

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

### SOUTHERN AREA 13/05/2004

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

ITEM NO	APPLICATION NO OFFICER	LOCATION	REC	PARISH / WARD	PAGE NO.S	WARD & COUNCILLORS	NOTES
1	<b>S / 2004 / 509</b> Mr O Marigold	R & C DEVELOPMENTS LIMITED ADJACENT BARN OWL COTTAGE TYTHERLEY ROAD WINTERSLOW	REF	WINT	2 – 4	WINTERSLOW Cllr Devine Cllr Moss	
2	<b>S / 2004 / 522</b> Ms B Jones	MR & MRS B J HODGES 4 KINGS PADDOCK WINTERSLOW	REF	WINT	5 – 7	AS ABOVE	
3	<b>SV S / 2004 / 377</b> Mr S Llewelyn	WELLINGTON DEVELOPMENTS LTD DUNLEY SLATEWAY PITTON	A106	PITT	8 – 17	AS ABOVE	

<b>4</b>	<b>S / 2004 / 385</b> Mrs J Wallac	VICAR AND PAROCHIAL CHURCH COUNCIL OF ST MARY'S ST MARY'S CHURCH WEST DEAN	APPC	WDEA	18 – 19	AS ABOVE
<b>5</b>	<b>S / 2004 / 573</b> Mr R Hughes	A R TRESEDER ADJ: THE WHITE HART FORMER CARPARK DEAN LANE WHITEPARISH	A106	WHIT	20 – 22	ALDERBURY & WHITEPARISH Cllr Mrs Bissington Cllr Britton Cllr Randall
<b>6</b>	<b>S / 2004 / 594</b> Mr T Wippell	MR & MRS W HAYNES THE BUNGALOW HAYNES GARAGE LOPCOMBE CORNER	APPC	WINT	23 – 25	WINTERSLOW Cllr Devine Cllr Moss
<b>7</b>	<b>S / 2004 / 607</b> Mrs J Wallace	MR & MRS M LOTTEN CHERRY TREE COTTAGE EAST GRIMSTEAD	APPC	GRIM	26 – 28	ALDERBURY & WHITEPARISH Cllr Mrs Bissington Cllr Britton & Cllr Randall
<b>8</b>	<b>S / 2004 / 641</b> Mr R Hughes	A R TRESEDER THE WHITE HART ROMSEY ROAD WHITEPARISH	A106	WHIT	29 – 32	AS ABOVE
<b>9</b>	<b>S / 2004 / 645</b> Mr P Ridley	TESCO STORES LTD. ONE STOP CHURCH ROAD LAVERSTOCK	APP	LAVE	33 – 34	LAVERSTOCK & CLARENDON PARK Cllr Bissington Cllr McLennan
<b>10 sv</b>	<b>S / 2004 / 703</b> Mr R Hughes	MINISTRY OF DEFENCE DEAN HILL FARM DEAN HILL WEST DEAN	APPC	WDEA	35 – 39	WINTERSLOW Cllr Devine Cllr Moss

# 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 Mr O Marigold</b>	<b>Contact No 01722 434293</b>	<b>1</b>
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S/2004/509	08/03/2004	03/05/2004 09:01:16	R & C DEVELOPMENTS LIMITED
WINT			DAMEN ASSOCIATES
Easting: 425197.5	Northing: 132560.3		

PROPOSAL:	FULL APPLICATION -DEMOLITION OF DETACHED GARAGE, CONSTRUCTION OF NEW DWELLING AND CONSTRUCTION OF NEW GARAGE BLOCK INCLUDING REPLACEMENT GARAGE FOR EXISTING DWELLING AND FORMATION OF NEW ACCESS AND ASSOCIATED WORKS.
LOCATION:	ADJACENT BARN OWL COTTAGE TYTHERLEY ROAD WINTERSLOW SALISBURY SP5 1PZ

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

### SITE AND ITS SURROUNDINGS

The site consists of the garden curtilage of the existing dwelling of Barn Owl Cottage. This property consists of a two storey building with a two-storey flat roof extension, with an existing garage to the front, although this is currently screened by hedging. A public footpath runs along the western boundary of Barn Owl cottage's curtilage.

### THE PROPOSAL

This application proposes a two storey dwelling to the south east of the existing dwelling, located in front of the main aspect of the existing dwelling. Also proposed are two garages; one to serve the existing dwelling, the other to serve the new dwelling.

### PLANNING HISTORY

S/2003/0509 Demolition of detached garage, construction of new dwelling and construction of garage block including replacement garage for existing dwelling, including formation of new access and associated works, Refused on 27<sup>th</sup> January 2004.

Also of relevance is the decision at Chalk Hill Cottage, where permission was approved for the erection of a two storey dwelling on 2<sup>nd</sup> September 2002 (S/2001/0642)

## CONSULTATIONS

WCC Highways	The site has insufficient frontage to the south-east to enable an access to be satisfactorily laid out incorporating the necessary visibility splays which are essential in the interests of highway safety.
Wessex Water Authority	Site lies outside Wessex Water sewered area
Arboriculturalist	No trees of any significance on the site

## REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes      expired 08/04/04
Departure	No
Neighbour notification	Yes      expired 31/03/04
Neighbour response	No
Parish Council response	It is anticipated that the Parish Council will support the application

## MAIN ISSUES

Impact on character and appearance of area  
Impact on living conditions of adjoining properties (including Barn Owl Cottage)  
Impact on Highway Safety

## POLICY CONTEXT

H19, G2, R2, D2

## PLANNING CONSIDERATIONS

The site lies within the Housing restraint Area where new dwellings are only acceptable where the character and appearance of the neighbourhood is maintained, no open space is lost, the loss of features (trees, hedges) is kept to a minimum and where the character of adjoining properties is maintained.

This application is the re-submission of an earlier, refused, scheme. While this proposed dwelling would be somewhat reduced in size from the original proposal, and the garage arrangements have been changed to limit their impact, it remains officers' view that the proposal does not overcome three of the previous reasons for refusal.

The proposed dwelling would still be located in close proximity to the existing dwelling at Barn Owl Cottage, and in front of its main aspect. This would result in a somewhat 'odd' appearance and a reduction in the spacious character of the Housing Restraint Area. This close proximity would also result in loss of light and overdominance to the ground floor windows of Barn Owl Cottage, harming the living conditions of the occupiers of this dwelling.

It is recognised that the dwelling has been redesigned in an attempt to overcome these concerns but, particularly in relation to the ground floor windows, this harm would remain. It is also recognised that the plans show some alteration to the fenestration of Barn Owl Cottage but provide no details of the alterations proposed, and as such can be given little weight.

Consideration has been given to the recently approved proposal at Chalk Hill Cottage. In that instance, however, the immediate neighbours are much more 'built up' than is the case at Barn Owl Cottage, which is separated by Forwynds and its spacious plot size. In addition, Chalk Hill Cottage did not have its principal elevation facing into the site to be developed, unlike the situation proposed now.

This application also proposes two garages in the front gardens of the two dwellings. These would in themselves be large structures, particularly the garage serving the new dwelling, and would further reduce the spacious character of the Housing Restraint Area.

The Highway Authority remain concerned that the proposed visibility splays would not be sufficient to ensure highway safety, and this would also justify refusing permission. Finally, the lack of an R2 contribution also warrants refusal.

## **CONCLUSION**

While the dwelling and garages proposed are an improvement over the originally submitted scheme, the proposal would remain unacceptable in terms of its impact on the living conditions of adjoining properties and the impact on the character and appearance of the Housing Restraint Area. The proposal would be harmful to highway safety and would fail to provide for recreational open space.

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

(1) The proposed development, by reason of its close proximity to the adjoining property and its siting immediately in front of existing windows serving the adjacent property, would appear cramped and out of place, and would fail to maintain the spacious character and appearance of the Housing Restraint Area. Furthermore, the close proximity of the proposed dwelling to the adjoining property would result in harm to the living conditions of this property through loss of light and the overdominating impact that would result. In these respects, the proposed development would be contrary to policies H19, D2 and G2 of the Replacement Salisbury District Local Plan.

(2) The site proposed for development has insufficient frontage to the south-east to enable an access to be satisfactorily laid out incorporating the necessary visibility splays which are essential in the interests of highway safety, contrary to policy G2 of the Replacement Salisbury District Local Plan.

(3) As a scheme for the provision of additional recreational public open space has not been provided, the proposed development would be contrary to policy R2 of the Replacement Salisbury District Local Plan.

## **INFORMATIVES: - POLICY**

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

H19 - Housing Restraint Area  
G2 - General Development Criteria  
D2 - Infill development  
R2 - Recreational Open Space

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## **NOTES:**

S/2004/522	09/03/2004	04/05/2004 09:26:26	MR & MRS B J HODGES
WINT			BERNARD E COLE & PARTNER
Easting: 423071.3	Northings: 132280.5		

PROPOSAL:	O/L APPLICATION -NEW DWELLING WITH EXISTING ACCESS FROM KINGS PADDOCK AND PARTIAL DEMOLITION OF EXISTING GARAGE
LOCATION:	4 KINGS PADDOCK WINTERSLOW SALISBURY SP5 1RZ

## REASON FOR REPORT TO MEMBERS

Contrary to Winterslow Parish Council's recommendation to support the application.

## SITE AND ITS SURROUNDINGS

The site lies beyond the Housing Restraint Area of Winterslow, in the Special Landscape Area. The site is triangular, and comprises the rear orchard garden of 4 Kings Paddock, which slopes upwards and westwards towards open countryside. To the north of the site are neighbouring Church Hill House and No 5 Kings Paddock.

## THE PROPOSAL

Outline approval is sought for the principle of residential development, and detailed approval is sought for means of access to the site. The applicant is proposing to demolish part of the existing garage, to gain space for the access. The existing vehicular access via the farm gate off Back Drove would be blocked up, with a pedestrian gate only being retained.

