

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



**Part 1**  
**Applications recommended for Refusal**

No Refusals

# Part 2

## Applications recommended for Approval

1

Application Number:	S/2006/1502		
Applicant/ Agent:	DONHEAD ST MARY PARISH COUNCIL		
Location:	NEW REMEMBRANCE FIELD CHARLTON SHAFTESBURY SP7 0PL		
Proposal:	CAR PARKING INSTALLATION BY SPORTS CLUB		
Parish/ Ward	DONHEAD ST MARY		
Conservation Area:		LB Grade:	
Date Valid:	20 July 2006	Expiry Date	14 September 2006
Case Officer:	Mr O Marigold	Contact Number:	01722 434293

### REASON FOR REPORT TO MEMBERS

The application has to be heard at committee because Salisbury District Council is providing funding for the facility

### SITE AND ITS SURROUNDINGS

The site consists of an area of rough grass adjacent to existing tennis courts, forming part of the village hall, pavilion and sports club.

### THE PROPOSAL

The application proposes the forming of surfacing (grey chippings) to provide an additional 14 car parking spaces to serve the existing facilities, together with a new post and rail fence along two sides.

### PLANNING HISTORY

84/0083	Form additional tennis court and resurface existing.		
	Erect new chain link fence	AC	22.02.84
85/0188	To erection 4 floodlights approximately 20ft high at each corner of existing hard play area	AC	27.03.85
86/1174	Erection of remembrance hall and car park	AC	24.09.86
88/183	Erection of remembrance hall and car park	AC	07.04.88
86/10	Renewal of o/l permission for erection of bungalow and garage	AC	30.01.86
92/202	Demolition of existing toilet block and sheds and erection of 3 sectional garages to house tractor houses, rollers and other equipment	AC	26.03.92

## CONSULTATIONS

Highway Authority – no objection

## REPRESENTATIONS

Advertisement	Yes – expired 24/08/06
Site Notice displayed	Yes – expired 24/08/06
Departure	No
Neighbour notification	Yes – expired 11/08/06
Third Party responses	Yes – two letters of objection raising concerns regarding: lack of need for further car parking; increased noise and disturbance to the nearby residential dwelling at Dairy Farm Cottage (particularly late at night); potential for future proposals for the area to be used (for example) as a skateboard park or by unauthorised uses.

Parish Council response Yes – no objection

## MAIN ISSUES

Impact on character and appearance of countryside/AONB (including trees)  
Impact on amenities or nearby properties

## POLICY CONTEXT

C1, C2	Development in the countryside
C4, C5	Development in the AONB
R5	Existing outdoor facilities
G2	General Development Criteria

## PLANNING CONSIDERATIONS

### ***Impact on character and appearance of countryside/AONB (including trees)***

The site lies within an area designated under policy R5 as an existing recreation facility. Policy R5 says that “*Development which would lead to the loss of public or private sports fields, other recreational open space, or school playing fields, will not be permitted unless (i) sports and recreation facilities can be best retained and enhanced through the redevelopment of a small part of the site...*”

In this case the area of land proposed for development is not an existing sports field and in any case the proposal involves the enhancement of the existing facility through development of a small part of the site. It would therefore comply with this policy.

In terms of visual impact, there is already an existing hard-surfaced car park and the loss of this relatively small area would not harm the character and appearance of the area – it would be partially screened from the highway by the existing mound in any case.

Consideration has been given to the impact on the existing ash tree at the entrance to the site. However, the Council’s arboriculturalist is of the view that the excavations would be a sufficient distance away for the tree not to be significantly harmed.

### ***Impact on amenities or nearby properties***

Local residents (including the occupier of the adjacent dwelling - Dairy Farm Cottage) have raised concerns regarding possible noise and disturbance. However, the proposed car parking area is some distance from Dairy Farm Cottage and, in any case, there is part of the existing car parking area between the property and the new car park already.

Any noise that is sufficiently harmful to constitute a statutory nuisance would be controllable through Environmental Health legislation or by the police. Any subsequent proposals for additional

development would require planning permission – a condition is also recommended to ensure that the car park is used only in association with the existing facilities.

It would therefore be difficult to defend a refusal of permission at appeal, on the grounds of the concerns of the neighbour.

