

## LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING COMMITTEE

### NORTHERN AREA 22/07/04

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

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

ITEM NO	APPLICATION NO OFFICER	LOCATION	REC	PARISH H / WARD	PAGE NOS	WARD & COUN- CILLORS	NOTES
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Item	Application No. Office	Applicant's Name Location	Rec	Parish/Ward	Page Nos.	Ward Councillors
1 SV	S / 2004 / 923 Miss L Flindell	CONSERVATION DEVELOPMENT (WILTON) LAND ADJACENT TO:- YEW TREE COTTAGE WYLYE ROAD HANGING LANGFORD	REF	STEE	2-8	Steeple Langford Cllrs Mills and West

<b>2</b>	<b>S / 2004 / 1075</b> Mrs J Howles	ANTLERDOWN PROPERTY DEVELOPMENTS LTD PLOT C2 SOLSTICE PARK AMESBURY	REF	AMES	9-12	Amesbury East Cllrs Brown, Noeken and Peach
<b>3 SV</b>	<b>S / 2004 / 850</b> Miss L Flindell	THE ESTATE OFFICE 39 CHOLDERTON	APPC	CHOL	13-18	Cholderton Cllrs Hewitt and West
<b>4</b>	<b>S / 2004 /1235</b> Mr J Hammond	MAHLE FILTER SYSTEMS UK LTD HIGH POST	A106	DURN	19-28	Durnford Cllr Brady
<b>5 SV</b>	<b>S / 2004 / 1353</b> Mr P Ridley	MR & MRS R GRIMSHAW CHALK HOUSE WINTERSLOW ROAD PORTON	APPC	IDMI	29-31	Idmiston Cllrs Hewitt and West
<b>6</b>	<b>S / 2004 / 1399</b> Mr J Hammond	MRS S TUCKER BYFORD WINTERSLOW ROAD PORTON	A106	IDMI	32-42	Idmiston Cllrs Hewitt and West

# 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**

<b>AHEV</b>	- Area of High Ecological Value
<b>AONB</b>	- Area of Outstanding Natural Beauty
<b>CA</b>	- Conservation Area
<b>CLA</b>	- County Land Agent
<b>EHO</b>	- Environmental Health Officer
<b>HDS</b>	- Head of Development Services
<b>HPB</b>	- Housing Policy Boundary
<b>HRA</b>	- Housing Restraint Area
<b>LPA</b>	- Local Planning Authority
<b>LB</b>	- Listed Building
<b>NFHA</b>	- New Forest Heritage Area
<b>NPLP</b>	- Northern Parishes Local Plan
<b>PC</b>	- Parish Council
<b>PPG</b>	- Planning Policy Guidance
<b>SDLP</b>	- Salisbury District Local Plan
<b>SEPLP</b>	- South Eastern Parishes Local Plan
<b>SLA</b>	- Special Landscape Area
<b>SRA</b>	- Special Restraint Area
<b>SWSP</b>	- South Wiltshire Structure Plan
<b>TPO</b>	- Tree Preservation Order

# Part 1

## Applications recommended for Refusal

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

<b>1</b>	<b>Case Officer</b> <b>Miss L Flindell</b>	<b>Contact No</b> <b>01722 434377</b>	<b>1</b>
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S/2004/923	23/04/2004	18/06/2004	CONSERVATION DEVELOPMENT (WILTON) LTD
STEE	STE	II	THE CLASSIC ARCHITECTURE COMPANY
Easting: 402992	Northings: 137072.4		

PROPOSAL:	FULL APPLICATION -FOUR NEW DWELLINGS AND CONVERSION OF CHAPEL TO TWO BEDROOM DWELLING
LOCATION:	LAND ADJACENT TO:- YEW TREE COTTAGE WYLYE ROAD HANGING LANGFORD SALISBURY SP3 4NN

### REASON FOR REPORT TO MEMBERS

Not wholly in accordance with PC's recommendation

### SITE AND ITS SURROUNDINGS

The site forms part of the residential curtilage of Yew Tree Cottage a Grade II Listed building. The Housing Policy Boundary bisects the site, with the southern part outside of the Housing Policy Boundary.

Yew Tree Cottage is located within the north east corner of the site fronting immediately onto the road. The curtilage extends to the west, with close boarded fencing to the roadside boundary and with railway embankment to the rear of the site.

There is a double garage and disused chapel on the site, accessed from Chapel Lane, which also provides access to Chapel Cottage, Durgan Cottage and allotments/fields.

The application site is also contained within the Conservation Area, which is characterised by an irregular street scene with a juxtaposition of dwellings fronting immediately onto the road and those that are positioned further back, set at varying distances from the road frontage.

Chapel Cottage is a two storey dwelling to the west of the Chapel; Durgan Cottage is a recently constructed dwelling within the curtilage of Well Cottage, occupying a corner plot between Wylye Road and Chapel Lane. Endecote, a single storey bungalow, borders the eastern boundary of the site, being situated behind Yew Tree Cottage. Hopper Cottage opposite and facing the development site is built abutting the road, where the road narrows at this point.

## THE PROPOSAL

The application proposes the erection of four new dwellings within the site and the conversion and extension of the chapel into a single dwelling.

Access is from Chapel Lane.

It is proposed to widen the road outside Hopper Cottage, and provide a 1.2m wide footpath across the site frontage.

The application proposes a mix of natural rubble stone, reconstituted stone dressings, brick and rendered dwellings. Roofing materials include slate, tile, thatch and lead. The dwellings are all 2 storey although one and ½ storey dwellings are proposed to the rear of the site.

## PLANNING HISTORY

2002/842          Listed Bldg Wks – change of location of current road access involving a 11m x 8m pull in from the road covered with scalplings then stone and fenced in similar fashion as previously  
Refused 24.07.02

2004/1225          Listed Bldg Wks – two storey rear extension          Undetermined

2004/1234          Full application – two storey rear extension          Undetermined

## CONSULTATIONS

WCC Highways                                  - The development proposes to take its vehicular access via an existing access where the visibility is sub-standard. Whilst the applicant is able to provide improved visibility across the Wylfe Road site frontage, no such control exists over the frontage of the property known as Durgan Cottage and it appears that it is beyond the powers of the District Council to prevent the planting of vegetation behind the existing fenceline of this property thereby creating potential difficulties for users of the access.

Recommend that application be refused for the following reasons;

1. The site has insufficient frontage to the west to secure and maintain the visibility necessary for the safety and convenience of the traffic associated with the proposed development.
2. The proposed development is likely to generate an increase in pedestrian traffic on a section of Wylfe Road fronting the site where the carriageway is relatively narrow and where there are no separate pedestrian facilities with consequent additional hazards to all users of the road.

If, notwithstanding the above, your council are minded to approve this application, then I consider that the proposed layout should be amended to include the widening of Wylfe Road and the provision of a paved footway across the site frontage as I have indicated.  
(The applicant has submitted amended plans)

WCC Library/ Museum                                  - Do not consider that the application is likely to have an impact on any archaeological features and no further comments to make.

Wessex Water Authority                                  - No objections, recommend that the developer should agree with Wessex Water prior to the commencement of works on site, a connection onto Wessex Water infrastructure.

Environment Agency                                  - No comments

Environmental Health                                  - awaiting response

English Nature    - awaiting response

CPRE    - Support the application. Summarised;

A development of relatively high density housing within the Hanging Langford village envelope preventing housing sprawl in the countryside (gardens extend beyond the HPB but there is a natural boundary in the form of the railway and embankment).  
Bringing back the chapel into habitable use whilst retaining main architectural features.  
The houses are of varied designs whilst all using local features and materials.

## REPRESENTATIONS

Advertisement	Yes, expiry date 22.07.04
Site Notice displayed	Yes, expiry date 22.07.04
Departure	No
Neighbour notification	Yes, expiry date 19.07.04
Third Party Representations	Yes,

1 letter of support, summarised as follows;

New development necessary to attract new families to village  
Effort to reflect the traditional architectural aspects found within the village (design, layout, materials)

51 letters of objection summarised as follows;

### Principle

The village needs smaller more affordable homes, not 4/5 bedroom houses  
Overdevelopment - density too great, inappropriate backland development  
Not a brownfield site, only been used as private orchard, grazing land  
Destroy rural setting of listed Yew Tree Cottage. Garden should remain in current form, fencing replaced, not new railings  
Any dwellings should face into centre  
Occupiers car dependent (limited public transport, no services and no employment opportunities in village), unsustainable  
Plans do not show proposed extension to Yew Tree Cottage (underestimation on impact to village)  
Noise nuisance from development/occupiers

### Design

Dwellings lack creativity in design and are incompatible with the scale and character of the village. Too high, shading light and overpowering area (area of garden will be required to be removed to bring houses to street level)  
Will destroy street scene and importance of Listed Building and rural appearance  
Proposed house on corner overpowering  
Concerns over quality of materials/aftercare of development/infrastructure  
Lack of amenity space for the dwellings

### Conservation

Undermines quality and character of conservation area  
Loss of important open area. Open breaks and spaces are important characteristic of village  
Adverse impact to environment, wildlife and River Avon Systems SSSI and cSAC  
Loss of trees  
Refuse/overhead supply cables associated with new dwellings unsightly

### Drainage/surface water

System already overloaded.  
Development and surface and widening of Chapel Lane will impact on surface water and flooding.  
Hopper Cottage will be in danger of flooding

### Access/Highway safety

Occupiers/delivery vehicles will park outside homes on C10 causing highway hazard (not using rear parking proposed).  
Narrowest point of the road in the village (no pavement of verge) conflict with traffic, Wiltshire cycle way and pedestrians.

Access point onto C10 inadequate visibility, opposite shared access, sun sets and rises along stretch of road, and tree within front garden of Durgan Cottage  
Wall around curtilage of house 1 is unsuitable for visibility and safety reasons. Pavement/iron railings proposed out of character with locality.  
Chapel lane utilised as access to allotments, conflict with other users of lane and occupiers of dwelling parking on lane (developer proposes to surface and widen it with impact on surface water and flooding and also includes the lane in the site boundary without consultation to existing users who have statutory right of access).  
Previous application for parking outside Yew Tree Cottage refused.  
Impact to surrounding properties (turning/reversing in driveways)  
Insufficient parking/turning space on site  
Garage to house 1 opens onto Chapel Lane.  
Cars parked outside site, skewed speed readings.  
Widening of road outside Hopper Cottage will increase speed of traffic

### **Residential amenity**

Loss of amenity (overlooking/overpowering) to Chapel Cottage, Endecote, Durgan Cottage, Springfield, and Hopper Cottage, loss of privacy and light (and value) with Hopper Cottage below the level of the road.  
Gardens too small

### **Ownership of land**

Beneficiary of will of William Thring contests ownership of the land

Parish Council response                      Object for the following reasons

#### **Sewage and Water**

Householders in the village have sewage flooding in their houses as the system is unable to cope. This problem would be exacerbated with 21 extra toilets etc coming onto the system. Please will you inform us what advice Wessex Water give on this matter.

#### **Traffic and Parking Access**

We understand that the Developer has placed Golden River Speed Wires to assess the traffic and speed but this would not be an accurate picture due to cars causing obstruction and slowing down the traffic. An application for parking spaces next to Yew Tree Cottage was turned down previously as it was considered a dangerous proposition on such a narrow part of the road. Now parking on the road is going to be encouraged as there is pedestrian access to house no 2 on to the C10. You will have received photographs taken by a parishioner of the congestion caused recently by parked cars at this point on the C10.

#### **Density of Housing**

Applications have previously been turned down in the village on the grounds of 'backbuilding'. We feel that this proposal still can be classed as over development of the site and that it increases the housing density to an unacceptable level in this part of the village. No 1 has increased by approx 25% and has access for garage and front door onto Chapel Lane.

#### **Height of dwellings**

If this should go ahead the plans indicate that the houses on the north side of the site will be at road level. We wish to be enforced, especially as Yew Tree Cottage is such a low building. We wish to keep to the existing building line with the new houses at an identical low level.

#### **Unadopted road**

It would seem that the developer intends to place an impermeable surface (tarmac) on top of this, but surely he is not entitled to do so? Please can you confirm who owns this stretch?

