views of the buildings, but that their tops would remain visible. In winter, the proposed vegetation would still have a filtering effect due to the proposed density of the planting and the nature of the understorey proposed. An assessment of the impact of the proposed development in winter is not therefore anticipated to be significantly different to that already presented in the Environmental Statement.</p>
<p>Noise</p>	<p>Against</p> <ol style="list-style-type: none"> 1. HGVs will add to the levels of noise, making the roads more unpleasant. 2. Quoted 80 movements an hour, this is one every 45 seconds – there will be excessive noise for everyone living near to the site. 3. 'Reverse bleeping' will constantly be a source of irritation – this will soon lead to people suffering psychological problems. 	<p>By way of general comment, it can be noted that the Consultation Response from the SDC EHO dated 27th Dec 2007 makes no objection to the proposals. The EHO submits that sufficient control can be put in place via planning conditions to deal with the issues raised by respondents and commented on below.</p> <ol style="list-style-type: none"> 1.2. Noise effects due to the change in road traffic associated with the proposed RDC have been assessed in accordance with CRTN and are considered to be of negligible significance. 3. External maximum noise levels from HGV movements, including reversing alarms and pulling up to service bays, are predicted to be less than the L_{Amax} criterion for sleep disturbance published in the World Health Organisation's (WHO) Guidelines for Community Noise. If permitted by health and safety alternative reversing warnings could be

	<p>4. Noise from refrigeration units effecting households.</p> <p>5. Impossible to screen noise for vehicles.</p> <p>6. Hotel on site – people pay to sleep not pay to be kept awake.</p> <p>7. Excessive noise will affect the young and elderly.</p> <p>8. Does the health and lack of sleep not concern the Council?</p> <p>9. Noise during construction could be even worse that the</p>	<p>used eg white noise. HGVs should adhere to a yard code of practice.</p> <p>4.The change in existing ambient noise levels due to HGVs with refrigeration plant has been assessed and is predicted to be of negligible significance. With open windows, the predicted internal noise levels from HGVs with refrigeration plant would achieve the BS 8233 good design criterion for sleeping and resting during the day and night within any habitable rooms at the nearest NSR.</p> <p>5. The EHO recommends that a condition be applied to deal with noise attenuation.</p> <p>6. The Hotel is already subject to greater noise levels from the A303 than would arise from the development, and has been fitted with appropriate levels of acoustic mitigation.</p> <p>7. The scheme has been assessed following national standards designed to protect the community as a whole. It is not considered that the development will produce excessive noise.</p> <p>8. All noise effects have been assessed during both the day and night time following the appropriate standards. The development achieves BS8233 recommended internal noise levels for resting and sleeping used within the noise assessment.</p> <p>9. Construction works would follow Best Practicable Means as defined in Section 72 of</p>
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	end result.	the Control of Pollution Act 1974 (CoPA), to minimise noise and vibration effects. The construction programme and activities would be discussed with the local authority once a contractor has been appointed. All effects associated with the construction noise will be temporary. The EHO recommends that a condition be applied to ensure that a method statement is submitted and approved by the District Council before work commences.
Light Pollution	<p>Against</p> <ol style="list-style-type: none"> 1. The type of lighting proposed will not be light-pollutant free – impacting on the WHS landscape at night, and associate viewing of astronomical feature and events. 2. Reduce the amount of light emitted. 3. Impossible to screen light pollution. 	<p>By way of general comment, it can be noted that the Consultation Response from the SDC EHO dated 27th Dec 2007 makes no objection to the proposals. The EHO submits that sufficient control can be put in place via planning conditions to deal with the issues raised by respondents and commented on below.</p> <p>1,2,3. Lighting for the proposed RDC needs to be considered in the context of the Solstice Park (including the service area) consent and the wider ambient lighting from the town and Boscombe Down. Notwithstanding this, it is considered that planning conditions will be able to control the direction, power and location of lighting on the basis of its function so as to reduce the general extent of ambient lighting as well ensure that adjacent residential areas are not affected.</p>
Traffic Pollution / Air Quality	<p>Against</p> <ul style="list-style-type: none"> • HGVs will add to the levels of traffic pollution, making the roads more unpleasant and causing additional safety problems. 	The Environmental Assessment submitted with the planning application has not identified any specific issue with regard to pollution and air