#### APPROVED WITH CONDITIONS

##### Conditions and Reasons:

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

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

(2) Prior to the commencement of development, details and samples of the materials to be used for the surfacing of the car park and for the fencing shall be submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details as approved

Reason: In the interests of the character and appearance of the area

(3) the car park area hereby approved shall be used only for the parking of cars in association with the existing sports club and/or hall facilities.

Reason: In the interests of the amenities of nearby properties

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

C1, C2 Development in the countryside

C4, C5 Development in the AONB

R5 Existing outdoor facilities

G2 General Development Criteria

8 :- The proposed car parking area would not harm the amenities of nearby properties or the character and appearance of the countryside or AONB. It would comply with policies C1, C2, C4, C5, R5 and G2 of the Replacement Salisbury District Local Plan.

Application Number:	S/2006/1599		
Applicant/ Agent:	BRIMBLE LEA & PARTNERS		
Location:	LAND ADJACENT TO DOWNSIDE CLOSE MERE WARMINSTER BA126AS		
Proposal:	ERECT 26 DWELLINGS AND FORM VEHICULAR & PEDESTRIAN ACCESS THERETO		
Parish/ Ward	MERE		
Conservation Area:		LB Grade:	
Date Valid:	2 August 2006	Expiry Date	27 September 2006
Case Officer:	Mr A Bidwell	Contact Number:	01722 434381

### REASON FOR REPORT TO MEMBERS

The Head of Development Services does not consider it prudent to exercise delegated powers

### SITE AND ITS SURROUNDINGS

Land to the north of Old Hollow Mere situated between the rear of the properties in Old Hollow and the A303.

Access is via the end of Downside Close to the east.

The site falls into 2 parts:

The western end which has the benefit of O/L planning permission subject to a specified layout, and which runs from the bridleway behind the houses in Old Hollow northwards to the A303. This rises towards the A303 and is of an undulating surface with rough grass and small trees.

and:

the eastern end, which is a strip of land running from the end of Downside Close behind the rear gardens of the upper part of Old Hollow alongside the A303. This is also rough grass and scrubs, is obstructed at the end of Downside Close by rubble and bears the evidence of dumping of garden rubbish. .

The two areas meet at the highest point of the site, which is north of the existing bungalows at the end of Old Hollow.

A bridleway runs along the southern boundary. To the west is open land, which slopes down from North East to South West.

Along the eastern boundary of the western part of the site are bungalows and a small car park accessed from Old Hollow, a single-track road.

The site lies within the HPB but outside the CA. (which adjoins it to the south)

The site was an allocated housing site H14E in the adopted Salisbury District Local Plan

### THE PROPOSAL

To construct 26 dwellings, a mixture of houses and flats and the necessary access road.

There is an area of open space in front of the existing bungalows.

The dwellings at the southern end of the site are single storey as required under s/2004/0847.

The development runs from the end of Downside Close in linear form along the southern side of the access road.

There are 6 units of affordable housing (low cost for sale) proposed.

### PLANNING HISTORY

Downside Close was built in the 1980s.

There are still 2 outstanding permissions in Downside Close where work commenced but did not progress (89/1048 & 1049 refer).

81/176 O/L 3 dwellings approved (on part of site opposite bungalows)

85/1011 O/L 3 dwellings – refused on basis of inadequate information in respect of surface water drainage. Appeal W/D

on the western part of this site:

S/03/ 300 Refused 30/04/03 for reasons of:

*Absence of a hydrogeological survey, whether surface water can be adequately drained from the developed site without an adverse impact upon nearby properties and land*

Western Area Committee 28/09/2006

*R2 of the Adopted Salisbury District Local Plan.*

*Lack of affordable housing and is therefore contrary to policy H14E and H25 of the Adopted Salisbury District Local Plan*

*Insufficient information to demonstrate to the Council's satisfaction that the site levels, including road levels and floor levels of the dwellings, will not adversely impact upon the amenities of the neighbouring properties and views in and out of the Conservation Area and the wider landscape contrary to policies G1, C7 and CN16 of the Adopted Salisbury District Local Plan.2*

On the western part of this site:

S/2004/847 O/L approved with a section 106 Agreement for:

Open space, landscape buffer on western boundary, acoustic fencing and landscaping on northern boundary, 4 units of affordable housing (low cost for sale).

Conditions required (amongst other things): a protected species survey to be undertaken, single storey development on the southern boundary, vehicular access from Downside Close, levels, a layout which has open space in front of the existing bungalows.