## PLANNING HISTORY

1. 91/721 SS extension, alterations and provision of bedroom In roof space AC 06/06/91
2. 03/311 New dwelling within rear garden of existing dwelling and reuse of existing vehicular access. R 25/03/03

## CONSULTATIONS

Site Notice displayed 18/03/04  
 Neighbour notification 11/03/04  
 Neighbour response Two letters expressing concerns and objections regarding loss of privacy and light, noise, precedent for Kings Paddock, loss of mature hedge to provide access, previous refusal on site (S/2003/311), additional traffic and effects on parking, backland development.

## REPRESENTATIONS

Parish Council Support  
 Highway Authority Objection on grounds of sustainability and PPG13.

## MAIN ISSUES

Principle and planning history  
 Overall impact on the Housing Restraint Area  
 Impact on surrounding amenities  
 Access and impact on highway safety

## POLICY CONTEXT

Adopted Salisbury District Local Plan G2, C6, H19, H23, C22, R2 and TR11  
PPG13 (Transport)

## PLANNING CONSIDERATIONS

### 1. Principle and Planning History

The main issues for the application are the impact of the development on the character of the Housing Restraint Area for Winterslow, whether the development would not detrimentally affect the amenities of neighbours, whether the proposed means of access is acceptable and whether the proposal overcomes the previous reasons for refusal.

### 2. Overall impact on the Housing Restraint Area

Previous application S/2003/311 proposed a similar footprint for a new dwelling, although means of access was via the lane. The application was refused on the grounds that it was contrary to Policy D2 and H18 of the adopted SDLP. The combined impact of the positioning, orientation and design of the dwelling was considered to be unsympathetic with the built form and character of the surrounding area. It was also considered to have a significant adverse impact on the residential amenities of adjacent properties.

Policy H18 seeks to protect the character of the HRA. The site is typical of the HRA, which is characterized by large gardens and open spaces between dwellings, which allows the countryside to enter the settlement and contributes to its rural character. The site is bordered with open countryside to the south and west and a large neighbouring garden to the north. The SDLP seeks to protect such gaps from additional development, which would adversely affect the character of the settlement. The proposal would therefore be contrary to Policy H18 and D2.

### 3. Impact on Surrounding Amenities

The application is for outline approval, and details of design have not been submitted. The footprint also indicates that the garage would be at the front of the building, screening the northerly aspect of the dwelling from the neighbouring property. However, the siting and location of the new building remains unchanged, and lies within a residential cul de sac.

The site forms and existing garden. Due to the scale of the footprint and close proximity to the neighbouring garden area, the proposal is likely to have a significant effect on adjacent amenities, giving rise to loss of privacy, overshadowing and dominance. The proposal would therefore be contrary to Policy G2 (vi).

The residents of 5 Kings Paddock have expressed concern about the impact of the development upon their amenities.

### 4. Access and Impact on Highway Safety

The proposed shared access from Kings Paddock would serve the new and existing dwelling. Demolition of the existing garage would enable provision of a driveway between the property and the hedge boundary of adjacent No 5 Kings Paddock. This would be a minimum of 5 metres width between the two properties.

Adjacent neighbours have objected to the proposed access, suggesting that the loss of the mature hedge would be required, resulting in a loss of privacy and character.

The Highway Authority have raised an objection to the application on sustainability grounds: *The proposal, located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of PPG 13 (Transport) which seeks to reduce the growth in the length and number of motorised journeys.*



## CONCLUSION

The proposal seeks to provide new residential development in an unsustainable location, remote from the facilities and services of Winterslow, which would encourage greater use of the private car. The proposal is considered to have a significant impact on the open character of the Housing Restraint Area in this part of Winterslow, and the proximity of the development to existing dwellings would detrimentally affect the amenity of adjoining neighbours. In short, the principal objection to the previous proposal S/03/0311 has not been overcome.

However, the site lies within the Housing Policy Boundary, and consequently, a refusal on unsustainability grounds would be difficult to support in this instance.

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

(1) The proposal due to the combined impact of the siting and location would be out of keeping and unsympathetic with the built form, and the spacious character of the surrounding area. It would also have a significant adverse impact on the existing residential amenities enjoyed by surrounding properties. The proposals would therefore be contrary to Policy G2 (vi), H18 and D2 of the adopted Salisbury District Local Plan.

(2) The proposal would be contrary to Policy R2 of the Salisbury District Local Plan, in that it makes no provision for Public Open Space.

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## NOTES:

## Part 2

### Applications recommended for Approval

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

Proposal  
Location

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<b>3</b>	<b>Case Officer</b> <b>Mr S Llewelyn</b>	<b>Contact No</b> <b>01722 434659</b>	<b>3</b>
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S/2004/377	20/02/2004	16/04/2004 09:14:24	WELLINGTON DEVELOPMENTS LTD
PITT			JOHN COLEMAN RIBA
Easting: 421074.7	Northing: 131312.4		

PROPOSAL:	FULL APPLICATION -DEMOLITION OF EXISTING DWELLING CONSTRUCTION OF 2 NEW DWELLINGS WITH CONSTRUCTION OF NEW ACCESS AND ALTERATION OF EXISTING ACCESS
LOCATION:	DUNLEY SLATEWAY PITTON SALISBURY SP5 1EE

#### REASON FOR REPORT TO MEMBERS

This application is brought before the Planning Committee as the recommendation is contrary to the comments of WCC Highways in respect of highway safety.

#### SITE AND ITS SURROUNDINGS

This is a detached hipped roof bungalow that occupies a relatively large corner plot at the crossroads junction of White Way, White Hill, High Street and Slateway. The existing bungalow is set back into the site from its frontage to both White Hill and Slateway and sits at an angle within the plot so that its front elevation faces towards the junction of Slateway and White Hill. The property is finished in brick and render under a concrete tiled roof.

Vehicular access to the site is achieved from Slateway with a driveway leading to a detached pitched roof single garage that is situated to the rear of the property and adjacent to the south western boundary of the site. There is a second gated vehicular access at the junction of Slateway and White Hill, while there is also a pedestrian access off Slateway.

The boundary of the site is delineated by a hedge to both Slateway and White Hill, with the latter road frontage also interspersed with four conifer trees, that helps to provide a semi-rural character to the site. There is also a mature Beech tree to the front of the property and in close proximity to the south eastern boundary with the neighbouring property "The Spinney".

The site is located within the Pitton Housing Policy Boundary and lies adjacent to the Pitton Conservation Area.

## THE PROPOSAL

This application seeks planning permission to demolish the existing bungalow and to erect two detached dwellings together with the creation of a new vehicular access off Slateway to serve the proposed dwelling on Plot 1 and alterations to the existing vehicular access serving the dwelling on Plot 2.

The proposed dwelling on Plot 1 would be a two storey, 4-bed detached thatched roof dwelling that would front White Hill with a return wing and integral garaging to the rear. The second dwelling on Plot 2 would also be a detached 4-bed dwelling finished in brick and tiles with the first floor accommodation located within the roof space. It would also include an attached garage to the side.

## PLANNING HISTORY

S/2003/1983	An earlier application for the demolition of the existing bungalow and the erection of two detached dwellings together with the construction of a new vehicular access off Slateway and alterations to the existing vehicular access was withdrawn in November 2003.
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## CONSULTATIONS

WCC Highways:	No objection to the principle of the proposed development. However, the submitted plans do not provide acceptable access arrangements with regards to the provision of visibility, particularly with respect to the proposed new vehicular access to Plot 1.
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Wessex Water:	The site is not located within a Wessex Water sewered area and it is advised that the Local Authority is satisfied with the arrangements for the disposal of foul and surface water flows generated by the development.
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Southern Water:	Comments awaited.
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Environment Agency:	No comment.
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Environmental Health:	No objection. The site is not in the flood risk area and soakaway drainage for surface water will be acceptable
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Arboricultural Officer:	No objection, subject to the implementation of remedial measures for the construction of the foundations (pile and beam foundation as opposed to a standard strip or trench foundation) where the footprint of the proposed dwelling would encroach within the protection zone of a Beech to the front of the property.
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## REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes - expired 01/04/04
Departure	No
Neighbour notification	Yes - expired 10/03/04
Neighbour response	Yes

Nine letters of objection have been received in response to the proposed development that raises the following concerns/objections to the proposed development:-

- The proposed development would represent an overdevelopment of the site and the density of development would be out of keeping with the rural setting;
- The proposed dwellings would be too large for this site and would not be in keeping with the other properties in the surrounding area;
- The proposed dwellings would have an overwhelming visual impact on the open aspect at this crossroads junction;
- The proposed dwellings would encroach forward of the established building line that currently exists and the ridge heights of the proposed dwellings would be greater than those of the surrounding properties;

- The erection of two smaller affordable houses for local people with a shared vehicular access would be more beneficial and would be in harmony with the surrounding area;
- The proposed development will adversely affect the outlook from neighbouring properties, have an overbearing presence in relation to neighbouring properties and lead to a loss of privacy by virtue of overlooking to the detriment of neighbouring amenity;
- The proposed construction of a new vehicular access onto Slateway, which is a narrow lane, will be detrimental to highway and pedestrian safety;
- The proposed development would result in additional vehicular movements at the already busy and dangerous crossroads junction and would result in congestion and vehicles blocking Slateway in the absence of the provision of a vehicle lay-by;
- The proposed dwellings will add to the existing wastewater, drainage and flooding problems that exist in this part of the village;
- The neighbouring property, "The Spinney", is not indicated on the location plan giving the incorrect impression that an area of open space exists adjacent to the site
- The proposed development is contrary to Policy H30 of the Local Plan;

Parish Council

No response received in writing but it has been verbally confirmed that there is no objection.

## **POLICY CONTEXT**

The following policies of the Adopted Replacement Salisbury District Local Plan (June 2003) are relevant to the current proposal:-

G2, G4, G8, D2, H16, C6, TR11 and R2.

## **MAIN ISSUES**

1. Principle of Development
2. Impact on Character of the Area
3. Residential Amenity
4. Highway Issues
5. Impact on Trees
6. Flood Risk
7. Policy R2 - Provision of Recreation Facilities

## **PLANNING CONSIDERATIONS**

### **1. Principle of Development**

The application site lies within the Pitton Housing Policy Boundary and therefore Policy H16 of the Adopted Replacement Salisbury District Local Plan (June 2003) is applicable to this proposal where the principle of infill and small-scale residential development is considered to be acceptable subject to various criteria.