	<ul style="list-style-type: none"> • Increased diesel emissions on the air quality in around the City. • The Cathedral Close comment refers to vibration. • Impossible to screen car fumes. • Government always talk of reducing CO2 emissions – but surely the RDC will severely compromise their argument. • Airfield already gives off enough pollution. 	<p>quality. It has been subject to consideration by statutory consultees which similarly find no fault with its findings and recommendations.</p>
<p>Other</p>	<p>For</p> <ul style="list-style-type: none"> • Imperative that there is the closest possible co-operation between planning authorities at District / Borough and Country level when considering the application. • Appreciate you need development in the area. • We need new blood to this town. • Investment in the area is a good thing. <p>Against</p> <ol style="list-style-type: none"> 1. Increase low cost housing for those from outside the area taking jobs, therefore taking away the little that is available for the local population. 2. Increase in anti-social behaviour since Solstice began operating. 3. The application ought to have taken account of the Stonehenge decision. 4. There has already been structural damage from the passing of HGV. 5. Unstable ground borders the development site – exacerbated by vibrations given off by HGVs – leading to structural damage. 	<ol style="list-style-type: none"> 1. Amesbury has been identified for growth for many years and this will continue as part of a strategy to make it less reliant on military related industries and enable development to stimulate social and community facilities. Increased housing is already being provided mainly at Archers Gate of a range and type to meet all sectors of the growing community including affordable housing for locals and newcomers alike. 2. This is a community policing issue. 3. The scheme assumed that the Stonehenge proposals would not go ahead. 4, 5. Solstice Park has not been provided with any evidence to substantiate these claims. 6

	<p>6. Similar application not so many miles away at Andover Airfield.</p> <p>7. Security – Beverley Hills Park has experienced unwanted people entering via Solstice Park.</p> <p>8. No mention originally of 24/7 operations.</p> <p>9. Vast warehousing would almost certainly affect the values of the properties on the residential areas close by.</p> <p>10. Fire – building 2 is close to residential area local houses would be destroyed if a fire happened.</p>	<p>6. The Andover proposals will be considered on its merits as will the RDC proposals. They may well meet quite different market sectors.</p> <p>7. The Amesbury Property Company has been working actively with BHP representatives to ensure that security in the residential areas will be improved as a result of this application and any other proposals.</p> <p>8. The planning consent at Solstice park allows for 24/7 operations but this does not obviate the need to test impacts – that is why the Environmental Assessment has been prepared to consider such impacts.</p> <p>9. Property values is not a planning issue.</p> <p>10. The buildings will be designed in full accordance with Part B of the current building regulations which take into consideration all types of fire boundary conditions. We do not consider that our buildings will require a fire boundary condition given that they are 125m away from closest house.</p> <p>In the event of a fire, any wall that has a condition attached to it will be designed to fall inwards.</p> <p>The buildings will almost certainly be sprinklered and they also have 100% fire tender access to the perimeter of each unit.</p>
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Application Number:	S/2008/1336		
Applicant/ Agent:	CLIVE PEDLAR ASSOCIATES LTD		
Location:	LANDACRE 21 BEECHFIELD NEWTON TONEY SALISBURY SP4 0HQ		
Proposal:	CONVERSION OF EXISTING STABLE BUILDING TO RESIDENTIAL		
Parish/ Ward	NEWTON TONY		
Conservation Area:	NEWTON TONY	LB Grade:	
Date Valid:	29 July 2008	Expiry Date	23 September 2008
Case Officer:	Miss Kathryn Attrill	Contact Number:	01722 434388

REASON FOR REPORT TO MEMBERS Cllr Hewitt has requested this application come before committee due to the local interest in the application.