S/06/0561 WD 25/05/06. This application was withdrawn due to the need for a protected species survey and the fact that the Highways Agency issued a direction preventing the decision being reached due to a lack of detail regarding the wall required to retain the A303 forming part of the boundary of the site.

## **CONSULTATIONS**

### **WCC Highways-**

WCC Highways have commented that the current plans show all the requirements requested in order to achieve an acceptable road gradient without forcing the developer to enlarge the proposed retaining wall. It is understood that the Highways Agency wish to fully approve the design of the wall at this stage and as the wall will support their land, this is reasonable. It is confirmed that the wall will not form part of the maintained highway and the developer should seek and ensure that a management agreement for its permanent maintainance is obtained. An appropriate condition is necessary to ensure that this is undertaken.

The road layout design is acceptable and it is confirmed that no highway objections are raised subject to the following: -

An entry treatment shall be included at the junction of Downside Close and the new road layout in accordance with details, which shall be submitted for further approval and entry treatment provided in accordance with the approved details prior to the completion of the development.

The developer shall provide a scheme to upgrade the bridleway and footpath leading through the Town Centre in accordance with details, which shall be submitted for further approval, and the scheme shall be implemented in accordance with the approved details prior to first occupation of the development.

The developer shall also provide a safety barrier adjacent to the property known as "The Shoe" and an additional street light near the existing steps in accordance with further details submitted for approval and the barrier and streetlight provided prior to occupation.

Full engineering details of the road layout to include longitudinal sections, typical cross-sections, street lighting and road drainage shall be submitted for further approval prior to the start of development.

### **Highways Agency:**

On the previous application the Highways Agency issued a direction requiring that planning permission may not be granted for a period of 6 months from 5 May 2006. The application involves excavation adjacent to the highway boundary with the A303. In order to gain approval the applicants have to enter into the Highways Agency's technical approval process. This cannot be started until the gradient of the access road has been agreed with WCC Highways

The Highways Agency has since been in negotiation with the applicants regarding the details of the retaining wall and these negotiations remain ongoing at the time of writing this report. The proposal cannot be determined and issued until these negotiations have been successful. In the event of the negotiations being unsuccessful, the Agency will issue a further notice preventing the development from being determined. Members will be updated on this matter at the committee meeting.



**Environmental Health Officer:**

Concerned that the development is so close to the A303, However a reference noise measurement test was carried out and the results are broadly in agreement with the measured levels provided by the applicant's noise consultants. It is recommended that the consultant's recommendations for noise control measures form part of the conditions. Comments regarding drainage are awaited. An update will be given at committee.

**Wessex Water Authority:**

## Foul Sewerage –

There is a public foul sewer in the vicinity of the site

The foul sewerage system should have adequate capacity to serve the development

Flow calculations to be submitted for approval in due course

## Surface water drainage –

There is no public surface water sewer in the vicinity of the site

A direct connection to a watercourse should be investigated

The use of soak ways should be possible

## Sewerage Treatment –

There is sewerage treatment capacity available

There is adequate capacity at the terminal pumping station

## Water Supply –

There are water mains in the vicinity of the site

There may be water supply service connections crossing the site

There should be adequate capacity in the distribution system to serve the development. However, the development should provide details of the new demands in order that this can be confirmed.

**Environment Agency**

No objection subject to conditions being imposed regarding the following;

Groundwater protection

Surface water drainage

Water Efficiency

Pollution prevention to prevent detriment to the water interest of the site. This should include recommendations regarding sustainable construction and safeguards to cover the use of plant and machinery, Oil/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and waste.

**English Nature**

English Nature has previously commented that the Baseline ecological assessment demonstrates suitability of the site for reptiles and possibly bats or badgers. As such they Required that a full survey must be carried out prior to determination of the application. This matter is ongoing and the applicants have advised that the survey will be available as soon as possible and before this committee date. Members will be updated regarding this matter at committee.

**Parks Officer**

The parks officer previously commented that a Commuted sum for on site maintenance will be required and expresses concern regarding the following matters;

Parish Council seem unwilling to take on the on site maintenance of this site.

### **Strategic Housing Manager**

There have been problems with finding buyers for the shared ownership scheme at Angel Lane. Support is given to this scheme as the S106 agreement will deliver affordability in perpetuity & look forward with great interest to this new route for low cost home ownership.

