

Becky Jones
Planning Services
Wiltshire Council
By Email Only



6th February 2026

Dear Becky,

APPLICATION REF: PL/2025/09973

ADDRESS: PORTWAY HOUSE, OLD SARUM PARK, OLD SARUM, SALISBURY SP4 6EB

We are writing on behalf of South Portway Management Company to object to the current proposal at Portway House submitted by Wessex Archaeology. The application seeks prior approval for change of use of Class E space to form 20 apartments, falling under Use Class C3. Our clients have strong concerns in relation to a number of matters, set out within this letter.

Highways

Class MA of the GDPO, to which the application relates, requires for a number of matters to be addressed through a prior approval process. With regard to Highways this includes consideration of the highways impacts of the development, and with regard to the location of the site within a Conservation Area, whether the change of use will impact the character or sustainability of the Conservation Area. Both of these are relevant to the scheme.

The application documents state:

“The Class MA proposal for 20 flats would probably need around 27 car parking spaces, about half the number available at the site (60)”

No plan has been submitted with the application to demonstrate the car parking arrangements. In actuality, the 60 parking spaces mentioned has been grossly exaggerated by the submission.

Aerial photography of the site demonstrates that only around 45 cars can be parked across both the front and rear of the buildings:

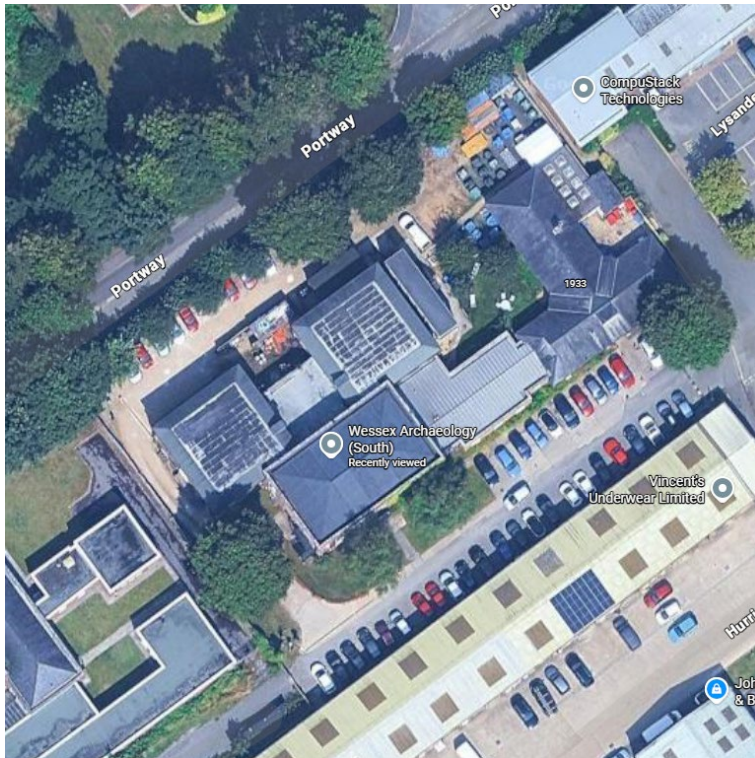


Figure 1 - Aerial photo

However, these are not in marked bays which provide the sufficient turning and aisle space required for manoeuvring. Indeed, the gap retained between these cars (bonnet to bonnet) is only around 4m, and the distance between the cars and the footway leading to the entrance to the building is only around 3m, neither of which is sufficient for formal parking. It is anticipated that this is why all cars have parked in reverse, as it is only possible to exit such constrained parking spaces in a forward gear.

Both the topographic survey and the Block Plan demonstrate that it is evident there is not sufficient space available for suitable parking in front of the building as suggested.

