

# 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>

LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING  
COMMITTEE  
WESTERN AREA 22<sup>ND</sup> JANUARY 2009

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>Item Page</b>	<b>Application No</b>	<b>Parish/Ward Officer Recommendation Ward Councillors</b>
1	S/2008/1841	WILTON
Pages 4 - 10	Mr O Marigold	APPROVE WITH CONDITIONS
SV 3PM	LAND AT JUNCTION OF SHAFTESBURY ROAD AND VICTORIA ROAD WILTON SALISBURY SP2 0DR  CREATION OF NEW DWELLING AND ACCESS	COUNCILLOR EDGE COUNCILLOR HOLT
2	S/2008/1753	WILTON
Pages 11 - 24	Mr O Marigold	APPROVE WITH CONDITIONS
SV 3.30PM	MR DAVID MARTIN FAIRFIELD HOUSE KING STREET WILTON SALISBURY  DEMOLITION OF THE EXISTING HOUSE AND OUTBUILDINGS AND THE CONSTRUCTION OF EIGHT DWELLINGS WITH ASSOCIATED CAR BARNs, BIN AND CYCLE STORES	COUNCILLOR EDGE COUNCILLOR HOLT

Agenda Item: External storage in local needs affordable housing in rural areas 'exception' sites

# **Part 1**

## **Applications recommended for Refusal**

No Refusals

# Part 2

## Applications recommended for Approval

1

Application Number:	S/2008/1841		
Applicant/ Agent:	NIGEL LILLEY		
Location:	LAND AT JUNCTION OF SHAFTESBURY ROAD AND VICTORIA ROAD WILTON SALISBURY SP2 0DR		
Proposal:	CREATION OF NEW DWELLING AND ACCESS		
Parish/ Ward:	WILTON		
Conservation Area:		LB Grade:	
Date Valid:	31 October 2008	Expiry Date:	26 December 2008
Case Officer:	Mr O Marigold	Contact Number:	01722 434293

### REASON FOR REPORT TO MEMBERS

Councillor Edge has asked that Western Area Committee consider the application, because of the local interest shown in the proposal.

### SITE AND ITS SURROUNDINGS

The site consists of land at the junction of Victoria Road and Shaftesbury Road in Wilton. At present the land slopes between the higher position of Victoria Road and the lower position of Shaftesbury Road. In planning terms the site lies within Wilton's Housing Policy Boundary.

The application site appears to have been used originally as garden to 72 Shaftesbury Road, containing a single garage. More recently it is believed to have been within the ownership of 75 Victoria Road, again being used as ancillary garden area and laid predominantly to grass and flower beds.

### THE PROPOSAL

The application proposes the erection of one split-level dwelling. The dwelling would have an overall height of some 10.6m and a length of some 16.5m (to the eaves), with a width of 8.5m (again to eaves). It would be constructed of facing brick work and cladding, with a slate roof.

The lower ground floor level (i.e. Shaftesbury Road level) would have a living room, study and utility. The ground floor (i.e. Victoria Road level) would have two bedrooms and a kitchen. The first floor would have a further two bedrooms, bathroom etc.

### PLANNING HISTORY

No recent planning history relating to this site. There was a refusal of permission for a bungalow on land between this site and number 74 Shaftesbury Road in 1974 (number 74/0055), on the grounds of inadequate amenity space.

### CONSULTATIONS

#### Highway Authority

I confirm that the applicant has taken on board all issues raised at the pre-application stage and the details show that new retaining elements have been designed to have a minimal impact on the existing public highway. However, some elements of the retaining works (i.e. those walls which support the new dwelling) will impact on the public highway on Victoria

Road, but to a much lesser extent than originally considered. The applicant has also included a 1.5m footway along the site frontage to Victoria Road which was also requested by this Authority but will also require further details for approval. The boundary treatment at the back of the proposed footway appears also to cater for the changes in level without the need to provide additional safety for pedestrians and therefore, the details in this respect are acceptable.

I am therefore prepared to offer a recommendation of no highway objection subject to the following conditions:-

1. Before the start of the development, full detailed engineering drawings and calculations for all retaining elements which will support the public highway along Victoria Road shall be submitted for the approval of the LPA; and the retaining elements shall be constructed in accordance with the approved details.
2. Before the start of development, full details of the proposed 1.5m wide footway along Victoria Road shall be submitted for the approval of the LPA; and the footway shall be constructed in accordance with the approved details before the first occupation of the dwelling.
3. The parking area shall be constructed in accordance with the approved details before first occupation of the dwelling and shall be constructed in a suitable consolidated material to ensure that no loose stone or gravel enters the public highway.

Reasons in the interests of highway safety.

Informative: The proposed footway along Victoria Road shall be constructed to highway authority specification and the applicant is invited to enter into an appropriate Agreement with the Highway Authority for its formal adoption.

**Wessex Water**

Lies within a foul sewer area

**Environmental Health**

No objection but recommend conditions regarding hours of construction

**Design Forum**

The site is a narrow triangular site with steep levels. Any scheme is further constrained by the need to provide a 1.5 metre pavement. It is a visually prominent and difficult site and there was some discussion over the principle of building on it.

Notwithstanding the principle, the Panel agreed the design was an innovative approach to the challenges of the site.

They had a number of minor observations. They felt that the chimney was a weak element and could be 'chunkier' at the lower level, and that the roof element on the projecting bay could be improved by turning this roof through 90 degrees.

In terms of the proposed palette of materials, the Panel were unconvinced by the choice of Eternit boarding and felt that render would be more appropriate in this location and in keeping with the adjacent 'arts and crafts' references. Otherwise, the success of the scheme would depend on the handling of various elements such as the detailing of the projecting eaves and the windows.

**County Council Archaeology** There are no known archaeological features in the area and it lies outside the probable extent of any of the medieval suburbs of Wilton. On this basis they have no comments to make on the application.

## REPRESENTATIONS

Advertisement	No
Site Notice displayed	Yes – expired 11/12/08
Departure	No
Neighbour notification	Yes – expired 27/11/08
Third Party responses	Yes – <b>12</b> letters of objection raising the following concerns: <ul style="list-style-type: none"><li>• Dwelling is out of scale with other neighbouring properties;</li><li>• Proposal too high;</li><li>• Dwelling not in character with nearby properties;</li><li>• Over-development of the plot;</li><li>• Impact on light and privacy of neighbours;</li><li>• Impact on parking, traffic and access;</li><li>• Impact from construction traffic;</li><li>• Access should be from Shaftesbury Road as Victoria Road has inadequate capacity;</li><li>• Impact on views of houses on Victoria Road</li><li>• Impact on property values;</li><li>• Potential for development elsewhere;</li><li>• Impact of overpowering proposal of road users;</li><li>• Authority should buy land for use as allotment;</li><li>• Chimney ugly and disproportionate;</li><li>• Width of carriageway with proposed pavement;</li><li>• Site has been used as an allotment for the last 12 or more years;</li><li>• Design is like a prison block with smaller windows</li></ul>
Parish Council response	Yes – Object on the basis of the proposals being an over-development of the site.

