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Report

SUBJECT: Planning application S/2008/0171 – Demolition of existing dwellings and associated buildings and the erection of 13 detached dwellings and relocation of existing access to Old Blandford Road at Cornworthy, Coombe Road, Salisbury

REPORT TO: Planning and Regulatory Committee

DATE: 1st September 2008

AUTHOR: Janet Wallace

Report Summary:

To consider a full planning application for the demolition of the existing dwellings and associated buildings and the redevelopment of the site with the erection of 13 detached dwellings (comprising 3, 4 and 5 bedrooms). The application also includes the closure of the existing vehicular access on to Coombe Road, together with the retention of the existing access and the formation of a new vehicular access to Old Blandford Road. The proposal also includes the landscaping of the site.

The application has been brought before the Planning and Regulatory Committee as it was determined that as this application is so similar, in terms of the proximity of the site to the boundary with City Area Committee, to that determined under item 2 of the plans list on the agenda of the Southern Area Committee on 14th August 2008 that it in order to avoid a possible legal challenge that it should be referred to and determined by the Planning and Regulatory Committee.

The Southern Area Committee considered the previously circulated report of the Head of Development Services, together with the schedule of additional correspondence circulated at the meeting on 14th August 2008, and the Committee resolved to make the following recommendation:

Recommend to the Planning and Regulatory Committee –

- (1) That, the above application be **APPROVED** in accordance with the Officer recommendation set out in the previously circulated report of the Head of Development Services, and subject to the following:
 - Amended wording to Condition No14 in accordance with the recommendation of the Council's Environmental Health Officer and as set in the schedule of additional correspondence; and
 - Subject to all relevant parties entering into a Section 106 Agreement under the provisions of the Town and Country Planning Act 1990 (as amended) requiring the applicant to provide:
 - (a) A contribution towards the provision of traffic calming measures along Old Blandford Road; and

- (b) Officer's to investigate the opportunities for the provision of a scheme to enable children to gain access from the site to Harnham Infants and Junior School, and if viable to make a contribution towards/provision of such a scheme.

The Southern Area Committee considered the following officer's report, together with the schedule of additional correspondence (see attached at Appendix 1) before making its recommendation.

REASON FOR REPORT TO MEMBERS

HDS does not consider it appropriate to exercise delegated powers as the proposal would have implications for more than one Area Committee.

SITE AND ITS SURROUNDINGS

The site is on the western edge of the city of Salisbury, a triangular site lying between the Old Blandford Road and Coombe Road (A354) whose junction is at the southern edge of the site.

The site is bounded by substantial earth banks of some 2 metres in height that are covered by vegetation and which screen the site from public view. There are also three significant groups of trees, largely conifers on the edges of the site. To the north of the site are two residential properties on large plots.

The site falls gradually from north to south by approximately 9metres and is crossed at its southern end by high voltage electricity lines. Two dwellings and various buildings and hard standing associated with the builders and haulage yard currently occupy the site.

THE PROPOSAL

This application seeks planning permission to demolish the existing two dwellings and to erect 13 detached dwellings of 3, 4 or 5 bedrooms with access from a private road. It is proposed to close the existing vehicular access on to Coombe Road, and both construct a new vehicular access on to the Old Blandford Road as well as use the existing access. It is also proposed to extensively plant the apex to the site adjacent to the junction.

PLANNING HISTORY

1978/939	Land adjacent to Cornworthy, erect dwelling and garage and create new access on to Coombe Road.	Refused
1989/1026	Change of use of land for skips and transfer material to larger skips.	AC
1992/738	Temporary consent for an advertising board for South of England Flower Show on Old Blandford Road.	AC
1994/861	Temporary consent for an advertising board for South of England Flower Show on Old Blandford Road.	AC

CONSULTATIONS

WCC Highways:

Whilst the site lies outside the HPA, this Authority will recommend unfavourably on sustainability grounds. Therefore recommend that the proposal be refused on the following grounds:

1. The proposal is located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of PPG13 which seeks to reduce growth in the length and number of motorised journeys.
2. Old Blandford Road is considered to be unsuitable for further development at the proposed location due to the lack of footways and the substandard junction with the A354 that lacks visibility and suffers from poor geometry.
3. Because it is not proved that the verge area is within the control of the applicant, a further ground for refusal should be added to the Highway Authority recommendation that the obtainable visibility from the proposed access points to Old Blandford Road have not been demonstrated to be achievable and the lack of visibility could lead to an unacceptable road safety hazard to the users of the public highway.

Wessex Water:

The development is located within a foul sewer area. Only if it is not feasible or practical should a sewage treatment package plant be provided.

Amended plans have now been received which show the scheme connecting to the public foul sewer. Connection to the water mains can be agreed at the design stage. Prior to commencement of works the developer should agree connection onto Wessex infrastructure.

Environment Agency:

No objection subject to conditions, as the site overlies a major aquifer and therefore careful protection of the local groundwater is required.

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

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

The applicant proposed to install a new private sewage treatment plant for the development, however as the site is located within an area served by a public sewer, connection to the public sewer is now proposed.

Surface water run off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. A SuDS approach is encouraged by Part H of the Building Regulations 2000.

Wiltshire Fire and Rescue Services:

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

Environmental Health:

1. The contaminated land assessment is inadequate, failing to meet the basic levels of investigation good investigation. Should you be minded to grant consent I would recommend that the following condition be applied.

“Before development commences the applicant shall commission the services of a competent contaminated land consultant to carry out a detailed contaminated land investigation of the site and the results provided to the Local Planning Authority:

The investigation must include:

- A full desktop survey of historic land use data,

- A conceptual model of the site identifying all potential and actual contaminants, receptors and pathways (pollution linkages).
- A risk assessment of the actual and potential pollution linkages identified,
- A remediation programme for contaminants identified. The remediation programme shall incorporate a validation protocol for the remediation work implemented, confirming whether the site is suitable for use.

