

CASE OFFICER'S REPORT

Application Reference: PL/2026/00522
Application Type: Full planning permission
Consultation Ends: 29/04/26
Case Officer: Joe Richardson

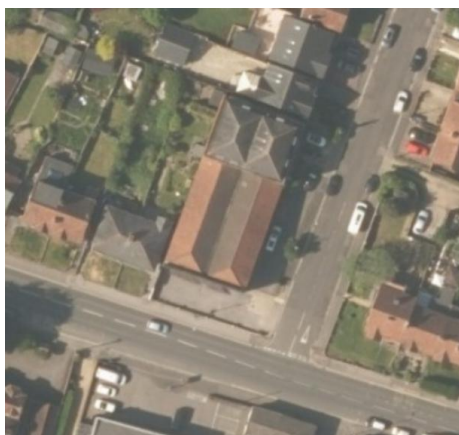
Site Address: Salisbury Antiques Centre, 94 Wilton Road, Salisbury, SP2 7JJ

Proposal: Proposed repurposing with modifications of existing building for change of use for retail, showroom, office and residential

Recommendation: That Planning Permission be Granted subject to conditions

Site Description/Proposal:

The application site is located in the Salisbury Community Area and within the defined settlement boundary of Salisbury. The building is currently in use as an antiques furniture commercial space and is considered a Non-Designated Heritage Asset (NDHA). The site is within the catchment of the River Avon Special Area for Conservation (SAC), and within the New Forest 13.8km Internationally protected sites zone of influence. The A36 is an Air Quality Management Area (AQMA). The surrounding area contains a mix of uses, including the ATS garage opposite and two storey residential properties (a mix of detached, semi-detached and terraced dwellings):



The site is located in Flood Zone 1 on the Environment Agency flood maps, but part of the site frontage is identified in the Strategic Flood Risk Assessment to be at high risk of Groundwater

Flooding (Groundwater levels are between 0.025m and 0.5m below the ground surface. Within this zone there is a risk of groundwater flooding to both surface and subsurface assets. There is the possibility of groundwater emerging at the surface locally).

The building is a two to three-storey former warehouse, finished in red facing brick with a mansard roof to the northern section. The site slopes significantly between Wilton Road and Canadian Avenue, enabling access at different levels.

Planning permission is sought for the proposed repurposing with modifications of existing building for change of use for retail, showroom, office and residential. Essentially breaking this down, the proposal seeks to convert and reuse the existing antiques retail centre to provide a mixed use development comprising lower ground-floor retail (Use Class E), upper ground-floor office accommodation (Use Class E), two additional residential flats (Use Class C3) at first floor, and retention of the existing penthouse flat at second floor level (Use Class C3).



POLICIES

National Planning Policy Framework

Section 2 Achieving Sustainable Development

Section 11 Making Effective Use of Land

Section 12 Achieving Well Designed Places

Section 15 Conserving and enhancing the natural environment
Section 16 Conserving and enhancing the historic environment

Wiltshire Core Strategy

Core Policy 1 Settlement Strategy
Core Policy 2 Delivery Strategy
Core Policy 20 Salisbury Community Area
Core Policy 34 Additional Employment
Core Policy 35 Existing Employment Land
Core Policy 36 Economic Regeneration
Core Policy 50 Biodiversity and Geodiversity
Core Policy 51 Landscaping
Core Policy 52 Green Infrastructure
Core Policy 55 Air Quality
Core Policy 57 Ensuring high quality design and place shaping
Core Policy 58 Ensuring the conservation of the historic environment
Core Policy 60 Sustainable Transport
Core Policy 61 Transport and Development
Core Policy 64 Demand Management
Core Policy 67 Flood Risk
Core Policy 69 Protection of River Avon SAC

Supplementary Planning Documents:

Wiltshire Local Transport Plan 2015-2026: Car Parking and Cycling Strategy
Creating Places Design Guide SPD (April 2006)
National Design Guide 2021
Wiltshire Design Guide 2024