## MAIN ISSUES

Impact on character and appearance of the area  
Impact on living conditions of nearby properties (loss of light, overlooking, over-dominance)  
Impact on highway safety and traffic  
Other factors

## POLICY CONTEXT

G1	General Development Criteria
G2	General Development Criteria
H16	Development in Housing Policy Boundaries
D1	Design policy
CN21	Archaeology

## PLANNING CONSIDERATIONS

### *The principle of development*

The site lies within Wilton's Housing Policy boundary. In such areas, development is acceptable in principle subject to the design and the impact on the character of the area being acceptable, there being no loss of an area of important open space that contributes to the character of the

area, there being no significant adverse impact on the living conditions of nearby properties, and provided other normal planning criteria are met.

Although there is a suggestion that the land has been used as an allotment, the applicants say that the land has been used in association with residential uses, as garden curtilage and it appears any use as an allotment use was on a private basis, rather than as a public allotment of the sort protected by policy R20.

The question of the impact on the character and appearance of the area and of the impact on neighbouring properties is considered below. It is not considered, however, that the site does constitute an important area of open space that should be protected from any form of development.

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

The site is prominent in the street scene, at the 'entrance' to Wilton when travelling from the east along Shaftesbury Road. It will also clearly be visible from a number of neighbouring properties in both Victoria Road and Shaftesbury Road.

Both Victoria Road and Shaftesbury Road have a variety of dwelling types and styles, although most are suburban in form and most (though not all) are two stories in height. The applicants have justified their design with reference in particular to number 72 Shaftesbury Road, though having also to respond to the challenges of the gradient of the site.

Concern has been expressed by local residents and other at the height of the proposed dwelling, in particular that this would appear too large and dominant, and that this would appear out of place and over-developed.

However, in officer's view the height of the dwelling is not unacceptable. The proposed height tries to take account of the position between the two roads, and the differing height between dwellings on Victoria Road and Shaftesbury Road. When viewed from the west, officers consider that the height would appear as a 'stepping stone' between the rows of dwellings on either site, and that this would not appear out of place.

Given the prominence of the site, and the subjectivity of the question of design, the Council's Design Forum were consulted for their views. Although there was some question regarding the development of the site in principle, notwithstanding this question the Forum were largely supportive of the design, describing it as an 'innovative approach' to the site.

The Forum did make minor observations in relation to the chimney (which they felt was weak and should be 'chunkier') while they also felt that the projecting bay's roof could be turned through 90 degrees. They also felt that render, rather than 'Eternit' boarding, would be a preferable material in keeping with the 'arts and crafts' references. In response the applicants have changed the chimney design and, in terms of materials proposed brick with render rather than with boarding.

It is considered that the dwelling would not appear out of place in terms of height and that its design would be acceptable. The split-level design makes good use of the available space but does not result in excessive development of the site. Although concerns have been expressed in relation to the proximity of the building to neighbours, dwellings set a road-width apart are not uncommon in this part of Wilton or elsewhere.

Overall, it is not considered that the proposal would harm the character or appearance of the area, although it is recognised that this is a somewhat subjective judgement.

### ***Impact on living conditions of nearby properties (loss of light, overlooking, over-dominance)***

Considerable concern has been raised by local residents regarding the impact of the dwelling on their amenities in terms of light, privacy and dominance.

In relation to light, given the orientation of the site and the sun's diurnal trajectory, any loss of sunlight would only have an impact on those properties on the north of the site (i.e. Victoria Road) in terms of sunlight. Even then, however, having regard to the Building Research Establishment's guidelines, it is considered that there is sufficient distance between properties on Victoria Road and the proposed dwelling for adequate light to be available. Any loss of light would only occur for a relatively short time at the start and end of the day, and is unlikely to be significant. It is considered that there is space for sufficient general ambient daylight to be available.

In relation to overlooking, as a general rule there should be a distance of 20m between habitable opposing windows where this cannot be screened by boundary treatments (fencing etc), or by obscure-glazed and fixed shut windows. This distance is necessary for adequate privacy to be maintained for existing and proposed occupiers.

The proposed dwelling would maintain that 20m separation distance for all but one window, a bedroom window that would face north towards numbers 72/74 Victoria Road. Bedroom windows cannot be fixed shut because of the need for a means of escape. However, the applicants have revised the site of this window so that it is at a higher level making overlooking from this window much less likely to occur.

Therefore, subject to this change and the obscure glazing/fixing of the other non-habitable windows (i.e. bathrooms) that would otherwise overlook nearby properties, it is considered that the proposal would not be harmful such that would warrant refusal.

In relation to over-dominance, as has been said above, it is considered that the height of the dwelling is not such that it would appear out of place, or over-dominant. The dwelling would be lower in height than properties on Victoria Road and, although higher than the dwellings on Shaftesbury Road, given the distance available (20m) it is not considered that the dwelling would harm the amenities of properties on Shaftesbury Road by being too tall.

Concerns have also been expressed regarding noise and disturbance during construction. Environmental Health officers have recommended a condition that restricts the hours of construction work and it is recommended that such a condition is imposed.

Overall, on balance, it is considered that the proposed dwelling would not harm the living conditions of nearby properties.

### ***Impact on highway safety and traffic***

Concerns have also been expressed about the potential impact from additional car parking and traffic generated by the development, both during construction and once built.

The proposal includes provision of two car parking spaces, accessed off Victoria Road. The Council's current parking standards allow for a *maximum* of two spaces per dwelling (with no minimum). As the proposal would meet that standard it is considered that refusal could not be sustained at appeal on the grounds of inadequate car parking.

In relation to access, visibility and highway safety (including construction traffic), the County Council as highway Authority has been consulted but have not objected subject to conditions relating to the details of the proposal in relation to its structural impact on the highway itself, details of the footway and details of the car parking area. In light of the lack of objection from the Highway Authority, a refusal on the grounds of additional traffic generation etc could not be reasonably defended at appeal.

It is not considered that there are any traffic/parking or highway safety reasons to withhold planning permission.

### ***Other factors***

The site does lie within an Area of Archaeological Significance. The comments of the County Council's Archaeology department are that there are no known archaeological features in the



area and the site lies outside of the probable extent of Wilton's medieval suburbs of Wilton. On this basis an archaeological investigation is not considered necessary.