The site is also located within the Special Landscape Area and therefore in accordance with Policy C6 of the Adopted Replacement Salisbury District Local Plan (June 2003) the proposed development must respect the quality of the landscape.

As the proposal is for residential development, Policy R2 will also be applicable. Owing to the number of units proposed a commuted sum is considered to be most appropriate way forward.

In the light of the above, the acceptability of the proposed residential development rests with the detailed considerations as set out below.

### **2. Visual Impact/Character of the Area**

The application site is located within a section of Pitton that is characterised by a variety of property styles and sizes including detached and link detached houses, chalet style bungalows and single storey bungalows of varying designs and exhibiting various materials including brick and render construction and tiled and thatched roof forms. The site in question occupies a

prominent position at the crossroads junction of White Way, White Hill, High Street and Slateway and is relatively large in comparison to some of the other surrounding plots and it is therefore considered that the existing site is capable of being severed in the manner proposed to form two plots of a size that will respect the size of other plots that are evident in the surrounding vicinity. The existing bungalow is set well back into the site from its frontage to both White Hill and Slateway that creates a strong sense of spaciousness at this prominent junction location that together with the boundary hedgerow provides the impression of a semi-rural setting to the site. Although the proposal would give rise to a more dense development on this site, it is considered that the proposed dwellings have been laid out so that a certain sense of spaciousness is retained between them and the neighbouring properties such that it would not appear unduly cramped or out of keeping with the surrounding properties and in a manner that avoids an inappropriate tandem or backland form of development.

With regards to the design and visual impact of the proposed development, it is inevitable that the dwelling on Plot 1 would have a significantly greater presence at this prominent junction location than the existing bungalow by virtue of its greater scale, massing and forward siting. However, it is considered that it is not unreasonable and is in fact wholly appropriate to have a more dominant form at this corner location and prominent crossroads junction to provide a focal point. Although the footprint of this dwelling would extend forward of the building line established by the immediately neighbouring properties to the south east it would still be set back from the site frontage to White Hill by some 11 metres so that despite its frontage width it would not appear overbearing. As such, it is considered that the proposed dwelling would not appear any more dominant at this junction than the other dwellings that occupy the corner sites and in fact would be less dominant than "Taylor's Farm House" that fronts almost directly onto the highway. It is also considered that the projecting extension to the rear of the main body of this dwelling has also been designed in an appropriate manner and by virtue of the restricted length of the elevation and lower eaves and ridge heights has a subservient appearance. The proposed dwelling on Plot 1 would be finished in render with a thatched roof form that would appear more in keeping with the vernacular and use of more traditional materials that are evident on other properties within the settlement and would visually integrate more comfortably than some of the other more recent infill developments that have taken place within Pitton. In this respect, it is considered that the proposal provides an acceptable form of development to Plot 1 that addresses this prominent corner location in an acceptable manner.

In contrast, the proposed dwelling on Plot 2 would be of a lesser overall scale and massing and would be of a more modern appearance, being constructed in brick and plain roof tiles. In this respect, this dwelling has been designed as a chalet style bungalow with a single storey eaves height, albeit that this is relatively high, with the first floor accommodation provided within the roof space. As a result, this dwelling has a lower overall ridge height in comparison to the dwelling on Plot 1 and would appear visually less dominant. However, it is considered that the lesser scale and massing of this dwelling and the use of alternative materials to those used in the construction of the dwelling on Plot 1 is wholly acceptable as it is considered appropriate that this dwelling should appear more subservient and should not visually compete with the dwelling on Plot 1 that occupies the more prominent position of the two dwellings. Furthermore, it is considered that the lesser scale and massing of this dwelling and the proposed use of materials would also enable it to visually integrate with the adjacent properties of "Kyntok" and "Touch Wood" that front Beeches Close to the south west. Although the design of this proposed dwelling is acceptable it is considered that it could be improved by reducing the width of the dormers to the front elevation to two-light windows and by amending the porch with a more simple lean-to roof form. The applicant's agent, however, has confirmed that they are not willing to make these amendments. While the proposed dwelling on Plot 2 would also be sited in closer proximity to the site frontage with Slateway than the existing bungalow given that the dwelling would still be set back into the site by some 9 metres it is not considered that this forward encroachment would not result in the dwelling having an overbearing presence to the street scene. Consequently, it is considered that this proposed dwelling would appear generally sympathetic to the surrounding area and would integrate satisfactorily into this section of the street scene.

The site also contains a large Beech tree to the front of the existing bungalow that although not of a very good condition due to previous tree surgery works is in a very prominent position and is highly visible in this section of the street scene, whilst the boundaries of the site to White Hill and Slateway are marked by a hedgerow. These landscape features contribute towards the semi-

rural character of the site and importantly the proposed development involves the retention of these landscape features so as to reduce the visual impact on the immediate environment of the surrounding area.

In light of the above considerations, it is considered that the overall design approach of the proposed development addresses the prominence of the site in an acceptable manner that maintains its semi-rural character whilst delivering a development of an acceptably high quality that respects the objectives of PPG3 in terms of respecting the character of the area whilst making an efficient use of a previously developed site.

### **3. Residential Amenity**

With regards to residential amenity, the main impact of the proposed development would be in relation to the neighbouring properties at “The Spinney” to the south east of the application site and “Kyntok” and “Touch Wood” to the south-west. Despite objections to the proposed development on the grounds that it will adversely affect the outlook from the neighbouring properties, have an overbearing presence and lead to a loss of privacy by virtue of overlooking to the detriment of neighbouring amenity it is not considered that this will be the case.

In relation to “The Spinney”, it is considered that given the separation distances involved and the orientation between the proposed dwellings and this neighbouring property that the proposal would not appear overbearing nor result in a loss of light. With regards to the issue of privacy, it is considered that any views from the ground floor windows of the proposed dwellings can be screened by a suitable boundary treatment with “The Spinney”, such a 1.8 metre high fence, the details of which can be reasonably secured by condition. Although the proposal includes a first floor bedroom window to the south western (rear) elevation of the dwelling on Plot 1, given that any views from this window towards the front elevation of “The Spinney” would be oblique and across a distance of some 20 metres, together with the nature of use of such rooms (not the principal habitable rooms of a dwelling) it is not considered that this would give rise to a material loss of privacy. Similarly, given that the proposed velux windows to the rear elevation of the dwelling on Plot 2 would also serve secondary accommodation (bathrooms and bedroom) again it is considered that no undue harm would occur by virtue of overlooking.

In relation to the properties of “Kyntok” and “Touch Wood” that are located to the south west of the application site, given this orientation between the properties it is not considered that a material loss of light would occur. Although the proposal would alter the outlook from the windows in the side elevation of “Kyntok” by virtue of the additional scale and massing of the proposed dwelling and its juxtaposition to this neighbouring property in comparison to the existing bungalow given that it would still be set off the boundary by almost 5 metres at its closest point and that the section of the proposed dwelling in closest proximity to the boundary would have a lower eaves and ridge height than the main body of the dwelling it is not considered that it would appear so oppressive as to warrant refusal of this proposal. With regards to privacy, the proposed dwelling on Plot 2 would have a blank façade with the exception of a pair of french doors to the living room on the ground floor of the rear projection that is set some 15 metres off the boundary with “Kyntok” and “Touch Wood” and as such it is not considered that a loss of privacy would arise.

### **4. Highway Issues**

With regards to the highway issues relating to the proposed development, WCC Highways have advised that whilst there is no highway objection to the principle of the proposal, the existing hedgerow to the boundary of the site with Slateway prevents reasonable visibility from the proposed access points and that the application should therefore be amended to provide an acceptable level of visibility by either retaining the existing vehicular access to Dunley to serve Plot 2 and the provision of a rural splayed access to Plot 1 or alternatively by providing a new boundary set 2.0 metres back from the edge of the carriageway along the entire site frontage to Slateway.

Whilst it is acknowledged that this amendment is requested in the interests of highway safety, it is considered that the provision of visibility splays in accordance with the recommendations of WCC Highways has to be considered in conjunction with the impact that such provision would have upon the visual amenities of the site and the surrounding. In this respect, it is considered that the provision of the required visibility splays would result in the substantial or entire removal of the existing hedgerow to the boundary with Slateway, which in turn would adversely affect the semi-

rural setting of the site to the detriment of the visual amenities of the site and surrounding area. In balancing the merits of these two issues, it is considered that given that the proposed vehicular accesses would be onto Slateway which is a single track road and which does not carry a large volume of vehicular traffic movements, together with the fact that they would be sited in relatively close proximity to its junction with White Way, White Hill and High Street where the vehicular speeds are likely to be lower, on balance it is considered that in this instance the advantages of retaining the existing hedgerow and semi-rural setting of the site outweigh the necessity for improved visibility at the vehicular access points.

In respect of other highway matters, the proposal also includes a more than adequate level of on-site parking provision to serve the dwellings, as well as on-site turning facilities for each of the proposed dwellings.

### **5. Impact on Trees**

The application site contains a mature Beech tree to the front of the existing bungalow that is the subject of a Tree Preservation Order although this has not yet been confirmed. Although this tree is not currently in a very good condition due to previous tree surgery works, it is in a very prominent position and is highly visible to the street scene, while the existing problems with this tree are predominantly visual rather than structural and it is considered that the crown can be restored without sensitive pruning over a period of time.

Following an on-site assessment, the Council's Arboricultural Officer has advised that the proposed dwelling on Plot 1 would encroach within the protection zone for the Beech tree and therefore the use of a standard trench or strip foundation construction to this section of the building footprint would not be appropriate. However, following negotiations with the applicant it has been confirmed in writing that a remedial method of foundation construction, such as a pile and beam construction, will be implemented to this section of the building to ensure that no material harm would occur to the root system of this tree. The proposal will also require ground protection to the working area that would lie outside of the protective fencing zone but within the root protection zone of the Beech tree, while details of the specification of the protective fencing, location of the piping and service infrastructure and areas for the storage and mixing of materials will also be required to ensure that adequate protection is afforded to this tree. These details, together with the specific details and extent of the remedial foundation construction works, can all be secured via a condition requiring the submission of an arboricultural method statement. Consequently, there is no arboricultural objection to the proposed development.