Salisbury District Local Plan saved policies:

H8 – Housing Policy Boundary of Salisbury

PLANNING HISTORY

S/2007/1284 – Reserved Matters Approval sought for Landscaping and external appearance pursuant to Outline Planning Permission S/2003/2661 for the demolition of the existing building and construction of 10 Flats and associated parking provision A.C 18.09.07

S/2003/2661 – Outline application for demolition of existing building and construction of a block of 10 Flats and 12 parking spaces with detail approval sought for siting, design and means of access A.C 22.06.04

S/1992/0982 – Change of use to retail A.C 15.07.92

S/1990/0178 – Change of use of premises to offices A.C 20.06.90

ISSUES

- Principle of development;
- Housing Land Supply position;
- Scale, Design and Impact to the Character of the Area including Heritage;
- Archaeological Impacts;
- Amenity impacts;

- Highway safety/parking;
- Ecological Impact including the River Avon SAC, New Forest and BNG;
- Drainage

CONSULTATIONS/REPRESENTATIONS

Salisbury City Council – Support with comments received stating:

SCC supports this application and appreciates the efforts to retain to fabric of the building and its retail use

WC Highways – Objection with comments received stating:

I note the proposals seek to alter the site to provide differing internal floor arrangements and uses, including the provision of two additional residential units. I understand that the existing antique retail use would be reduced in scale, with a total of 307m² now proposed as retail use under Class E(a) and 429m² proposed for office use under Class E(g)(i). Due to the addition of the new residential units, this equates to a net reduction in commercial floor area of around 282m². The existing 2 bedroom residential unit will be retained unaltered and the new residential units consist of one 1 bedroom and one 2 bedroom units. There are some discrepancies within the submission that need clarifying. The application form and Transport Statement state that 11 car parking spaces are proposed, however, 12 are shown on plan. Additionally, the Transport Statement says that the northernmost access on Canadian Avenue will be closed, however, this cannot be the case if parking is to be provided as shown on the submitted site plan. Confirmation on these points is required. It is stated that two car parking spaces will be provided for each of the 2 bedroom units and one space for the 1 bedroom unit and I can confirm that this meets Wiltshire's Minimum Residential Car Parking Standards. The remaining 6/7 spaces would be available for use by the retail and office uses, with the Transport Stating that because these numbers are below Wiltshire's 'Maximum Non-Residential Car Parking Standards', this is sufficient. However, the Transport Statement wrongly assumes this and does not take account for the discounting methods stating within the Local Transport Plan 3 Car Parking Strategy, which clearly states that the 'Maximum' standard should only be discounted based on primary and secondary discount criteria. This criteria has not been demonstrated to be met in this submission. Notwithstanding this, I am aware that the site is in existing commercial use, which has an extant level of car parking demand. In addition, the proposals are seeking to provide additional car parking from existing and the overall commercial floor area is actually reducing. Therefore, I would be satisfied with 7 car parking spaces being available for the commercial uses on site, based on this extant arrangement. Whilst 7 spaces would be adequate, the parallel spaces are insufficient in length, as parallel spaces should measure at least 6m long and 2m wide. This will result in the need to provide an additional space on the Canadian Road frontage. I am aware that a new access is shown to the A36T Wilton Road, which is stated as being an 'Exit Only' access point. The A36T is a road managed and maintained by National Highways and the Planning Officer must therefore consult them directly on the suitability of this new access proposal. I would also advise that due to the narrow width and 90 degree turn, that swept paths are provided for this manoeuvre. Therefore, prior to offering a formal Highway recommendation, I seek clarification on the above points and amendments to the length of the parallel spaces.