## **CONCLUSION**

Overall, it is considered that the proposal would not harm the character or appearance of the area, the living conditions of nearby properties, highway safety or any other material planning consideration. It is therefore recommended that planning permission should be granted, subject to conditions.

## **RECOMMENDATION: APPROVE**

Subject to the submission of a unilateral agreement under s106 of the Town and Country Planning Act 1990 in relation to public recreational open space, in accordance with policy R2 of the Adopted Salisbury District Local Plan:

## **REASONS FOR APPROVAL**

The proposed dwelling would not harm the character or appearance of the area, the living conditions of nearby properties, highway safety or any other material planning consideration. It would therefore comply with the relevant saved policies of the Adopted Salisbury District Local Plan.

### **Subject to the following conditions:**

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

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

- (2) 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 walls and roofs 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.

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

- (3) No development shall take place until full detailed engineering drawings and calculations for all retaining elements which will support the public highway along Victoria Road have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the approved details.

Reason: in the interests of highway safety

- (4) No development shall take place until full details of the proposed 1.5m wide footway along Victoria Road have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the approved details and the footway shall be completed before the first occupation of the dwelling hereby approved.

Reason: in the interests of highway safety

- (5) The parking area shall be constructed in accordance with the approved details before first occupation of the dwelling and shall be constructed in a suitable consolidated material to ensure that no loose stone or gravel enters the public highway.

Reason: in the interests of highway safety

- (6) Notwithstanding the provisions of Classes A to G 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, nor the insertion of additional windows, 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: in the interests of the character and appearance of the area and the amenities of nearby properties.

- (7) Prior to the commencement of development, details of the means and extent of the obscuring and fixing shut of the bathroom windows at 'ground' and first floor levels on the north elevation shall be submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved, and thereafter maintained in the approved state.

Reason: in the interests of the amenities of neighbouring properties.

- (8) No delivery of plant, equipment or materials, or any demolition, construction work or other building activity, shall take place on Sundays or public holidays, or outside of the hours of 08:00 to 18:00 on Mondays to Fridays and 08:00 to 13:00 on Saturdays.

Reason: in the interests of neighbouring properties' amenities.

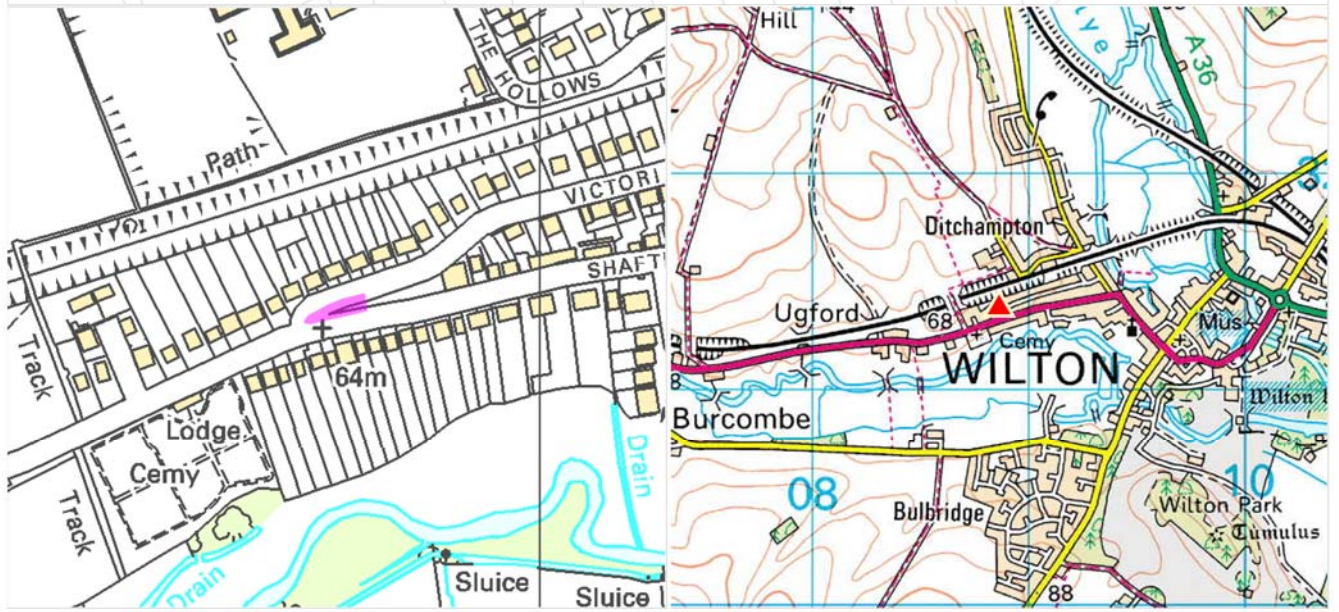
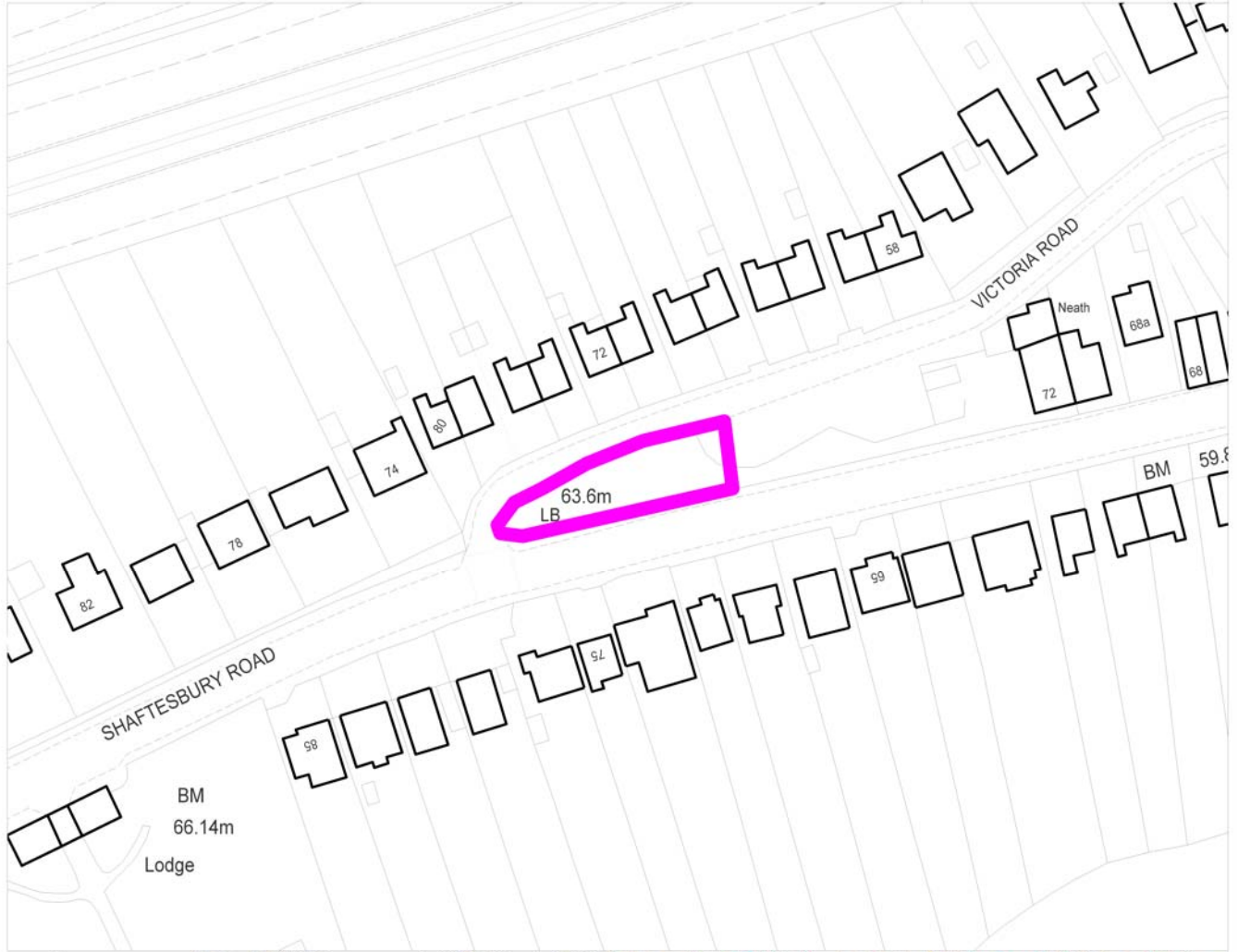
- (9) Prior to the commencement of development, details water and energy efficiency measures to be used in the development shall be submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved.