### **6. Flood Risk/Drainage**

Although the application site is not located within a flood plain area, some areas within Pitton have experienced flooding problems as a result of rising groundwater. The Council's Environmental Health, however, have advised that the site is not located within the flood risk area and that the proposal to dispose of surface water drainage via soakaways is acceptable and therefore there is no objection to the proposal.

### **7. 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. This proposal would involve the creation of 2x4-bed dwellings but would result in the loss of the existing 2-bed bungalow and therefore in accordance with Policy R2 of the Local Plan a recreational contribution of £2531.00 has been calculated to be required. This can be secured via a Section 106 Agreement.

## **CONCLUSION**

The proposed severance of this site and redevelopment with two detached dwellings is considered to be acceptable in principle, whilst the overall design approach adopted in this instance addresses the prominence of the site in an acceptable manner that maintains its semi-rural character whilst delivering a development of an acceptably high quality that respects the objectives of PPG3 in terms of respecting the character of the area whilst making an efficient use of a previously developed site. In highway terms, it is considered that on balance the

benefit of preserving the semi-rural character of the site through the preservation of the existing hedgerow to Slateway outweighs the necessity for improved visibility at the proposed vehicular access points. In respect of other issues, it is considered that the proposed development has an acceptable relationship to the neighbouring properties and the important Beech tree on the site and that this can be further controlled through the imposition of appropriate conditions.

**RECOMMENDATION:                      SUBJECT TO:**

- (a) The applicant and any other relevant parties undertake, under Section 106 of the principal Act to pay a commuted sum under Policy R2 of the Replacement Salisbury District Local Plan within one month, then this authority is minded to grant planning permission to the above application subject to the following conditions, then:

**REASONS FOR APPROVAL**

The proposed dwellings would suitably address the prominence of the site and would be of an acceptably high quality of design. The design approach of the proposed development would respect the character of the surrounding area whilst making an efficient use of previously developed land in accordance with the guidance contained in PPG3. Although the proposal does not provide the level of visibility to the proposed vehicular access point as recommended by WCC Highways it is considered that this is outweighed by the benefits of preserving the character of the site and surrounding area at this prominent location through the retention of the existing hedgerow. The proposed development would not materially affect the amenities of the neighbouring residential properties and subject to the implementation of appropriate remedial measures would not harm an important Beech tree on the site that is the subject of a Tree Preservation Order.

**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. (0004)

2. Details and samples of all external facing and roofing materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before any on-site works commence. The development shall thereafter be carried out in accordance with the approved details.

Reason -

To ensure that the external appearance of the dwelling is satisfactory.

3. Prior to the commencement of development, details/a plan indicating the positions, design, materials and type of boundary treatment to be erected have been submitted to, and approved in writing by, the Local Planning Authority. The erection of the approved boundary treatment shall be completed before the dwelling is first occupied. Development shall be carried out in accordance with the approved details, maintained for a period of five years and thereafter retained.

Reason -

In the interests of visual amenity and privacy for the occupants of the neighbouring properties.



4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 and the Town and Country Planning Act 1990 or any subsequent re-enactments thereof, no further windows (other than those expressly authorised by this permission) shall be inserted in the south east (rear) and south west (side) elevations of the dwelling on Plot 2 (such expression to include the roof and wall) of the dwelling hereby permitted, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

To avoid loss of privacy to the neighbouring properties.

5. The dwelling hereby approved shall not be occupied until the access, turning space, parking and garaging as indicated on the approved plan have been constructed, and these shall thereafter be retained and kept available for those purposes at all times.

Reason -

In the interests of highway safety.

6. The vehicular accesses to Wyndham Lane shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason -

To ensure that a satisfactory form of access is provided in the interests of highway safety.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 and the Town and Country Planning Act 1990 or any subsequent re-enactment thereof, no further development permitted by Classes A, B, C and E inclusive of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Reason -

To enable the Local Planning Authority to retain control over the development in the interests of the character and appearance of the area and in the interests of neighbouring amenity.

8. Notwithstanding the submitted details, no development shall commence until a scheme for the discharge of surface water from the dwellings and areas of hard standing, hereby approved, has been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall subsequently be carried in its entirety prior to the first occupation of the dwelling and thereafter retained.

Reason -

To ensure a satisfactory means of surface water disposal and to prevent the discharge of surface water onto the public highway.

9. The existing hedgerow along the boundary of the site to Slateway and White Hill shall be retained, except where it is required to be removed to form the new vehicular access as indicated on the approved plan, and reinforced where necessary in accordance with a scheme to be submitted to, and approved in writing by, the Local Planning Authority. Any such reinforcement shall be carried out during the first planting season following the first occupation of the dwelling hereby approved and properly maintained for a period of five years including replacement of any plants which die, are removed or become damaged or diseased within this period with plants of a similar size and the same species, unless the Local Planning Authority gives written consent to any variation, and the approved scheme thereafter retained. The Local Planning Authority shall be advised in writing when the planting has been undertaken so that initial compliance with the condition can be checked.

Reason -

In the interests of visual amenity and to preserve the character and appearance of the site and the surrounding area.

10. No development shall take place until proposals for the landscaping of the site have been submitted to, and approved in writing by, the Local Planning Authority. The landscaping scheme shall include provision for landscape planting, the retention and protection of existing trees and other site features, walls, fencing and other means of enclosure and any changes in levels.

Upon approval:

- a) the approved scheme shall be fully implemented with new planting carried out in the planting season October to March inclusive following occupation of the building(s) or the completion of the development whichever is the sooner, or in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- b) all planting shall be carried out in accordance with British Standards, including regard for plant storage and ground conditions at the time of planting;
- c) the scheme shall be properly maintained for a period of 5 years and any plants (including those retained as part of the scheme) which die, are removed or become damaged or diseased within this period shall be replaced in the next planting season with others of a similar size and the same species, unless the Local Planning Authority gives written consent to any variation; and
- d) the whole scheme shall be subsequently retained.

Reason -

In the interests of visual amenity, to ensure that the approved landscaping scheme is carried out at the proper times and to ensure the establishment and maintenance of all trees and plants.

11. An arboricultural method statement providing comprehensive details of construction works in relation to trees being retained on, or adjacent to, the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of demolition/development. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following:-
- a) a specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:1991 and details of the timing for the erection of protective fencing and a plan indicating the alignment of the protective fencing;
  - b) details of remedial foundation construction works within tree protection zones;
  - c) a specification for scaffolding and ground protection within tree protection zones in accordance with BS5837:1991;
  - d) details of general arboricultural matters such as the area for storage of materials, site huts, concrete mixing and use of fires;
  - e) plans and particulars showing the siting of the service and piping infrastructure;
  - f) details of the works requiring arboricultural supervision to be carried out, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and
  - g) details of all other activities which have implications for trees on or adjacent to the site.

Reason -

In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

#### **Informative Notes:**

1. In conjunction with Condition No11 above, the applicant is advised that subject to practical engineering design the minimum area of building footprint to which a remedial foundation construction shall be applied shall be between the chimney stack on the south east elevation and the porch on the north east elevation of the dwelling on Plot 1 as indicated on the plan submitted with the applicant's letter dated 27 April 2004.
2. This permission has been taken in accordance with the following policies of the Replacement Salisbury District Local Plan: G2, G4, G8, D2, H16, C6, TR11 and R2.

<b>Policy</b>	<b>Purpose</b>
G2	General Criteria for Development
G4	Protection from Flooding
G8	Protection of Water Resources
D2	Infill Development
H16	Housing Policy Boundary
C6	Protection of the landscape of the Special Landscape Area
TR11	Provision of Off-Street Parking
R2	Provision of Recreational Facilities

- (b) If the applicant does not comply with (a) above the application is delegated to the Head of Development Services to refuse the proposal on non-compliance with Policy R2 of the Salisbury District Local Plan.

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**NOTES:**

S/2004/385	23/02/2004	19/04/2004 09:28:45	VICAR AND PAROCHIAL CHURCH COUNCIL OF ST MARY'S
WDEA	WDE	II	CHRIS ROMAIN ARCHITECTURE
Easting: 425701.772399217	Northing: 127232.827930033		

PROPOSAL:	FULL APPLICATION -PROPOSED EXTENSION
LOCATION:	ST MARY'S CHURCH WEST DEAN SALISBURY SP5 1JQ

**REASON FOR REPORT TO MEMBERS**

Contrary to Parish Council's views

**SITE AND ITS SURROUNDINGS**

St Mary's Church is a Victorian listed building of flint with Bath stone dressings to windows and doors under a tiled roof. The church is situated adjacent to an open area within the Conservation Area. The church is prominent in the landscape as it is set on rising ground.

**THE PROPOSAL**

It is proposed to erect a lean-to extension to the vestry at the rear of the building to provide a meeting room and a disabled w/c.

**PLANNING HISTORY**

Various tree works  
1999/974 External Floodlights AC  
2000/630 Upgrade and extend existing path AC

**CONSULTATIONS**

Environment Agency                      No objection in principle, but Informatives re. septic tank

**REPRESENTATIONS**

Advertisement	Yes. Expiry date 25/03/04
Site Notice displayed	Yes. Expiry date 25/03/04
Departure	No
Neighbour notification	Yes. Expiry date 17/03/04
Neighbour response	none
CPRE	Proposed extension is simple and appropriate design but window design whilst not necessarily of gothic design should reflect quality of the building.
Parish Council	No objection in principle, but consider that extension should be in materials to match the church i.e. Red brick and flint with stone surrounds. The use of matching materials would allow the extension, in time, to blend imperceptibly with the original building

**POLICY CONTEXT**

G2, CN3, CN5, and CN8 of Replacement Adopted Salisbury District Local Plan

**MAIN ISSUES**

Impact on amenities  
Impact on Grade II Listed Church

## PLANNING CONSIDERATIONS

The proposed extension at the rear of the church continues the line of the existing vestry which is at the rear of the church and the Conservation Officer considers that as the roofline and walls will follow those of this existing rear outbuilding that there will be no interference with the architectural form of the original building.