UPDATE:

No objection subject to conditions with comments received stating:

I note the revisions provided, which include alterations to the car parking arrangements and the removal of the new A36T access. The overall number of car parking spaces, 12, is accepted, as per previous, however, the layout is still not optimal. The two spaces in the south-western corner are poorly located and will be partially obstructed by the single space to the south-eastern corner of the site. Whilst I feel an improved parking layout could be provided, I do accept that this area is used as parking currently. Also, 4.2.1 of the Transport Statement still states that the northern access will be closed, which is clearly not the case as there are four car parking spaces accessed directly from Canadian Avenue, which will actually require the extension of the dropped kerb for this existing access. The applicant should be made aware that it is an offence under The Highways Act 1980 to drive over a full height curb and the applicant will need to apply for a VX application prior to the development being brought into use. Whilst the proposed parking layout could be improved with all spaces accessed directly from Canadian Avenue, the layout is similar to existing and will be accepted in this instance. Similarly, whilst the Transport Statement incorrectly states that the northern access will be closed, the plans clearly shown that this is not the case and any failure by the applicant to extent the existing dropped kerb can be enforced under The Highways Act 1980. Therefore, I recommend that no Highway objection is raised, subject to the following Conditions and Informative being attached to any permission granted;

National Highways – Objection with comments summarised as:

National Highways considers a proposed new connection onto the A36 is unacceptable on policy grounds and it has not been demonstrated the necessary design standards can be achieved. The applicant therefore needs to consider an alternative access and parking arrangement. The plans as currently submitted conflict with the application form and the development sought in respect of connections to the public highway.

UPDATE:

No objection subject to conditions with the following comments summarised as:

The applicant has submitted a revised Site Block Plan as Proposed, drawing number HFD-SW-08-00-03 Rev D01 which has removed any vehicular connection to the A36. An updated Transport Statement Rev A dated April 2026 has also been provided which likewise removes reference to a new A36 connection and relies on alterations to the existing access arrangements from Canadian Road only to serve the development. Both documents are dated 15 April 2026 on the planning authority's online planning portal. On the basis of these updated documents, National Highways considers that the proposed development is unlikely to result in a material change to existing traffic conditions on the A36 trunk road. As previously stated, a review of available collision data does not suggest a collision history associated with the use of the existing access arrangements on Canadian Road or in respect of the A36/Canadian Road junction. We therefore consider that the development is unlikely to result in an unacceptable or severe impact on the SRN (in safety or capacity terms) compared to existing conditions. However, whilst the Site Plan and Transport Statement have been revised and now appear to be consistent with the application form which answers no to whether a new or altered vehicular access is proposed from the public highway, the Planning Statement does not appear to have been revised. Therefore, for the avoidance of doubt, National Highways are recommending a planning condition in respect of site access arrangements. We are however willing to consider any alternative condition wording the planning authority may wish to propose which secures the same or greater protection for the SRN.

WC Ecology – No objection subject to conditions. Please see full comments within the Ecological Impact section of this report. Conditions to be imposed:

Compliance with the submitted plans;
River Avon Phosphorous Mitigation;
Water Usage;
Ecological enhancements

Natural England – No objection with comments received stating:

Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has undertaken an Appropriate Assessment of the proposal, in accordance with Regulation 63 of the Regulations. Natural England is a statutory consultee on the Appropriate Assessment stage of the Habitats Regulations Assessment process. Your appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of the New Forest Protected Sites. Your authority should be satisfied that the agreed mitigation meets the minimum requirement as per the New Forest Interim Recreation Mitigation Strategy. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England is satisfied and thus we have no objection to the proposals, providing that all mitigation measures are appropriately secured in any permission given.