Reason: in the interests of encouraging sustainable development

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

G1	General Development Criteria
G2	General Development Criteria
H16	Development in Housing Policy Boundaries
D1	Design policy
CN21	Archaeology

Site Visit: 15.00 hrs



# LAND AT JUNCTION OF SHAFTESBURY ROAD AND VICTORIA ROAD



SCALE: NTS  
DATE: 13/01/2009 08:54:17  
DEPARTMENT: Planning

**THIS MAP IS FOR INTERNAL USE ONLY.**

Reproduced from Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100033329, Salisbury District Council, 2008.

Application Number:	S/2008/1753		
Applicant/ Agent:	GERALD STEER		
Location:	FAIRFIELD HOUSE KING STREET WILTON SALISBURY SP2 0AX		
Proposal:	DEMOLITION OF THE EXISTING HOUSE AND OUTBUILDINGS AND THE CONSTRUCTION OF EIGHT DWELLINGS WITH ASSOCIATED CAR BARN, BIN AND CYCLE STORES		
Parish/ Ward	WILTON		
Conservation Area:	WILTON	LB Grade:	
Date Valid:	17 October 2008	Expiry Date	12 December 2008
Case Officer:	Mr O Marigold	Contact Number:	01722 434293

### REASON FOR REPORT TO COMMITTEE

Councillor Edge has asked that Western Area Committee consider the application, because of the local interest shown in the proposal.

### SITE AND ITS SURROUNDINGS

The site consists of Fairfield House in Wilton, and its associated garden and outbuildings. Fairfield House is a relatively modern, expansive tile and render dwelling using 'eyelash' dormer windows at first floor.

The dwelling has no particular architectural merit but does not detract from the street scene. Significant tree/hedge screening, and the set back of the current dwelling means the property is not prominent in the street scene.

The surroundings of the site are (to the west) a modern estate of brick two storey dwellings known as Kings Gate. To the east is a terrace of Grade II listed dwellings (8 to 16 St Giles's Hospital, also known as the Alms Houses) consisting of front-gabled two storey dwellings. Beyond this to the east are two modern brick and tile dwellings (18 and 20 King Street) and beyond that further Grade II listed dwellings. Opposite the site is the recreation ground and the shopping village.

The application site includes land running behind these dwellings (finishing at the east end of 20 King Street's garden). The area behind 18/20 King Street (as well as these dwellings and the listed properties at St Giles's Hospital) all lie within the Wilton Conservation Area. The rest of the application site is outside of the Conservation Area.

### THE PROPOSAL

The application proposes demolition of the existing dwelling and the erection of 8 dwellings. These 8 dwellings take the form of two groups of units (in two terraces – A and B) and a separate, detached, chalet bungalow.

Group 'A' consists of 4 x three bedroom dwellings, with the building as a whole having an overall height of 8.6m and a length of 28.7m. The unit is arranged along the rear of the site (adjoining the 'sheep fair field') but in a stepped arrangement and with a lower height (8.1m) and less prominent gable features at the block's eastern end.

Group 'B' consists of 3 x two bedroom dwellings, in a position set back from the front of the site but slightly forward of the front of the existing listed properties known as the Almshouses (or 8 – 16 King Street). The overall height of this group is 7m, only slightly higher than the existing Almshouses and lower in height than either the existing dwelling Fairfield House (by some 2m) or the proposed units at the rear (by some 3m).

Finally a 'chalet' bungalow providing one bedroom is proposed at the north eastern end of the site (the part of the site which is within the Wilton Conservation Area). The chalet bungalow's height would be some 6.2m high.

The materials proposed for all the units are slate roofs with stone coloured brick and painted softwood joinery.

In terms of access, the proposal seeks to close the current entrance of the A36 (King Street/Warminster Road), with a new access to serve all the units from Kings Gate. Garaging and car parking is proposed partly within single storey 'car barns'.