#### **Flooding**

With the increased number of properties on the land and the tarmac on the Chapel Lane, it will severely increase the risk of flooding to the properties opposite the site and lane, when there is heavy rainfall coming off the hills.

#### **Area of development**

Has the area of land to be built on been properly assessed now that an extension has been applied for? Is this not over development? Presumably this is inside the building line and is not using agricultural land. Please confirm this.

## **MAIN ISSUES**

### **Principle**

Impact on the conservation area, listed building, AONB and neighbouring amenities

Density

Drainage/flooding/nature conservation

Archaeology

Highway safety

## **POLICY CONTEXT**

Adopted SDLP policies G2 (General), G4 (Flooding), G5 (Drainage), D2 (Infill development), H16 (HPB), C4 & C5 (AONB), CN3 & CN5 (Listed buildings), CN8 & CN10 (Conservation areas), C10 (nature conservation), R2 (open space provision)

## **PLANNING CONSIDERATIONS**

### **Principle**

The site is bisected by the identified Housing Policy Boundary for Hanging Langford and is within the curtilage of an existing building. The proposed dwellings will be located within the Housing Policy Boundary, but residential curtilages of the two rear dwellings and chapel conversion extending outside.

Within the Housing Policy Boundary there is a presumption in favour of residential development. PPG 3 advises that the curtilage of existing buildings is considered to be “previously developed” land wherein development proposals should be targeted in the first instance before considering greenfield sites.

Within the AONB, development proposal should respect the need for high standards of design and materials and are sympathetic to the landscape.

The proposal seeks development to the rear of the site and criterion (i) of Policy H16 specifically states that proposed development should not constitute inappropriate backland development. However, the application of this policy depends on the individual circumstances of the site and is not in itself a prohibition upon new development.

A proposal for development within the curtilage of Yew Tree Cottage, is not therefore unacceptable in principle, provided that it can demonstrate appropriate scale, design and impact upon the listed building, conservation area and residential amenity.

### **Impact on the conservation area, listed building, AONB and neighbouring amenities**

The site forms part of the curtilage of a Grade II listed building, predominantly laid to lawn, with small trees/shrubs on the site and views across the site to the vacant chapel. The Parish Council and local residents have objected on the grounds of overdevelopment of the site.

Amended plans have been submitted, reducing the number of new dwellings proposed on the site (from five to four), and have set house 2 back within the site. Views of the chapel (to be converted and extended) are retained through the site, and an irregular spacing and gaps between dwellings achieved, more typical of the area.

The amended plans have also changed detailing to the dwellings including a more informal approach to building materials and confirmation that the dwellings are of cottage scale with floor to ceiling heights of 2.1m.

With regards to impact to residential amenity, the amended plan replaces two dwellings located close to the roadside boundary and opposite Hopper Cottage, with a single dwelling set back



within the site. House 1 proposed on the corner of the site between Chapel Lane and Wylfe Road is set with gable facing Wylfe road and principal elevations to the side, whilst Durgan Cottage opposite has principal elevations facing the road. It is proposed to block or obscure the existing windows to the west elevation of the chapel closest to Chapel Cottage and only a landing window set above 1.8m above first floor level proposed to House 4 closest to Endecote. The distance between house 2 and the two new dwellings to the rear of the site is approximately 30m.

The juxtaposition of dwellings fronting immediately onto the road with those that are positioned further back with irregular spacing between is considered to be the defining character of the conservation area. It is considered that the development would respect the character of the conservation area and concerns/objections with respect to building heights, materials, windows/overlooking could be overcome via strict conditions.

### **Density**

The proposed development of the site would represent a density of 14 dwellings per hectare (including the chapel), and whilst this is substantially below the range of 30-50 dwellings per hectare advocated by the Government in PPG3, it is considered that this is acceptable given that the site lies within the Conservation Area and that this level of density would more closely respect that of the surrounding development than those densities advocated in PPG3.

Whilst increased density could be achieved by subdividing the existing plots and still retain the degree of openness and gaps between dwellings characteristic of the conservation area, the increased number of dwellings on the site would exacerbate parking and traffic issues.

Members will recall similar applications within the Wylfe Valley where the thorny issue of overdevelopment has subsequently had limited success at appeal. It is considered that the density of housing reflects the nature and pattern of development in the locality.

### **Drainage/flooding/nature conservation**

The application proposes mains drainage and disposal of surface water to soakaways. Local objections have been received in relation to potential flooding and inadequacy of the existing mains drainage system. However, Wessex Water has not identified capacity problems and recommends no objections and the Environment Agency has no comments. The river Wylfe a SSSI and tributary of the River Avon is a candidate Special Area for Conservation (cSAC) and flows to the north of the site. Comments are awaited from the Environmental Health Office and English Nature with respect to surface water drainage and impact to nature conservation.

### **Archaeology**

An archaeological evaluation has been undertaken, and the County Archaeologist is satisfied that the application is unlikely to have an impact on any archaeological features.

### **Highway Safety**

With respect to highway objections to the proposal, the applicant has submitted amended plans, which involve increasing the width of the road outside Hopper Cottage by 1.0m and the provision of a 1.2m wide footpath across the site frontage. Whilst the amended plans address the second recommended reason for refusal from WCC Highways, and speed readings undertaken by the applicant indicate an average speed of 27.7mph against which the available visibility to the west of the access should be assessed against, additional speed readings undertaken by WCC indicate that speeds outside the development site are in excess of 30mph, which leaves the visibility splay to the west of the access inadequate.

### **CONCLUSION**

It is considered that through negotiation with the applicant, the amended proposal respects the character of the conservation area, setting of the listed building, residential amenity and is of a density appropriate to the area. However, the development fails to achieve a satisfactory visibility splay to the west at the access point.

**RECOMMENDATION:**

**REFUSE** for the following reasons

1. The site has insufficient frontage to the west to secure and maintain the visibility necessary for the safety and convenience of the traffic associated with the proposed development, contrary to policy G2 (i) of the Adopted SDLP.
2. The proposed residential development is considered by the Local Planning Authority to be contrary to Policy R2 of the adopted Salisbury District Local Plan because appropriate provision towards recreational open space has not been made.

**INFORMATIVE:- R2**

It should be noted that the reason given above relating to Policy R2 of the Adopted Local Plan could be overcome if all the relevant parties can agree with a Section 106 Agreement.

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**NOTES:**

S/2004/1075	10/05/2004	05/07/2004	ANTLERDOWN PROPERTY DEVELOPMENTS LTD
AMES			A M ARCHITECTURAL DESIGN LTD
Easting: 416826.673023224	Northing: 141936.927165985		

PROPOSAL:	FULL APPLICATION -CONSTRUCTION OF 2 TWO STOREY OFFICE BUILDINGS ACCESS AND CAR PARKING PROVISION
LOCATION:	PLOT C2 SOLSTICE PARK AMESBURY SALISBURY SP4 7RX

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

Councillors Hewitt & Peach have requested that this item be determined by Committee due to:  
the prominent nature of the site  
the interest shown in the application

### SITE AND ITS SURROUNDINGS

Land at the upper part of the Solstice Park site alongside Porton Road. This area is defined as FDA 1 on the approved masterplan and is intended for development after 2011. The site is on the side of a hill . and is cut into the hill on the southern side but visible from the north. Access would be from the new road leading from a roundabout on Porton Road that has not yet been constructed.

### THE PROPOSAL

To build a two storey block of offices and associated parking and landscaping. The offices are designed so that they can be occupied by individual companies in small units.

### PLANNING HISTORY

S/99/ 721 O/L for whole Folly Bottom site for B1,B2,B8 & C1 uses together with associated, road, paths, cycleways, open space , reprofiling and strategic landscaping A S106 26/01/00  
This requires the development to relate to the Masterplan for the site approved by NAC.  
15/04/99

S/02/485 Section 73 application to vary conditions 3,4, 14 & 20 to provide: (1) specified dates for the approval of reserved matters (2) to permit commencement of any approved earthworks and landscaping scheme before works have commenced on Folly Bottom junction (3) to permit earthworks and landscaping on land exceeding 22.75 ha. A S106 31/07/02  
This application was necessary owing to the need to use earth from the whole site as part of the cut & fill operation necessary in the construction of the Folly Bottom Junction.  
The effect of a section 73 permission is to effectively grant fresh outline permission and so all previous conditions were reiterated and a supplementary S106 Agreement entered into. There is a requirement in the S106 agreement to reduce the private car use and 'green travel measures'.

S/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  
AS106 1/06/04

The provision in respect of the relationship with the masterplan remains the same. There is also a condition requiring a review of the green travel plan upon development of the FDAs.

The effect of a section 73 permission is to effectively grant fresh outline permission and so all previous conditions were reiterated and a supplementary S106 Agreement entered into. There is a requirement in the S106 agreement to reduce the private car use and 'green travel measures'.

The requirement that the new Folly Bottom junction is completed and open for use before commencement of built development has been complied with.

## CONSULTATIONS

WCC Highways - The infrastructure surrounding this site has not yet been built, No objection subject to conditions requiring linking infrastructure to be provided first and visibility being provided at the access.  
WCC Library/ Museum - Has been part of extensive programme of archaeological excavation. Recommends condition requiring report thereon by 31/01/05.  
Housing & Health Officer - No observations  
Wessex Water Authority - Water supply and sewer available.  
Environment Agency - No objections – requires conditions to limit surface water run off, incorporation of water efficiency measures and prevention of pollution during construction.  
English Nature - Not directly related to previous permissions and not an approval of reserved matters. Therefore additional information should be sought from the applicant in respect of drainage and water saving measures. If this can be confirmed then EN will be satisfied that the development need not cause significant damage to River Avon SSSI/cSAC .

Economic Development & Tourism - Would support the development of offices that would attract businesses from the professional sector. Morcroft specialise in offices for smaller companies from the professional sector. Previous developments have followed a specific standard of design that has been a successful philosophy in attracting professional business firms. These sort of companies seek a more traditional style of building due to their 'solid' image and because they are owners/investors with many of these offices being included in pension holdings.

Design forum - The design as submitted is not acceptable.

- An excellent Masterplan and Design Code have been produced for the development of Solstice Park, and this should be adhered to. The submitted scheme takes no account of these guidelines.
- The site for these new offices is at the highest point of Solstice Park and will be very visible from the A303 and from the adjoining approach roads.
- The design of the building is dull and lacks any inspiration. A new building in this key location must be designed to a high standard to accord with the advice in the Masterplan.
- The Design Forum is keen to see how this scheme is progressed in the light of the above comments and would like to see proposals for the site at a later meeting.

## REPRESENTATIONS

Advertisement	Yes Expiry 10/06/04
Site Notice displayed	Yes Expiry 17/06/04
Departure	Potentially. As submitted would be a departure from E8 as it is outside the land to be developed by 2011, if approved.
Neighbour notification	Yes Expiry date 25/06/04
Neighbour response	None received
Town Council response	Yes – No objection

## MAIN ISSUES

Design

Travel  
Strategic Employment Issues- the Masterplan and policy E8A.  
Effect on SSSI and cSAC.

## **POLICY CONTEXT**

E8A, D1 , C10, C18 adopted Salisbury District Local Plan

## **PLANNING CONSIDERATIONS**

### **Design**

The proposal is for a two storey brick block with a reconstituted slate roof. The plinth and soldier courses are proposed in a smooth machine made red brick with the main body in a buff/ cream multi brick.

The Solstice Park development has a design code which sets a modern design concept for this site where the buildings have a lightness to them and use a modern and traditional palette of materials which does not incorporate those proposed here. This design is much more 'solid' having a higher ratio of wall to window than the other buildings given permission on this development. It has a more vertical emphasis with tall narrow windows and a much more domestic scale.