SITE AND ITS SURROUNDINGS

21 Beechfield is a detached property within a Housing Policy Boundary and Area of Archaeological significance and the Conservation Area in the village of Newton Tony. The building was originally a stable building which was substantially re-built at some point in the last century and has been in domestic use since the construction of the 2 new houses on this site after 1989. It sits behind and slightly to the side of No 21. The building is not considered to be cartilage listed.

THE PROPOSAL

The proposal involves the conversion of the stable building to a granny-annexe for the future use of the present occupiers of No 21, who are retired and making plans to allow one or both of them to move into the stable building if necessary due to ill health.

PLANNING HISTORY

S/1989/1413 – Conversion of stable block to granny annexe	Refused
S/2004/1835 Extension to residential curtilage - approved with some PD rights	WD 8/10/2004

REPRESENTATIONS

Advertisement	Yes – 28/08/08
Site Notice displayed	Yes – 28/08/08
Departure	No
Neighbour notification	Yes – 20/08/08
Third Party responses	Detailed below
Parish Council	Yes – Approved with following condition. That the new dwelling can never be sold as a separate property.

Highways have no objection to this application. 15/08/08

MAIN ISSUES

- Principle
- Scale, design and impact on the visual amenities of the surrounding area
- Impact on neighbour amenities

POLICY CONTEXT

Saved policies of the Salisbury District Local Plan, G2 (General), D3 (Design), H16 (Housing Policy Boundary) H33 (Accommodation for dependant persons)

PLANNING CONSIDERATIONS

Principle

A similar application was refused in 1989 when the 2 houses were built to the front of the stables. The developer applied to convert the stabling after gaining consent for the two houses, and proposed its use as a granny annexe, but there was no existing need and it was deemed to be a speculative application. In the case currently under consideration, one of the family members is quite elderly, and it seems a reasonable application in light of their justification for the application. The ownership of the stable is also in the same hands at present, which differs from the situation in 1989 when all were to be sold off separately.

The proposal has been put forward as creating accommodation to be used in the instance that one or other of the current residents becomes unable to care for themselves within the family home, and allows a degree of independence by being near to the house. The applicants discussed the housing of a carer, but it was explained on site that this accommodation could only be for an elderly or disabled dependant, whereas a carer could be accommodated within the main house. The same would apply for a family member who is not a 'dependant'. Although this is not proposed to address an existing need, it seems unreasonable to refuse something on this basis when the intention is to plan ahead. A condition should be enforceable to prevent a non-dependant family member or the use of the building by a non-related person.

H33 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
- (iv) the accommodation is created as a result of a conversion of an existing building within the curtilage of the main dwelling; and

A protected species report has been received in respect of bats and owls which shows there to be no obvious occupation by protected species. Natural England are content that the application be judged accordingly.

Wessex Water have commented with regards to the foul sewerage, the surface soakaways, and the possible use of an informative to protect the existing Wessex Water infrastructure during works.

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

The proposed conversion will have very little impact on the visual amenities of the area due to the lack of external changes. The only external changes will be the replacement of single glazed fenestration and new patio doors where there is an existing garage door. A flue pipe is also to be added to the roofscape. Provided that good quality materials are used the visual appearance of the building should be improved.

The building to be converted is already existing and forms part of the common boundary with No 19. No 19 have written in, but seem concerned with business use rather than the residential conversion. All openings are proposed along the western side of the building, and there should therefore be no impact on privacy – a restrictive condition preventing further velux and dormer windows on the eastern side will protect this amenity for the future.

Impact on neighbour amenities

Several letters of objection have been received from nearby neighbours.

- One refers to the building being of historic value and its possible listing
- One refers to the possible use of the building as a business premises and the future need for stables
- CPRE refers to the need for a Section 106 Agreement to ensure the conversion remains ancillary
- Possible business use and a restrictive condition is referred to regulate the use of the conversion

- An objection referring to the flues and the impact on the adjacent Listed Building. *The flues will have to comply with Building Regulations, which should ensure that there is no danger to the existing building or adjacent buildings. The Party Wall Act will cover any impact on the adjacent property as a result of the shared boundary, but there are also no proposed alterations to that wall.*

Response:

The building is not sufficiently historic to warrant a protection in its own right, and the proposed alterations may improve the visual appearance of the building.