## PLANNING HISTORY

87/652	Two story extension to provide a study and 4 <sup>th</sup> bedroom.	AC	22.05.87
91/215	First floor extension over garage.	AC	20.03.91
93/993	Ground floor extension to provide drawing room.	AC	10.09.93
99/1910	Erection of a conservatory	AC	05.01.00
S/2007/2308	Demolition of existing house and erection of 12 new houses with associated work.	R	03.01.08

This application was refused for the following reasons:

*(1) The proposed development, by reason of its layout, orientation, height, design, scale and extent of the development would be an excessive over-development of the site, an unacceptable form of backland development and would not acceptably reflect the form or characteristics of surrounding development or have a sufficiently high enough quality of design to approve. It would harm the character and appearance of the area and of this part of the Wilton Conservation Area (and views into the Conservation Area), and would harm the setting of the adjacent Grade II listed Almshouses and Grade II listed warehouse. It would be contrary to policies G1, G2, D1, H16, CN3, CN5, CN8 and CN11 of the Adopted Salisbury District Local Plan (saved policies) and the advice in Government guidance PPS1, PPS3, PPS7 and PPG15 together with Supplementary Planning Guidance 'Creating Places'.*

*(2) The proposed development, by reason of the height of Terraces A and B and the position of first and second floor windows, would result in unacceptable over-looking and over-dominance of the adjacent residential properties, harming their reasonable living conditions, contrary to saved policy G2 of the Adopted Salisbury District Local Plan*

*(3) The internal road layout of the proposed development is substandard and would cause serious obstruction for service vehicles and other road users including pedestrians, to the detriment of road safety. In this respect it would be contrary to policy G2 of the Adopted Salisbury District Local Plan.*

*(4) The proposed development, in that it does not provide sufficient information in relation to the prevention of pollution of the River Avon Special Area of Conservation or River Avon System SSSI, or sufficient information in relation to the impact on protected species (bats), would be contrary to saved policy C12 of the Adopted Salisbury District Local Plan and the advice in Circular 06/2005 and PPS9.*

*(5) The proposed development, in that it does not make provision for public recreational open space, would be contrary to saved policy R2 of the Adopted Salisbury District Local Plan*

*(6) It has not been demonstrated, to the satisfaction of the Local Planning Authority, that the nature and extent of any archaeological features of the site has been undertaken or evaluated. In this respect the proposed development*

would be contrary to policies CN2 and CN22 of the Adopted Salisbury District Local Plan and the advice in Planning Policy Guidance 16.

## CONSULTATIONS

**Environment Agency** No objection subject to conditions in relation to water efficiency

**County Council (Archaeology)** No comments to make

**County Council (Highways)** Confirm that the proposed road layout largely complies with the alterations recommended and discussed at the pre-application meeting on 19/3/08. There are only two concerns and these can be remedied with minor alterations to the submission.

Therefore recommend as follows:

No highway objection subject to the following conditions:

1. Full details of the realigned footway and additional carriageway at the junction of Kings Gate with Warminster Road shall be submitted for further approval of the LPA; and the improved junction radius shall be constructed in accordance with the approved details before first occupation of the development.

Informative: the junction radius shall be reduced to 10m (not 12m as indicated on the submitted drawings) and the construction must be subject to an appropriate agreement with the local highway authority (Wiltshire County Council).

2. Before the start of development, the additional parking space shown adjacent to the footway along Warminster Road shall be deleted from the submission in accordance with further details which shall be submitted for the approval of the LPA.

3. Before the start of development, full construction details of the access road where it is shared by all eight proposed dwellings shall be submitted for the further approval of the LPA; and the shared access road shall be constructed in accordance with the approved details before first occupation of the development.

Reasons: all in the interests of highway safety.

### **Wessex Water**

The development is located within a sewered area with foul and surface water sewers.

Although not shown on the public sewer record drawing we understand there may be a sewer crossing the site that by virtue of its age could be deemed a public sewer under the former Section 24 provision of the Public Health Act 1936. Wessex is currently reviewing available data on these sewers in order to update and revise its sewer records thus indicating these as public in appropriate cases. Public sewerage apparatus is covered by statutory easement and no new building or similar works will normally be allowed within a minimum of 3.0m of this apparatus.

According to our records there is a public foul sewer crossing the site. Please find enclosed a copy of our sewer records indicating the approximate position of the apparatus. Wessex

Water normally requires a minimum three-metre easement width on either side of its apparatus for the purpose of maintenance and repair. Diversion or protection works may need to be agreed.

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

It is further recommended that a condition or informative is placed on any consent to require the developer to protect the integrity of Wessex systems and agree prior to the commencement of works on site any arrangements for the protection of infrastructure crossing the site. The developer must agree in writing prior to the commencement of works on site any arrangements for the protection of our infrastructure crossing the site

The adjacent site is subject to an adoption agreement under Section 104 of the Water Industry Act 1991 formerly Section 18 of the Public Health Act 1936. The agreement refers to the construction of sewers by the developer and the adoption of sewers by the sewerage undertaker. These sewers are currently private and it is advised that you contact the appropriate party in order to obtain further details as your proposals may affect this agreement. Permission to connect to these systems should also be obtained where connection is required.

The developer has proposed to dispose of surface water to soakaways. It will be necessary if required for the developer to agree points of connection onto our systems for the satisfactory disposal of foul flows and surface water flows generated by the proposal. The connection point can be agreed at the detailed design stage.

With respect to water supply there are water mains within the vicinity of the proposal. Again connection can be agreed at the design stage. It is recommended that the developer should agree with Wessex Water prior to the commencement of any works on site a point of connection onto Wessex systems.

#### **Highways Agency**

We do not wish to formally object to these proposals because we accept that this is permitting development within a sustainable location. We do however note that these proposals will lead to intensification of use of an access with the trunk road, which does not fully meet the Highways Agency's design standards.

If the local planning authority is minded to grant this application we would require the following conditions to be attached to any permission granted.

1. The existing access from the property must be permanently stopped up before the commencement of construction of any new dwellings within the site.

Reason: In the interests of highway safety

2. Details must be submitted in writing for approval of the local planning authority of the proposals for relocating the south boundary wall fronting the trunk road and this approval must be obtained and the works completed before the commencement of construction of any new dwellings within the site.

Reason: In the interests of highway safety

3. Provision shall be made within the site for disposal of surface water so as to prevent its discharge into the trunk road and details of this provision shall have been submitted to and approved in writing by the local planning authority before commencement of construction of the new access to the site.

Reason: In the interests of highway safety

## Conservation

This scheme follows consultation with ourselves.

I am happy to note :

The site entrance, which is much more discrete than the previous scheme ;

The orientation of terrace B (sitting slightly forward of the almshouses facing the road) and no longer angled ie a more traditional arrangement;

The stepped arrangement of terrace A (which helps to break up the massing of the building) ;

The reduced height of all of the new build elements.

Given the above, and the number of units now proposed, I withdraw my objections to the development. I think that the proposed linear and traditional character of the proposed development, together with the lower heights of the proposed buildings, will be in keeping with the character of the wider Wilton Conservation Area and that the new buildings will not have an unduly overbearing impact on the grade II listed almshouses.