The minutes of the design forum sums up the issues:

*The design as submitted is not acceptable.*

- *An excellent Masterplan and Design Code has been produced for the development of Solstice Park, and this should be adhered to. The submitted scheme takes no account of these guidelines.*
- *The site for these new offices is at the highest point of Solstice Park and will be very visible from the A303 and from the adjoining approach roads.*
- *The design of the building is dull and lacks any inspiration. A new building in this key location must be designed to a high standard to accord with the advice in the Masterplan.*
- *The Design Forum is keen to see how this scheme is progressed in the light of the above comments and would like to see proposals for the site at a later meeting.*

The layout and position of the landscaping would be acceptable subject to appropriate species being planted. Similarly, the surfacing of the car parking and circulation areas would need to be conditioned to give a high quality finish to the development.

### **Travel**

The layout is generally acceptable in principle with most of the car parking being concealed by the buildings. However, there is a need for a pedestrian link to the dropped kerb by the roundabout to encourage walking to the site.

The outline permission for the whole site is subject to a green travel measures via a section 106 Agreement. Should this application be approved it would have to be linked in to that agreement. However, as this is recommended for refusal, a reason relating to lack of information on such issues would need to be included.

### **Strategic employment issues**

Siting – in respect of the land allocation in the Masterplan and policy E8A.

The land is defined as FDA1 on the approved Masterplan. This is outside the 18 ha net of employment land designated for development before 2011 within the masterplan under references E02, E12 & E01 .

The releasing of this land for employment purposes will therefore breach that threshold and be contrary to policy E8A. However, if this proposal were acceptable in other respects, it would be possible to undertake a 'land swap' with some of the employment land that does not yet have a detailed scheme approved (the eastern side of E11/E01) via a section 106 Agreement to keep the provision within the threshold. This site is actually more accessible than that area as it adjoins Porton Road. However, in the absence of such an agreement and in light of the recommendation this strategic employment land issue must be included as a reason for refusal so that it is addressed at any appeal.

**Affect on SSSI & CSAC**

The site has potential to affect the River Avon system by way of water abstraction/use and drainage. An appropriate assessment was undertaken for some other elements of this site. To enable such an assessment to be undertaken for this development more information on water usage and drainage is needed. In the absence of this information, a reason for refusal must be included. If the recommendation had been for approval this further information would have been sought.

**CONCLUSION**

The site lies outside the area allocated for employment development before 2011. The design of the building is considered not to accord with the design code put forward for the site. This is a very prominent site where it is important that a high quality development is delivered.

Refusal is therefore recommended on design grounds.

However, having taken those stance additional reasons for refusal must be included for those issues that could otherwise be addressed by more information, conditions or a legal agreement.

**RECOMMENDATION:**                    **REFUSE** for the following reasons:

1. The proposal is at the highest point of Solstice Park and will be very visible from the A303 and from the adjoining approach roads. A new building in this key location must be designed to a high standard to accord with the advice in the Masterplan. A Masterplan and Design Code have been produced for the development of Solstice Park; to which this development should be adhere. The design as proposed, does not accord with the design code for the site and is therefore considered to be contrary to policy D1 of the adopted Salisbury District Local Plan in that it is inappropriate for the site, being of a design incompatible with the remainder of the Solstice Park development and will impact upon views /vistas afforded from within, over and out of the Solstice Park site as a whole.
2. The proposal is contrary to policy E8A of the adopted Salisbury District Local Plan in that it will potentially result in the development of land in excess of 18ha net for employment purposes during the lifetime of the Local plan. The site is located within the area of the site shown on the approved Masterplan as FDA1 . This is land which is not proposed to be developed until after 2011.
3. The proposed development is contrary to policy G1 of the adopted Salisbury District Local Plan in that it does not provide adequate pedestrian linkages to Porton road and would appear to be dependant upon the use of the private car. No information has been submitted in respect of how employees and visitors are to be encouraged to access the site by means other than the private car and how car use is to be reduced over time contrary to the provisions of the legal agreement dated 26/1/2000 (and the subsequent deeds of variation dated 18/07/02, 7/11/03 & 23/4/04.)
4. Insufficient information concerning drainage and water usage has been submitted for the Local planning Authority to be satisfied that the development will not cause significant damage to River Avon SSSI/cSAC contrary to policies C10 & C18 of the adopted Salisbury District Local Plan.

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**NOTES:**

## Part 2

### Applications recommended for Approval

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

<b>3</b>	<b>Case Officer</b> <b>Miss L Flindell</b>	<b>Contact No</b> <b>01722 434377</b>	<b>3</b>
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S/2004/850	13/04/2004	08/06/2004 1:34:01 PM	THE ESTATE OFFICE
CHOL	CHO		MR MICHAEL FOWLER
Easting: 422654	Northings: 142521.6		

PROPOSAL:	FULL APPLICATION -TWO STOREY REAR EXTENSION (NORTH EAST). VARIATION TO PREVIOUSLY GRANTED PLANNING APPLICATION S/2001/110.
LOCATION:	39 CHOLDERTON SALISBURY SP4 0DW

#### REASON FOR REPORT TO MEMBERS

Deferred from the last meeting for a site visit

#### SITE AND ITS SURROUNDINGS

No 39 Cholderton, is a single storey end of terrace property in a poor state of repair, with painted brick walls under a slate roof. The adjoining dwellings within the terrace have thatched roofs with accommodation within the roofspace. The adjoining property, No 40 has been extended at the rear with a two storey extension.

#### THE PROPOSAL

This application is for the variation of a previously approved application to include a two storey rear extension.

Amended plans have been received which reposition the proposed extension 1.5m from the boundary with the adjoining property.

#### PLANNING HISTORY

Planning permission was granted under 1995/812 for a rear extension and renovation to the existing cottage, involving the raising and addition of a thatched roof, accommodation within the roofspace and rear extension in the form of a projecting gable similar to the extension to No 40. This application was resubmitted under 2001/110 and subsequently approved on the 9<sup>th</sup> March 2001 subject to the following conditions.

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

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

- (2) The development shall be carried out in strict accordance with the drawing[s] hereby approved, or with such other details as may subsequently be submitted to and approved in writing by the Local Planning Authority.

Reason: For the avoidance of doubt

- (3) The area between the car parking spaces and the access road to the church (shown on drawing 950204/1A) shall be kept clear of obstruction at all times and nothing shall be erected, planted, or stationed thereon. It shall be available at all times for turning to enable vehicles to exit on to the A338 in forward gear.

Reason: In the interests of highway safety.

The approved scheme has not been completed, so the property is in its existing single storey form with painted brick walls under slate roof.

## CONSULTATIONS

Housing & Health Officer	- No observations
Wessex Water Authority	- The above proposal is not located within a Wessex Water sewered area. It is advised that your Council is satisfied with any arrangements for the disposal of foul and surface water flows generated by the development. It is recommended that the developer should agree with Wessex Water prior to the commencement of any works on site.
Environment Agency	- No objection but recommends a condition and informative.

## REPRESENTATIONS

Advertisement	Yes, expiry date 20.05.04
Site Notice displayed	Yes, expiry date 20.05.04
Departure	No
Neighbour notification	Yes, expiry date 10.05.04
Third Party Representations	Yes, one letter of objection, summarised as follows;

- Proximity of extension to boundary resulting in overbearing presence, overlooking and cause loss of already limited light to 3 windows
- The proposed extension is out of keeping with the nature of the terrace and conservation area and set precedent for increased urbanisation in rural area
- Vital for turning point to be preserved and implemented enabling vehicles to turn on the site and exit the A338 in forward gear.
- Increase in traffic over narrow bridge with poor access onto A338
- Associated traffic may block Church Lane not using parking spaces shown.
- Flood risk, impact on water table, drainage
- Impact to trees

Parish Council response                      Object for the following reasons

Overbearing. The proposed extension will be within 1m of the boundary with 40 Cholderton which has 3 windows, all within a further 1m of the mutual boundary, all of which will have light blocked by the new extension overbearing.

Scope. The application states at para 7 that the existing floorspace is 110sqmetres. This would seem to be wrong. Dolly's Cottage is a single storey cottage of 70 sq.m. I believe that the exaggerated floorspace refers to the existing planning approval at 1995/812. The cottage would be transformed from a small single storey cottage with the addition of a second floor and a 2 storey rear extension. The scale of this proposal is judged to be too large.

## MAIN ISSUES

Impact on Housing Restraint Area and Conservation Area  
Impact to residential amenity  
Flooding/drainage

## POLICY CONTEXT

Adopted SDLP policies G2 (General), G4 (Flooding), G5 (Drainage), CN8 (Conservation Area), H19 (Housing Restraint Area), D3 (Extensions), C6 (SLA)



## PLANNING CONSIDERATIONS

### Impact on Housing Restraint Area and Conservation Area

Policy H19 requires that extensions to dwellings within the Housing Restraint Areas will be acceptable subject to criteria; including that the development will be in keeping with the character of the neighbouring dwellings and will have no adverse impact on the character of the settlement. In addition, policy CN8 requires that in Conservation Areas only development which preserves or enhances the existing character of the area.

The Parish Council have objected to the application on the grounds of overdevelopment. For clarification, the footprint of the existing unaltered dwelling is 70 sq metres, as scaled from the submitted drawings. The approved extension (un-built) increased the footprint to 87square metres, but also included first floor accommodation above the existing dwelling and rear extension. This application proposes a rear extension, which will increase the footprint of the dwelling to 118sqm as scaled from the submitted plans. The extension is designed with two projecting gables, with flat roof section between with accommodation within the roofspace of each gable.

Each application is judged on its own merits against the relevant policies from the SDLP, in this case, namely, G2, H19, CN8, C6 and D3. A judgement has to be made as to whether the scale and design of the proposal is appropriate to the overall appearance of the dwelling, site, surrounding area, residential amenity and conservation area.

The raising of the ridge height, addition of thatched roof and accommodation within the roofspace has already been approved under S/2001/110.

Amended plans have been received to the application, to which the Conservation Officer considers will enhance the character of the conservation area subject to receiving large-scale details of the windows and doors (appropriate as condition to any approval). The amended plans include changes to the dormer windows (approved under 2001/110) on the south west elevation to match the style of those on the adjoining property with thatch sweeping over and around the window with eaves lines unbroken.

It is considered that the extension as proposed is appropriate to the overall appearance of the dwelling and site with no adverse impacts to the HRA or Conservation Area.

### Impact to residential amenity

The adjoining neighbour and Parish Council have objected to the application on the grounds of overdevelopment/overbearing impact and loss of light. No 40 has two windows at ground floor and first floor on the north east rear elevation and a ground floor window on the north west side elevation of the extension overlooking the development site.

Amended plans have been received which relocate the extension 1.5m from the boundary with the adjoining property, but still set the extension in from the north west gable by 0.5m. The extension will have a blank wall on the south east elevation to 2.5m high with thatched roof above sloping away from the site boundary. Being north facing, the rear elevations of the dwellings are already overshadowed, and as the roofslope slopes away from the site boundary, it is not considered that the extension as proposed will have a significant adverse impact through overshadowing or overbearing impact to the neighbouring property.

The amended plans show a revised right of way to the rear of the property, although as this is not a public right of way, any obstruction is a civil matter between interested parties. The amended plans have also changed the position of parking spaces, including an area in the front to provide space for turning on site, in order to leave the site in forward gear. It is considered reasonable to condition that this space be retained for parking space reiterating the condition on the previous approval. It should be noted that it would be inappropriate to condition that this space be left for other residents to utilise, as this is a civil matter for separate arrangements with the owner.

Concern has been raised by the neighbour with regards to impact upon trees within the curtilage. It is not proposed to fell any trees.

#### Flooding/drainage

There is no mains drainage within the village, and the applicant has confirmed that drainage will be to a new septic tank and surface water to new soakaways. The River Bourne runs to the west of the site, but the site is located outside the indicative floodplain and the reach of river is classified as an 'ordinary watercourse' under the Land Drainage Act 1991. Concern has been raised with regards to flooding. The Environment Agency, Wessex Water and the Environmental Health Department have been consulted, to which no objections have been received, subject to conditions and informatives.

#### CONCLUSION

It is considered that the proposal will be appropriate to the overall appearance of the dwelling and site, and subject to conditions will have an acceptable impact upon residential amenity, flooding and drainage.