The remediation programme shall be fully implemented and the validation report shall be forwarded to the Local planning authority prior to habitation of the property/ use of the premises).

2. There does not appear to have been any assessment of the impact of traffic noise from the Coombe Road on those properties proposed for the southern boundary of the site. Should you be minded to grant consent I would recommend a condition be applied requiring that the windows to the elevations facing Coombe Road are provided with acoustic double glazing to minimise the impact of noise from traffic on any future occupiers.
3. I note the proximity of high voltage power lines to the development. I understand that consideration is being given to increasing the distance between new residential developments. I would support further advice being sort from the Electricity company prior to determination of the application.
4. Numerous complaints have been received over the past few years with regard to noise emanating from the Kennels at The Plot, which is opposite the application site. The kennels are currently subject to a planning application. A planning appeal was dismissed. I am concerned about the increased potential for noise nuisance to be caused with the introduction of new residential property in closer proximity than is currently so. I am therefore highlighting this in both cases as it is currently unknown what the outcome of both applications will be.

WCC Archaeology:

There are no known archaeological sites or features in the site and a walkover survey revealed that the original topsoil and subsoil has been removed from the site. This activity will have considerably disturbed any archaeological features that may have survived in the area. As such, I have no comments to make on the application.

WCC Education:

Assessment indicates that the development will generate a need for an extra 4 primary and 3 secondary school places. The designated area primary provision, Harnham Infants/Juniors cannot accommodate the additional children within its existing capacity, although this is not the case at the designated secondary schools that can. A developer contribution towards the cost of expanding Harnham Infants Juniors Schools is therefore required. A developer contribution for 4 primary places at £11,356 each is therefore required.

REPRESENTATIONS

Advertisement	Yes expiry date 28/02/08
Site Notice displayed	Yes expiry date 28/02/08
Departure	Yes
Neighbour notification	Yes expiry date 20/02/08
Third Party response	19 letters and e-mails have been received raising the following comments and objections:-

- Selective use of information to give flawed impression of locality
- Number of dwellings proposed is excessive
- Density of scheme too high, out of keeping with surrounding area
- Overdevelopment, out of scale and character and detrimental to amenity of area

- Not compatible with nor will improve surroundings contrary to policy D1
- Estate housing incompatible with surroundings
- Character of area is reasonable sized houses in reasonable sized plots
- Proposed plots are too small
- Comments received suggesting that 6,7,8 or 9 dwellings would be acceptable
- No play areas for children
- Site is largely invisible at present
- Development in Bouverie Avenue is not relevant
- Improvements to highway would only be needed if there were significant changes in traffic problems, which is obviously expected
- Introducing pavements will change the character of the area; grass verges are appropriate.
- Access from the site on to Coombe Road should be retained
- Coombe Road provides pavements, which could be extended, more frequent buses and easier cycling than Old Blandford Road..
- Will increase traffic at notorious junction of Coombe Road and Old Blandford Road
- Old Blandford Road is used as a rat run.
- Concerns regarding traffic volume and speed on Old Blandford Road
- No drainage in street and rain water floods down the road and into gardens.
- A further 13 houses will place greater strain on facilities
- Approval should depend on suitable boundary treatment
- No objection to the principle of brown field development
- Loss of employment site
- Density is too low. Evasion of affordable housing threshold
- Socially and environmentally undesirable to have low density housing in this locality.

Salisbury Campaign for Better Transport

1. The applicant claims that the site offers easy access to the city centre by foot. For the first 300m of this journey by foot to the junction with the far end of Harnwood Road there is no footpath. This lack should be addressed by means of Section 106 before any building work is allowed to start.
2. "Easy access by...cycle..." isn't without its problems either. Old Blandford Road is a "suggested (by whom?) on-road route for cyclists". In spite of it being such a popular motorists "rat run" to the A3094, that traffic calming measures have had to be introduced.
3. To claim easy access by public transport is laughable. The bus stop on Old Blandford Road at the junction with Harnwood Road (300m away and no pavement) offers an hourly service to and from the city centre between 09.30 and 16.30 (14.30 on Sundays). There is a bus stop on Coombe Road with a claimed half hourly service but this can be safely accessed only via a winding poorly maintained public footpath. Neither bus stop has a shelter and some of the timetables (no electronics out here) are two years or more out of date and almost illegible.
4. The one (only?) good thing about this application is the proposed closure of the sub-standard access from Coombe Road and the replacement of the one on Old Blandford Road by one with better visibility splays.
5. In the interests of minimising the lengths of journeys to work this employment site on the edge of the city should remain an employment site.
6. Otherwise since this site is on the same side of the city as, and relatively close to Odstock Hospital (a major employment site) a strong case can be made for its use for at least 70 affordable housing units. With an extra 200 or so new residents at the far end of Old Blandford Road, local bus services might approach viability.

CPRE

CPRE is pleased to see the use of this predominantly brownfield site for contributing to the need for Salisbury to meet government demands for new housing. It believes the suggested 13 houses of five different styles is about the right compromise between remaining in keeping with the spacious nature of neighbouring housing and ensuring a reasonably high

density on the 0.95 ha site. It welcomes the use of energy efficient aspects of design such as ground source heat pumps and high insulation levels. The soft landscaping proposed should be carefully designed to minimise the intrusion of housing into the rural landscape and upon the amenity of neighbouring houses.