One of my previous concerns was the potentially overbearing nature of the proposed development in relation to the listed almshouses. Whilst terrace B will be adjacent to the almshouses, the bringing forward of this building, together with the simple terrace arrangement, should not detract from the character of the set-back almshouses *providing good quality traditional materials and detailing are employed*. Section S3 suggests a ridge height for terrace B that is comparable to that of the almshouse. That being the case, I do not think the new terrace will dominate the almshouse.

In terms of terrace A – the topography of the ground and overall height of this building will mean that this terrace is visible behind the new terrace and the almshouses (in certain views), however, the stepped arrangement of the building and the distance between the new build and almshouse (approx 17m) should prevent the development being visually over-bearing. It is also preferable that the garaging is behind the almshouses although one will see the almshouses with Terrace A behind travelling along the Warminster Road away from Wilton.



In terms of details, I am concerned about the suggested 'chimneys' or lack thereof. The applicants note the importance of chimneys in Wilton and in particular the elegant chimneys of the almshouses. We are then presented with what appear to be flues. The chimneys, together with the gable features, seem to set up a rhythm on the almshouse which is diluted on Terrace A and B.

I have no objections to the car barn nor the proposed bungalow.

In terms of suggested conditions, if you are minded to approve the application :

Could we have a condition that protects the hedge to the side and front of terrace B during development ;  
 Agree paving ;  
 Agree bin stores that are modest and not visually intrusive;  
 Natural slate for roofs to match the roof of the adjacent Almshouse in colour and variety ;  
 Approve window details at an appropriate scale please ;  
 Approve brick sample and plat band detail ;  
 Approve chimney details (subject to your views).

## REPRESENTATIONS

Advertisement	Yes – expired 20/11/08
Site Notice displayed	Yes – expired 20/11/08
Departure	No
Neighbour notification	Yes – expired 07/11/08
Third Party responses	<p>Yes – <b>12</b> letters of objection in relation to</p> <ul style="list-style-type: none"> <li>• Loss of existing visitor's lay-by in Kings gate;</li> <li>• Lack of consultation with the neighbours by the applicant;</li> <li>• Alleged conflict of interest regarding letter of support;</li> <li>• Inadequate space for emergency vehicles;</li> <li>• Impact of additional traffic on Kings Gate and A36;</li> <li>• No need for additional development given development at Kingsway House, Naise Felt factory, unused land at Bulbridge and the likely potential to develop the army HQ site;</li> <li>• Inadequate car parking;</li> <li>• Damage to protected trees;</li> <li>• Impact on privacy of dwellings in Kings gate</li> <li>• Additional noise and disturbance, particularly during construction;</li> <li>• Backland and over-development;</li> <li>• Previous reasons for refusal not overcome;</li> <li>• Impact on listed buildings and Conservation Area;</li> <li>• Overlooking, over-dominance and visual intrusion;</li> <li>• Loss of light to gardens and rear rooms</li> </ul> <p><b>2</b> letters of support, one from CRPE</p>
Parish Council response	Yes – Wilton Town Council: Object on the grounds that the development is contrary to Local Plan policies G1, G2, D1, H16, CN3, 5, 8 and 11 and Government guidance PPG1, PPG3, PPG7 and PPG15.

## MAIN ISSUES

Impact on the character and appearance of the area, Conservation Area and adjacent listed buildings, and their setting, having regard to scale, design, siting and orientation.

Impact on neighbouring properties' living conditions

Impact on highway safety and car parking

Impact on protected species and the River Avon ecosystem SSSI/SAC

Other factors (archaeology, recreational open space)

## POLICY CONTEXT

G1, G2	General Development Criteria
D1	Design policy
H16	Development in Housing Policy Boundaries
CN3, CN5	Setting of listed buildings
CN8, CN11	Conservation Areas
C12	Protected species
TR11	Maximum parking and cycle spaces
R2	Public Recreational Open Space
CN21, CN22	Archaeology

Government guidance in PPS1, PPS3, PPS7, PPS9, PPG15

Relevant Structure Plan policies

SPG 'Creating Places'

## PLANNING CONSIDERATIONS

***Impact on the character and appearance of the area, the Conservation Area and the adjacent listed buildings and their setting, having regard to scale, design, siting and orientation.***

The site in its entirety consists of previously developed 'brownfield' land within a Housing Policy Boundary and in a sustainable and suburban location. Therefore the redevelopment of the site to provide a higher density of dwellings than currently exists (1 for a site of 0.26ha) is clearly acceptable in principle, subject to detailed considerations.

The applicant's Design and Access Statement expresses a view that re-development of the site should replicate the listed Alms Houses and older terraces of Wilton rather than modern developments such as Kings Gate – a general approach which is considered acceptable. The design seeks an interpretation of the gabled features and steeper pitches of the listed Almshouses.

The previous siting and layout (in the 2007 application) was considered to owe more to an attempt to develop as much of the site as possible, rather than to develop a scheme that reflects the best of its surroundings. Unlike the previous scheme, the general thrust of this part of Wilton (and indeed elsewhere) is for dwellings to parallel and front onto the main road – this is the form that the two sets of listed building take nearby.

Following the previous refusal, and negotiations and discussions with officers and consultees, the applicants have re-designed the proposals, resulting in a number of changes to the scheme.

In particular, the number of units has been reduced from 12 to 8, in light of concerns that the previous proposal represented an over-development of the site. This now represents 30 dwellings per hectare, which is the Government's 'national indicative minimum' in PPS3. This density is therefore considered to be acceptable in principle and allows for space within the site, including some additional landscaping.

Furthermore, the height of all of the units has been reduced in comparison to the earlier proposal. In relation to group A, a previous height of 10m has been reduced to 8.6m or less. At the end closest to Kings Gate, the proposed height is similar to those units adjacent to it (i.e. no 21 Kings Gate). At group A's other end its height would be 8.2m. Although this is still around 3m higher than the Almshouses, group A does not now extend behind the Almshouses by more

than 2m, unlike the earlier scheme. It is also stepped back so would not appear as dominant as the earlier scheme.

The units group B have a height which is much more reflective of and similar to that of the Almshouse. A further significant change from the earlier proposal is this terrace's orientation through ninety degrees, so that it runs parallel rather than at right angles to the Wilton Road. This reflects the concerns of officers to the previous submission.

Meanwhile, the application proposed a single 'chalet bungalow' to the rear of numbers 18 and 20 King Street. This single dwelling would be less than a metre higher than the properties at 18/20 King Street, as compared to the two units previously proposed, that would have been some 3.4m higher.

Following these changes, the Conservation Officer has now withdrawn her previous objections (see consultation section above), only recommending conditions and revised plans in relation to chimney details.