WC Public Protection– No objection subject to conditions with the following comments received stating:

I write regarding the above application which includes retail use on the ground floor and office accommodation on the first floor both fronting Wilton Road. The second floor, located at the rear of the site (with façades approximately 30 m from the roadside), is proposed to be converted into two residential dwellings. The scheme introduces new window openings serving bedrooms and living areas for the two bedroom flat on the elevation facing the busy A36 Wilton Road and the garage/ tyre repair centre directly opposite the development site. The site also lies within an Air Quality Management Area, where poor air quality poses significant public health risks for residents living or working in such locations. AQMA's generally correlate with higher traffic volumes and therefore higher noise exposure, and it is anticipated that transport-related noise is expected to be the primary source affecting the development. Given that the proposal introduces new bedrooms and living room windows on a noise exposed façade and the proposals involve a material change of use to residential, in addition to installation of mechanical ventilation, the applicant should demonstrate acceptable internal noise levels are achievable in accordance with BS8233:2014/ WHO. A noise impact assessment should therefore be carried out to demonstrate internal ambient noise levels in the dwellings and office/ retail areas are achievable. Any necessary mitigation should be carefully outlined in the report. I therefore recommend the following conditions are applied to any approval of this application:

- Prior to commencement of development an acoustic report shall be submitted to the LPA for approval in writing prior to implementation. The report shall demonstrate that the internal and external amenity standards of BS8233:2014 Guidance on sound insulation and noise reduction for buildings (or any subsequent version) and WHO Guidelines for Community Noise (1999) can be achieved within the development. The report must include full details of any scheme of mitigation required to achieve this which if approved must be implemented in full and maintained in that way in perpetuity. In discharging this condition the applicant should engage an Acoustic Consultant. The consultant should carry out a background noise survey and noise assessment according to BS8233: 2014 (or any subsequent version) and demonstrate that internal and external noise levels will not exceed the guideline noise levels contained in Section 7.7 (table 4) and 7.7.4 (table 6) of BS8233:2014. The report should also

demonstrate that internal maximum noise levels in bedrooms will not normally exceed 45dB LAmax between the hours of 23:00 and 07:00.

- Prior to occupation, Mechanical Ventilation to be installed in the habitable rooms of the residential dwellings and office/ retail space hereby approved. The Mechanical Ventilation should be installed in accordance with approved plans and manufacturers specification, and maintained at all times thereafter. In discharging this condition the applicant should submit plans demonstrating the location of ducting and air intake/extract points, together with manufacturers details of the proposed Mechanical Ventilation system.

WC Drainage – No objection with comments received stating:

The proposed works are minor in nature and will not result in a significant increase in impermeable area or corresponding flood risk when compared to the existing baseline scenario. As such, we have no objections to this application.

WC Archaeology – No objection with comments received stating:

The applicant has included with their application an archaeological desk-based assessment (Abrams Archaeology, June 2025). The main conclusions of the assessment are as follows:

- Up to the 19th-century, the site was located within open, agricultural land.
- The central and northern parts of the site have suffered severe truncation when the existing building was constructed, and it is unlikely that archaeological remains would survive in these areas. The northern and southern ends of the site are less truncated
- The site lies on superficial deposits of River Terrace Gravels which have the potential, in the Salisbury area, to contain Palaeolithic artefacts and faunal remains.
- The potential for the site to contain buried remains of other periods is generally assessed as low;
- This proposal, which largely comprises the refurbishment of the existing building, will have a 'relatively low impact' on below ground deposits.

I agree with Abrams Archaeology's conclusions. While the area within the red line boundary has some archaeological interest, the level of below ground impacts from this proposal are not substantial. In my view, it would therefore not be proportionate to recommend an archaeological response to this proposal. No further action is therefore required as regards the buried archaeological heritage in relation to this application.