Subsequent response to S106 consultations previously advised that ideally 8 units of affordable housing should be provided. Strategic housing have commented on this application confirming that 6 units will be acceptable.

### **AONB Officer**

Previous comments, Site adjoins the A303. Would be appropriate for additional planting along northern boundary of site. No provision shown currently for waste recycling and sustainability. Unsightly bins and boxes and small sheds could affect quality of scheme in landscape. Design statement does not mention landscape character but concentrates on CA. Biological Records Office- Badgers and Reptiles reported near site. No additional comments have been received to date.

### **Wiltshire and Swindon Biological Records Office**

Species reported at or near the site are Badgers and reptiles. As such a badgers and reptile survey should be carried out and mitigation measures applied.

### **REPRESENTATIONS**

Advertisement: Yes, expiry 13/09/06

Site Notice displayed: Yes, expiry 13/09/06

Departure: No

Neighbour notification: Yes, expired 25/08/06

Third Party responses received (neighbours) 9 letters raising the following issues:

Unwanted development,  
Loss of Bridleway in favour of footpath and cycleway could be hazardous  
Too many houses for site Adverse impacts on residents in Lower Hollow  
The application is suburban  
Overlooking, loss of privacy,  
Light pollution, site is haven for wildlife,  
Unstable ground, reflection of noise from A303,  
Overloading of sewers, flooding - Shreen water cannot cope with current surface water drainage levels,  
Landscape impact, hemming in of Old Hollow houses,  
Old cottages nearby lack foundations and could be adversely affected by change in ground water levels,  
Effect on Mere Downs in AONB to the north,  
Proximity of new dwellings to A303,  
Increase in number of cars exacerbating parking problems in the town,  
Capacity of doctor's surgery,  
Impact of this number of dwellings upon the community, houses at Wellhead has not sold.  
Like the style of the dwellings and pleased that attention has been given to help young people in Mere to become home owners.  
Mere residents previously signed a petition opposing fewer dwellings than now proposed  
Inadequate infrastructure services already stretched to limit.  
Not a suitable place to build the number of dwellings proposed  
Shreen Water will become overloaded  
What is going to happen to overhead power lines  
Congestion on site will result

Increase in traffic and cars in and around the site

**Parish Council response:**

Recommends approval with conditions:

The developers accept responsibility for sewerage /drainage and that it is updated to cater for the additional housing.

Developers should be responsible for repairing any damage to Downside Close and keeping it clean during the construction period.

Provision of an acoustic barrier alongside the A303.

The buildings on plots 16-19 inclusive remain single storey and PD rights for roof alterations are removed.

No windows should overlook existing private gardens

Any play area should be wet pour safety surfacing

Additional Street light at top of Old Hollow steps as this route will see increased pedestrian usage.

Previously the PC commented that as smaller children are able to reach White Road play area it is unnecessary to provide equipped area on this site. Would like to make it known at the outset that it does not wish to be nominated for the transfer, adoption or maintenance of any grassed areas or open space within the development.

The PC have commented to this application that if the children's play area is to be adopted by the Parish Council, they would insist on consultation as to the surface, fencing, layout and equipment. The PC would require that the whole of the play area surface is wet - pour safety surface.

Members attention is drawn however to the fact that no formal commitment had been provided from the PC that they are prepared to adopt the play area. As such the recommendation is that the relevant area of open space, remains as open space (grass) and does not include any child play provision. This will result in the need for a commuted sum payment required as part of the Section 106 Agreement for the grass keep etc. The agreement shall also require that a management company be set up by the developer to maintain this area. Members are also reminded of the need for a management company to provide maintenance of the treed areas referred to as maintenance strip and the acoustic planting barrier.

**MAIN ISSUES**

Planning Policy

Affordable housing

Design and layout & in terms of: a. Landscape impact, b. Impact on CA

Ecology

Drainage- foul & surface water

Highways & parking

Noise

Impact on neighbours and other matters raised by third parties.

**POLICY CONTEXT**

Allocated site in 1996 adopted Salisbury District Local Plan

H14 E.

Now within HPB of current adopted Salisbury District Local Plan

Policies H16, C12, C18, CN 11, R2, G6, G2, D1 are also applicable.