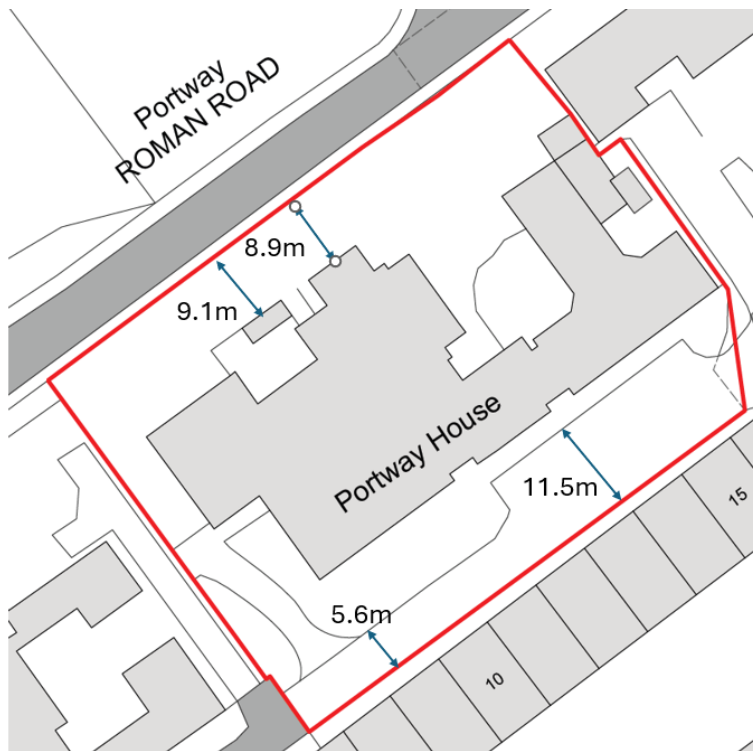


Figure 2 - Block Plan with available space annotated

Standard parking bays should be 2.4m x 4.8m in size, with an aisle width of 6m for manoeuvring in and out of the space. This can be achieved at only a small section of the site in front of the building which has a depth of 11.5m, amounting to around 10 parking spaces, but nowhere else along the building frontage.

To the rear of the site there is some room for parking, however firstly even if the full extent of the site could provide a row of parking spaces, this would only amount to approximately 29 spaces. However, as with the front of the building, there are areas where the sufficient aisle widths cannot be achieved, in turn greatly reducing the areas that can be used for parking. There are also additional constraints to the rear of the site, including mature trees, which further restrict parking spaces.



Figure 3 - Parking at the rear of the site

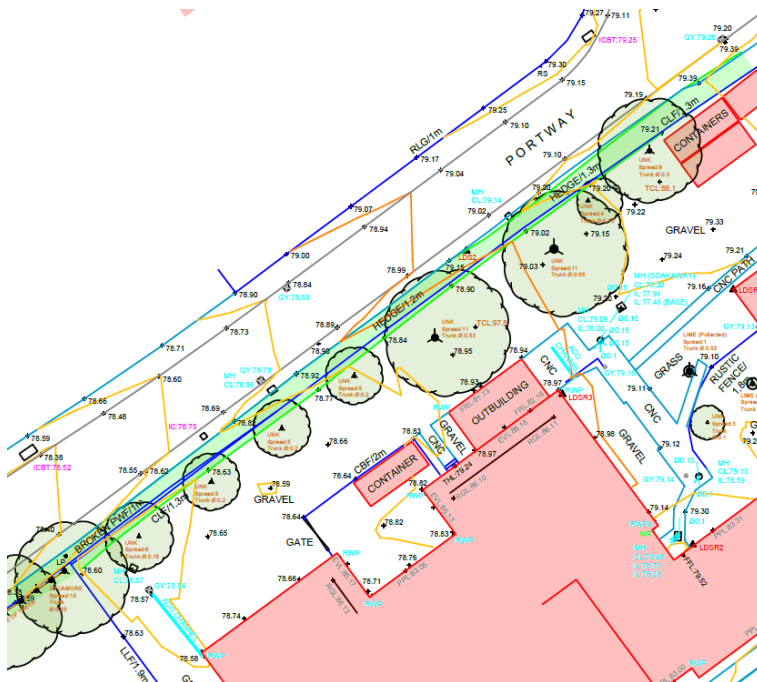


Figure 4 - Topo survey extract of the rear of the site

At no point to the rear of the building are the depths great enough to allow for two rows of parking. Therefore, the greatest number that could be achieved to the rear of the site is 10 parking spaces.

However, the application states that:

“There is a separate planning application proposing an alternative new vehicular access directly from the Portway”

This would further reduce the area available at the site for parking.

Therefore, the site is short of the 27 estimated to be required by the application documents, and short of the Wiltshire Council adopted minimum parking standards. This also does not consider the requirement for other parking such as visitor spaces and cycle parking for both residents and visitors.

Given that the Council have minimum parking requirements, it is likely that the under-provision of parking proposed for the development will lead to overspill into the nearby roads, including within the wider Portway commercial area, which already experiences very high levels of parking stress and could not accommodate further overspill parking.