Salisbury and District Chamber of Commerce and Industry

Objects to the application for the following reasons:

1. Although Salisbury Chamber of Commerce is not against the housing application in principal, this particular site however, is currently used by small businesses.
2. Despite being contrary to the current permissions for the site, the existence of such sites is fundamental to the growth of the local business community and the fact that it is being used as an incubator unit goes to demonstrate the lack of such suitable sites in Salisbury and the outlying districts.
3. Nevertheless, the Chamber is willing to support such an application when suitable incubator sites have been identified to allow these businesses to continue trading.
4. It is worth noting that the District Council have yet to identify sufficient land for employment use in the long term, a situation which is only exacerbated by the upcoming land use change at Churchfields expected late 2009 early 2010, thus the Chamber has no choice but to attempt to protect valuable sites such as this.

In the absence of sufficient available employment sites within the Salisbury locality, the Chamber will continue to hold objection to this type of residential development on valuable employment land.

SDC Design Forum

The Forum expressed their concern regarding the landscaping on the site. Mature trees should be retained, and any trees proposed for removal should be replanted. The matter should be discussed with the council's Tree Officer. The planting along Coombe Road should be made good and beefed up along the bund.

It was felt that the siting of the dwellings could be rearranged so as to prevent front elevations looking onto the backs of others.

The closure of the access from Coombe Road was welcomed from a highway safety perspective. There was some concern expressed regarding the standard highway design approach within the site.

It was mentioned that the use of half-hips where these didn't relate to gable ends looked odd. The design of the dwellings in general was considered to lack interest, and did not express any particular style. The density on part of the site seemed low, and there might be an opportunity to conjoin some of the units and this in turn could help to improve the design and architectural expression.

MAIN ISSUES

1. Principle of Development
2. Employment Issues
3. Impact on Character of Locality
4. Impact on Neighbouring Amenity
5. Affordable Housing
6. Highway Safety
7. Impact on Trees
8. Educational Infrastructure
9. Policy R2 – Provision of Recreational Facilities

POLICY CONTEXT

The following 'saved' policies of the Adopted Replacement Salisbury District Local Plan (June 2003) are of relevance to this application: G2, G8, G9, C2, C6, C7, C8, CN21, CN22, E16, D2, H19, H22, TR11 and R2.

Also of relevance to this application are:
PPS1, PPS3 and the Council's Design Guidance "Creating Places".

PLANNING CONSIDERATIONS

1. Principle of Development

National guidance as expressed in PPS1, seeks to:

"Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should seek actively to bring vacant and underused previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land."

The proposals broadly meet this objective as the land is previously-developed and in a relatively underused state. Similarly, PPS3, paragraph 10 seeks the specific outcome of "A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate". These national-level policy objectives for planning should be considered in weighing against any apparent detriment to employment objectives, under Policy E16, or to landscape impact, under Policy C7.

Government guidance in PPS3 encourages the efficient use of previously developed land in order to concentrate development within existing settlements. This site is predominantly outside of any housing boundary designation (being only partly within a Housing Restraint Area, under Policy H19). However, Policy H22 and supporting text in the Local Plan, do allow for previously-developed land at Salisbury to be redeveloped for residential use where it is:

- (i) *not identified for an alternative form of development in this Local Plan;*
- (ii) *well related to the existing pattern of development; and*
- (iii) *accessible by public transport.*

In this case, the site is on the edge of the built-up area of the settlement, adjacent to one of the main routes into the City and is partially included within the Housing Restraint Area in the Adopted Replacement Salisbury District Local Plan. Though it is accepted that the majority of the site is largely outside the HRA, it is previously developed land and therefore small-scale redevelopment would be acceptable in principle. Clearly this is an opportunity for redevelopment where the emphasis can be on optimising the site's potential, though within the terms of the guidance offered by the criteria of the Local Plan. In relation to Policy H22, it is considered that the criteria are met.

In policy terms, the site is located within the 'landscape setting of Salisbury and Wilton'. This policy states that 'no new development will be permitted'. However the supporting statement states that built development or changes of use of land will be permissible where, in addition to being fully in accordance with other relevant policies of this Local Plan, it can be demonstrated that the quality of the landscape will not be impaired. Policy C7 adopts an essentially restrictive stance in order to protect the high quality of the landscape settings of Salisbury and Wilton primarily to prevent the coalescence of the settlements.

Broadly, the site is fairly well screened from the wider landscape by the earth bund and the vegetation including the groups of trees, with the exception of a fairly narrow opening at the western end of the site. A particular concern of Policy C7 is that development within the Landscape Setting of Salisbury and Wilton "should avoid encroaching on to the chalk slopes

which encompass the settlements, and the river valleys should be kept open to maintain their dominance in the settlements' character". The proposals would not appear to cause detriment to either of these key features of the Landscape Setting. Policy C7 should not therefore necessarily be invoked to rule out housing on this site. A renewed or enlarged employment use could be liable to have a greater overall detrimental impact on the landscape than residential use, where there would be a greater impetus for retaining and enhancing the landscaping and the green boundaries and surroundings. Overall, it is not considered that the proposal would be in conflict with the spirit of Policy C7.

2. Employment Issues

Policy E16, of the Local Plan, aims to resist the loss of employment sites within the district. Redevelopment proposals must either provide *"an acceptable alternative use that provides a similar number and range of job opportunities"* or *"redevelopment of a site for a non-employment use would bring improvements to the local environment or conservation benefits that would outweigh the loss of local jobs"*.