The extension will cover two of the existing windows, but these will remain in situ and this is considered acceptable.

The design of the meeting room and the proposed materials whilst reflecting the original building will ensure that the extension is seen as an extension to the listed building, rather than seem to be part of the original building. Subject to satisfactory details for the new windows and samples of proposed brick this is considered acceptable.

The concerns of the Parish Council are acknowledged but it is considered that the extension should not trick an observer into thinking that the extension was part of the original building.

## REASONS FOR APPROVAL

The proposed extension will provide needed additional facilities and will not be detrimental to the Listed Building in accordance with Local Plan policies

**RECOMMENDATION:** **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)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

(2) Prior to the commencement of development, detailed drawings of the proposed new windows (1:5 sections and elevations) shall be submitted, and, approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D05A)

Reason: To secure a harmonious form of development.

(3) 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)

Reason: To secure a harmonious form of development.

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

Policy	Purpose
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G2	General principles of development
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CN3	Protection of Listed Buildings
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CN5	Protection of Curtilage of Listed Building
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CN8	Enhance Conservation Area
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## Informative

Environment Agency – Under the terms of the Water Resources Act 1991, written approval of the Environment Agency is required for any discharge of sewerage or trade effluent into controlled waters, and may be required for any discharge of sewerage or trade effluent from buildings or fixed plant into or onto the ground or into waters which are not controlled waters. Such approval may be withheld. (Controlled waters include rivers, underground waters, reservoirs, estuaries and coastal waters). The Applicant is advised to contact the Hampshire Area Office (Environment Management Test Team) to discuss this matter further.

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## NOTES:

S/2004/573	15/03/2004	10/05/2004 10:15:27	A R TRESEDER
WHIT	WPA		ROY FARMERS
Easting: 424649.862570316	Northing: 123703.528596759		

PROPOSAL:	FULL APPLICATION -VARIATION OF PLANNING PERMISSION S/2003/1916 TO INCORPORATE DETAILED DESIGN CHANGES
LOCATION:	ADJ: THE WHITE HART FORMER CARPARK DEAN LANE WHITEPARISH SALISBURY SP5 2RG

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

### SITE AND ITS SURROUNDINGS

The site is the former car park to the former White Hart Public House. The public house itself benefits from a planning consent to convert it to two dwellings. Furthermore, the former coach house/garage along Dean Lane has also recently been granted consent on appeal for conversion to one dwelling. There are adjacent listed buildings.

### THE PROPOSAL

This proposal is similar to the approved scheme subject of S/03/1916, in that it is proposed to redevelop the former car park land to provide three dwellings, with new access points off the adjacent highway.

Minor changes are proposed to the rear elevations of the approved scheme in terms of window/door positions, with the major difference between the approved scheme and this revision is the repositioning and enlargement of the two storey rear projection at the rear of plot 3 and a small rear extension at the rear of plot 2.

### PLANNING HISTORY

The site as a whole has been the subject of numerous applications including:

S/04/641 – Creation of two dwellings in part of former public house plus parking. Undetermined. Report elsewhere on this agenda.

S/03/1916 – Erection of three dwellings plus access. Approved 26.01.04.

S/2002/1604 – Conversion of former public house into two residential units with garages. Approved 08/10/02

S/2000/1782 – Conversion of one house to two dwellings, and erection of 4 dwellings on car park, with layby and access. Refused, and Appeal dismissed in 2001

### CONSULTATIONS

WCC Highways	- No objections
Environment Agency	- No objections

## REPRESENTATIONS

Advertisement	Yes. Expiry 15/4
Site Notice displayed	Yes. Expiry 22/4
Departure	No
Neighbour notification	Yes. Expiry 7/4
Neighbour response	None
Parish Council response	Object as the development would result in overcrowding of the area, is contrary to policy, and should be refused for the same reasons as previous.

## MAIN ISSUES

1. Principle and planning history
2. Design and impact on CA/adj LB
3. Amenities
4. Highways

## POLICY CONTEXT

G2 D2 R2 CN8 SDLP

## PLANNING CONSIDERATIONS

### 1. Principle and planning history

The recent planning approval for three dwellings on the site is obviously a material consideration in the determination of this application.

Any new scheme on this site should therefore be compared against the previous scheme, and the differences and impacts between the two schemes assessed.

### 2. Design/Impact on CA and adj LB

The revised scheme is essentially the same overall design as approved by Members of the Southern Area Committee, apart from a few cosmetic changes, and the repositioning and slight enlargement of the approved rear section of plot 3.

In overall design terms, it is therefore considered that the scheme as altered would be no different from the scheme as approved by Members, and would have the same impacts on the adjacent environs.

### 3. Amenities

It is considered that the changes to the rear elevations would have little impact on adjacent amenities, given the presence of the high banking to the rear of the site, which separates this site from adjacent houses and garden areas. Even the repositioning and enlargement of the rear projection to plot 3 by 1 metre in length would therefore have no adverse impact on adjacent amenities.

### 4. Highways

The highway/parking issues remain as previously approved by Southern Area Committee. Therefore, there is considered to be no issue regards highway/parking raised by this revised application.

## CONCLUSION – REASONS FOR APPROVAL

The scheme is substantially the same as that approved recently by Southern Area Committee. Consequently, the scheme is considered to have no more impact on the character of the area, surrounding amenities, or highway safety than the previous scheme.

**RECOMMENDATION:                      SUBJECT TO**

(a) the applicant and any other relevant parties undertake, under Section 106 of the principal act to pay a commuted sum under policy R2 of the Salisbury District Local Plan within one month, 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)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

(2) Before development is commenced, a schedule of 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.

Reason: To secure a harmonious form of development.

(3) The garage(s) shown on the approved drawing(s) shall not be converted into a habitable room or otherwise enclosed without the permission in writing of the Local Planning Authority.

Reason: In order to retain the proposed parking areas in the interests of highway safety.

(4) Notwithstanding the provisions of Class[es] A to E 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 dwelling(s) 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)

Reason: To ensure a harmonious architectural treatment and protect adjacent amenities.

(5) Before development commences, a scheme for the discharge of foul and surface water from the building(s) hereby permitted shall be submitted to and approved 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 foul and surface water disposal.

(6) No work shall start on site until large scale details of the new windows and doors, including colours and materials, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity

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

G2 - Impact on highways/parking and amenity issues

D2 - Design and impact on character of area

CN8 - Impact on character of Conservation Area

(b) If the applicant does not comply with (a) above the application is delegated to the Head of Development Services to refuse the proposal on non-compliance with Policy R2.

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**NOTES:**



S/2004/594	15/03/2004	10/05/2004 09:23:49	MR & MRS W HAYNES
WINT			DAMEN ASSOCIATES
Easting: 425710.060684204	Northing: 135289.940841675		

PROPOSAL:	FULL APPLICATION -SINGLE STOREY REAR EXTENSION TO PROVIDE ANNEXE/LIVING ACCOMMODATION (REVISED PROPOSALS)
LOCATION:	THE BUNGALOW HAYNES GARAGE LOPCOMBE CORNER SALISBURY SP5 1BW

### REASON FOR REPORT TO MEMBERS

Councillor Moss considers that this should be considered by the southern area committee due to the history of the site.

### SITE AND ITS SURROUNDINGS

The bungalow is situated towards the rear of the Haynes Garage site. The site is largely laid to hardstanding, but contains a few commercial buildings associated with the garage use of the site.

### THE PROPOSAL

It is proposed to add a large single storey extension to provide an annexe/ living accommodation to the rear of the bungalow.

### PLANNING HISTORY

2630	Extension to bungalow	A	23.07.59
73/211	CoU of garage, plant hire and cafe to cafe only	R	28.06.73
74/737	CoU from plant hire & storage to cafe	WCC rec. refusal	
76/925	Renovation & additions to former Rendezvous Café	AC	14.03.77
78/166	Prefabricated workshop to replace existing at Haynes Garage	R	10.05.78
79/639	Superseded by 80/564		
80/564	Rebuilding of workshop at Haynes Garage	AC	09.07.80
84/301	Rebuilding of workshop, Haynes Garage	AC	05.04.84
84/1038	Domestic garage at Haynes Garage	AC	24.09.84
92/0498	O/L - erection of 3 single storey residential dwellings with garages and a private drive to serve all dwellings, with alterations to access	R	05.06.92
92/1674	Demolition of existing garage workshops, construction of 2 single storey dwellings with garages and conversion of existing dwelling into 2 units	R	14.01.93
97/1733	Change of use of one room to reception area / restroom and sale of hot food		
99/898	Extension to existing bungalow to form annexe at "The Bungalow"	AC	28.07.99
02/2377	Demolition of existing workshops and outbuildings and erection of three single storey residential units at Haynes garage	W/D	23/01/03
03/1441	Demolish workshops and erect 2 single storey residential units	R	02/09/03

## CONSULTATIONS

*Wessex Water*- Advise that the Council should be satisfied with the arrangement of surface water flows for the development, and also that the applicant needs to agree a point of connection onto the water mains before work commences.

*Environmental Health* - Recommend a condition be attached to the consent requiring a soil contamination investigation to be carried out.

*Environment Agency*- No Objections. The applicant is advised to contact the Regulatory Water Quality Team for further details on Consents to Discharge.

## REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes Expiry 22/4/04
Departure	No
Neighbour notification	Yes Expiry 9/4/04
Neighbour response	No

Parish Council response            Yes-    Support if considered only as an annexe, not a separate dwelling, in the absence of a policy plan for the area.

## MAIN ISSUES

Proposed use of extension  
Scale and Design

## POLICY CONTEXT

G2, D3, C6  
H33- Accommodation for Dependent Persons

## PLANNING CONSIDERATIONS

### 1. Proposed use of extension / Planning Highways

This is an application to erect a self-contained extension for an elderly relative, to the rear of the Bungalow, Haynes Garage Lopcombe Corner. A similar but smaller annexe to the rear of the dwelling was permitted in 1999, but not constructed.

The elderly relation currently occupies the bungalow, and the plan is for the son to move into the bungalow and the elderly relatives to occupy the new annexe.