The use of the stables is currently domestic storage rather than actual stabling, and its use for business would be possible without the need for planning permission provided that it was ancillary to the use of the house. The fact and degree of its use would determine whether planning was in fact needed. If just for a home office, then planning would not be required. However, that is not what is being applied for.

Stabling may be required to the fields to the rear at some point in the future, but the building is not currently used for stabling, and this is not therefore a material planning consideration.

The use of a condition to restrict the use of the conversion is standard when the property is within a Housing Policy Boundary. If the building were outside, a Section 106 would be the standard form of control.

Conclusion

The proposal is deemed to be acceptable in terms of Policy H16 and H33; is unlikely to create any detriment to neighbouring properties and will form an annexe to the main house to provide for an elderly or disabled dependant.

Policy G2	General principles of development
Policy D3	Extensions
Policy H16	Housing Policy Boundary
Policy H33	Accommodation for dependant persons

RECOMMENDATION: APPROVE

The conversion hereby approved is considered acceptable in terms of size, materials, and principle with no detrimental impact to the character of the area or the neighbouring properties;

Reason for Approval :

The conversion hereby approved is considered acceptable in terms of size, materials, and principle with no detrimental impact to the character of the area or the neighbouring properties;

And subject to the recommended conditions and informatives as follows:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), no additional windows/dormer windows [other than those expressly authorised by this permission] shall be constructed in the north or east roof slopes of the dwelling as extended without the Local Planning Authority's prior written approval.

Reason: In order to protect the residential amenity of adjoining neighbours in accordance with Saved Policy G2 of the Salisbury District Local Plan.

3. All window frames in the development hereby permitted shall be of timber finished with a dark stain which shall thereafter be retained unless otherwise agreed in writing with the Local Planning Authority. (D09A)

Reason: To maintain the character and architectural integrity of the building and the amenities of its surroundings.

4. The extension hereby permitted shall be used solely as ancillary accommodation (for an elderly or disabled dependant relative) to the existing dwelling Landacre, and shall not be occupied, sold, leased, rented or otherwise disposed of as a separate dwelling unit.

Reason: It would not be in the interests of proper planning for the proposed residential conversion to be occupied as a separate unit of residential accommodation.

INFORMATIVE: - PARTY WALL ACT

It is noted that the development hereby approved involves construction on or near a boundary with an adjoining property. The applicant is advised that this planning permission does not authorise any other consent which may be required from the adjoining landowner or any other person, or which may be required under any other enactment or obligation.