**PLANNING CONSIDERATIONS**

Planning Policy

The site was formerly specifically allocated for residential development The site is now within the Housing Policy Boundary as defined in the adopted Salisbury District Local Plan In such defined areas the principle of housing development on this site is accepted from a planning policy standpoint. The principle issues are therefore, concerned with the detail of the application.

The allocation H14 included 5 other sites: White Road, Manor Road, and Pettridge Lane (all built – with affordable housing all concentrated on Manor Road) Clements Lane and this site. The other sites

were all owned by the Duchy and were considered as one package in relation to the provision of affordable housing. It requires that planning obligations will be sought in respect of provision of off site infrastructure, facilities and highway works. Affordable housing will be sought in accordance with policy H25. Policy H25 of the adopted Salisbury District Local Plan requires affordable housing on sites of 0.5 ha or more or in excess of 15 dwellings.

### **Affordable housing**

The previous scheme for 14 dwellings on part of this site proposed 3 low cost market houses through a section 106 Agreement. This approach is now being adopted for all the 6 dwellings now proposed and has the support of the council's strategic housing manager.

The housing needs survey shows a shortfall within the Mere Community plan area however, 11 shared ownership houses have recently been completed at the Clements Lane and Angel Lane sites. The application will provide 6 low cost market houses. For these to be 'affordable' they are to be linked to average wages in the locality. The applicants have advised that they are providing genuinely low – cost market dwellings, which will be affordable by local young people, and future occupation can be controlled through the Section 106 Agreement. By providing 6 more dwellings that will be bought and sold at a significantly subsidised price truly affordable housing can be provided for sale to local people.

As new residential development policy R2 of the Salisbury District Local Plan will apply in this case. A need has been identified for an open space in front of the existing bungalows for amenity / recreation purposes but it is not intended that this area be equipped. The open area will provide 'informal' recreational space. *The Parish Council previously stated they are not willing to take this on and have not since confirmed to the contrary.* As previously stated above a maintenance company will need to be formed to carry out the maintenance of this area. As such, the policy R2 contributions will therefore be reduced accordingly to take this into account.

### **Environmental Impact:**

The site does not fall within schedules 1 or 2 of the 1999 Environmental Impact Assessment regulations and so an Environmental Impact Assessment is not required.

### **Landscape Impact:**

When the site was examined as part of the 1996 Local Plan Inquiry, the Inspector stated *Mere is the major centre in the western part of the District. It contains a range of facilities. Additional land to the west of the town is allocated for employment development in the local plan.*

*I understand that there has been little new house building built in Mere in recent years and that local services have started to decline. New house building on the scale envisaged should help to arrest this trend .....If Mere is to expand some encroachment into the surrounding countryside is perhaps inevitable. The proximity of the A303 may well affect the form of development at Manor Road and Old Hollow and may limit the number of dwellings to be provided on these sites but I have seen no technical evidence that it should preclude their development altogether.*

The Inspector therefore did not consider that there was any landscape impact reason not to develop this site.

Since that inspectors report was written 3 of the 4 sites, Manor Road (Jack Paul Close), White Road and Clay Knapp have been built. Clements Lane is under construction and the affordable housing is built and is occupied. Although this site is no longer a specific allocation it is within the HPB and the Inspector's comments in relation to retention of facilities, employment allocation, no technical reason not to develop the site are still valid.

Within the highway boundary of the A303 are a number of trees, which have grown up considerably since 1996 and form a green backdrop to the site in summer. These form a foreground to any view of the downs in the AONB beyond and are obscure distant views to the north in summer. No acoustic fence is proposed, but a retaining wall is. These trees would be visible above this wall but care must be taken to ensure that there is no root disturbance from the erection of a wall that could undermine the trees. The density of trees is such that they form a visual feature even in winter when they are bare of leaves.

Also the wall would need to be of a type that could either incorporate planting or have climbing plants grown against it or it will form a discordant element among the green backdrop. Currently no details have been provided of this wall. Furthermore it needs to be approved by the Highways Agency who will be looking at engineering rather than aesthetic considerations. This issue should however have been resolved prior to the committee meeting and an update will be given

Single storey dwellings are shown at the southern end of the site as required by the outline application. This will mean that they do not over dominate Old Hollow where the dwellings are two storey though of a low height or set at a lower level.

There are no single storey dwellings along the northern boundary of the site as the road has been moved northwards so that the dwellings no longer adjoin the A303.