The site has been in use as a haulage and builders yard for more than 50 years. It was once used by more than 20 lorries daily, but the level of activity has reduced to very little in recent years due to the retirement of one of the owners and changes in the licences which have limited working hours. Currently a number of sole traders use the site for storage purposes. It is contended that the storage uses could be re-located and that conversion to residential would therefore not result in a net loss of job opportunities. Equally development for residential use, if sympathetically designed and respecting the surroundings, could be judged as being an acceptable alternative use, especially given the very residential character of the area. Indeed, there are some possible local environmental benefits to the development, and therefore, there is no outright objection under Policy E16 to the principle of redevelopment of this site for residential dwellings.

3. Impact on Character of Locality

The site is located on the edge of the city. The site is an established residential area with a mixed character created by dwellings of varying ages and styles, though with the majority of the dwellings having substantial gardens, there is a generally low density. The locality, has a semi-rural character, rather than an urban one; largely because of the dominance of greenery in the street scene created by the grass verges and banks, the shrubs, trees and hedgerows.

The proposed design of the development respects the semi-rural character of the area and while the proposed development would be of a different form and of a higher density to that currently existing along the Old Blandford Road, the layout is not so totally different that it would be harmful to the character of the area, particularly when viewed in the wider context of the site. It is considered that the proposal respects the predominant character of the existing development. This amended scheme is very similar to that originally put forward and the dwellings are set so that there is space between them creating a development that respects the semi-rural character of the area.

• Scale and design

The applicant has submitted a design statement in support of the application explaining the ethos behind the scheme and that the layout of the proposal is constrained by the shape of the site, the two roads to the north and south and the presence of the high voltage overhead pylons to the west. Avoidance of proximity to the latter has led to an increasing density from west to east. This helps provide some 'transition' across the site as it moves away from the city towards the edge of the settlement but some of the proposed plots at the eastern side of the site are relatively small given the size of the houses on them.

The proposed dwellings on this site consist of detached dwellings, many with attached garages which face on to the street. The houses proposed have been inspired by the style of

the houses within the surrounding area. The design uses some of the features that are characteristic of this architectural style of the area and the design whilst comparatively bland uses features such as gables, bay windows, projecting porches and chimneys as well as using detailed brickwork around the window and door openings. The dwellings are either to be brick under a plain clay tiled roof or render under slate roofs. This will introduce some variety of materials into the small development whilst also following the general character of the dwellings in the vicinity, which is considered appropriate.

4. Impact on Neighbouring Amenity

The dwellings immediately adjacent to the site, will inevitably be affected by the proposed development to some extent or another as the relationships will be altered. However, in this case, this interrelationship is considered acceptable as though the proposal will introduce a greater level of activity into this haulage and builders yard, than currently exists, an increase in residential traffic would be preferable to any significant increases in the haulage traffic. Such an increase in the haulage traffic could occur without the need for further planning permission or any recourse to the Local Planning Authority. The layout design ensures that the rear gardens of the new properties are adjacent to rear gardens of the existing adjacent properties and so there will be a buffer so that no undue harm to the residential amenities of these dwellings would result.

Concern has been expressed by neighbours regarding the increase in traffic resulting from this development, and undoubtedly a further 11 dwellings will result in an increase in noise and disturbance as well as movement. However, in view of the general level of activity, within an urban area, it is not considered that this can be warranted as a reason for refusal.

5. Affordable Housing

The adopted SPG requires a provision to be made in Salisbury for 'Affordable Housing' on a site of over a hectare or that on a site that is capable of accommodating 25 or more dwellings. However, the advice in this document has been superseded by PPS3 that refers to the minimum site size threshold as being 15 dwellings. This site is just under a hectare in area and therefore only requires to be considered against the threshold criteria. To provide 15 dwellings on this particular 0.95ha site would not require a dense form of development in the context of a city. However, in this case, this would be difficult to achieve against the requirements of Policy H19 within the Housing Restraint Area and the fact that the less densely developed area of the site lies outside of any housing designation. Given the tapering nature of the site, this would also necessitate a higher density at the eastern end of the site where it is already most densely developed and could not reasonably accommodate further development in compliance with Policy H19. Moreover, the supporting text of Policy H19 specifically identifies the Harnham Hill area as one having a "loose-knit" pattern of development. To achieve sufficient numbers of dwellings on the site so as to justify affordable housing provision, would therefore appear to conflict with policy H19 and it is therefore considered that due to the character of the area, the site could not be developed in such a dense manner as to provide sufficient numbers of dwellings as to achieve the threshold for affordable housing.

6. Highway Safety

Overall, the site can be judged as being sustainable and compliant with Policy G1 as it is closely related to the existing built-up envelope of Salisbury and redevelops previously-developed land on its periphery. Bus stops exist immediately to the west of the site on the A354 and there are regular services into the city centre and, in the opposite direction, to Blandford. In terms of Policy G2, again the site appears broadly to comply with most criteria.

The Highway Authority is concerned that as the site is not technically within the housing area, that it is in an unsustainable location. However, the site is immediately on the edge of the settlement and visually appears part of the city.

The Highway Authority is also concerned regarding the proposed visibility splays of the new access on to Old Blandford Road. The retention of the existing access on to Old Blandford Road, in the amended plans has resulted in an improvement in the internal layout and the closure of the access on to Coombe Road removes an access with poor visibility. It is acknowledged that visibility along Old Blandford Road from the proposed new access is restricted in both directions, by a high bank to the south and by a very overgrown verge to the north. The verge to the north of the site along Old Blandford Road is not part of the public highway and it is not clear that the visibility splays shown on the latest drawing can, in fact, be achieved. However, the Old Blandford Road is subject to a 30mph speed limit that the Local Highway Authority have advised could be extended to beyond the new access at the applicant's expense, while the alterations could be made to the bank to improve visibility to the south and the existing vegetation could be reduced to the north to the extent of the application boundary. This could be controlled by conditions.