The proposed extension would replace a fenced dog kennel and parking area, and will be attached to the rear of The Bungalow via a small utility area, although there will be no intrinsically linked access-way directly between the two sections. In effect, the unit will be completely self-contained.

There are concerns that the annexe is too excessively large and separated from the main dwelling to be considered as an ancillary unit of accommodation, and that when built, it would be capable of being used as a new dwelling, separate from the main property.

A condition should be placed on the proposal to ensure that the outbuilding remains ancillary to the original dwelling and to ensure that the ancillary residential use remains the principal function of the property.

### 2. Scale and design / Impact on countryside

The self-contained extension will have a pitched roof and a modern design. It is intended that it be rendered to match the existing house. Although the annexe will be relatively large, it is considered that due to the isolated and well-screened location of the dwelling, the proposal, which will have an overall height of 5.4 metres at its highest point, will be subservient to the main dwelling and will not detract from the character of the area.

## CONCLUSION – REASON FOR APPROVAL

The proposed annexe would not be detrimental to the visual appearance of this dwelling or the amenities of the neighbours, in the countryside.

Taking into account the approved 1999 application for a 'Granny Annexe', if made subject to a condition that the annexe be used solely as ancillary accommodation to the existing dwelling and not occupied, sold, leased, rented or otherwise disposed of as a separate dwelling unit, it is considered acceptable in this location.

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

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

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.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

2. The materials to be used in the construction of the external surfaces of the extension(s) hereby permitted shall match those used in the existing building. (D01A)

Reason 0013: To ensure that the proposed extension will satisfactorily harmonise with the external appearance of the existing building.

3. The extension hereby permitted shall be used solely as ancillary accommodation to the existing dwelling Willow Cottage, and shall not be occupied, sold, leased, rented or otherwise disposed of as a separate dwelling unit. (E03A)

Reason: 0023 In order that the Local Planning Authority may retain planning control over the use of the premises.

INFORMATIVE: -

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

G2	-	General Criteria for Development
D3	-	Good Design
H33	-	Accommodation for Dependent Persons
C6	-	Special Landscape Area

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## NOTES:

S/2004/607	18/03/2004	13/05/2004 15:11:34	MR & MRS M LOTTEN
GRIM			NIGEL LILLEY
Easting: 422602.6	Northing: 128086.8		

PROPOSAL:	FULL APPLICATION -REPLACEMENT DWELLING AND ALTERATION OF EXISTING ACCESS
LOCATION:	CHERRY TREE COTTAGE FARLEY ROAD EAST GRIMSTEAD SALISBURY SP5 3RY

### REASON FOR REPORT TO MEMBERS

Contrary to Parish Council's recommendation

### SITE AND ITS SURROUNDINGS

The site currently has a modest sized bungalow situated on it with two stables and a store adjacent to the access at the rear. The plot has a vehicular access and turning space to the north east of the plot to the rear of the dwelling.

A mature hedgerow, adjacent to the highway, which is approximately 2metres in height, forms the site's front and side boundaries. The bungalow therefore has a very low visual impact when viewed from the highway and The Green

Immediately to the southeast of the application site is a plot (adjacent to Laurel Cottage) where a four bedroomed dwelling was recently approved under appeal reference S/2002/1617.

### THE PROPOSAL

It is proposed to demolish the bungalow and erect a new 5bedroomed dwelling in the same general position on the site though the area occupied by the new dwelling will be greater than the existing bungalow.

### PLANNING HISTORY

2003/646 Remove stables, extend bungalow at ground and first floor level and alteration to existing access AC

1997/1587 Enlarge porch AC

### CONSULTATIONS

WCC Highways	- No objection
Environment Agency	- No objection
Environmental Health	- No observations
Wessex Water	- Not in a Wessex sewered area, connection to water mains can be agreed at detailed design stage

### REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes expiry date 22/04/04
Departure	No
Neighbour notification	Yes expiry date 12/04/04
Neighbour response	None received
Parish Council	Recommend refusal for the following reasons: - Overdevelopment of a comparatively small site. Entry/exit from garages will be difficult and result in vehicles reversing on to the public highway

The proposal being larger in bulk than existing bungalow will dominate the rural setting  
The proposed extended dwelling (03/646) was the maximum acceptable size in visual impact and bulk terms

## **MAIN ISSUES**

Impact on the character and appearance of the immediate area  
Impact on the amenities of neighbouring properties

## **POLICY CONTEXT**

G2, D2 & H19

## **PLANNING CONSIDERATIONS**

### ***1 Principle of a enlarging the dwelling***

The site lies within a Housing Restraint Area as designated in the Salisbury District Local Plan under Policy H19 and it is considered that the proposal is acceptable in the general terms of this policy. The site has already been subject to an application for the radical enlargement and extension of the existing property which was approved. This application therefore needs to be considered in the context of this previous approval, and compared against the impacts of this approved development.

### ***2 Impact on the character and appearance of the immediate area***

The application site is in a semi-rural location situated on the edge of The Green in the settlement of East Grimstead

The plot is approximately 320sq metres in size and the footprint of the existing bungalow, the store and stables covers approximately half of the plot. The removal of the stables and store which are to be re-sited on adjacent land in the ownership of the applicant means that the relationship between developed land and garden will remain broadly similar on the plot, and therefore on balance is considered acceptable.

The existing bungalow is inconspicuous behind its hedge and the visual impact of the proposed new dwelling will be much more prominent in the street scene as the ridge height has been increased by approximately 4metres from the existing bungalow and by approximately 1.8metres from the approved extended dwelling. Given that a recent appeal decision to the south of the property inserts an four bedroomed dwelling adjacent to Laurel Cottage overlooking the Green and as the opportunity has been taken to create a more vernacular style of architecture the ridge height increase whilst substantial is on balance considered acceptable

The dwellings in the immediate locality are of very mixed ages and design and it is considered that though the scale and massing of the proposed new dwelling, are substantially greater than the existing bungalow and slightly greater than the previous approved extensions, the resulting proposal would not overall have an adverse impact on the character of the settlement that has been designated a Housing Restraint Area.

### ***3 Impact on the amenities of neighbouring properties***

The principal elevations of the house will face towards the road and the proposal has been designed to prohibit any adverse overlooking of neighbouring properties, by the orientation of the dwelling on the plot and the positioning of window openings; there are no first floor windows serving principle rooms on the northern elevation. It is therefore considered that there will be no adverse impact on neighbouring dwellings in this respect.

No overshadowing of neighbouring dwellings will result due to the adequate separation distances between the proposal and its neighbouring dwellings.

#### **4 Highway Safety**

The proposed turning area within the site is restricted, but is similar to that which formed part of the application approved in 2003. The Highway Authority has no objections to the proposal and therefore whilst recognising the Parish Council's concerns regarding highway safety, without the support of the Highway Authority, the proposed turning area does not warrant refusal.

#### **CONCLUSION – REASON FOR APPROVAL**

The proposed new dwelling will have a similar sized footprint to the existing dwelling and its associated outbuildings and though it will be more prominent in the streetscape it is considered that the proposed more substantial dwelling will be acceptable in terms of its scale, design and materials, and will not detract from the character of the locality.

**RECOMMENDATION:**                    **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)

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

(2) Before development is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D04A)

Reason 0014 To secure a harmonious form of development.

(3) Notwithstanding the provisions of Classes A to E 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 alterations nor extensions to the dwelling(s) other than those hereby permitted 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)

Reason: To enable the Local Planning Authority to ensure that sufficient space is retained around the dwelling(s) in the interests of neighbourliness and amenity.

(4) Before any development is commenced on the site, including site works of any description, the existing hedge, which is to be retained, shall be protected by a fence, of a type and in a position to be approved by the Local Planning Authority, erected around it. Within the areas so fenced, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings; plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas, they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 2 inches (50mm) or more shall be left unsevered (See British Standard BS 5837:1991, entitled "Trees in relation to Construction

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

(5) The garage[s] shown on the approved drawing(s) shall not be converted into a habitable room without the permission in writing of the Local Planning Authority. (E06A)

Reason: 0028 To secure the retention of adequate off-street car parking provision.

#### **INFORMATIVE: POLICY**

Replacement Salisbury District Local Plan G2, D2 and H19

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#### **NOTES:**

S/2004/641	22/03/2004	17/05/2004 14:49:31	A R TRESEDER
WHIT	WPA		ROY FARMERS
Easting: 424633	Northing: 123662.7		

PROPOSAL:	FULL APPLICATION -CREATION OF TWO RESIDENTIAL UNITS FROM ONE APPROVED RESIDENTIAL UNIT (REF S/02/1604) WITH PROVISION OF AMENITY SPACE PARKING SPACES AND ACCESSES
LOCATION:	THE WHITE HART ROMSEY ROAD WHITEPARISH SALISBURY SP5 2RG

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

### SITE AND ITS SURROUNDINGS

The site is the former White Hart Public House. The public house itself benefits from a planning consent to convert it to two dwellings. Furthermore, the former coach house/garage along Dean Lane has also recently been granted consent on appeal for conversion to one dwelling, and the adjacent former car park site was recently granted consent for three dwellings.

### THE PROPOSAL

It is proposed to convert the northern part of the former pub building (the approved unit 1 with regards to S/02/1604) to two dwellings, with on site parking. One of the dwellings has been amended to a one bedroom dwelling with study, which would have one on site parking space accessed via Romsey Road, and the second dwelling would have 3 bedrooms, which would benefit from a new garage parking space created inside the existing building, and at least one other on site space on a driveway off Dean Road.

External changes are also proposed to the building to facilitate this scheme, including:

Changes to the existing front porch area to include a pitched roof, and to remodel the existing fenestration, including a new front door, and new first floor window above the porch. The rear elevation would be altered by the creation of two integral garages, a new dormer window, rooflights, and the removal/replacement of an existing extension, including new windows.

### PLANNING HISTORY

The site as a whole has been the subject of numerous applications including:

S/04/573 – Three dwellings and access on car park site. (Revision of previously approved scheme). Undetermined. Report elsewhere on this agenda.