#### RECOMMENDATION: **APPROVE:** for the following reasons

The proposal is considered appropriate to the overall appearance of the dwelling, site and conservation area and subject to conditions, will represent an acceptable impact upon residential amenity, flooding and drainage in accordance with policies G2, G4, G5, CN8, H19, D3 and C6

And subject to the following conditions

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

(2) This development shall be in accordance with the amended plans ref 040302-01revC received by the Local Planning Authority on the 7<sup>th</sup> July 2004.

Reason: For the avoidance of doubt.

(3) No development shall take place until 1:5 scale drawings of the elevations, and horizontal and vertical sections of the windows and 1:10 scale drawings of the elevation of the rear door have been submitted to and approved in writing by the Local Planning Authority. Development shall be completed in accordance with the approved details.

Reason: To secure a harmonious form of development.

(4) The roof of the development hereby permitted shall be of combed wheat reed with a traditional flush wrap over ridge detail.

Reason: To secure a harmonious form of development.

(5) Before development commences, a scheme for the discharge of surface water from the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority, and shall be carried out as approved.

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

(6) No development approved by this permission shall be commenced until a scheme for the provision of foul drainage works have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans, prior to occupation of the development.

Reason: To ensure that the development is provided with a satisfactory means of foul drainage, to prevent pollution of the water environment.

(7) There shall be no windows on the south east elevation of the extension hereby permitted.

Reason: To ensure adequate privacy for the occupants of neighbouring premises.

(8) The area between the car parking spaces and the access road to Church Lane (shown on drawing ref 040302-01revB, shall be kept clear of obstruction at all times and nothing shall be erected, planted, or stationed thereon to enable vehicles to turn and exit on to the A338 in forward gear.

Reason: In the interests of highway safety.

(9) No development shall commence until a method statement detailing the potential risks from pollution during and after construction to the river system has been submitted to and agreed in writing by the Local Planning Authority. Development shall be in accordance with the agreed details.

Reason: To prevent damage to the river ecosystem through habitat loss and pollution both during and after construction.

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan: G2 (General), G4 (Flooding), G5 (Drainage), CN8 (Conservation Area), H19 (Housing Restraint Area), D3 (Extensions), C6 (SLA)

INFORMATIVE: - Environment Agency

#### Flood risk

The principal means of mitigating flood risk for developments of this type in this location is to ensure that floor levels are set high enough to minimise flood risk. The Environment Agency recommends that finished floor levels be set at a minimum of 600mm above the maximum locally determined flood level.

However, it is recognised that the nature of an extension may pose significant constraints against raising floor levels in terms of usage, disabled access and visual amenity. Accordingly other mitigation measures can be incorporated into the design and construction of the development. These measures include bringing electrical services into the building at a high level so that plugs are located above possible flood levels and use of materials and finishes

#### Foul drainage

If a new septic tank/treatment plant is the only feasible option for the disposal of foul water, or if there is any increase in effluent volume into an existing system, a Discharge Consent will be required. This should be obtained from the Environment Agency before any discharge occurs and should be obtained before any development commences.

The applicant is advised to contact the Regulatory Water Quality Team at this office for further details on Consents to Discharge.

Environment Agency  
Rivers House  
Sunrise Business Park  
Higher Shaftesbury Road  
Blandford Forum  
Dorset  
DT11 8ST  
Tel 01258 483 370  
Fax 01258 455 998

#### Pollution prevention

The method statement as required under condition 9 above 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.

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**NOTES:**

S/2004/1235	02/06/2004	28/07/2004	
DURN			
Easting: 414971.370676279	Northings: 136437.851568937		

PROPOSAL:	FULL APPLICATION -WAREHOUSE EXTENSION WITH ASSOCIATED PARKING AND LANDSCAPING.
LOCATION:	MAHLE FILTER SYSTEMS UK LTD HIGH POST SALISBURY SP4 6AT

### REASON FOR REPORT TO MEMBERS

Councillor Brady has requested that this item be determined by Committee due to the prominent nature of the site

### SITE AND ITS SURROUNDINGS

The application site is situated to the west of the A.345 at the High Post junction. The immediate area contains a number of substantial buildings and groupings, including Mahle, Pains Wessex and the High Post hotel. The built setting is located in an elevated landscape above the wider environment and is visible from a number of long views, particularly Old Sarum to the south, north along the A.345 and from positions to the east of the site including parts of Porton and along the A.30.

The application site currently comprises a substantial range of linked buildings comprising the factory and storage areas together with a separate, 2 storey office building. The buildings and open car park that comprise the site are screened by a bund to the southern and western boundaries, which has been substantially planted with native trees and shrub cover. The eastern boundary is again screened by substantial planting. From the north, long views tend to be of the High Post hotel and adjoining agricultural buildings.

The site lies within the Special Landscape Area.

### THE PROPOSAL

To construct a linked warehouse building to the west of the main factory. This building would cover 4,500 sq m and provide a warehousing facility. The existing bund would be removed and new bunding provided to the western and northern boundaries to the site. The level of car parking would be reduced from 324 spaces to 233 spaces, a reduction of 91 spaces. The applicant has agreed to enter into a Travel Plan to promote travel mode shift and reduced levels of car trips.

### PLANNING HISTORY

S/88/1551	Outline application for industrial park & new access, approved
S/89/1167	Extensions to existing factory & offices
S/92/969	Phase II extension to factory
S/97/1382	Factory extension and engineering building, parking and landscaping
S/98/1190	Revised landscaping scheme for southern boundary.

### CONSULTATIONS

WCC Highways - The conclusions of the applicant's transport assessment are accepted and will not have significant impact upon the adjacent road network. The increase in vehicle movement will be offset by some improvement in the efficiency of lorry movements. Some 50 additional staff will be employed. The development is in a rural location but on a busy

primary route with good public transport connections between Amesbury and Salisbury. The site does not currently operate a staff travel plan and the increase in staff numbers indicates that a Travel Plan for the whole site should be undertaken as a result of the development. As this will encourage the use of public transport, an improvement in pedestrian safety between the site and the southbound bus stop on the A.345 is recommended by the introduction of an additional length of footway within highway land. On site car parking is reduced as a result of the development and this is welcomed as the guidelines suggest the parking level will remain within acceptable limits and will further encourage alternative access modes by staff. The alterations to service access and parking are acceptable. No objection subject to a requirement for the footpath link to the bus shelter on the south side of the A.345 to be designed and completed prior to first occupation and the requirement for the Travel plan to be addressed via the S.106. this plan should set modal change targets, to be reviewed annually and measures to financially support enhanced public transport use. Shared use parking spaces should be located nearest to access points to the buildings.

WCC Library/ Museum - Based upon the desk based archaeological assessment, recommend a watching brief condition is applied.

Housing & Health Officer - Mahle are authorised by this department under the terms of the Environmental Protection Act 1990 to operate a di-isocyanate process. The authorisation specifies conditions under which the process must be operated, including emission limits for releases to air. This application substantially increases the size of the business and if further plant emitting di-isocyanate is to be brought into use it will be necessary for the company to make an application for a substantial change to this authorisation. Like a planning application this involves a fee and advertisement of the application in the local newspaper, followed by a period for public to make comment on the proposals. I will be writing to Mahle to invite them to make an application.

Wessex Water Authority - The site is on the edge of zone 1 Source Protection. There are no public sewers in the area to which connection can be economically achieved. The precise method of providing foul drainage to the site needs to be resolved with the Environment Agency. There are no public surface water sewers in the vicinity and discharge is proposed to soakaways. The water supply is from a private borehole.

Environment Agency - Awaited and will be reported at committee

English Nature - The site is some distance from the River Avon, a part of the River Avon System Site of Special Scientific Interest and candidate Special Area of Conservation. However, due to the location of the development and surrounding topography, I feel there is the potential for run-off during construction reaching the river. However, English Nature is of the opinion that the development need not cause significant damage to the nature conservation interests of the SSSI/cSAC, provided that the applicant can demonstrate that appropriate measures will be taken to ensure the river system is protected from any pollution or other disturbance. We recommend that the applicant is asked to produce a method statement detailing the potential risks and how these will be addressed. I also note that the application information states that foul water is treated using an on-site package treatment plant and that water supply is from a private source. The Environment Agency should be consulted for further advice with regards to these two issues to ensure that the existing consents are adequate.

Arboricultural Officer - Having reviewed the landscape proposals, I have the following general comments and observations to make. Overall, the scheme is reasonably well thought out. The species and size specification of the trees to be planted on the bund will, once established, provide more than adequate screening of the site and being native will fit with the wider landscape.

The landscape management proposals are too limited at 12 months [para. 5.6], although the specification on drawing 547-108 is for a 5-year period. The plant handling and planting specification for the large extra heavy standards needs to be more clearly defined. I would recommend the use of the HTA [Horticultural Trades Association] National Plant Specification, Appendix 1, Part III as the minimum requirements. The only tree species I would question is the use of the Caucasian Lime [*Tilia euchlora*] in the car parking area. I understand the reasoning for the use of this species of lime – it doesn't sucker, nor does it suffer from aphid attack and the production of 'honeydew', which falls on to cars damaging paint work etc. It does however have

a very untidy crown in maturity and its nectar has a narcotic effect on bees. A better choice would be *Tilia cordata* 'Greenspire' which has the similar habit of not attracting aphids and not producing sucker growth but has a better crown formation in maturity. The construction of the car parking area adjacent to these trees should be carried out using techniques and methods that does not lead to a poor rooting environment for the trees. The use of geo-grids that absorb and do not transfer vehicle weight to the soil and a porous surface will greatly enhance the trees survivability.

Economic Development - From an Economic Development view the proposals to extend warehouse provision at the Mahle site at High Post, Salisbury are covered under policies E19 and E21 in the Local Plan. E21 permits the enlargement or redevelopment of premises on existing sites in the countryside within existing site boundaries. The policy also states that the expansion of existing premises onto adjacent land will be considered if the proposal would result in improved local employment opportunities, or will improve the operational efficiency of the business. Mahle are a major employer in South Wiltshire, employing 350 people at High Post (a 30% increase from 2001). Since 2001 Mahle has significantly improved their operational efficiency and quality to an extent that they are aiming to double their turnover by 2005. Their current success in production has meant that existing warehouse facilities are now inadequate. To secure the site's future and continued business growth an extension to the existing production building is an essential business requirement. This additional space will be used for warehousing and will enable rationalisation of European distribution operations. This will facilitate the creation of approx 50 additional permanent jobs.

Policy E19 states: 'Except within the New Forest Heritage Area, proposals to redevelop or enlarge existing employment sites in the countryside will be permitted where the proposed development would take place within the existing boundaries of the site. Proposals involving land outside established boundaries will be considered if;

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

The proposed development at the Mahle site complies with the six criteria within this policy by: allowing improved operation of the business, securing employment and future business growth, continuing the management and extension of the landscaping scheme, involve the implementation of a green travel plan and reduce HGV movements. Overall the company has an important role in the economy of South Wiltshire. It is an innovative business, at the forefront of their sector in developing products and processes. As previously stated they employ 350 people and plan for a further 50. Mahle work to develop the skills of this workforce by getting involved with the Learning and Skills Council and Investors in People. As an Economic Development Unit and representing the South Wiltshire Economic Partnership we would support this application to secure the future and continued growth of Mahle so their contribution to the local economy can be maintained and developed.

Mahle is one of our biggest employers in the district, in terms of employee numbers and turnover. It is probably in the top 5% in terms of employee numbers. It is also a multinational company (few of those here too) and has recently made the decision to stay and expand in Salisbury, which should be encouraged. To outsiders, Mahle may appear to be a 'factory', which may conjure up old fashioned images. However, Mahle is really at the front of clean manufacturing, as evidenced by their various accreditations I believe. Mahle also has a very highly skilled R&D team whose expertise and technology used is comparable to that over at Boscombe Down. As an employer, it also has a refreshingly modern management style, which is reflected in the good opportunities for staff development and involvement in day-to-day running of the business. The workers you see on the shop floor are genuinely encouraged to come up with better ways of doing things and are directly involved with improving performance etc.

English Heritage - No observations received to date.

CAA - No observations received to date.  
Old Sarum Flying Club - No observations received to date.