WC Conservation – Objection with comments received stating:

The building is believed to have been built for Pickford's Depositories in or shortly after 1928 with changes in 1934 and 1937 (WSHC G23/760). The design, materials and detailing of the elevations are of a pleasing quality and contribute positively to the streetscene. There are very few surviving historic warehouses or light-industrial buildings of this scale in Salisbury, and its retention and partial conversion are therefore welcome. The building is not listed nor in a conservation area, but is considered desirable to retain for its historic and architectural interest and should be treated as a non-designated heritage asset. The Planning Statement acknowledges this, although no heritage assessment has been undertaken. The proposal includes the provision of a large shopfront across the front and part of the east-side elevations, with ground to fascia glazing and a very deep fascia sign above. The existing south front has two pedestrian doors each flanked by two casement windows, aligning with all of the six windows above and forming a very unified elevation. The loss of this fabric and character and the imposition of a traditionally inspired shopfront would be harmful and is not clearly justified. The drawings are at an insufficient scale for something we'd want to approve, but I think the whole premise is unnecessary. The shopfronts would be a significant distance and elevated from Wilton Rd, and customers are more likely to be arriving by car intentionally than as

passing trade. There is no retail provider referred to so there is even less imperative to do this work. Many buildings serve retail purposes without large shopfronts and carefully considered signage should be adequate (I would refer to the Salisbury Shopfronts & Advertising Guidance). I would like reassurance that the original (repainted) Pickford's lettering will be retained for interest. Other than the shopfront/signage works I have no concerns.

UPDATE:

No objection following the removal of the proposed alterations to create the shopfronts and retention/reinstatement of the Pickford lettering.

Third party representations – None received

ASSESSMENT

Principle of development

At the heart of the NPPF is a presumption in favour of sustainable development and the Settlement and Delivery Strategies of the Core Strategy are designed to ensure new development fulfils the fundamental principles of sustainability. This means focusing growth around settlements with a range of facilities, where local housing, service and employment needs can be met in a sustainable manner. A hierarchy has been identified based on the size and function of settlements, which is the basis for setting out how the Spatial Strategy will deliver the levels of growth.

Core Policy 1 of the Wiltshire Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. Only the Principal Settlements, Market Towns, Local Service Centres and Large Villages have defined limits of development/settlement boundaries.

Core Policy 2 of the Wiltshire Core Strategy sets out the 'Delivery Strategy'. It identifies the scale of growth appropriate within each settlement tier, stating that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Salisbury is designated as a Principal Settlement in the Wiltshire Core Strategy and is a strategically important centre and a primary focus for development. Significant levels of jobs and homes should be provided in Principal Settlements, together with supporting community facilities and infrastructure, to meet their economic potential and to support self-containment (Core Policy 1).

Core Policy 34 Additional Employment land states that "Proposals for employment development (use classes B1, B2 or B8) will be supported within the Principal Settlements, Market Towns and Local Service Centres, in addition to the employment land allocated in the Core Strategy." A new office use at first floor level (Use Class E) is being proposed by way of this scheme that would provide employment within the area and a more diverse use of the existing building.

Core Policy 35 is also applicable to the proposal and states (existing employment land relevant to B2, B8 and B1 – now class E(g) uses):

Within the Principal Settlements, Market Towns, Local Service Centres and Principal Employment Areas proposals for the redevelopment of land or buildings currently or last used for activities falling within use classes B1, B2 and B8 must demonstrate that they meet, and will be assessed against, the following criteria:

- i. The proposed development will generate the same number, or more permanent jobs than could be expected from the existing, or any potential employment use.
- ii. Where the proposal concerns loss of employment land of more than 0.25 ha in the Principal Settlements, Market Towns or Local Service Centres it is replaced with employment land of similar size elsewhere at that settlement.
- iii. It can be shown that the loss of a small proportion of employment floorspace would facilitate the redevelopment and continuation of employment uses on a greater part of the site, providing the same number or more permanent jobs than on the original whole site.
- iv. The site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area.
- v. There is valid evidence that the site has no long term and strategic requirement to remain in employment use; the ability of the site to meet modern business needs must be considered, as well as its strategic value and contribution to the local and wider economy both currently and in the long term. It must be shown that the site is no longer viable for its present or any other employment use and that, in addition, it has remained unsold or un-let for a substantial period of time (at least 6 months), following genuine and sustained attempts to sell or let it on reasonable terms for employment use, taking into account prevailing market conditions.
- vi. The change of use is to facilitate the relocation of an existing business from buildings that are no longer fit for purpose to more suitable premises elsewhere within a reasonable distance to facilitate the retention of employment.