It is considered that the revised design and layout is an improvement over that submitted previously, and that it would reflect the character of the surrounding area. Although the units in group A would still be taller than the almshouses and the units proposed at the front, the Conservation Officer does not consider that this would harm the setting of the listed buildings given the stepped arrangement and the distance between the two units.

Similarly the height of group B would be similar to the height of the Almshouses and concerns about their inter-relationship (in visual terms) have also been overcome, provided that good quality materials and detailing are employed (this can be secured by condition).

In relation to the single dwelling to the rear of 18/20 King Street, this would again be an improvement over the previous two dwellings, which were both higher than that proposed now. Although the position of the single dwelling remains one that faces into the site (and therefore remains 'backland' development to some extent), the reduced scale and greater separation between this unit and terrace A, alleviates these concerns.

Furthermore this piece of land is the only part of the site to lie in the Conservation Area, and in contrast to the previous proposal for this site the Conservation Officer has raised no objection to the principle or design of this dwelling. Although higher than the adjacent properties, it is not considered that this height is such that it would be over-bearing on its neighbours.

Overall, it is considered that the revised proposal has overcome the concerns expressed in relation to layout, orientation, height, design, scale and the extent of the development. It would not be excessive in the extent of development, not would it harm the character of the listed buildings nearby (the almshouses or the listed warehouse opposite) or the Conservation Area's character or appearance.

### ***Impact on neighbouring properties' living conditions***

Consideration has been given to the impact of the proposals on the living conditions of neighbouring dwellings, particularly in relation to loss of privacy/overlooking, loss of light and any over-dominance.

The previous application was refused on the grounds of concerns regarding overlooking between the terrace to the rear and the rear gardens of the Almshouses, and because of the height of the units being over-dominant in relation to the amenities of the Almshouses and 18/20 King Street.

The changes to the proposal have, in officers' view, overcome these concerns. The reduction in length and height of group A means that this terrace would not run to the rear of the Almshouses other than for an 'overlap' of around 2m.

This, together with the reduction in height and the stepped arrangement means that the degree of overlooking between the habitable windows of group A and the rear gardens of the Almshouses would be significantly reduced and limited to (in overlooking terms) one bedroom

window at the eastern end of group A which is unlikely to allow anything other than oblique views into the rear gardens of the Almshouses. Similarly the reduction in height of the single dwelling behind 18/20 King Street means that this building would also not harmfully dominate the properties to the front.

In re-designing the proposal so that the layout reflects the more linear pattern of development, the development does now have a distance between groups A and B that is within the normal 20m separation distance between opposing, habitable windows.

This separation distance relates to interests of privacy for the occupants of each respective bedroom, but such standards should be applied flexibly in seeking to achieve an acceptable design, while still encouraging the development of brownfield sites.

Furthermore, in this case that impact would be ameliorated by the 'stepped' arrangement of group A meaning that it is only the units at the western end of each terrace that would be affected. The fact that both units would be new (rather than an imposition on an existing occupier) is also a factor, albeit not a determinative one.

As with the previous scheme, having regard to the orientation of development and the Building Research Establishment Guidance, it is not considered that there would be unacceptable overlooking or loss of light from groups A or B, or from single unit behind 18/20 King Street, to neighbouring properties' gardens or rear windows. Overall, it is considered that the proposed development would not harm the living conditions of nearby properties or result in an unacceptable standard of amenity.

#### ***Impact on highway safety and car parking***

During the previous application, concern was expressed by the County Council, as Highway Authority, in relation to the internal layout arrangement on the grounds that the layout would be substandard, with inadequate turning space and access for services etc, and that this would cause serious obstruction for service vehicles and other road users including pedestrians to the detriment of road safety. There were concerns that the-then proposed units at the eastern end of the site would be isolated by the proposed arrangement.

In light of this, the layout has been revised and improved with greater space. The County Council have not objected to the layout arrangement as now proposed, although they have recommended a number of minor changes in relation to the radius of one of the junctions and the positioning of car parking spaces (these changes are not critical to Highway's recommendation, however amended plans are sought from the applicant).

Meanwhile, the Highways Agency are the relevant consultees for the impact of additional traffic onto the A36, and they have not objected to the application, subject to conditions.

In terms of car parking, concern was expressed by officers that the previous proposal that the extent of parking space adversely affected the design. It has to be borne in mind that the site is in a 'sustainable' location with good access to public transport facilities and to the shops and employment facilities of Wilton.

The application proposes 14 spaces which, for 8 dwellings equates to two spaces per dwelling. While this is at the maximum level permitted by the current standards, it does not over-provide or adversely affect the layout and therefore car parking provision is considered acceptable. Provision is also made for some 16 cycle spaces, which is again considered acceptable. Given the current car parking standards, it is not considered that the loss of the existing visitor's space in Kings Gate would warrant the refusal of permission, and neither of the highway consultees have objected to the proposal on the grounds of the loss of this space.

#### ***Impact on protected species and the River Avon ecosystem SSSI/SAC***

A further reason for refusal of the previous scheme related to the relatively close River Avon ecosystem which is a Site of Special Scientific Interest and a Special Area of Conservation, and in relation to protected species.

Natural England were concerned that, in the absence of a method statement outlining how pollution to the river will be prevented, there was the possibility of a significant effect on the important interest features of the SSSI and SAC. They were also concerned that the existing dwelling and site may well harbour bat roosts.

Subsequently it is now the County Council's Ecologist who comments on such matters. The applicants have undertaken a protected species survey, by a qualified ecologist, who found that there was little evidence of bats roosting at the site and makes recommendations in relation to ensuring that, even if bats are found to be present, their interests would not be harmed.

In relation to the impact on the River Avon, the County Council's ecologist has confirmed that in principle an a method statement in relation to construction can be secured through condition provided that an 'appropriate assessment' has been undertaken in relation to the River Avon Special Area of Conservation to ensure that its integrity is not affected.

In undertaking an assessment, it is considered that bearing in mind the relationship between the site and the river (in that the river is some 62m away at its closest point), and the fact that the A36 lies between the two, as does part of the Wilton Shopping Centre, it is considered that there is limited connectivity between the site and the river, and that it is unlikely that the construction would result in harm to the River or its species; this means that there is scope to require a method statement by condition.

It is considered that this reason for refusal has now been overcome and that the proposal would not harm the interests of protected species or the River Avon.

***Other factors (archaeology, recreational open space, protected trees etc)***

The lack of an archaeological investigation formed a reason for refusal of the previous application. Such an investigation has now been undertaken (with little of interest being found) and the County Council Archaeologist now has no further comments to make for this application. Therefore this reason for refusal has been overcome.