## REPRESENTATIONS

Advertisement	Yes – Expired 15 <sup>th</sup> July 2004
Site Notice displayed	Yes – Expired 15 <sup>th</sup> July 2004
Departure	No
Neighbour notification	Yes – Expired 6 <sup>th</sup> July 2004
Third Party responses	No
Parish Council response	The Parish Council is not happy with this major development. A factory of this size is out of keeping with the site and will be very visible from a very long distance. This is not helped by the colour of the roof area and square outline and bright night time lighting of the existing building. Consideration should be given to the increase in traffic from High Post to Netton and the impact of traffic upon the A.345. Furthermore, the future development and highway changes at Stockport bottom and other areas around Amesbury will already increase traffic. If this application is passed importance should be given to the tree planting around the site. The bunds should be wider and building up of top soil to a suitable depth to sustain the size of trees planted upon them. The trees should be planted at the earliest opportunity, preferably before the building is commenced and this must be enforced. There should be no access from Netton Road except for access and lighting should be kept as low as possible. The Parish feel that a factory of this size should ideally be located at a site such as Solstice Park and not a rural and prominent location.

## MAIN ISSUES

1. Policy framework
2. Landscape impact
3. Impact upon the operation of the site& alternative sites
4. Transport impact & Travel Planning
5. Water management
6. Future development

## POLICY CONTEXT

Adopted SDLP G1, G2, G5, D3, E19, C1, C2, C6, C24.

## PLANNING CONSIDERATIONS

1. Policy framework.

The determination of this application, given its relatively isolated position revolves around the balance to be drawn between the scheme's impact upon the SLA landscape, the impact of trip generation upon the road network and the economic desirability to preserve and enhance the economic contribution that the complex makes towards the local economy and employment base.

The key policy however in this instance is E19, relating to the scope to redevelop or enlarge existing employment sites within the countryside, which states:

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

- (i) *The proposal would result in improved local employment opportunities;*
- (ii) *the proposal will improve the operational efficiency of the enterprise;*
- (iii) *there is no suitable alternative building in the immediate locality;*
- (iv) *there is no adverse impact on the character of the surrounding landscape or biodiversity;*
- (v) *there is no unacceptable increase in vehicular traffic or additional reliance on the private car; and*



(vi) *the environment of any nearby dwellings will not be adversely affected."*

An assessment of the implications of this scheme upon the employment base and operation of the site, together with the impacts upon the landscape and traffic generation will be considered below.

Provided that these issues can be satisfactorily addressed, the principle of an expansion to an employment site within the countryside can be accepted.

## 2. Landscape impact.

The proposed development will create a significant expansion to the built envelope comprising the Mahle complex.

The applicant has submitted a landscape visual impact assessment that includes views of the site and setting from 15 surrounding locations. This assessment confirms that the extension will be clearly visible from positions to the south, along the A.345 and from Old Sarum and will be seen as an extension to an existing building. From the north and north east to an extent the building will be screened from view by the foreground buildings comprising the hotel and agricultural buildings situated to the west. From locations to the east, the extension will be largely screened from view by the existing frontage to the Mahle campus. To the west of the site, the key viewpoints will arise along the road from High Post to Netton. Along this route the scale of the new build and its expansion to the rear (west) of the existing building grouping will increase the prominence of this site within the local landscape, however it will still be viewed against the backdrop of the existing built envelope.

Whilst the extension will impact upon views from the south and increase the impact of closer views from the west, the extension will be viewed within the overall context of an extended grouping of buildings of substantial scale incorporating various agricultural, commercial and employment character forms. The development will not create a new an alien character in a location that is wholly rural in appearance.

Historically, the visual impact of the existing buildings was exacerbated through the failure of an earlier site operator to properly implement the formation of the necessary bunds and landscape planting. The current scheme proposes the creation of a new bund, extending from the western boundary of the car park northwards towards the highway returning along the Netton road boundary.

The parish council whilst unhappy with the principle of this expansion has requested that the bund is provided and planted prior to construction commencing. Officers consider that the completion of the bund and planting schedule prior to any construction works taking place would be an excessive requirement, however the practical requirement to remove areas of existing bunding in order to construct the new building support the creation of the bund being undertaken before any other works to construct the extension, with the planting schedule being undertaken in the first planting season following commencement of development.

The parish has further requested an expansion of the bund. The bunding proposals have been considered by the Authorities Aboricultural Officer and are considered well detailed. Proposals to increase the height of the bund, to be successful would require a wider base to ensure overall stability and capacity to facilitate tree growth. The proposed bund fills the entire gap between the rear access road and the site boundary. There is therefore little scope to increase the height of the bund without either requiring additional land outside the applicant's control or undermining the integrity of the bund and its capacity for successful tree growth.

Additionally, the submitted scheme includes a detailed planting schedule that provides for the planting of extra heavy standard trees to provide immediate breaks to the overall impact of the building.

In conclusion therefore the development will increase the visual impact of the site upon southern and western views including from the Scheduled Ancient Monument, Old Sarum, however the scheme represents the expansion of an area already characterised by substantial (and taller) employment buildings and not the creation of a new landscape impact. Over the short term the

new building will be visible from these southern and western viewpoints, however the proposals for bunding and landscape planting will, in the medium and longer term serve to break up the landscape impact. On this basis the scheme will have a landscape impact however this impact, subject to mitigation will not be adverse.

### 3. Impact upon the operation of the site & alternative sites.

The proposed development will provide the existing complex with a warehouse facility allowing for a rationalisation of the Mahle UK operations within a single site. This will replace the need for an existing Midlands based facility, reducing the need to travel between two UK bases, and allow vehicles from Europe to travel to a single site at High Post. This rationalisation is estimated to result in a slight increase in delivery vehicles at High Post (approximately 2 HGV vehicles per day) over the existing situation but an overall reduction in of some 300,000 HGV kilometres per year though Europe.

The location of the warehouse at an alternative site has been considered and the potential to locate at Solstice Park was discussed with Mahle prior to the application being submitted. This would have the benefit of limiting the expansion at high Post and would fit within the planning consents available at Solstice Park. The consequence of such an approach would however be an ongoing need for inter site HGV trips with the likelihood of increased HGV and other trips along the A.345 and Amesbury Link Road.

This application provides the opportunity to introduce a whole site Travel Plan to cover not only the additional 50 employees, but also the existing 350 employees who are not currently covered by such provisions. The scope to introduce a Travel Plan and improved bus connections would not be available if the warehouse were located within Solstice Park as there would be no planning proposal that could facilitate the imposition of such measures. This factor provides the potential to reduce trip numbers over the current situation.

### 4. Transport impact and travel planning.

As has been indicated in Section 3 above, the proposed development will result in approximately 2 additional HGV trips per day.

The introduction of additional staff will bring with it the scope to require a Travel Plan. This will introduce opportunities to promote and reward car share as well as introducing bus services.

The site currently operates a three shift pattern, spreading the impact of employee trips and use of local roads. The proposed warehouse facility would generate an additional 50 employees, again working to the three shift pattern.

At present, the 06.00 first shift is not served by bus services along the A.345. The travel Plan will require either the revision to the Wilts & Dorset early service to facilitate use by the first shift, or contract for a private service to cover this shift. Detailed negotiations have been initiated with the operator and agent to develop an acceptable Travel Plan framework and allow for its future review.

The scheme therefore results in a slight variation to HGV trips over the day. The Travel Plan however offers an opportunity to reduce the proportion of private car based trips and, possibly the actual number of such trips over the extant situation.

### 5. Water management.

The development is served by a private borehole and discharges foul and surface water to private systems.

The treatment of sewerage is via an on site package treatment plant before discharge to the ground. The alteration / expansion of this system will require approval from the Environment Agency prior to the commencement of development.

The application indicates the disposal of surface water to soakaways. There is scope for improved water management here with the re-use of roofwater to service toilet flushing and

other internal facilities. The details of roof water re-use and surface water disposal therefore requires further information via condition.

## 6. Future development.

The design and position of the proposed extension serves to enclose the Mahle site, extending west, to the site boundary and the repositioned bund. The boundaries to the site will therefore be formed from substantial bunds to 3 sides, with the road frontage also benefiting from substantial planting.

The development reduces the area of car parking, however the enclosed site will retain open space to the north of the new extension and to the south, between the new extension and the existing car park.

The area to the north of the new building is annotated as Potential external storage, car or lorry parking area. No details of the surfacing or landscaping of this area has been submitted for consideration.

The area to the south of the new building currently has no development proposed upon it, however it would not be realistic to ignore its future development potential.

The area available for possible development could facilitate a further 7,200 sq metres covered accommodation. The Transport Statement submitted in support of this application has included projections for employee numbers and trip generation, both staff and operational. This potential has also been considered by the County highways Authority and in principle raises no objections upon safety or capacity grounds.

Clearly, the potential for future development cannot be pre-determined at this stage, and would need to be considered against the planning policy framework available at the time of submission, however it is also clear that further development could be accommodated in highway terms and would represent a consolidation rather than expansion of impacts upon the landscape and would be subject to the same landscape mitigation measures now proposed.

## CONCLUSION

This application is for a substantial building in the countryside. Inevitably therefore it will impact upon the appearance of the landscape and will be visible from a number of viewpoints including Old Sarum. The development will however be located within and adjoining an existing large employment development for which mitigation in terms of bunding and planting has been proposed.

The scheme proposes to unify the current operators sites and therefore has wider trip reduction benefits to set against the limited increase in HGV traffic. (approx. 2 vehicles per day) Despite its size, the development of a warehouse facility creates 50 jobs. This represents an approximately 15% increase in workforce over the current position. This increase will facilitate a whole site Travel Plan which may result in reduced private vehicle trip generation over the current position.

The development will serve to consolidate an employment use that provides a good range of jobs, including skilled R & D positions that contribute to the wider economy.

**RECOMMENDATION:** (i) Subject to no new material issues being raised by outstanding consultee responses within their consultation period, and (ii) **SUBJECT TO ALL RELEVANT PARTIES ENTERING INTO A LEGAL AGREEMENT UNDER SECTION 106 OF THE T & CPA 1990 (AS AMENDED) BY 27<sup>TH</sup> AUGUST 2004 RELATING TO:**

- The first occupier being Mahle Filter Systems, and
- The provision and subsequent monitoring of a whole site Travel Plan,
- Monetary fee of £11000
- Contribution towards, improved cycle routes

Then **APPROVE**: for the following reason.

The expansion of this employment site is well contained and will not have an adverse impact upon the wider landscape. The introduction of a travel plan will address transport concerns

regarding the site's relative isolation. The economic benefits to the wider economy arising from the retention and enhancement of the site's operation represent a significant material consideration such that the scheme accords with the policies of the adopted Salisbury District Local Plan.

And subject to the following conditions:

- (1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)  
To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)
- (2) The finished floor level of the proposed building shall be in accordance with details on drawing 2272 L107 PO submitted to, and approved in writing by, the Local Planning Authority.  
0010 To ensure the exact finished floor level of the building.
- (3) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the extension hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D03A)  
0015 To ensure that the external appearance of the proposed extension will relate appropriately to that of the existing building.
- (4) Full details of all works required to construct the bunds indicated on drawings 547-108 and 547-109, to include detailed phasing and materials together with further details of localised grading shall be submitted to, approved in writing and undertaken in accordance with the approved scheme, prior to the commencement of any construction of hardstandings, foundations or other structures required as to implement the development hereby approved.  
0042 In the interests of the amenity and the environment of the development.
- (5) In addition to the planting proposals contained within approved drawing 547-108, further details of the locations, species, heights, spacings and protection for all non-specimin trees shall be submitted to, and approved in writing and the approved planting scheme shall be undertaken within the first planting season following the commencement of development.  
0042 In the interests of the amenity and the environment of the development.
- (6) Before development is commenced, further details of the treatment of the open areas to the north and south of the approved warehouse building, to include surface materials and planting proposals shall be submitted to, and approved in writing by the Local Planning Authority and the approved works shall be undertaken in their entirety prior to the first occupation of the approved building.  
0042 In the interests of the amenity and the environment of the development.
- (7) A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development for its permitted use. The landscape management plan shall be carried out as approved. Any trees or plants which within a period of 5 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.  
0036 To enable the Local Planning Authority to secure the satisfactory evolution, management and maintenance of landscape works, in the interests of visual amenity.
- (8) The development shall not be occupied until the delivery bay and parking and turning areas have been provided within the site in accordance with the details shown on drawing No. 2272 L106 PO and thereafter they shall be retained for these purposes only. (J08A)  
0057 To ensure that the development hereby permitted is provided with adequate facilities for the parking turning/loading and unloading of vehicles.
- (9) All waste from the building shall be taken to a suitably sized and constructed containment system, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the building. (L06A)

0063 To ensure that the building is provided with a satisfactory means of foul drainage.

(10) Before development commences, a scheme for the discharge of surface water from the buildings and hardstandings hereby permitted shall be submitted to and approved by the Local Planning Authority, and shall be carried out as approved. Such details to include measures to re-use roofwater from the new building rather than draining it directly to soakaways.