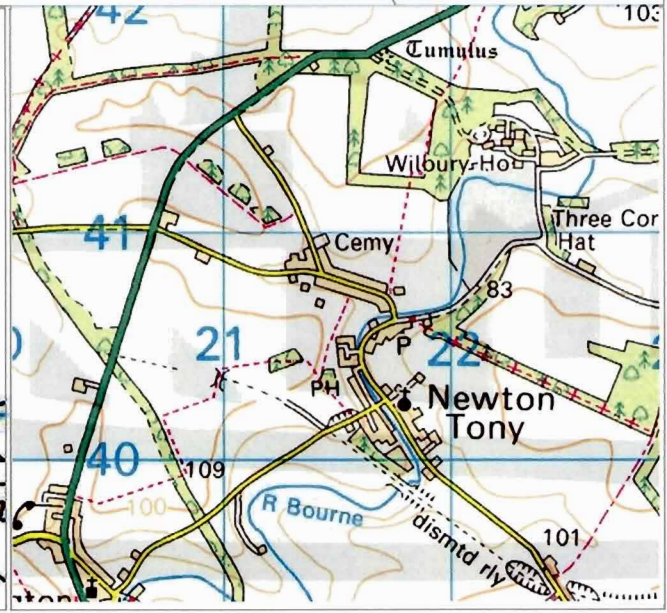
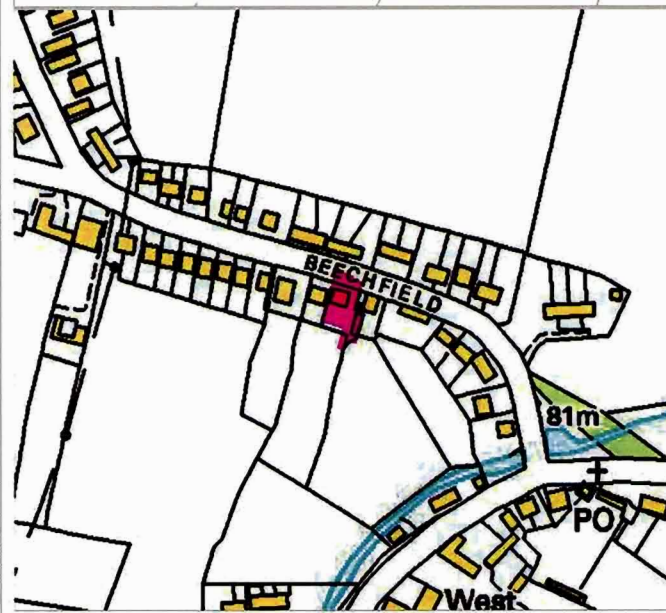
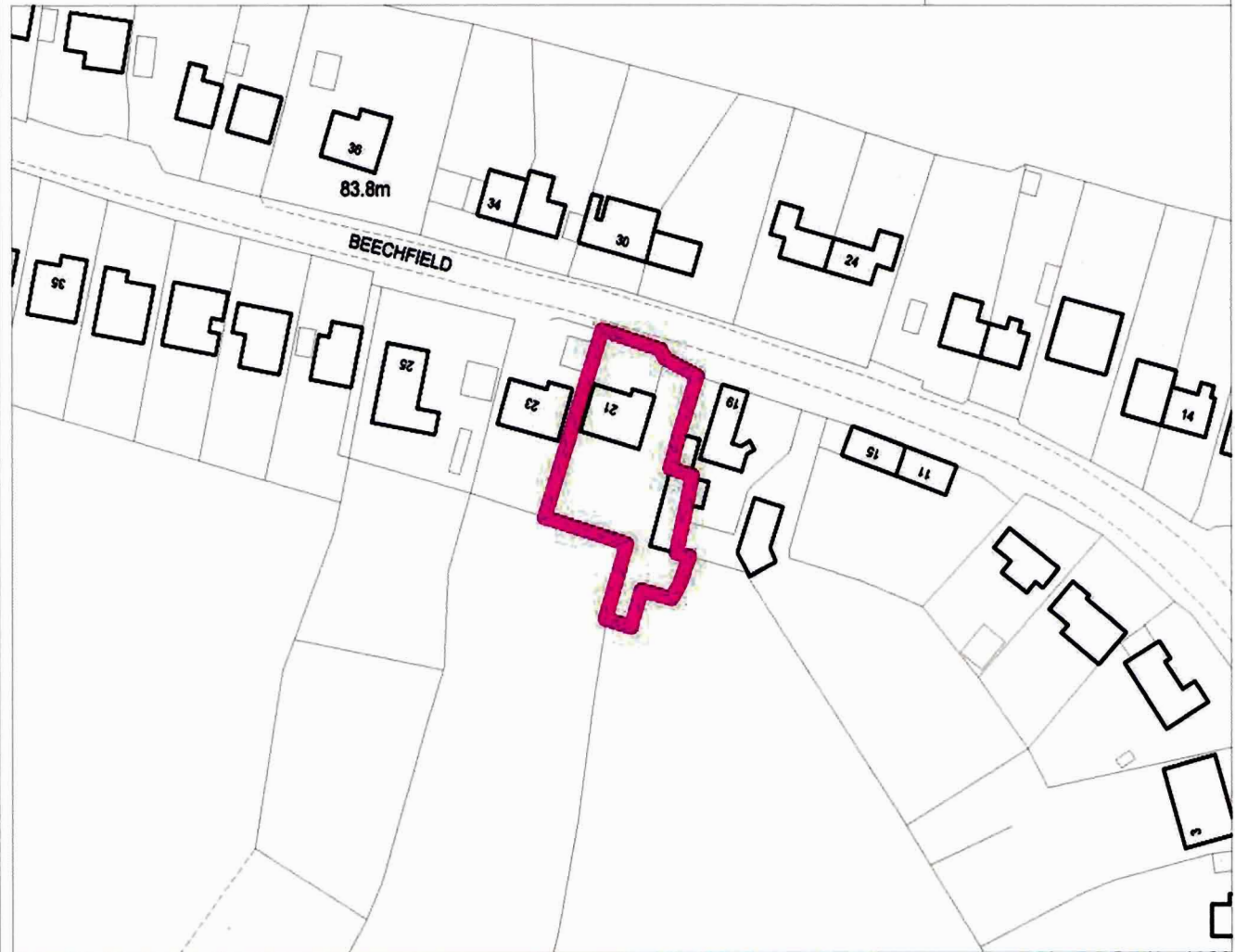
INFORMATIVE: -