The area in front of the old people's bungalows is shown as an open space. This will retain an open area in front of the bungalows so they will not be 'hemmed in.' and as previously stated it is not intended that this be equipped but remain as an open grassed area.

On the western, most visible, part of the site it is considered that the layout has been designed in such a way as to minimise the impact on the nearest properties, whilst acknowledging the gradient of the site. Although there are still some areas of concern- these are considered to be minimal and have in the main, been addressed in these plans. The sections show an acceptable form of development in principle on this western part, generally in accordance with the outline permission. The previous issue regarding the details of the road gradient have also been resolved with the new plans.

At the eastern end there is an extant consent, which previously conflicted with the parking provision shown to units 1 & 2. The applicants have dealt with this issue and the pair of semi-detached houses together with their garages will take their access on to the proposed new estate road as illustrated in the plans.

#### **Impact on Conservation Area:**

The conservation officer previously objected to the development. Although this site is not within the boundary of the CA and is not proposed for inclusion in the future, it is on the edge, and any scheme should take this on board. This does not necessarily mean that the scheme should be in the local vernacular, a contemporary approach could work in theory, so long as it had sympathetic regard to the character of the CA. the main objections to this scheme are :

The busy mix of materials in this area., considering that the palette should be stone with brick detailing. This would result in a calmer more sophisticated development.

If the local vernacular is to determine the design, then there should be no integral garages. These are not an historic feature and create for a very unsatisfactory building frontage  
Lack of new trees.

The submitted plans illustrate that the applicants have made significant alterations to the proposal including some changes to the integral garages to improve the 'eyes on the street' feeling. There is concern about the long length of straight road alongside the A303 but the narrowness of the site at the eastern end makes it difficult to provide any alternative. There are 2 build outs with trees shown which will reduce traffic speeds and soften the visual impact. These build outs and all other highway works will be secured with planning conditions.

Although Mere is essentially a grey town with red/brown roofs there is a great diversity of materials adjoining this site and although a more uniform palette would be preferable, it is not considered essential to achieve a high quality visual appearance.

The design has not included provision for waste – recycling possible wheelie bins etc; this is particularly important in the case of flats where there is no front garden space. A more detailed plan is required to address this issue and illustrate the areas for bin storage etc. This will again be conditional and must be agreed prior to commencement. This approach is also recommended by the Environment Agency who also recommend that Water Butts and water retention / use and recycling methods be agreed.

#### **Ecology**

A baseline protected species survey has been undertaken. English Nature have been consulted and require a detailed survey to be undertaken prior to determination owing to the high potential for

reptiles and possibly bats and badger activity. This document is awaited at the time of writing this report.

#### **Drainage - foul & surface water**

A detailed hydrogeological study was prepared for the western part of the site and the outline permission addressed the need to provide detailed surface water drainage scheme. Attenuation by 'Holding' of surface water prior to discharge to the Shreen water is proposed to reduce the risk of flooding. The Environment Agency has no objection subject to pollution prevention, run off limitation and surface water drainage schemes and appropriate conditions. The Council's Environmental Health Officer advised on the previous application that the calculations would need to be checked. This could be undertaken by EA as part of any consent to discharge to the stream. This will be required as part of the Environment Agency conditions. However, the drainage scheme details will also be required via conditions of this decision.

Foul drainage - Wessex water had no objection to the previous application (s.2004.847) and their response to this proposal is also no objections subject to conditions. Foul drainage is to be via the existing mains sewer.

#### **Highways & parking**

Public transport in Mere is poor. There is therefore a need to provide 2 parking spaces per dwelling (with the exception of 1 bed flats where 1 space may be acceptable) and the road designed to accommodate on street visitors parking. The road layout is dictated by the parameters set by the outline permission and the configuration of the site and the desirability to site dwellings away from the A303 boundary.

The provision of the general improvement of and to the surfacing of the bridleway/footpath to provide a safe pedestrian route into Mere, can be met through the use of a Grampian condition.

#### **Noise**

An acoustic report was submitted with the application. No acoustic fence is now proposed. The trees on the A303 form a barrier along the northern side of the site and the road has a 'quiet' form of surfacing. The comments of the council's Environmental Health officer as previously stated are broadly favourable regarding noise levels

#### **Impact on neighbours and other matters not mentioned above raised by third parties.**

The gardens of the dwellings at 1- 8 Old Hollow will be overlooked by the development, but the houses themselves are of sufficient distance away not to be overlooked to an unreasonable extent that would warrant refusal.