Overall, it is considered that it would be difficult to maintain an objection on the grounds of sustainability. With regards to the provision of the visibility splays to the proposed new access, if alterations are made to the bank to the south and the existing vegetation were cut back to the north, albeit that this would still not achieve the full extent of the visibility splay to the north that is recommended by WCC Highways, it is Officer's opinion that it would be difficult to sustain a reason for refusal on this basis.

7. Impact on Trees

The trees on the site are not of any significant amenity value and the Council's Arboricultural Officer does not consider that they are worthy of a Tree Protection Order. As such, there is no objection to their removal.

However, it is proposed to retain some of them and additional planting at the apex of the site to screen the development from the important views from the south. The imposition of a condition requiring the submission of an arboricultural method statement providing details of the proposed tree protection measures and a detailed landscaping scheme for the proposed works would be reasonable.

8. Educational Infrastructure

The Local Education Authority has advised that on the basis of standard figures that the development would create a demand for an additional 4 primary and 3 secondary school places. There is inadequate capacity within the local primary Harnham Infants and Junior school to cope with this increased demand, but sufficient capacity within the local secondary school. As the Education Authority has shown that there is currently a capacity problem at the local primary school a capital contribution of £11,356 is required for each of the primary places, a total of £45,424. The applicant has verbally indicated a willingness to make this capital contribution towards the provision of additional places at the Harnham School to accommodate this demand, although this will need to be secured via a Section 106 Agreement.

9. Policy R2 - Provision of Recreation Facilities

In accordance with Policy R2 of the Adopted Replacement Salisbury District Local Plan the provision of recreation facilities must be considered for all proposals for new residential development. Whilst for developments over 10 dwellings the Local Planning Authority may consider that the provision of a play area could be appropriate on-site, in this instance as it would be a very small area and there are other recreational areas nearby, it is considered that an off-site contribution would be acceptable. The applicants have indicated their willingness to secure this through a Section 106 Agreement.

10. Archaeological Issues

The application site is located within the Area of Special Archaeological Significance as defined by the Adopted Salisbury District Local Plan (June 2003) and the applicant submitted a report from a competent professional regarding the archaeological importance of the site. The County Archaeological Officer has advised that there are no known archaeological sites in the area of the application site and as the site has been much disturbed, there is no objection to the proposed development.

11. Waste/Recycling

With regards to the provision of recycling facilities within the development itself, the applicants have confirmed their willingness to provide a financial contribution towards the provision of recycling bins etc for each of the individual dwellings within the development, which can be secured through a Section 106 Agreement. Consequently, it is considered that the submitted proposals constitute an acceptable approach to the provision for recycling within the completed development, but it is considered that the provision of a Waste Management Plan should be conditioned.

12. Contamination

The applicant has submitted a report assessing the issues in relation to the possible contamination of the land. Whilst the Environmental Health Officer has some concerns regarding this report, it is considered reasonable in view of the current use of this land to condition any approval to provide the additional information required.

CONCLUSIONS

The site is on the edge of the built-up area of the settlement, adjacent to and partially within the Housing Restraint Area. The remainder of the site is located within the designated 'landscape setting of Salisbury and Wilton' where 'no new development will be permitted'. The site, however, is previously developed land and it can be demonstrated that the quality of the landscape will not be impaired as the site is fairly well screened from the wider landscape by the earth bund and the vegetation around the edge of the site.

Policy E16 is a key policy consideration in this application, as the development would eliminate the possibility of the site being redeveloped for a new and more employment-generating business use, which is an objective of Policy E16. However, the nature of the site and the proposals appear to meet the exceptions given under Policy E16, which allow for redevelopment for non-employment uses in some circumstances. More specifically, due to the current use of the site there is little in the way of loss of employment and there is the potential to improve the environmental quality of the area by the conversion of the land to a residential use within what is primarily a residential area. On balance, including taking into account the objectives of national planning policy statements, the principle of redevelopment of this site for housing, is acceptable.

RECOMMENDATION: APPROVE

Subject to all relevant parties entering into a Section 106 Agreement under the requirements of the Town and Country Planning Act 1990 relating to:

- The payment of a commuted sum under the requirements of Policy R2 of the Adopted Salisbury Local Plan (June 2003); and
- The payment of a commuted sum relating to the need for local educational infrastructure improvements
- The payment of a commuted sum relating to the need for waste/recycling equipment

then this authority is minded to grant planning permission to the above application for the following reasons

Reasons for approval

The site is on the edge of the built-up area of Salisbury, adjacent to and partially within the Housing Restraint Area. The remainder of the site is located within the 'landscape setting of Salisbury and Wilton' where 'no new development will be permitted'. The site is however, previously developed land; and it can be demonstrated that the quality of the landscape will not be impaired as the site is fairly well screened from the wider landscape by the earth bund and the vegetation around the edge of the site.

Taking into account the objectives of national planning policy statements, although the proposed development would eliminate the possibility of the site being redeveloped for a new and more employment generating business use, which is an objective of Local Plan policy E16, in view of the nature of the site and as it is considered that the proposal would improve the environmental quality of the area it is considered on balance, that the principle of redevelopment of this site for housing, is acceptable.

And subject to the following conditions:

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

Reason (1) To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. AS amended by section 51 (1) of the Planning and Compulsory Purchase Act 2004 (0004 AMENDED).

2. This development shall be in accordance with the drawing[s] Topographic drawing, 387/17.P002, 387/17.P003, 387/17.P004 and 387/17.P005 deposited on 17 January 2008 with the amended drawing[s] 387/17P020A, 387/17P019A, 387/17P017A, 387/17P016A, 387/17P015A, 387/17.P011D deposited with the Local Planning Authority on 12 June 2008 unless otherwise agreed in writing by the Local Planning Authority.