Figure 5 - On-street parking at very high stress levels on surrounding streets

It should be noted that while the application documents make reference to another planning application seeking consent for a new access from Portway, this does not appear to have been submitted/validated and is not certain to be approved. Therefore, the prior approval application must be considered on the basis that this additional access does not exist. This means that all of the traffic for the proposed development will be through the South Portway Private Road. Taking into account the overspill parking which already happens within the estate (as shown within the above images, and those within the application documents) these roads cannot accommodate any additional parking from future residents or visitors. Furthermore, the estate already has a significant amount of traffic during peak hours, which would be compounded by the introduction of a residential use within the centre of the site.

Finally, in relation to highways, it is not clear that the width to the south west of the building is sufficient to allow safe access and egress for larger vehicles, including emergency vehicles. The existing gravel track which leads around the site reduces to under 3m in width in places, and is constrained by a mature tree and staircase in this location. Without the necessary tracking it cannot be confirmed that this would be safe for a residential development.

Amenity for Residents

Another prior approval requirement is the impact of impacts of noise for commercial premises on the intended occupiers of the development.

The site is located within the Portway/Old Sarum Park which is currently occupied by a number of commercial businesses. Many of these uses, including those close to the site, have the potential to generate significant noise.

The existing building faces the rear of a number of commercial units, which all have plant along this elevation which would generate a level of noise unlikely to be suitable for a residential dwelling.



Figure 6 - Plant on rear elevations of commercial units on Hurricane Close (directly adjoining the application site)

Furthermore, these units are occupied by uses which themselves generate noise, including Rise Above Gym which often keeps its roller doors open during both private and group workout sessions.

Opposite these units there are uses such as:

- Metaltec, a bespoke steel fabricator:

- GWP Protective, a supplier of custom foam inserts and protective plastic cases;
- Prosport Performance Ltd, which supply and fit shock absorbers and suspension for vehicles;
- John Turner Kitchens and Bathrooms, kitchen renovator;
- Vincents, wholesaler.

To the northeast of the site, within Center One, there are other uses include a wood manufacturer (Doodletech), construction company (Collinssons Ltd), safety equipment supplier (Wallbridge A C & Co Ltd), and a telecommunications equipment supplier (Delcom Systems Ltd).

Many of these uses close to the site generate noise which would not be compatible with a nearby residential development, and would be likely to have significant impacts on future residents of the scheme.

There is also the nearby airfield at Old Sarum, including the operation of Go Skydive which undertakes frequent flights throughout the summer months including outside of usual working hours. The noise from this has not been considered by the proposal.

Finally, it should be noted that these are the existing and known users, however, other than the Rise Above Gym unit which has specific consent for D2 use (Ref: 17/05520/FUL), all other units near to the site have no known planning restrictions. Therefore, at any time, a new user falling within the general industrial or commercial use class could occupy one of the units with no restrictions on the noise that could be generated, or the hours of operation. This could have significant implications for future occupiers of the scheme and there is no consideration of this within the submission.

Introduction of Residential Use

A final consideration of the GDPO for Class MA which must be assessed is the:

“The impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses”

The site is located within the centre of an existing commercial/industrial area. It is defined within the Core Strategy as a Principal Employment Area within Core Policy 35. It is therefore, clearly, an important employment area and local planning policy seeks to safeguard its long term future as one of the County’s Principal employment sites which is of importance to the economic role of Salisbury and the County.

The introduction of a residential use to this fundamentally undermines this safeguarding.

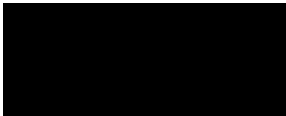
Furthermore, as set out above, users around the site may generate noise with no existing restrictions on either uses or noise pollution. Residents of the proposed development may wish to complain about this noise, which, if this was found to be a statutory nuisance, means the noise must be abated. This in turn would have implications for nearby employment uses which may be required to move out of the area.

Therefore, even though the proposal is for a single building within the wider Principal Employment Area, its change of use would not be appropriate given the nearby context and is likely to undermine the future longevity of the area as an employment site. This is in direct conflict with adopted planning policies.

For these reasons it is considered that the proposal does not meet the Class MA requirements and prior approval should not be granted for the proposed change of use.

I trust you have all the information required to consider this objection, however please let me know should you require anything further.

Yours sincerely



Eleanor King BA (Hons) MSc MRTPI

Associate