The dwellings behind 'the Shoe' are single storey only though at a higher level. Careful attention would have to be paid to boundary treatment as 'the shoe' has windows in its rear boundary.

The issue of surface water drainage can be addressed by condition.

The development of this site is acceptable in principle, being within the HPB so the impact upon the town would have already been considered when that boundary was set as part of the local plan process.

#### **CONCLUSION**

This proposal is considered to be acceptable on balance. The unresolved issue of the relationship with the extant consent, the need to undertake a further ecological survey and the need to address the road gradients and retaining wall to the A303 embankment with its knock on visual impact, have been addressed in this proposal

The issues of related to design outstanding from the previously withdrawn application – roof configurations, integral garages, have been amended although waste provision will require a further amended scheme to be secured via conditions.

For the reasons presented in this report the proposal as now submitted is considered to be appropriate for this site. The contents of the s106 Agreement which is currently in the course of preparation will secure all outstanding matters ensuring this proposal properly addresses the demonstrable local environmental issues and social / local need in Mere.

## RECOMMENDATION

There being no direction served by the Highways Agency  
The receipt of satisfactory amended plans to show the site of the extant con sents  
Following completion of a section 106 Agreement to provide:

Affordable 'low cost for sale' housing – a minimum of 6 units as specified in the application

The provision and maintenance of recreational open space in accordance with policy R2 of the adopted Salisbury District Local Plan

The maintenance of buffer planting along the western boundary and an area of on site open space as shown on the plans

APPROVE:

For the following reasons:

The proposed development is considered to be appropriately designed in terms of its overall bulk scale and massing on the site and detailing exuding a suitable characteristic likely to blend in well with the immediate surrounding area without unreasonable detriment to the general and residential amenity of nearby and adjoining residential properties, and of the on site and adjacent highway network. As such the proposal is considered to be in accordance with current national planning policy and Government guidance and with the following policies as set out in the adopted Salisbury District Local Plan;

And in accordance with the following Policies:  
And subject to the following conditions:

APPROVE SUBJECT TO S106

Conditions and Reasons:

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

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

(2) 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.

(3) The finished floor level[s] of the proposed building[s] shall be in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority before development is commenced. (C03A)

Reason: To ensure the exact finished floor level[s] of the building[s].

(4) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use of the development. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc. indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant]. (G01A)

Reason: To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

(5) The areas defined on the approved plans for public open space, amenity land and play area[s] shall be retained in perpetuity for those uses and shall not be incorporated into private garden land or other uses without the prior consent in writing of the Local Planning Authority. (H06A)

Reason: To ensure that these areas are not fragmented and remain to fulfil their original functions.

(6) The access road to the proposed development shall be constructed to base tarmac standard to the satisfaction of the Local Planning Authority before a start is made on the construction of any of the buildings.

Reason: To ensure that the access road is of an adequate standard of construction to carry the type of vehicles which will use it.

(7) Measures shall be submitted to and approved in writing by the Local Planning Authority, to prevent mud being deposited on the public highway by vehicles leaving the site and must be implemented during the whole of the construction period. No vehicle shall leave the site unless its wheels have been sufficiently cleaned to prevent mud being deposited on the public highway.

Reason: In the interest of the clean cleanliness and safety of the surrounding highway network.

(8) Development shall not begin until details of the junction between the proposed access and the highway have been approved by the Local Planning Authority; and the dwellings shall not be occupied until that junction has been constructed in accordance with the approved details. (I05A)

Reason: In the interests of highway safety.

(9) Development shall not commence until details of a safety barrier to be located adjacent to the property known as 'The Shoe' together with a street light to be located near the existing steps have been agreed in writing by the LPA. The agreed details shall be fully carried out prior to the first occupation of any of the dwellings hereby approved

Reason: In the interest of highway and public safety

(10) The development hereby approved shall not be commenced until details of the road layout to include longitudinal sections, typical cross sections, street lighting and road drainage have been submitted to and approved in writing by the LPA.

Reason: In the interest of highway safety.

(11) The development hereby approved shall not be commenced until details of the means of achieving satisfactory foul and surface water drainage of the site, including details of all points of connection to existing infrastructure and /or, water courses where applicable, and details of flow rates / calculations, and measures for the protection of any existing watercourses and water infrastructure within the site, has been approved in writing by the LPA.