0064 To ensure that the development is provided with a satisfactory means of surface water disposal and to reduce demand for water.

(11) Before development commences a method statement relating to the management of the construction of the building and hardstanding hereby approved shall be submitted to, and approved in writing by the Local Planning Authority. The Method statement should cover:

- Construction traffic management,
- Disposal, storage and use of any wastes arising from demolition or excavation on site,
- Storage of fuels, oils and other hazardous materials, including all measures to prevent leakage or potential pollution of groundwaters,
- Storage of all construction materials and protective measures to prevent contamination of the ground or water environment.

The proposed development shall thereafter accord with the approved scheme.

(12) Any external lighting shall be installed and operated in accordance with details to be submitted to and approved by the Local Planning Authority before development commences.

(N02A)

0034 To enable the Local Planning Authority to exercise control over the appearance of the lighting installation and/or the level of illumination in the interests of visual.

(13) Before development commences the location of any areas proposed for open air storage shall be submitted to and approved in writing by the Local Planning Authority and storage shall subsequently be limited to those areas. There shall be no open air storage exceeding three metres above the adjoining ground or hardstanding level (whichever is the higher)

0060 In the interests of the amenity of the locality.

(14) No development shall take place within the area indicated 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. (X03A)

0122 To enable the Local Planning Authority to exercise adequate control over any development which would affect the area of archaeological interest.

(15) Notwithstanding the provisions of Classes A and C of Schedule 2 (Part 8) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no extensions to the building, nor construction of any internal hard surfaces not explicitly authorised by this permission unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf. (V15A)

To enable the Local Planning Authority to retain control over the scale of development in the interests of amenity.

(16) The building hereby approved shall not be first occupied until footpath improvement serving the southbound high post bus stop have been completed to the satisfaction in writing of the local planning authority

In the interests of highway safety.

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

#### Policy

G1 (General principles for development)

G2 (Criteria for development)

G5 (Water environment, demand)

D3 (Design, extensions)

E19 (Employment sites in countryside)

- C1 (The Rural environment)
- C2 (Impacts upon local economy)
- C6 (Special Landscape Area)
- C24 (Extensions to buildings)

**(iii) If the applicant has not entered into the relevant Section 106 Agreement by 27<sup>th</sup> August 2004 then the application is refused for the reasons set out in the heads of terms identified in (ii) above.**

INFORMATIVE: -

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**NOTES:**

S/2004/1353	15/06/2004	10/08/2004	MR & MRS R GRIMSHAW
IDMI	POR		ITL ASSOCIATES
Easting: 418987.067725509	Northing: 136476.967237055		

PROPOSAL:	FULL APPLICATION -PROPOSED VEHICULAR ACCESS, DRIVE AND TURNING AREA
LOCATION:	CHALK HOUSE WINTERSLOW ROAD PORTON SALISBURY SP4 0LF

**REASON FOR REPORT TO MEMBERS**

Councillor Wren has called the application to committee

**SITE AND ITS SURROUNDINGS** A large detached house with two existing vehicular entrances within the conservation area, adjacent to a listed building.

**THE PROPOSAL Proposed vehicular access drive and turning area****PLANNING HISTORY**

S/2004/1040 – Proposed vehicular access drive and turning area

- Withdrawn following addition of the details of plans for works to trees in association with the additional access.

**CONSULTATIONS**

WCC Highways                      - No reply  
Conservation                        - No reply

**REPRESENTATIONS**

Advertisement                      Yes  
Site Notice displayed              Yes  
Departure                            No  
Neighbour notification              Yes  
Neighbour response                No

Parish Council Response:        Object

1. The parish council is concerned that this third access to the property will cause harm to Winterslow Road in general and more specifically to highway safety and parking for St Nicholas Church. Concern has also been raised about proximity to the adjacent bus stop.
2. Concerned that the pea shingle surface is not satisfactory for this stated purpose and that the existing main access can be easily resurfaced and reconfigured to permit the access required. Concern voiced about this development resulting in three vehicular accesses for Chalk House.

**MAIN ISSUES**

**Principle of development**

**Trees within the conservation area**

**Highway safety**

**Character and appearance of the conservation area**

**Setting of the Listed Building (St Nicholas Church)**

**POLICY CONTEXT**

**G2(i) Satisfactory means for parking and turning space within a site**

**CN5 Setting of a listed building**  
**CN8 Character of the Conservation Area**  
**CN17 Replacement of trees within Conservation Areas**

**PLANNING CONSIDERATIONS**

**Principle of development**

Access onto a classified road is generally acceptable if provision can be provided for turning within the site to ensure that cars can enter and exit the site in a forward gear.

**Impact on conservation area trees**

The plans indicate the loss of 6 trees to achieve the access. Policy C17 allows the Local Planning Authority to ask for suitable replacement trees by condition. Replacements would have lesser crowns that would not interfere with the entrance.

The following trees are proposed to be felled:

1. 2 Hazel
2. 2 Lilac
3. 2 Elder

Whilst loss of trees in this location may be judged by committee to be inappropriate, it is unlikely to harm the setting of the adjacent listed building or harm the character and appearance of the conservation area if limited to the extent noted on the plans. Given the visual qualities of Chalk House, it may open a desirable view, thereby enhancing visual amenities. Of note, works are only proposed on this application for trees directly affecting the entrance.

**Impact on highway safety**

Whilst concerns of parking are noted, the off street parking used by the church on Winterslow road is unlikely to be harmed to the extent that the planning application for a new entrance on Winterslow Road should be refused. There appears to be ample parking elsewhere and a bus stop, close-by in the village and on street parking in this or any other area is not afforded planning protection for any particular user. In addition, the location of this vehicular access does not cause harm to the bus stop.

The Parish Council's suggestion that Parishioners may be provided parking in Chalk House is not considered a necessary or reasonable mitigation.

Visual amenity – Impact on the setting of the Listed Building and character and appearance of the conservation area.

Loss of this small part of the tree line could be considered detrimental. It is however the officer's opinion that it is unlikely to harm the character and appearance of the conservation area or the setting of the adjacent listed building. It may indeed cause improvements given that Chalk House is an attractive property that could be viewed from the street following the alterations, thereby possibly improving views within the conservation area.

Replacement trees are considered sufficient mitigation for the loss of the larger trees affecting the vehicular access.

**CONCLUSION**

**The proposal does not cause harm to the character of the conservation area, the setting of the adjacent listed building or cause harm to highway safety or parking within the village.**

**RECOMMENDATION:** **APPROVE:** for the following reasons

**The proposal does not cause harm to the character of the conservation area, the setting of the adjacent listed building or cause harm to highway safety or parking within the village in accordance with policies G2(i) CN5 CN8 and CN17 of the Adopted Salisbury District Local Plan.**

And subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)  
To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)



2. No operation in connection with the development hereby permitted shall commence on site until full details including species, plant specification, planting specification, location for all proposed tree planting have been approved in writing by the Local Planning Authority. This shall include 6 replacement trees with appropriate crown spreads unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To enable the Local Planning Authority to secure a scheme of tree planting which relates, satisfactorily, to the characteristics of the development in accordance with policies X of the 2003 Adopted Salisbury District Local Plan.
3. The first 4.5m of the driveway shall be surfaced in a properly consolidated bound material (Not loose stone or gravel)  
Reason: In the interest of highway safety
4. Provision shall be made on the site for the dispersal of surface water  
In the interests of highway safety
5. Any gate shall be set back 4.5m from the carriageway edge and shall be made to open inwards.  
In the interest of highway safety

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

**G2(i) Satisfactory means for parking and turning space within a site**

**CN5 Setting of a listed building**

**CN8 Character of the Conservation Area**

**CN17 Replacement of trees within Conservation Areas**

Or That the following **OBSERVATIONS** be made:

INFORMATIVE: -

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**NOTES:**

S/2004/1399	01/07/2004	26/08/2004	MRS S TUCKER
IDMI	POR		MICHAEL LYONS ARCHITECTURE
Easting: 418885.060518563	Northing: 136586.002911925		

PROPOSAL:	FULL APPLICATION -RESIDENTIAL DEVELOPMENT OF 16 DWELLINGS (INCLUDING 2 AS CONVERSIONS), GARAGES AND CONSTRUCTION OF NEW ACCESS FROM WINTERSLOW ROAD
LOCATION:	BYFORD WINTERSLOW ROAD PORTON SALISBURY SP4 0LH

### REASON FOR REPORT TO MEMBERS

Comments of the Parish Council are awaited (The consultation period for 3<sup>rd</sup> party comments expires on 5<sup>th</sup> August) however they did object to the previous scheme to re-develop Byford and therefore HDS does not consider it prudent to exercise delegated powers

### SITE AND ITS SURROUNDINGS

The application site comprises a large area of garden land (0.68 hectares) serving the unlisted dwelling known as Byford. Byford lies at the junction of the C.288 Winterslow Road and an unclassified short length of roadway serving 2 dwellings before reducing in width and surface standard to become a footpath connecting northwards to Bourne Gardens.

The site includes a number of timber outbuildings as well as a single storey permanent building adjoining Winterslow Road in its north western corner.

The site lies within the Porton housing Policy Boundary and Conservation Area. Additionally, the site adjoins the Porton Meadows SSSI which is a component part of the cSAC River Avon network. Additionally, part of the site lies within the 1:100 year flood plain for the River Bourne.

To the north west of the site there is a post war cul de sac of predominantly single storey dwellings whilst to the south west, on the opposite side of the Winterslow Road are located the village shop, post office and residential frontages including Bonaker Close and High Street.

### THE PROPOSAL

This application is the re-submission of a scheme considered by NAC on 29<sup>th</sup> April 2004. That scheme was the subject of a site visit and the grounds for refusal related principally to the lack of sufficient information to make a positive judgement.

This scheme amends the internal highway layout however the remainder of the scheme is as previously submitted including the creation of a new access road, taken from Winterslow road, offset from the High Street junction to serve a development of 16 dwellings in total comprising 14 new build dwellings and the conversion of 2 existing buildings on site. The scheme would provide 2 off road parking spaces per dwelling and a footpath connection northwards, linking into the footpath already serving Bourne Gardens. The development would retain a separate curtilage for Byford and discrete access from the unclassified spur road.

The application proposes the transfer of an area of copse to the local authority. This may offer opportunities to enhance existing recreational routes. The scheme is of sufficient scale to require the provision of affordable housing on site.

The design of the scheme adopts a traditional and vernacular approach to design, mixing brick and flint banding, brick, stone and flint banding, stone plinths, render and timber cladding under tile, slate and thatched roofing.

The application is accompanied by a design statement that sets out the design concept behind the creation of a Winterslow Street frontage, the enclosure of the sites, estate road with linked housing and the formation of an overlooked and useable footpath connection.

The application is now accompanied by a flood risk assessment and comments from the Environment Agency, together with a survey of protected species. Additionally, an archaeological evaluation has been undertaken.