S/03/1916 – Three dwellings and access on car park site. Approved

S/2002/1604 – Conversion of former public house into two residential units with garages. Approved 08/10/02

S/2000/1782 – Conversion of one house to two dwellings, and erection of 4 dwellings on car park, with layby and access. Refused, and Appeal dismissed in 2001

## CONSULTATIONS

WCC Highways - Object to the current scheme, given the lack of adequate parking/turning facilities within the site

## REPRESENTATIONS

Advertisement	Yes Expiry
Site Notice displayed	Yes. Expiry 22/4/04
Departure	No
Neighbour notification	Yes. Expiry 15/4/04
Neighbour response	None
Parish Council response	Object as the development would result in overcrowding of the area, is contrary to policy, and should be refused for the same reasons as previous.

## MAIN ISSUES

Principle and planning history  
Design and impact on CA/adj LB  
Amenities  
Highways

## POLICY CONTEXT

G2 D2 R2 CN8 SDLP

## PLANNING CONSIDERATIONS

### Principle and planning history

Planning permission has recently been granted for the conversion of the former public house to two dwellings (S/02/1604), and the former coach house to one dwelling. Clearly, the principal of residential conversion of the former public house buildings has been accepted, including various external changes to the front and rear facades.

The site lies within the HPB, and is considered to be a brownfield site with potential for redevelopment in line with government guidance as outlined in PPG3. However, the site is also within a Conservation Area close to a listed building, and adjacent to other residential uses. The highway is also narrow in this locality.

Any new scheme on this site should therefore be considered in light of the previous consent for the conversion of the public house to two dwellings as well as the impact of the scheme on surrounding environs. Recent government guidance and new adopted local plan policies must also be taken into account.

### Design/Impact on CA and adj LB

The scheme involves a number of external changes to the former public house building. However, the building is not listed, and it appears from an historical photograph supplied by the applicant that the main façade of the building has been rather radically altered since the second world war, including the addition of the existing glazed porch.

More importantly, the changes proposed to the front elevation are similar but not identical to the previously approved scheme S/02/1604.

The rear of the public house appears to be less affected by modern changes, and no historical evidence has been supported to alter this view. However, Members should note that as part of the approved scheme for the conversion of the building to two dwelling (S/02/1604), the permitted scheme involved similar or identical changes to those suggested now, particularly in terms of the integral garaging, dormer windows, and alterations to the rear extension.



As a consequence, it is considered that in visual terms, this scheme would have no greater impact on the building or the character of the wider conservation area than the approved scheme S/02/1604.

### **Amenities**

The amenities of surrounding existing properties would be no more affected by this scheme than they would be by approved scheme S/02/1604 for the conversion of the former public house building into two larger properties, other than for the traffic/disturbance caused by one additional one bed dwelling. In this context, the impact of any additional traffic movements must be assessed.

The one bedroom dwelling would be located on the north-east end of the building, and would have a single parking space which would be served via the existing access driveway, which is situated directly adjacent to the existing dwelling to the north (Southdown), and within close proximity to the converted coach house.

The single parking space for the one bedroom dwelling can only be properly used by allowing any car to reverse/manoeuvre over the existing tarmaced area in front of the coach house and behind Southdown.

However, this turning area, and the coach house itself is still within the ownership of the applicant, and the applicant has stated that he already uses this area to park and turn his cars.

As a consequence, it is considered that in terms of Southdown, the impact on their amenities in terms of general noise and disturbance from the new one bedroom dwelling would be unlikely to be significantly greater than that caused at the current time. In terms of future occupiers of the coach house and the one bedroom houses hereby proposed, it is considered that any future occupier would be aware of the situation before occupying the property.

### **Highways**

This proposal would result in the one bedroom dwelling having one on site parking space accessed via Romsey Road, and the second dwelling would have 3 bedrooms, which would benefit from a new garage parking space created inside the existing building, and at least one other on site space on a driveway off Dean Road.

At the current time, WCC have raised concerns about the inadequacies of turning of vehicles. Hopefully, this matter can be resolved via amended plans which encompass the turning areas within the red line of the application site.

Notwithstanding this matter, new parking standards have been adopted which generally insists on a maximum of 2 parking spaces for each dwelling. This is in line with recent government guidance in PPG3.

It is therefore considered that given the recent adoption of the parking standards, the close proximity of this site to the village centre and other modes of transport, and the small size of one of the dwellings, the parking situation as proposed is not objectionable.

### **CONCLUSION – REASONS FOR APPROVAL**

In principle, additional housing within the HPB is acceptable.

In design terms, this scheme varies little from the approved scheme to convert the public house to two larger dwellings approved in 2002.

Furthermore, it is considered that the impact of one additional one bedroom dwelling would be unlikely to have an adverse impact on adjacent amenities or highway safety.

**RECOMMENDATION: SUBJECT TO NO SUBSTANTIVE COMMENTS BEING RECEIVED WHICH AFFECT THE RECOMMENDATION, and**

(a) the applicant and any other relevant parties undertake, under Section 106 of the principal act to pay a commuted sum under policy R2 of the Salisbury District Local Plan within one month, 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)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

(2) Before development is commenced, a schedule of 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.

Reason: To secure a harmonious form of development.

(3) The garage(s) shown on the approved drawing(s) shall not be converted into a habitable room or otherwise enclosed without the permission in writing of the Local Planning Authority.

Reason: In order to retain the proposed parking areas in the interests of highway safety.

(4) Notwithstanding the provisions of Class[es] A to E 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 dwelling(s) 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)

Reason: To ensure a harmonious architectural treatment and protect adjacent amenities.

(5) Before development commences, a scheme for the discharge of foul and surface water from the building(s) hereby permitted shall be submitted to and approved 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 foul and surface water disposal.

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

G2 - Impact on highways/parking and amenity issues

D2 - Design and impact on character of area

CN8 - Impact on character of Conservation Area

(b) If the applicant does not comply with (a) above the application is delegated to the Head of Development Services to refuse the proposal on non-compliance with Policy R2.

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**NOTES:**

S/2004/645	22/03/2004	17/05/2004 15:11:51	TESCO STORES LTD.
LAVE			DESIGN BASE LTD.
Easting: 416074	Northing: 131085.1		

PROPOSAL:	ADVERT APPLICATION -VARIOUS SHOP SIGNS
LOCATION:	ONE STOP CHURCH ROAD LAVERSTOCK SALISBURY SP1 1QX

### REASON FOR REPORT TO MEMBERS

Contrary to Parish Council recommendation

### SITE AND ITS SURROUNDINGS

The site forms one part of a group of shops adjacent to schools on Church Road that runs through Laverstock. The shop is set back from the road and separated from it by a car park.

### THE PROPOSAL

Various shop signs  
Tesco's Express Facia board signs.  
Internal window vinyl's (Half height)  
Additional signage and small projecting sign with the cash machine.  
Wall sign to promote special offers.

### PLANNING HISTORY

00/0880	Internally illuminated static sign	Approved/Conditions	20.06.00
01/1152	Projecting illuminated signage	Approved/Conditions	10.08.01

### CONSULTATIONS

WCC Highways - The proposed signs are set well back from the public highway and no highway objection is raised.

### REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes: Expiry: 22 April 04
Departure	No
Neighbour notification	Yes: Expiry: 15 April 04
Neighbour response	No

Parish Council response      Object

- The parish council considers that the proposal is excessive for this local 'village shop'. The Parish council are concerned about the affect of lighting upon residents on the opposite side of the road.

### MAIN ISSUES

Visual amenity  
Highway safety

## **POLICY CONTEXT**

G11 – Advert control

G2 – Impact on neighbouring users and highway safety

## **PLANNING CONSIDERATIONS**

### **Visual amenity**

Whilst there are a number of signs, the window vinyl's have been reduced to cover just half of the windows. The existing signage is also illuminated and it is considered that the proposal has no more of a negative impact than those existing. Members should note that the existing signage is illuminated and that the proposal is unlikely to have a significantly greater affect on the visual amenities of the locality.

### **Impact on neighbouring users**

Whilst those living opposite may have views of the signage, it is considered that the affect will not cause disturbance because the shop is set well back from the road, as are the opposite dwellings. It is considered that lighting from the signage will not illuminate the houses opposite and that they will have a significantly lower affect on houses opposite than the affect from cars on the existing road that lies between the houses and the shop. Members should note that the existing signage is illuminated and that the proposal is unlikely to have a significantly greater affect impact on neighbours.

### **Impact on highway safety**

Whilst illumination of the sign will be visible from the road, the signage proposed is set back significantly from the road and does not appear to be overbearing. It is therefore unlikely to have significant affect on highway safety.

## **CONCLUSION**

Proposed signage is similar to the existing signage both in terms of visual amenity, highway safety and impact on neighbours. As such this proposal is recommended for approval.

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

The proposal is acceptable in terms of its impact on visual amenity, neighbouring users and highway safety in accordance with policy G11 and G2 of the Adopted Salisbury District Local Plan.

And subject to the following conditions:

N/A

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

G11 – Advert control

G2 – Impact on neighbouring users and highway safety

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## **NOTES:**

S/2004/703	23/03/2004	18/05/2004 08:43:45	MINISTRY OF DEFENCE
WDEA			
Easting: 424357.280534983	Northing: 125760.660395622		

PROPOSAL:	18/84 PROCEDURE -WEATHER (RAINFALL) RADAR INSTALLATION
LOCATION:	DEAN HILL FARM DEAN HILL WEST DEAN SALISBURY SP5 1HN

## REASON FOR REPORT TO MEMBERS

Committee need to consider this matter given the wider landscape and other issues involved which affect a large geographical area.

## SITE AND ITS SURROUNDINGS

The chosen site is located on top of Dean Hill, and reached via bridleway no 10 (which also serves several houses) and then accessed via an unmade track to the east of the site.

## THE PROPOSAL

As part of South East Weather Radar Project, it is proposed to construct a weather radar station, plus ancillary compound/buildings at the foot of the tower. The development would entail the erection of a lattice tower structure some 22.5 metres high, on top of which is constructed a geodesic dome structure, approximately 5.4 metres in diameter. This dome conceals a weather radar, which is similar to a large satellite dish.

The installation is intended to provide more accurate information and an early warning system for rainfall/flooding.