Any surface water drainage will need to be in accordance with Environment Agency guidelines. There is a mains water pipe near to the site of the proposal and this will need to be protected during works and the applicants are advised to contact Wessex Water with regards to this matter.

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

- Policy G2 Purpose - General principles of development
- Policy D3 Extensions
- Policy H33 Separate units of accommodation for dependants

Site Visit:



SCALE: NTS
DATE: 15/08/2008 15:50:34
DEPARTMENT: Planning

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Application Number:	S/2008/1451		
Applicant/ Agent:	MR A MINTING AND MISS L FLINDELL		
Location:	22 MEADOW COTTAGE CHOLDERTON SALISBURY SP4 0DL		
Proposal:	INTERNAL ALTERATIONS, ADDITION OF FIRST FLOOR WINDOW TO REAR (EAST) ELEVATION, REPAIRS TO GARDEN SHED		
Parish/ Ward	CHOLDERTON		
Conservation Area:	CHOLDERTON	LB Grade:	II
Date Valid:	19 August 2008	Expiry Date	14 October 2008
Case Officer:	Mrs A Iles	Contact Number:	01722 434312

REASON FOR REPORT TO MEMBERS

This is an application made by council employees.

SITE AND ITS SURROUNDINGS

22 Meadow Cottages is at the southern end of a terrace of four early 19th century former farmworkers' cottages in Cholderton. The cottage was extended at ground and first floor levels in the early 20th century on its southern end. The cottages are Grade II listed for their group value, and lie within the Cholderton Conservation Area.

THE PROPOSAL

Permission is sought to insert a first floor window within the rear elevation, to reinstate internal walls and to make repairs to the gable wall of the outbuilding.

PLANNING HISTORY

79/0030	Extension to existing house and new garage with construction of new access.	AC	04/04/79
84/0804	Conservatory	AC	20/06/84
07/1262	Residential Extensions & Alterations	WD	10/07/07
07/1723	Proposed extension and single garage.	AC	12/10/07
07/1724	Proposed internal alterations & extension to form 3 bedroomed house with detached single garage	AC	12/10/07

CONSULTATIONS

Conservation Officer - No Objections

REPRESENTATIONS

Advertisement	Yes	Expired 18/09/08
Site Notice displayed	Yes	Expired 18/09/08
Departure	No	
Neighbour notification	Yes	Expired 09/09/08
Third Party responses	No	
Parish Council response	Yes	No Objection. We would recommend approval of this application.

MAIN ISSUES

Impact on Listed Building

POLICY CONTEXT

Adopted Salisbury District Local Plan Saved Policy CN3

PLANNING CONSIDERATIONS

Impact on Listed Building

The interior of the cottage has been much altered in the past and few notable original features survive. Therefore it is considered that the proposals to alter the interior would not result in the loss of any historic fabric or character and as such the Conservation Officer has no objections.