## **PLANNING HISTORY**

S/04/480 Application to construct 14 new dwellings and convert 2 existing buildings into dwellings refused on the following grounds:

(1) In the absence of a full Flood Risk Assessment, setting out the development's relationship to and impacts upon the 1:100 year floodplain for the River Bourne, together with measures to mitigate impacts both on and off site, the proposed development. In the absence of such information it is considered likely that the development would reduce the flood storage capacity within the River Bourne and result in cumulative flood risks elsewhere contrary to policies G4 and C18 of the Adopted Salisbury District Local Plan and advice provided in PPG 25 "Development and flood risk"

(2) In the absence of adequate information to the contrary, the Local Planning authority is not convinced that the proposal, resulting as it does in the demolition of existing buildings together with the conversion of others will not have an adverse impact upon the habitat for species protected under the Wildlife and Countryside Act 1981, and is therefore contrary to the provisions of policy C12 of the Adopted Salisbury District Local Plan.

(3) In the absence of sufficient elevational details the impacts of the residential conversion of the former school room adjoining Winterslow Road into a residential unit the Local Planning Authority are not convinced that the scheme will not have an adverse impact upon the amenity of adjoining properties and the appearance of the Conservation Area, contrary to the requirements of policies G2 and CN8 of the Adopted Salisbury District Local Plan.

(4) The proposed development is unacceptable in that it fails to make provision for the supply of affordable housing in a manner that is capable of satisfying the requirements of policy H 25 of the Adopted Salisbury District Local Plan. As such, it would place additional demands upon existing affordable housing facilities and would set a precedent that would make it difficult to implement this policy in the future

(5) The proposed development fails to make provision towards recreational open space contrary to the requirements of policy R2 of the Adopted Salisbury District Local Plan. As such, it would place additional demands upon existing recreational facilities and would set a precedent that would make it difficult to implement this policy in the future.

Against these grounds for refusal the following issues should be noted:

- (1) A flood risk assessment has been submitted and commented upon by the Environment Agency.
- (2) The applicant has submitted a habitat survey, Additionally, an archaeological assessment has been undertaken.
- (3) Full designs for the conversion of the former school room have been submitted.
- (4) This issue can be addressed via the Section 106 Agreement.
- (5) This issue can be addressed via the Section 106 Agreement.

## **CONSULTATIONS**

**This application is being brought before committee before the public consultation period has expired. However as the design of the scheme remains fundamentally the same as**

**the previous submission the comments made by consultees relating to the S/04/480 scheme have been repeated. The comments from the Highways Authority, County Archaeologist and Environment Agency have been updated to reflect the additional work undertaken in support of this application.**

WCC Highways - No formal observations, however the scheme has been the subject of pre-application submissions and raises no objections in principle to the creation of a new access in this location to serve this number of dwellings. Recent discussions with the Highways Authority confirm that whilst the sitelines, roadwidths and parking standards are not objected to, there are issues of minor detail that will require further details. A further report clarifying the outstanding issues will be made to the Area Committee.

WCC Library/ Museum - Records refer to much Roman pottery being found on the site in the 1930's. Previous discoveries have not so far identified any significant archaeological sites. An archaeological evaluation has been undertaken focusing upon the supposed position of the former church. This did not identify any remains of the building. However in view of the historical interest in the site a watching brief should be required within the development.

English Heritage - This is an application that can be determined by SDC without further representation from EH

Housing & Health Officer - The 3<sup>rd</sup> bedrooms in the terrace of 4 houses are at the limit of habitable space as defined by the Housing Act 1985. These should be enlarged or removed. The site is on and close to the Environment Agency 1:100 year floodplain.

Wessex Water Authority - The site lies within a sewered area. Connection will need to be agreed. SDC should satisfy itself with the adequacy of soakaways. (Submissions made to the planning authority regarding local sewerage issues have been referred to Wessex Water for further comment. Their response will be reported to the committee)

Environment Agency - The Agency has no objections to the proposed development subject to the imposition of conditions relating to:

- Floor levels being set at least 600 mm above the 1:100 year indicative flood level of 17.65 m above local Datum except for the Old School Building which shall be set no lower than 18.15 m above Local datum,
- Provision of a scheme for surface water run off limitation,
- No landraising works or building within the floodplain as delineated as land below 17.65 to Local Datum on plan 170/P.12
- No storage of materials including soil within floodplain.

English Nature. - The scheme lies within a SSSI and forms part of the wider Avon cSAC. The scheme needs to address the impacts upon protected species given the proposals for demolition, conversion and possible tree felling prior to determination. Other issues relate to potential pollution during construction and foul discharge into the river. Further information on foul and surface drainage is therefore required.

Architects Panel - The scheme fits the site, wall thicknesses on plan and by material in elevation will differ, this should be resolved. It is important that details such as rainwater goods are indicated. Sample panels will be necessary and retained on site to confirm the quality of work. Joinery details for openings and junctions will be necessary. The successful implementation of the scheme will depend upon the architect being retained through the completion of the project,

## **REPRESENTATIONS**

Advertisement	Yes – Expire 05/08/04
Site Notice displayed	Yes – Expire 05/08/04
Departure	No
Neighbour notification	Yes – Expire 23/07/04
Third party response	(No objections or comments received at the time the report was drafted, however the consultation period extends beyond the date of the Area Committee. For

information, the comments submitted in respect of the previous scheme are repeated given that the design of the scheme is largely unchanged.)

8 letters of comment and objection raising issues including:

- Restricted visibility to the west, which requires improvement,
- Reduction in height of existing boundary wall to Byford,
- Inadequate visibility eastwards,
- Footpath should stop at the vehicular access to the site, bollards should be introduced to prevent parking on the verge,
- Welcome the offer of amenity land,
- Should a roundabout be provided?
- Concerns about existing traffic levels and scope to increase with expansion of Porton Down
- There was a chapel on the land in or before 1372. Could the history be verified? Could this influence house naming?
- Sewerage has been problematic. Local service provision is inadequate.
- There is a risk of flooding to 2 properties
- Concern about the safety of bus stop users.
- Parking on site is inadequate
- There are orchids on site that should be protected
- Scheme is sympathetic to the context
- No plan submitted for conversion of the old school building
- There should be no scope to wall the rear boundaries to rear plots.
- The need for street lighting should be addressed.
- Existing site should remain largely undeveloped.
- Existing good quality walls should be preserved.

Parish Council response                      No observations received from the Parish Council at the time of drafting the report, however their previous concerns included flood risk, traffic hazard, on street parking, the site's archaeological and environmental importance and foul sewerage capacity. The Parish Council's comments in relation to the current scheme will be reported at the Area Committee.

## **MAIN ISSUES**

Principle

Design and impact upon Conservation Area

Access and highways

Flood risk

Amenity space and R2

Affordable housing & efficient use of land

Archaeology and protected species

Foul sewerage

Large scale details

## **POLICY CONTEXT**

Adopted SDLP

G1    General principles for development

G2    General criteria for development

G4    Water environment, flood risk

D2    Infill development

H16   Housing Policy Boundary

H25   Affordable housing

CN8   Development to preserve or enhance Conservation Area

CN9   Demolition in Conservation Areas

CN10 Loss of open space / gaps in Conservation Areas

C18   Impact upon water quality

R2    Open space provision

## **PLANNING CONSIDERATIONS**

## **Principle**

This application lies within the housing Policy Boundary and Conservation Area. To this end therefore the principle of new housing development in a location close to the village's core services is acceptable, provided that the character and appearance of the Conservation Area is preserved.

This requires an assessment of the merits of the existing appearance and the contribution that the existing open space makes towards the CA character and appearance.

Clearly, the open character of the domestic setting for Byford provides a generally open feel to the village core. However, this open character is offset by the boundary wall along Winterslow which reduces the immediate impact of an open, undeveloped site from within the village. The views from the footpath link to Bourne Gardens also reinforces the undeveloped nature of the setting and rural context.

Equally clearly, the proposal for 14 new dwellings will not retain the same open character and therefore will create a differing feel to the setting and streetscape.

In this instance, the planning judgement needs to take into account the relative merits of retaining this private space as an undeveloped area, albeit behind a walled enclosure and balance this against a more developed streetscape where views into and through the site are preserved through the design and arrangement of buildings.

The scheme falls below PPG3 requirements to deliver 30 dph. This design therefore introduces a question over the efficient use of land, particularly where it is well served by local services and alternative modes of transport.

To conclude, the site is acceptable for housing, the number of units requires a balance between efficient use of land and the need to preserve the character of the Conservation Area. To this end, the appropriate density will be informed by the design qualities adopted by the developer.

## **Design and impact upon Conservation Area.**

The design for this scheme does look to address the site's context, creating a new street frontage onto Winterslow Road and avoiding the feel of an impermeable cul de sac layout by introducing a pedestrian link through the site connecting into the surrounding footpath network. The internal layout creates a more informal street pattern and serves a small court grouping mixing single and two storey dwellings, retaining the footprint and form of an existing outbuilding to inform the position and scale of plot 10. The development also retains an existing single storey building on site for residential conversion, although to date no details of the design or elevational treatments have been submitted

The design principles include the creation of a simple pair of semi detached units fronting Winterslow Road together with a curved, thatched semi detached pair of dwellings at the sites entrance. This unit has been designed to address the junction location and serves to "lead the eye" into the development itself. This curved unit would include natural stone plinth, with render above under a thatched roof which included swept dormers.

To the north west of the site entrance the first pair of semis will present a gable to the Winterslow Road, again emphasising the junction of a route rather than simply being an access point to a small housing development. The location of 2 pairs of semi detached dwellings at the back edge of pavement, using simple frontages and well proportioned brick and flint banding will create a strong streetscene but one that reflects the village scale and context.

The single storey "T" shaped building using one of the existing buildings on site will provide a unit of accommodation and covered parking within a private court area, also enclosed by a terrace of 4 dwellings using eaves breaking dormers.

To the rear of the site, located abutting the HPB are 2 larger detached dwellings. Plot 15 creates a focal point to the estate road and relates to the footpath connection. Plot 7 is set back from the

main roadway and uses a stone and flint banded ground floor with render over under a thatched roof.

The boundaries to the road and footpath generally comprise the front elevations to dwellings with narrow grassed planting. The footpath link is bounded by the repaired cob wall forming the domestic cartilage to plot 7 and a 1.2m natural stone wall to plot 15.

The overall concept is therefore the creation of a "natural" extension to the traditional road and streetscene pattern, providing some permeability through the site and allowing it to be a pedestrian through route rather than a closed off cul de sac.

As a concept therefore the development responds positively to its setting and creates a development that is intrinsically rural and whose use of materials draws upon the higher order of finishes found within Porton and its local setting.

The impact upon the conservation Area however requires a judgement to be made regarding the development's impact upon the character and appearance of the CA including its impact upon the loss of gaps in frontages, boundary walls and loss of open space.

At present the garden holds an open character with existing mature planting creating a green canopy. From the Winterslow Road approach however the high boundary wall and its repair using blockwork rather than reinstating more traditional cob walling blocks direct views over the open space and creates an untidy roadside edge.

From the existing footpath link to Bourne Gardens longer views into the site can be achieved that do allow the public to appreciate the scale and open character of this site.

Clearly, the proposed development will introduce buildings of a height that will transform the currently open site and will alter the public perception of this area from all local viewpoints.

The design of the development does however avoid impacting upon the footpath adjoining the river Bourne. The closest dwelling would be plot 15 where a gap between the dwelling and existing footway of 14m will be retained. The gap between plots 7 – 9 and the boundary varies between 22 – 45 m. These gaps will retain significant open space, not least because of the position of the HPB and floodplain. The character of the development viewed from the River Bourne side will be of a spacious development that retains significant open space and creates a new public access point through the site.

From Winterslow Road, the scheme will replace the untidy boundary walling with 4 new dwellings facing or presenting a gable to Winterslow Road, set behind a grassed verge and footpath link.

These will remove the perception of openness, however they will respond positively to the need for a locally relevant design and scale. Additionally, the access road, retention of an existing mature tree, and use of a single storey building within the sites core will allow for longer views to be taken through the site. Again, the provision of the footpath link will allow for the area and route to be opened up.

Clearly, this application cannot retain the existing open space and character. The judgement must be therefore whether the undeveloped nature of this walled private space is of intrinsic importance or whether a well designed and scaled development is capable of introducing new elements that can equally contribute to the character and appearance of the Conservation Area.