An environmental study has been carried out and an environmental report submitted with this application.

## PLANNING HISTORY

Various applications for mast on or near this site, including two recent scheme of particular note:

S/2000/1644 – Installation of a new 35 metre tower plus associated antenna dishes and equipment cabins. Refused for the following reason:

*1. The site is located on an elevated location close to the top of a ridgeline of a prominent escarpment in the landscape which is designated as Special Landscape Area. This escarpment forms part of the intrinsic quality and character of the area. It is considered that the proposed tower, due to its height, appearance and location and because it is a contrasting vertical feature, would unduly detract from the visual appearance of this area and from views from the south and north. There is an existing 57M high tower in close proximity of the site, and it is considered that a second tower on this ridgeline would further undermine the visual quality of the landscape. As such the proposal is contrary to policy C7 and PS10 of the adopted Salisbury District Local Plan and policy TE1 of the adopted WSP which seeks to preserve the scenic qualities of the landscape within which the proposed development would be located.*

*2. On the basis of the information submitted, the Local Planning Authority considered that the proposed tower and associated telecommunications equipment has not been justified as the applicant has failed to provide sufficient evidence of the possibility of mast sharing with the existing tower in the vicinity or to be located at alternative and less visually harmful locations. As such the proposal is contrary to policy PS10 of the adopted Salisbury District Local Plan.*

(Members should note that this proposal was located on a site to the immediate south of the current application site, on higher ground)

S/98/1336 – Prior notification for the erection of a temporary telecoms mast, 15m high and associated cabins. No objections.

(Members should note that this approval was granted on a similar site to the current proposal site).

## CONSULTATIONS

WCC Library/ Museum	- Watching brief condition needed
Environmental Health	- Awaited
Environment Agency	- No observations
English Nature	- No objections, subject to works being undertaken in accordance with the submitted environmental report.
Test Valley BC	- No objections
Wiltshire Branch CPRE	- Object, due to visual impact of proposal on landscape. An unjustified intrusion.

## REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes. Expiry 29.4.04
Departure	No
Neighbour notification	Yes. Expiry 21.4.04
Neighbour response	Two letters received at the time of writing, raising objections to the proposal on health grounds, need not proven, alternatives not fully considered, detrimental impact on landscape.
Parish Council response	Awaited

## MAIN ISSUES

1. Need for weather radar
2. Impact on wider countryside of SLA
3. Impact on amenities/health issues

## POLICY CONTEXT

G2 D1 PS7 C6

PPG8 - Telecommunications

## PLANNING CONSIDERATIONS

### 1. Need for weather radar

The following information represents a precise of the information provided as part of the application by the applicants to aid Members consideration of this matter:

The UK weather radar network presently consists of 12 radars, which operate 24 hours a day, sending back information on rainfall over almost the whole of the UK land area and inshore waters. These radars help to provide reliable, accurate and timely weather forecasts to enable the public to warned of potential sever flooding.

Following severe flooding in 2000, the existing radar coverage in the South of England needs to be improved to allow flooding to be more accurately predicted and to give better warnings to the public. The network improvement will provide more detailed rainfall information for Wiltshire, Hampshire, Kent and the South of England as a whole.

In order to improve radar coverage across the South of England an existing radar based in Wiltshire (at Wardon Hill) is to be relocated to the site subject of this application. (Additionally a new radar is to be installed near Maidstone in Kent).

One advantage of the rainfall radar compared to rain gauges is that they offer complete aerial coverage not just measurements at selected points. Continuous monitoring of rainfall accumulations over an area such as a river catchment is a frequent requirement to help forecast floods more accurately.

## **2. Impact on countryside of the SLA**

### *Applicants Site selection and impact assessment*

An environmental study has been carried out, and an environmental report submitted, the summaries of which have been attached as an appendix to this report.

In terms of site selection, the site has been chosen for its excellent radar horizon. This enables the radar to see the rainfall as low down and as far away as possible. The aim was also to choose sites which are as far away from residential areas as possible.

Furthermore, whilst the site lies close to the SSSI, the site is located on improved grassland of low ecological value and has a small ecological footprint.

## **3. Overall visual impact**

The apparatus would be approximately 28 metres tall, and in operational terms, it is intended to have clear sight of the horizon particularly across the southern half of this district. Members should note that surgery will probably be required to three adjacent trees to the east to reduce the crowns for operational reasons. The submitted reports also indicate that a temporary access track to the site is to be created off the bridleway across the field to the site for construction purposes.

As a consequence, the top section of the structure (in particular the spherical dome) will be visible from part of the West Dean valley and Whiteparish area, and most other elevated positions within the Special Landscape contained within the southern part of Salisbury District. However, from close quarters, due to the ever changing topography of the land and existing mature tree belts, the apparatus will be likely to be partially obscured or often totally obscured, except from the adjacent footpaths which runs close to the site

Such visibility will therefore affect the SLA. However, in this instance, given that the weather radar serves an important national and public safety/information role, and the fact that it must achieve a certain level of line of sight of the south west portion of the district, it is difficult to see how many other sites in our district fit such a visibility criteria, particularly without intruding into the AONB.

Furthermore, when clad with a light coloured material, the dome would be partially invisible against certain sky conditions.

Members should also note that this proposal is approximately 30 metres shorter than the adjacent MoD 57 metre mast also situated on Dean Hill.

Therefore, in this instance, bearing in mind the 1998 approval of a 15 metre telecoms mast in a similar location it is considered that a balance should be struck between the intrusion of the weather radar tower into the surrounding landscape of the SLA, and the national and local need for this apparatus.

## **4. Health issues**

The information submitted with this application indicates that the basic principles of rainfall radar are as follows:

A weather radar spends most of the time listening for the echoes from rainfall, intercepting the short pulses it sends out. It transmits only 0.1 percent of the time. The radio waves have a frequency of 5,600MHz in the microwave part of the spectrum. (For comparison, FM radio uses 100 MHz, Digital Radio operates around 220MHz, mobile phones work at 900MHz or 1800 MHz, and microwave ovens at 2450 MHz.

The radar directs microwave pulses only two-millionths of a second long in a low energy beam towards the horizon. To detect rain, the beam must be directed well above buildings, trees and people.

The transmitter sends very short pulses of energy in a narrow beam. Water drops reflect the energy back to the receiver which allows the amount of rain to be calculated. By measuring the amount of time it takes the signal to come back to the radar, the distance to the rain can be determined.

The pulses are sent out from the dish antenna rotating inside the spherical fibreglass dome. The antenna sweeps the beam around slowly like the light beam from a lighthouse. (This differs from a telecommunications mast which radiates continuously in all directions)

The radar emits an average power of around 150 watts, which is roughly the same as the power of two or three light bulbs, and only about a quarter of the power produced inside a domestic microwave oven. The energy is spread across the radar beam, which is circular with a diameter of about 4.3m, and an area of about 14.5 square metres. Only about 10watts (Joules per second) therefore passes through a square metre, or 1W (Joule per second) per square foot. In comparison, it takes 420 joules of heat energy to raise the temperature of a cup of tea by 1 degree, and a domestic kettle typically puts 2000 joules per second into the water.

The applicants submitted information goes onto state that the frequency of the signal is chosen specifically to be safe and to maximise the reflected energy. The National Radiological Protection Board has carried out independent surveys of all the UK network weather radars, and produced a report on each. In all cases the measured levels of microwave power out of the direct beam have been very low and well within the current UK and international (ICNIRP) safety guidelines.

## **5. Planning history**

The two recent applications mentioned elsewhere in this report are considered particularly relevant to this current proposal and its determination.

Firstly, Members will note that an approval was granted in 1998 for a temporary 15 metre high telecoms mast roughly on the same site.

Members will note that the refusal reasons for the 2000 application explicitly relate to the prominent position of the mast, its vertical emphasis and significant height, and its relationship with the adjacent 57m mast.

However, there are several issues which distinguish this current proposal from this refused scheme.

Firstly of course, this current application relates not to a telecommunications mast but a weather radar installation. Secondly, the refused scheme was located on a different higher, and more prominent site further to the south.

Thirdly, this current proposal is for a 22.5 metres lattice tower, with a geodesic dome on the top, which is of a significantly different design to the refused telecoms tower, and does not have the same vertical emphasis as the refused mast. It is also much lower than the refused 35m mast.

The other main difference with regards to reasons for refusal two is that it is impractical/impossible to undertake mast sharing in this instance, given the unusual nature of the proposal.



Consequently, there are significant differences between this current scheme and the previous refused scheme, which are considered to overcome the previous reasons for refusal.

## **CONCLUSION**

In visual terms, the radar installation will be visible from the wider Special Landscape Area, particular from other similarly high ground. Members will therefore have to balance this visual intrusion against the obvious national and local need for the installation. In officers opinion, in this particular instance, given that the installation will not be readily visible at closer quarters; that a site selection process and environmental assessment and report has been undertaken, and that the scheme would be in the national and indeed local interest, it is considered that the proposal should on balance be accepted.

In health terms, the installation complies with national and international guidelines, and is in accordance with the Precautionary policy of this Council.

## **RECOMMENDATION:                    SUBJECT TO ANY MATERIAL OR SUBSTANTIVE COMMENTS BEING RECEIVED WHICH AFFECT THE RECOMMENDATION:**

**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)

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

2. 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)

REASON: In order to secure a suitable archaeological watching brief during works

3. The geodesic dome, lattice tower, and the associated cabins and fencing shall be coloured a colour to be agreed in writing with the Local Planning Authority before development commences.

REASON: In the interest of visual amenity of the Special Landscape Area.

4. Within one month of the completion of the development, the temporary construction access track and access shall be removed, and the land restored to its former condition, in accordance with a scheme to be submitted to and agreed in writing with the Local Planning Authority. Such a scheme shall include photographs of the site for the access track prior to any works commencing, together with scaled sectional drawings of the proposed, and details of the surfacing of the track and access and details of replacement planting.

REASON: In the interest of the visual appearance of the site and surrounding area.

## **INFORMATIVE:**

This permission has been taken in accordance with the following policy/policies of the adopted Salisbury District Local Plan G2 D1 PS7 C6

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## **NOTES:**