Reason: In the interest of the water environment and existing infrastructure.

(12) None of the dwellings shall be occupied until works for the disposal of sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. (L02A)

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

(13) No building hereby permitted shall be occupied until all necessary works for the drainage of surface water from that building have been completed in accordance with details to be submitted to and approved by the Local Planning Authority. (L05A)

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



(14) No development shall commence until a scheme for the discharge of surface water from the land has been approved by the Local Planning Authority. Development shall be carried out in accordance with the scheme so approved.

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

(15) No development shall commence until a scheme of energy and water efficiency measures to reduce the energy and water consumption of the dwellings hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. The approved measures shall subsequently be implemented and brought into operation prior to the first occupation of the dwellings and shall thereafter be retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interest of the water and energy efficiency of the development.

(16) Prior to the commencement of the development hereby approved a protected species survey for the whole site shall be submitted to and approved in writing by the LPA together with the measures to be taken to protect and or remove and relocate protected species. The agreed details shall have been fully implemented in accordance with timings and processes for the relocation and protection of protected species advised by the LPA in consultation with English Nature.

Reason: In the interest of the protection of legally protected species.

(17) No development shall take place until a scheme for the phasing of the development to be carried out in successive stages, has been submitted to, and approved in writing by the LPA and each stage shall be substantially completed before the next stage of development is commenced.

Reason: In the interest of achieving a satisfactory programme of phasing.

(18) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use of the development. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc. indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant]. (G01A)

Reason: To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

(19) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before first occupation of the dwellings in accordance with a timetable agreed in writing with the Local Planning Authority]. Development shall be carried out in accordance with the approved details. (G06A)

Reason: To enable the Local Planning Authority to secure the satisfactory treatment of the dwelling boundary(ies) in the interests of visual amenity/securing adequate standards of privacy for occupants of the proposed dwelling(s) and/or neighbouring premises.

(20) Notwithstanding the provisions of classes A, B & C of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), no windows/dormer windows/rooflights [other than those expressly authorised by this permission] shall be constructed or inserted into the walls or the roofs of the dwellings hereby permitted.

Reason: To ensure adequate standards of privacy for the neighbouring dwelling(s) through the avoidance of overlooking from dormer windows or rooflights and in the interests of visual amenity as these dwellings are located on rising ground. .

(21) No dwellings shall be occupied until BR16 & FP 76 have been improved to provide an all weather pedestrian link to the centre of Mere and the school in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety to provide a safe and convenient pedestrian link to the centre of Mere.

(22) Before development commences, the applicant shall commission the services of a competent contaminated land consultant to carry out a detailed contaminated land investigation of the site and the results shall be provided to the Local Planning Authority. The investigation must include;

- A full desk top survey of historic data
- A conceptual model of the site identifying all potential and actual contaminants, receptors and pathways (pollution linkages)
- A risk assessment of any actual and potential pollution linkages identified
- A remediation programme for any pollution linkages identified. This programme shall incorporate a validation protocol for the remediation work implemented, confirming whether the site is suitable for the consented use.

Reason: In the interests of the water environment and the health and safety for occupants of, or visitors to, the proposed development.

The remediation programme shall be fully implemented and the validation report shall be forwarded to the Local Planning Authority before the premises are brought into use.

(23) Notwithstanding the provisions of Class[es] B & C 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 nor alterations to the roofs of the dwelling(s) 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 retain control over the development in the interests of amenity.

#### INFORMATIVE

(1) The site is directly affected by route of BR16 and FP76 in respect of which all public rights must be safeguarded. In this respect a legal agreement for the works and / or financial contribution towards upgrading may be required. You are advised to contact Wiltshire County Council for further information.

(2) Any street or other lighting shall be designed to minimise light pollution.

And in accordance with the following policies of the Adopted Salisbury District Local Plan.  
H16 Housing policy boundary

G6 Ground conditions / sustainable drainage

H16 Infilling

G2 Access / services / landscaping and open spaces / compatibility of developments / public health

C12 development affecting species protected by Law

D1 Extensive development

C18 Water quality amenity and visual quality

CN11 Conservation

R2 Provision of recreational space in new development.

**Part 3**  
**Applications recommended for the Observations of the**  
**Area Committee**

No Observations