In this instance the attention to design detail in terms of layout, numbers, elevational treatment and materials together with the creation of a through route for pedestrians is considered to contribute positively to the Conservation Area.

### **Access and Highways.**

There has been significant local concern, reiterated by the parish council regarding the site's access onto Winterslow road including proposals for wider traffic calming measures, a roundabout and objections to the sitelines and possible on road parking.

The application was prepared with pre-application discussions with WCC Highways. There has been no objection to the principle of an accesspoint at this position with the removal of the existing boundary wall and the recessed frontages to the dwellings facing Winterslow Road. The scheme provides for 21 covered parking spaces with a further 11 open parking spaces. There are therefore 2 spaces per dwelling. Additionally, plots 7 – 10 inclusive have additional hard surfaced driveway space for additional parking. Additionally, the road width at 5.5 metres will allow for on street parking without creating unacceptable disruption to traffic movement.

The highways authority has requested some amendments to the turning head between plots 10-15. This is a matter of detail and will require some minor re-positioning of dwellings and parking spaces to facilitate internal movement by a pantechican.

Discussions to date with the Highways Authority do not indicate a need for a roundabout. Equally, wider traffic calming measures requested by the parish and public are a separate matter for the Highways Authority to consider outside the realm of this application.

The proposed position for the relocated bus stop is a matter for detailed location discussions with the Highways Authority.

Suggestions have been made by third parties to the Planning Authority that greater highway improvements could be achieved through the demolition of Byford itself. Such an approach would facilitate greater visibility along Winterslow Road, however such an approach would also require the demolition of a characterful dwelling within the Conservation Area and would result in an overall increase in the number of dwellings capable of being constructed. Whatever the relative merits of such an approach, the current application ,subject to internal changes is not subject to a highway based objection.

Flood risk.

Following the Environment Agencies previous objection based upon the lack of a Flood risk Assessment, the applicant has now completed such an assessment which has been reviewed by the Agency. The FRA has been accepted and a series of conditions have been recommended by the Agency. Whilst flooding will occur within the cartilage of some dwellings, the house positions are acceptable.

Amenity Space and R2.

During pre application discussions the applicant had proposed the transfer of an area of informal woodland north of the site to the parish council. This approach was considered to secure the recreational / amenity use of this site in perpetuity and would link into the parish council's own circular walks strategy. Clearly if the applicant were to transfer such an area of land then the normal commuted sum payment for public outdoor recreational use would need to be adjusted to take account of this provision, however any adjustment would need to reflect the lack of alternative uses to which this land could be put. Officers are seeking advice from the Council's Property Services Manager to establish an appropriate sum. Additionally, the development provides a footpath link into the existing riverside footway adding to the development's permeability and providing alternatives to the existing route to the south of Byford itself.

The parish council has expressed concerns about the condition under which the land would be transferred as well as the level of any commuted sum payment adjustment. Should the scheme in all other respects be acceptable this is a matter of detail that could be resolved via the Section 106 Agreement. If, as a part of that process the parish council declined to take ownership of the land clearly SDC would no longer pursue its transfer.

Affordable housing & efficient use of land.

The parish council has suggested that the provision of smaller units of accommodation would meet the requirement to deliver affordable housing without the need to introduce a Registered Social Landlord and limit occupation to rental or shared equity only.



A move to provide generally smaller units of accommodation would have the linked effect of increasing the number of units that could be delivered on site and possibly within the footprint of the existing proposed dwellings. Allied to this issue would be the need to increase parking space provision.

In any event, Local Plan policy requires a minimum 25% affordable housing provision on schemes of over 15 units. The district Council would require these to be delivered via an RSL rather than on the open market. The move to smaller units would not remove the requirement to involve an RSL in the delivery of affordable housing.

The current proposal includes a single bed unit, 3 x 2 bed 6 x 3 bed dwellings, 5 x 4 bed and 1 x 5 bed dwelling. This represents a good mix of housing sizes.

The provision of 16 units on this site represents a sensitive balance between making efficient use of housing land in sustainable locations and respecting the character and need to retain a feeling of space and longer views through the development. In this instance an increase in numbers on site would undermine the attempts to preserve the character of the CA, whilst a reduction in numbers or conversion of smaller semi detached units into single dwellings would undermine the level of efficiency achieved and dilute the mix of house sizes that contributes to this scheme's design benefits.

Archaeology and protected species.

Local concerns regarding the historic presence of a chapel on site, together with the possible presence of protected species and important plant forms has been raised by objectors and the parish council.

An archaeological appraisal of the site has been carried out and nothing discovered that would merit either a refusal or an alteration to the design and position of dwellings. A watching brief has however been requested. A habitat survey has also been submitted which identifies no protected species whose presence would merit refusal, however a number of precautionary further measures were recommended by the report including:

- Provision for bat accommodation through design
- Bird nesting opportunities possibly in existing walls
- Protection measures for slowworms during and after development to include survey of number and locations within the site
- Survey for other protected species not found to date
- Retention of existing trees where possible
- Control over external lighting in vicinity of mature trees

These can be secured by condition.

Foul sewerage.

The capacity of the local foul system has been identified locally as being unable to cope with additional demands, however this view is not supported by Wessex Water which has not requested any additional measures to deal with foul sewerage as a part of this proposal. Officers have requested clarification from Wessex Water of their position in light of the local information produced during the determination of the earlier scheme.

Large Scale Details.

The application adopts a traditional form and creates a coherent streetscene. The layout has considered impact upon the Conservation Area and preserved longer views through the site. For the eventual development to reflect the aspirations shown on the layout and house type drawing however the devil is in the detail. Rather than require large scale drawing of eaves, gables, window sections and surrounds, dormers, chimney stacks brick detailing, flint & brick and stone & flint banding to be submitted by condition prior to commencement of development there is scope to require such details prior to the issue of any planning permission to ensure that subsequent developers are aware of the Authorities requirements from this development.

## **CONCLUSION**

This application does represent a well designed approach to both the layout and treatment of individual buildings. It will provide an attractive mix of house types and sizes within a scheme that respects its sensitive Conservation Area setting as well as delivering local affordable housing and recreational enhancements within the parish.

The applicant has taken on board the grounds for refusal relating to the previous submission and has now satisfied the information requirements. This recommendation has been based upon an assessment of the scheme against the relevant policies within the Adopted Salisbury District Local Plan and is considered to accord with the provisions of the Local Plan

**RECOMMENDATION:** Subject to (i) the receipt of satisfactory additional details at a scale generally not less than 1:10 relating to eaves, gables, window sections and surrounds, dormers, chimney stacks brick detailing, flint & brick and stone & flint banding, together with sections through plots 1, 2, 3, 4, 5 and 6 to confirm floor to ceiling heights of 2.1 metres, and (ii) all relevant parties entering into a Section 106 Agreement under the requirements of the T & CPA 1990 (as amended) relating to:

- Payment of a commutes sum under the requirements of Policy R2 (Subject to a suitable adjustment to reflect the possible acquisition of additional land adjoining the riverside walk), and
- The provision of affordable housing,

**By no later than 24<sup>th</sup> September 2004, then APPROVE subject to the following conditions:**

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)  
To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

(2) The precise positioning of the proposed buildings shall be pegged out on site and agreed in writing by the Local Planning Authority before development is commenced, and the buildings shall be positioned as so agreed. (C02A)  
0009 To ensure the exact position of the buildings within the site.

(3) The finished floor levels of the proposed buildings shall be set at least 600 mm above the 1 in 100 year indicative flood level of 17.65 metres above Local Datum as set out on the Drawing No. 170/P.12 with the exception of the Old School Building which shall be set no lower than 18.15 metres above Local Datum.  
0010 To ensure the exact finished floor levels of the buildings.

(4) No development shall be commenced until a scheme for the provision and implementation of a surface water runoff limitation, to include all buildings and hard surfaces has been submitted to, and approved in writing by the Local Planning Authority and development shall subsequently accord with the approved scheme.  
R: To prevent the risk of flooding should the ground conditions prove soakaways are impractical.

(5) Notwithstanding the provision 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 land raising or building works shall be erected within the floodplain and watercourse or flood access strip as delineated as land falling below 17.65 metres to Local Datum as shown on Drawing No. 170/P.12.  
R: To maintain the flow and storage capacity of the River Bourne; to prevent obstruction of access and to maintain the integrity of flood defences.

(6) There shall be no storage of any materials including soils within that part of the site liable to flood as shown as lying below a level of 17.65 metres to Local Datum as shown on Drawing No. 170/P.12.  
R: To ensure that there will be no increased risk of flooding to other land/properties due to impedance of flood flows and/or reduction of flood storage capacity.

(7) Before development is commenced, a schedule of external facing materials shall be submitted, and, where so required by the Local Planning Authority, sample panels of the

external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D05A)  
0014 To secure a harmonious form of development.

(8) Before development is commenced full details of the thatched ridge to plots 5, 6 & 7 shall be submitted to, and approved in writing by the Local Planning Authority, and development shall thereafter accord with the approved details.  
0014 To secure a harmonious form of development.

(9) The garages shown on the approved drawings shall not be converted into a habitable room without the permission in writing of the Local Planning Authority. (E06A)  
0028 To secure the retention of adequate off-street car parking provision.

(10) Before development is commenced, full details of the measures to protect the existing wall to the north eastern boundary to plots 7, 8 and 9 shall be submitted to, and approved in writing by the Local Planning Authority, and the development shall thereafter accord with the approved scheme.  
0014 To secure a harmonious form of development.

(11) No development shall take place until details of the treatment of the boundaries of the site have been submitted to and approved in writing by the Local Planning Authority. Any tree screening, hedges, walls or fences thus approved shall be planted/erected prior to the occupation of the buildings. (G20A)  
0042 In the interests of the amenity and the environment of the development.

(12) 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. (G21A)  
0042 In the interests of the amenity and the environment of the development.

(13) No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (G22A)  
0042 In the interests of the amenity and the environment of the development.

(14) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 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. (G23A)  
0042 In the interests of the amenity and the environment of the development.

(15) No development shall take place until a scheme to secure the implementation of the footpath link from a point adjoining plot 9 into the existing footway adjoining the north eastern boundary of the site, to include timing for implementation and completion, construction and surface details, and the development shall thereafter accord with the approved scheme.  
R: To ensure that the footpath connection is completed.

(16) The buildings hereby permitted shall not be occupied until the area shown on drawing No. (Drawing awaited) for the parking and turning of vehicles has been drained and surfaced and that area shall not thereafter be used for any purpose other than the parking or turning of vehicles. (J04A)  
0057 To ensure that the development hereby permitted is provided with adequate facilities for the parking , turning/loading and unloading of vehicles.

(17) Before development commences, a scheme to ensure the protection of wildlife habitat, generally according with the recommendations set out in the Section 6 of the Chalkhill Environmental consultants Report dated 27<sup>th</sup> April 2004 shall be submitted to, and approved in

writing by the Local Planning Authority, and the development shall thereafter accord with the approved scheme.

0096 To conserve an established habitat for a protected species of wildlife.

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

0107 To enable the Local Planning Authority to retain control over the development in the interests of amenity.

(19) Other than the boundary walls serving plots 1 and 15, as indicated on Drawing No. (drawing awaited), 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 fences, gates or walls shall be erected within the curtilage of any dwelling house forward of any wall of that dwelling house which fronts onto a road. (V19A)

0110 In order to retain the open character of the development, in the interests of visual amenity.

(20) The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow him to observe the excavations and record items of interest and finds. (X02A)

0121 To ensure that the archaeology of the site is adequately recorded.

## **INFORMATIVE**

G1 General principles for development

G2 General criteria for development

G4 Water environment, flood risk

D2 Infill development

H16 Housing Policy Boundary

H25 Affordable housing

CN8 Development to preserve or enhance Conservation Area

CN9 Demolition in Conservation Areas

CN10 Loss of open space / gaps in Conservation Areas

C18 Impact upon water quality

R2 Open space provision.

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## **NOTES:**

## Part 3

### Applications recommended for the Observations of the Area Committee

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