Reason (2) For the avoidance of doubt.

3. No development shall take place until a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development have been submitted to and approved in writing, by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details. (D04A)

Reason (3) To secure a harmonious form of development.

4. 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 windows/dormer windows/roof lights [other than those expressly authorised by this permission] shall be inserted in any elevation (such expression shall be taken to refer to both walls and roofs) of any of the dwellings hereby approved and there shall be no extensions to the dwellings nor the erection of any structures or enclosures within the curtilages and no additions or alterations to the roofs of the dwellings, permitted by Classes A To F of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf.

Reason (4) To enable the Local Planning Authority to retain control over the development in the interests of neighbouring amenities and the character of the area.

5. 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) the garaging hereby approved shall not be converted into living

accommodation, without submission of a formal planning application to the Local Planning Authority.

Reason (5) To enable the Local Planning Authority to retain control over the development in the interests of neighbouring amenities and the character of the area.

6. No development shall take place until full details of the improvements to the frontage to Old Blandford Road, as shown on sketch scheme drawing 387/17.P011D, shall be submitted for the further approval of the Local Planning Authority and the improvements shall be completed in accordance with the approved details prior to the first occupation of the development.

Reason (6) In the interests of highway safety.

7. No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) have been submitted to, and approved in writing by, the Local Planning Authority and these works shall thereafter be carried out in accordance with the approved details prior to the first commencement of the use hereby approved or in accordance with a timetable to be agreed in writing with the Local Planning Authority. These details shall include, as appropriate, indications of all existing trees, hedgerows and other site features and details of any to be retained together with measures for their protection in the course of development and proposed finished levels or contours. Details of soft landscaping works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes, numbers/densities and positions. The details for the hard landscaping of the site shall include full details of the surfacing materials and colours of all hard surfaces, and where so required by the Local Planning Authority samples of such materials and finishes. If within a period of 5 years from the date of the planting or establishment of any tree, shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason (7) To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development and establishment of the approved landscape scheme, in the interests of visual amenity.

8. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules covering all elements of the implementation of the agreed landscape scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first commencement of the development, or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall thereafter be carried out in accordance with the approved details.

Reason (8) To enable the Local Planning Authority to secure the satisfactory evolution, management and maintenance of landscape works, in the interests of visual amenity.

9. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to, and approved in writing by, the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason (9) To enable the Local Planning Authority to secure the satisfactory maintenance of landscape works for a sufficient period of time to enable planted material to become adequately established.

10. No tree, shrub, or hedge which are shown as being retained on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. All tree works approved shall be carried out in accordance with British Standard Recommendations for Tree Work (BS.3998: 1989).

If any tree shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 5 years of the completion of the development, another tree, shrub or hedge shall be planted at the same place, and that tree, shrub, or hedge shall be of such size, specification, and species, and should be planted at such time as may be specified in writing by the Local Planning Authority.

If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason (10) To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to safeguard the amenity of the existing trees to ensure a satisfactory appearance to the development.

11. During construction works, no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site other than between the hours of 0800 to 1800 on Mondays to Fridays, 0900 to 1300 on Saturdays and at no time on Sundays, Bank and Public Holidays. This condition shall not apply to the internal fitting out of the buildings.

Reason (11) To avoid the risk of disturbance to neighbouring dwellings/the amenities of the locality during unsocial hours.

12. During construction works, all plant, machinery, and building materials shall be contained within the application site.

Reason (12) In order to limit the impact on the Old Blandford Road.

13. No development shall take place until a scheme for the implementation of water efficiency measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the agreed details, prior to the first occupation of any of the dwellings hereby approved.

Reason (13) In the interests of sustainable development. Salisbury District Council's Supplementary Planning Guidance on "Achieving Sustainable Development" promotes the prudent use of natural resources. It is necessary to minimise the local demand for water to protect future supplies.

14. No development shall take place until an investigation for the presence of contaminants has been undertaken in accordance with a scheme to be submitted to, and approved in writing by, the Local Planning Authority.

The investigation must include:

- A full desktop survey of historic land use data,
- A conceptual model of the site identifying all potential and actual contaminants, receptors and pathways (pollution linkages).
- A risk assessment of the actual and potential pollution linkages identified.

If the risk assessment identifies unacceptable risk(s) a detailed scheme specifying remedial works and measures necessary to avoid risk from contaminants/or gases when the site is developed, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority. This shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site. The remediation scheme as may be agreed by the Local Planning Authority shall be fully implemented in accordance with the approved details prior to the first commencement of the use hereby approved, unless the Local Planning Authority gives prior written consent to any variation.

If during development, contamination not previously identified is found to be present on the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted and obtained written approval from the LPA for an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.

On completion of the works, a validation report detailing the implementation of the agreed remedial works and measures shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the property

Reason (14) To enable the Local Planning Authority to ensure that appropriate measures are taken to avoid any threat which the proposed development might pose to health and safety and/or the environment and to ensure protection and prevention of pollution to controlled waters.

15. Prior to the first occupation of the dwellings hereby permitted, the windows to the elevations facing Coombe Road shall be provided with acoustic double glazing in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details, prior to the first occupation of any of the dwellings hereby approved and thereafter be retained in perpetuity.

Reason (15) To minimise the impact of noise from traffic on any future occupiers.

16. No development shall take place, until a Waste Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The agreed scheme shall include appropriate targets and objectives for the minimisation and recycling of any waste/materials generated during the construction phase. The development shall thereafter be carried out in accordance with the approved details.

Reason (16) To ensure that the development includes sustainable waste recycling features.