The new window will be within the early 20th century part of the cottage which is less sensitive to alteration. The proposed window has been designed to match the window on the front elevation

of the bedroom and it is considered that the design would respect the existing character and appearance of the cottage without detriment to its historic fabric or form.

With regard to the repairs to the outbuilding again there is no objection. The bowing brickwork is clearly evident and the repairs should prolong the life of this curtilage listed building. It is intended to reuse as much of the bricks as possible, and to use lime mortar in its reconstruction, which will allow the repairs to harmonise with the existing building.

CONCLUSION

The proposal is considered to conform with saved policy CN3 of the Adopted Salisbury District Local Plan in that it will be an appropriate development for the listed building which will respect the historic fabric and structural integrity

RECOMMENDATION: APPROVE WITH CONDITIONS

REASON FOR APPROVAL

The proposal is considered to conform with saved policy CN3 of the Adopted Salisbury District Local Plan in that it will be an appropriate development for the listed building which will respect the historic fabric and structural integrity.

Subject to the following conditions:

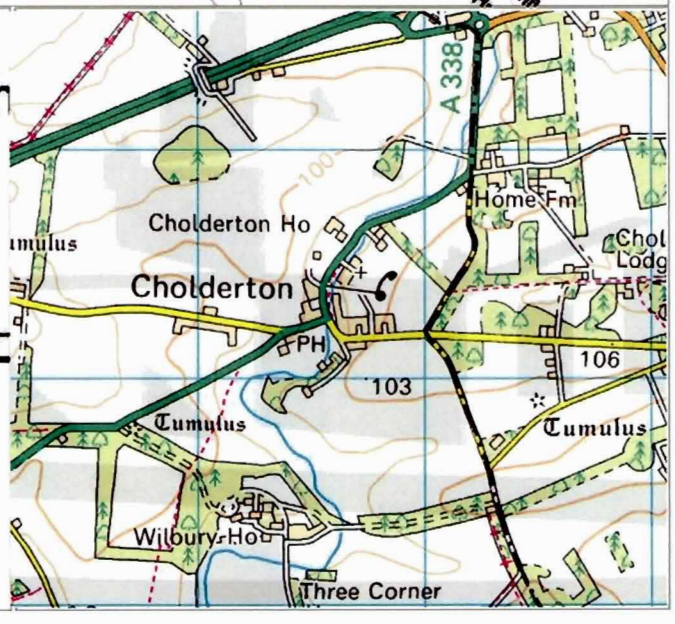
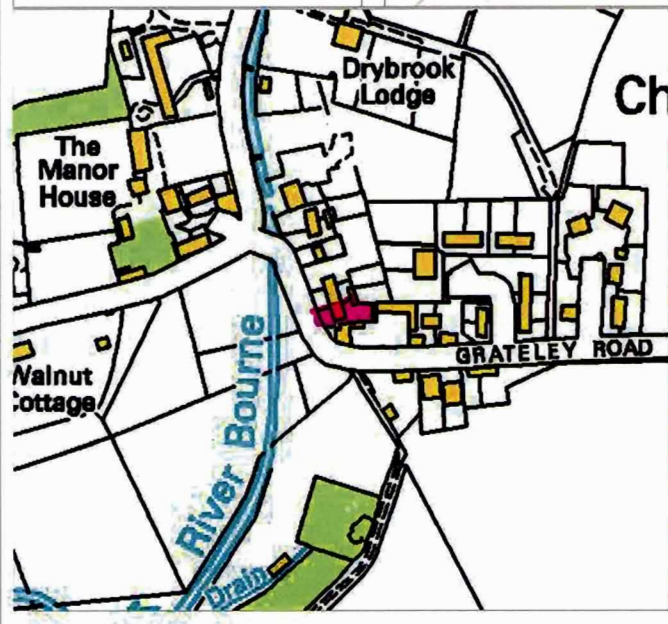
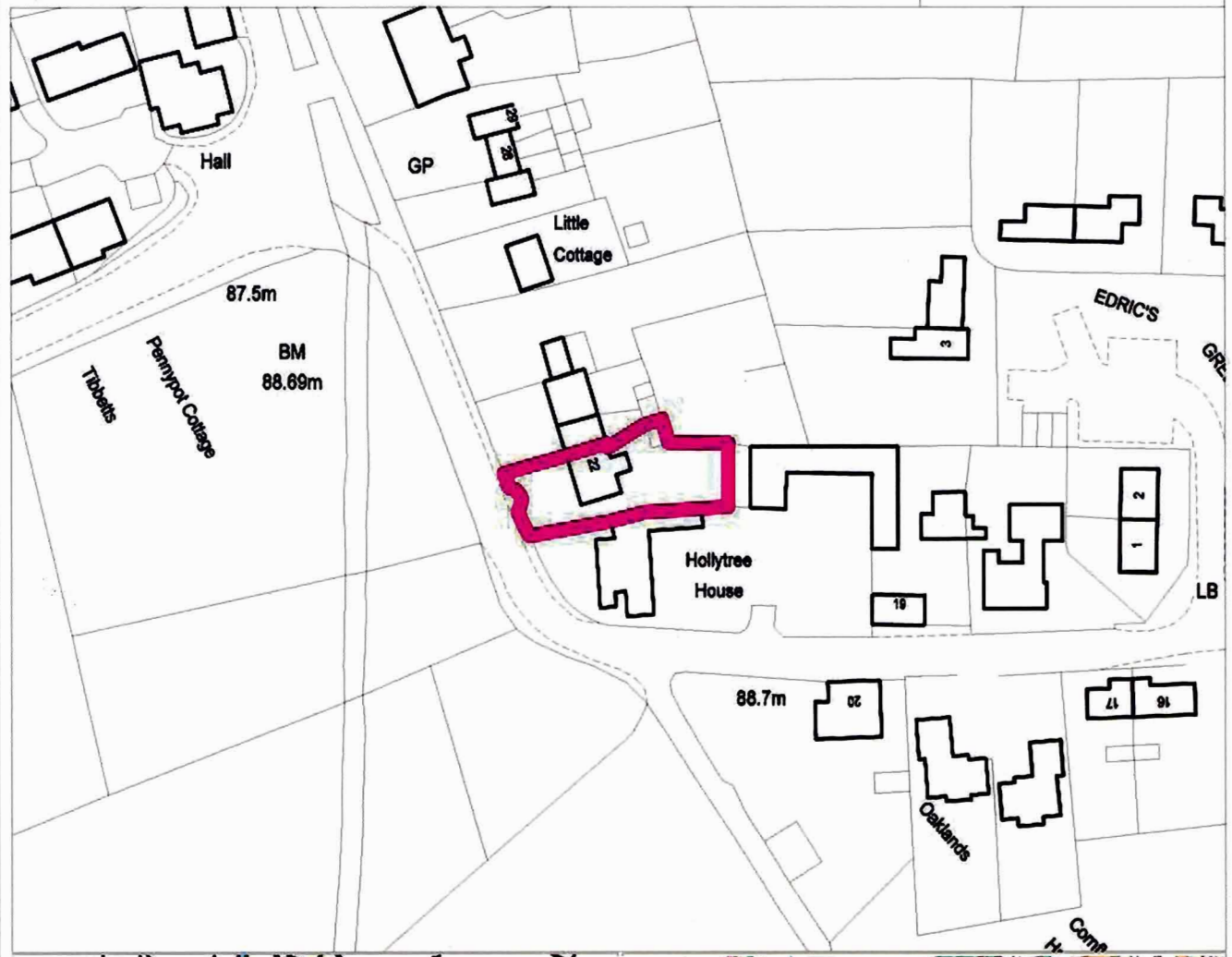
The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission. (Z01B)

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

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

Policy CN3 Development to a Listed Building

Site Visit:



SCALE: NTS
 DATE: 15/09/2008 15:46:01
 DEPARTMENT: Planning

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