In relation to protected trees, the arboriculturalist advises that the proposal would not result in the felling of protected trees, or trees that would be worthy of protecting, either within the Conservation Area or outside of it.

A recreational open space contribution can be required by means of a unilateral agreement under s106 of the Town and Country Planning Act. The applicants have agreed to enter into such an undertaking.

In relation to the remaining points raised by local residents, property values or loss of private views are not public-interest reasons to refuse planning permission. There is no reason to believe that the occupants of these dwellings would cause any greater security or crime concerns than other occupiers.

Consideration has been given to the point raised about existing developments in Wilton and that the development is not needed. However, the Authority is not in the position where its housing targets have been met such that new development should be resisted on brownfield sites in principle.

**CONCLUSION**

It is recommended that planning permission is granted, subject to conditions and to the submission of a unilateral agreement for recreational public open space, in accordance with policy R2.

## **RECOMMENDATION: APPROVE**

Subject to the submission of a unilateral agreement under s106 of Town and Country Planning Act 1990 in relation to public recreational open space in accordance with saved policy R2 of the Adopted Salisbury District Local Plan:

### **REASONS FOR APPROVAL**

The proposed development would not harm the character or appearance of the area, the Wilton Conservation Area or the setting of the Grade II listed buildings nearby. It would not harm the amenities of neighbouring properties or highway safety, or the interests of archaeology, protected species, the River Avon or any other material planning consideration. It would therefore comply with the relevant saved policies of the Adopted Salisbury District Local Plan.

#### **And subject to the following conditions:**

- (1) The development hereby permitted shall be begun before the expiration of 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

- (2) No development shall take place until details of the realigned footway and additional carriageway at the junction of Kings Gate with Warminster Road have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved, and the improved junction radius shall be constructed in accordance with the approved details before first occupation of the development.

Reason: in the interests of highway safety

- (3) No development shall take place until revised details in relation to the position of car parking spaces (including the removal of the space shown adjacent to the footway along Warminster Road) have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved.

Reason: in the interests of highway safety

- (4) No development shall take place full construction details of the access road where it is shared by all eight proposed dwellings have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved and the shared access road shall be constructed in accordance with the approved details before first occupation of the development.

Reason: in the interests of highway safety

- (5) The existing access from the property must be permanently stopped up before the commencement of construction of any new dwellings within the site.

Reason: in the interests of highway safety

- (6) Prior to the commencement of development, details must be submitted in writing for approval of the local planning authority of the proposals for relocating the south boundary wall fronting the trunk road. Development shall be undertaken in accordance with the details thereby approved and the works completed before the commencement of construction of any new dwellings within the site.

Reason: in the interests of highway safety

- (7) Prior to the commencement of development, details of the provision within the site for disposal of surface water so as to prevent its discharge into the trunk road shall be submitted to and approved in writing by the local planning authority. Development shall be undertaken in accordance with the details thereby approved.

Reason: in the interests of highway safety

- (8) No tree, shrub, or hedge which is shown on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority.

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

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

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

- (9) Prior to the commencement, the following details shall be submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the details thereby approved:

- (a) materials to be used in the development, including paving, the slate for the roof (which shall match that on the adjacent almshouses), the bricks to be used and the banding detail;
- (b) the size and design of the bin/cycle storage facilities;
- (c) the details of the chimneys (notwithstanding those details included with the application);
- (d) window details (which shall be submitted at 1:5 or 1:10 scale).

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

- (10) Notwithstanding the provisions of Classes A to G of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwellings, nor the insertion of any additional windows (other than those hereby approved), 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.

Reason: in the interests of the character and appearance of the area and the amenities of neighbouring properties.

- (11) No development approved by this permission shall commence until a scheme for water and energy efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

Reason: In the interests of sustainable development and prudent use of natural resources.

- (12) The development hereby approved shall be undertaken in accordance with the recommendations of the protected species surveys dated 9th January and 24th September 2008.

Reason: in the interests of protected species.

- (13) No development shall take place until a construction method statement, identifying measures to be taken during construction to prevent harm to the River Avon Special Area of Conservation, has been submitted to and approved, in writing, by the Local Planning Authority. Development shall be undertaken in accordance with the approved method statement.

Reason: in the interests of preventing harm the River Avon and important species contained therein.

#### **INFORMATIVES:**

##### **NOTE TO APPLICANT FROM THE ENVIRONMENT AGENCY:**

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Greywater recycling and rainwater harvesting should be considered.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit <http://www.environment-agency.gov.uk/> > Subjects > Water Resources > How We Help To Save Water > Publications > Conserving Water in Buildings, for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful - <http://www.savewatersavemoney.co.uk/>.

In addition the applicant should aim to comply with the Code for Sustainable Homes and achieve the highest number of stars possible, preferably six. The applicant is advised to visit: [http://www.planningportal.gov.uk/uploads/code\\_for\\_sust\\_homes.pdf](http://www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf) for detailed advice on how to comply with the Code.

##### **Pollution Prevention During Construction**

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

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes.

We recommend referring to our Pollution Prevention Guidelines, found at [http://www.environment-agency.gov.uk/business/444251/444731/ppg/?version=1&lang=\\_e](http://www.environment-agency.gov.uk/business/444251/444731/ppg/?version=1&lang=_e)

##### **Sustainable Construction**

We strongly recommend that the proposed development includes sustainable design and construction measures, which comply with the Code for Sustainable Homes. The development should aim to achieve the highest number of stars possible. For detailed advice on how to comply with the Code the applicant is advised to visit: <http://www.communities.gov.uk/publications/planningandbuilding/codesustainabilitystandards>. The Code includes sections on energy and water efficiency. In a sustainable building renewable resources are used in construction and the use of other materials minimised. The efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.



The applicant is advised that there may be a sewer crossing the site that by virtue of its age could be deemed a public sewer under the former Section 24 provision of the Public Health Act 1936. Wessex Water is currently reviewing available data on these sewers in order to update and revise its sewer records thus indicating these as public in appropriate cases. Public sewerage apparatus is covered by statutory easement and no new building or similar works will normally be allowed within a minimum of 3.0m of this apparatus.

According to their records there is a public foul sewer crossing the site. Wessex Water normally requires a minimum three-metre easement width on either side of its apparatus for the purpose of maintenance and repair. Diversion or protection works may need to be agreed with Wessex Water.

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

G1, G2	General Development Criteria
D1	Design policy
H16	Development in Housing Policy Boundaries
CN3, CN5	Setting of listed buildings
CN8, CN11	Conservation Areas
C12	Protected species
TR11	Maximum parking and cycle spaces
R2	Public Recreational Open Space
CN21, CN22	Archaeology