Informative: 1 Policy

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

Saved Policy	Purpose
G2	General Criteria for Development
G9	Infrastructure contributions
D2	Design of Infill Development
H19	Housing Restraint Area
H22	Application of Housing Policy Boundaries
C2	Countryside
C6	Special Landscape Area
C7	Landscape Setting of Salisbury and Wilton
C8	Landscape features retention
CN21 and CN22	Archaeological Interest
E16	Employment Land
R2	Public Open Space
TR11	Off-street car parking provision

Informative: 2 Highways

The applicant should be aware that the extension of the 30mph zone should be undertaken via a Section 38 or Section 278 Agreement with the Highway Authority

Informative: 3 Wessex Water

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

Informative: 4 Wiltshire Fire and Rescue Service

The attention of the applicant is drawn to the comments of the Wiltshire Fire and Rescue Service, a copy of which is attached

Informative: 5 Prevention of Pollution

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site Such safeguards should cover the use of plant and machinery oils chemicals and materials the use and routing of heavy plant and vehicles the location and form of work and storage areas and compounds and the control and removal of spoil and wastes We recommend referring to our Pollution Prevention Guidelines found at www.environment-agency.gov.uk/business

Options for consideration:

- (a) Accept the above recommendation from Southern Area Committee that planning permission should be approved subject to a Section 106 Agreement and conditions;
or
- (b) Refuse planning permission.

SOUTHERN AREA COMMITTEE 14TH AUGUST 2008 SCHEDULE OF ADDITIONAL CORRESPONDENCE
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Agenda
Item No. 7

Plans list
Item no No **S/2007/2541 – The Beehive, Amesbury, Road, Old Sarum, Salisbury. SP4 6BL**

Salisbury Campaign for Better Transport

A further response is attached in full.

Natural England

Further to the objection by Natural England, a Pollution Control Statement has been submitted giving further details of pollution prevention measures to be carried out during and after construction and details of foul and surface water disposal. Following receipt of this report, further consultation has been undertaken with Natural England who have verbally removed their original objection subject to the imposition of conditions relating to a construction method statement and a surface water drainage scheme incorporating oil interceptors.

Environment Agency

As mentioned above, the Pollution Control Statement provides details of foul water disposal which has been changed from connection to mains drainage to a water treatment plant. In light of this further consultation has been undertaken with the Environment Agency who have advised that they now object to the application due to the potential risk of contamination to controlled waters in the absence of a Hydrogeological Risk Assessment to demonstrate that foul water discharge does not present such a risk. However, it is also advised that if the developer can demonstrate through the submission of a Hydrogeological Risk Assessment that the discharge does not present a risk to controlled waters, the Environment Agency will withdraw its objection. Their response is attached in full.

Head of Development Services Note

The recommendation set out in the report is for approval subject to conditions. However, in light of the above consultation response from the Environment Agency it is recommended that, should members be minded to approve this application, that it be delegated back to the Head of Development Services to resolve the drainage concerns and subsequently issue the decision in accordance with their resolution and any such further conditions or amendments to conditions as considered necessary and appropriate by the Head of Development Services.

SEE APPENDIX 1 FOR COPIES OF LETTERS

Agenda
Item No.7

Plans List
Item No.2 **PN/2008/0023 - Land adjacent to Cow Lane, Laverstock, Salisbury. SP1 2SR**

Representation Letters

7 further letters of objection, including 2 of the standard letter, have been received that raise the following additional issues:

**SOUTHERN AREA COMMITTEE 14TH AUGUST 2008
SCHEDULE OF ADDITIONAL CORRESPONDENCE**

- Mast will be visually intrusive, eyesore;
- Mast will be visible especially in the winter as the trees are deciduous and rail authorities regularly cut them down;
- Concerns regarding long term effects on health;
- Well documented research that masts are likely to have an impact on the health of people living and working nearby, particularly that of children; and
- Inappropriate siting near schools.

Two further letters of objection that have been received are attached in full as Appendix 2.

- 1) Objection from Headmaster of Chafyn Grove School
- 2) Letter outlining why proposal is not compatible with policies in Local Plan.

HDS Comment

Subsequent to the report and following representations to the HDS, due to the close proximity of the mast to the neighbouring administrative area of the City Area Committee, it is recommended that this application be referred to and determined by P and R with a recommendation from Southern Area Committee.

SEE APPENDIX 2 FOR COPIES OF LETTERS

Plans List
Item No.4

S/2008/0171 - Land adjacent to Cornworthy, Combe Road, Salisbury. SP2 8BT

Representation Letters

2 further letters of objection and comment have been received. These are attached in full as Appendix 3.

In addition, a further copy of the previous letter submitted from the Salisbury Campaign for Better Transport and summarised within the Officer's report has been received and is attached in full at Appendix 3.

Consultee Responses

A further response has been received from Environmental Health that states;

"Following receipt of a detailed Desk and Ground Investigation studies from Soils Ltd. should you be minded to grant consent I would recommend the following modified condition be attached:

- "i) *Before development commences the applicant shall commission the services of a competent contaminated land consultant to develop a remediation strategy having regard to the remediation recommendations contained in Ground Investigation report J10384 by Soils Ltd dated January 2008.*
- ii) *The remediation strategy shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development hereby consented.*

**SOUTHERN AREA COMMITTEE 14TH AUGUST 2008
SCHEDULE OF ADDITIONAL CORRESPONDENCE**

- iii) *The remediation strategy shall incorporate a validation protocol for the remediation. The remediation programme shall be fully implemented and a validation report confirming whether the site has been rendered suitable for a residential end use shall be forwarded to the Local Planning Authority prior to habitation of the properties."*

HDS Comment

In light of the additional consultation response from Environmental Health as set out above, it is recommended that the wording of Condition No14 be amended to read in accordance with the wording set out above.

As this application is so similar in terms of the proximity of the site to the boundary with City Area Committee to that to be determined under item 2, HDS recommends that in order to avoid a possible legal challenge that this application be referred to and determined by P and R with a recommendation from Southern Area Committee.

SEE APPENDIX 3 FOR COPIES OF LETTERS

ITEM 4 - Full LC

Janet Wallis
Development control
Salisbury district council
61 Wyndham road,
Salisbury
SP1 3AA

Salisbury District Planning Department	
Rec. 13 AUG 2008	
Acknowledged	-----
Copy to	-----
Action	-----

242 Coombe Road
Salisbury,
Wilts,
SP2 8BT

12th August 2008.

Dear Sir / Madam,

RE 2008/171 Cornworthy, Coombe Road, Salisbury.

Further to my letter of representation dated 25/2/08 I am very concerned that despite their being some obvious dialogue between the developer and your office, resulting in amended plans being submitted in on the 10th of June, there are still no provision for access to the development from Coombe road.

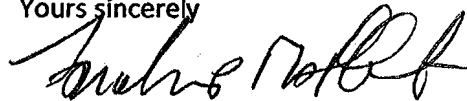
As I sought to point out many of the arguments in the original proposal were based on inaccurate statements relating to public transport and or cycling routes to the city centre. These have still not been addressed, so how can any inhabitants of the proposed development reach a bus stop in the Coombe road, for example?

It would be of great help to both the proposed inhabitants and persons living in the local community if the development could as suggested incorporate at least a pedestrian access so that there is a safe route between coombe road and Old Blandford road.

To be useful it needs to be a slope with no steps as currently it is impossible for a disabled person, mothers with pushchairs or young cyclists to get from one part of Harnham to the other. For example, there is a family nearby with a child in an electric wheelchair, who cannot visit friends in the Old Blandford Road as there is no route between these roads apart from a narrow path with many steps via Bouverie Avenue South.

I hope to attend the planning meeting and would request that some suitable provision can be stipulated to included in the scheme. Alternatively, could the developer contribute to some improvement in the nearby road junction to allow safe pedestrian route from Old Blandford Road to a footpath extension on Coombe Road?

Yours sincerely



Jonathan Moffat

telephone 01722 343474 w 335229 h.

Halcyon House
Old Blandford Road
Salisbury
Wiltshire
SP2 8DE

Tel: 01722 323610

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

13 August 2008

Your Ref: S/2008/171

Dear Mr Thorne,

**2008/171 CORNWORTHY - COOMBE ROAD:
OBJECTION TO THE PROPOSAL FOR 13 HOUSES AND ACCESS**

Thank you for your letter dated 4 August with reference the proposed development of Cornworthy on the Coombe Road, Salisbury. We have now reviewed the Officer Report and are disappointed to see that our objections have not been fully addressed, particularly the issue of increased traffic.

The current proposal is to close the Coombe Road access to the site and open an unused access on to the Old Blandford Road for all 13 properties. This is despite there being no clear indication as to the need to close all access on to the Coombe Road.

1. Throughout this proposal there has been a failure to acknowledge that the Old Blandford Road access is not being used and currently there is zero traffic from this site on to the Old Blandford Road. The proposal brings at least 26 vehicles onto the plot with additional supporting traffic, all exclusively destined for the Old Blandford Road. The Reporting Officer infers the same misrepresentation citing "*an increase in residential traffic would be preferable to any increase in haulage traffic*", when there is no haulage traffic (or any other traffic) from this site on to the Old Blandford Road.
2. There are two substantial detached residential dwellings already on the site, which have vehicle access on to Coombe Road along with the commercial traffic from seven sole traders. They all use the Coombe Road access. It makes no sense to close all access on to the Coombe Road. A revised access for at least part of the proposed development could be made adjacent to No.256 Coombe Road, thereby improving the current position.

Salisbury District Planning Department
Rec. 14 AUG 2008
Acknowledged _____
Copy to _____

3. The Old Blandford Road is used as a cut-through. Speeds in excess of 60 mph are regularly seen on this cut-through. This proposal brings no additional traffic calming measures which will be needed as cut-through traffic meets increased residential traffic.
4. We also note that WCC Highways do not support this proposal.

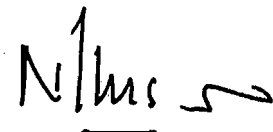
We would like to see a revised Coombe Road access constructed to the east of the site to accommodate at least some of the new residential traffic, thus reducing demand on the Old Blandford Road.

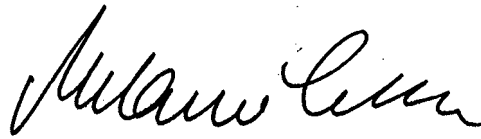
SUMMARY

Whilst we remain strongly opposed to the current proposal on traffic issues, we do not object to the principle of this brown field site being developed for residential use. The single access on to the Old Blandford Road with the generation of excessive traffic on a cut-through route is not acceptable. Our objections would be met through:

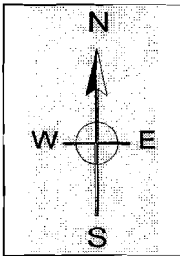
- Simple modifications to the plan to provide Old Blandford Road and revised Coombe Road access.
- A proposal for traffic calming measures on the Old Blandford Road.

Yours sincerely


N J CUSACK


M E CUSACK

Salisbury District Planning Department	
Rec.	14 AUG 2008
Acknowledged	-----
Copy to	-----
Action	-----



PN/2008/0023 Telecom Mast Site

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Map Scale

1:1250

Workspace

OS Mastermap

Date

20th August 2008