The policy refers to employment uses being B1, B2, B8 uses and predates the change to the use classes order in 2020 when B1 Business was revoked and is effectively replaced with the new Class E(g):

E(g) Uses which can be carried out in a residential area without detriment to its amenity:

E(g)(i) Offices to carry out any operational or administrative functions,

E(g)(ii) Research and development of products or processes

E(g)(iii) Industrial processes.

Notwithstanding the above, the current use of the building is retail not B2, B8 or E(g) use and therefore arguably Policy 35 would not be triggered, the revised proposal retains the existing retail use at ground floor and provides serviced office space at first floor. Therefore, an increase in employment space is proposed. The existing antiques centre currently only employs two people, which is a relatively low employment density on the site. Introduction of office uses above the ground floor retail use creates and opportunity to provide a much higher number of jobs on the site.

Furthermore, officers note Core Policy 36 (Economic Regeneration) of the WCS that states:

“Regeneration of brownfield sites will be supported in the Principal Settlements, Market Towns and Local Service Centres where the proposed uses help to deliver the overall strategy for that settlement.”

The proposal to refurbish the existing building and create a mix of uses within the Salisbury settlement area would adhere with the requirements of this policy. The retention of retail use at ground floor level and the introduction of office accommodation also accords with NPPF policy which seeks to support a strong and competitive economy and encourage employment-generating development in sustainable locations.

Notwithstanding the principle acceptability of this scheme, for the development proposal to be considered acceptable overall is also subject to other relevant planning policies, and the normal range of material considerations that have to be taken into account when determining a planning application and a judgement is necessary in terms of all the development impacts is considered below.

Housing Land Supply position

The Local Planning Authority (LPA) can currently demonstrate a 2.42 years housing land supply which is a significant shortfall. The presumption in favour of sustainable development ('tilted balance') as set out in paragraph 11 (d) of the NPPF therefore applies to the determination of applications in Wiltshire at this current time.

It is acknowledged that currently the Council cannot demonstrate a 5 year housing land supply and therefore, the additional two dwellings proposed by way of this scheme is a consideration within the planning balance for the determination of this application. In this case, the proposed development would provide two new residential units, which in housing supply terms, would make a limited contribution towards addressing the shortfall.

Scale, Design and Impact to the Character of the Area including Heritage

At a local level, WCS policy CP57 (Ensuring High Quality Design & Place Shaping), further requires a high standard of design in all new developments through, in particular, enhancing local distinctiveness; retaining and enhancing existing important landscaping and natural features; being sympathetic to and conserving historic buildings and landscapes in terms of layouts, massing, building heights and plot sizes; and making efficient use of land whilst taking into account the local context and surrounding uses.

The revised NPPF puts greater emphasis on the need for good design. Paragraph 135 sets out that developments should function well and add to the overall quality of the area; demonstrate good architecture, layout and appropriate and effective landscaping; be sympathetic to local character; and establish a sense of place. It states at Paragraph 139 that development that is not well designed should be refused.

Core Policy 58 states that development should protect, conserve and where possible enhance the historic environment. It is also required that distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced.

The Council consider this building to be a non-designated heritage asset (NDHA). The definition of a NDHA is defined as *'buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.'*

Paragraph 216 of the NPPF refers to NDHAs and states:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Comments received from the Conservation Officer provide a detailed description of the building that confirm this and state the following:

The building is believed to have been built for Pickford's Depositories in or shortly after 1928 with changes in 1934 and 1937 (WSHC G23/760). The design, materials and detailing of the elevations are of a pleasing quality and contribute positively to the streetscene. There are very few surviving historic warehouses or light-industrial buildings of this scale in Salisbury, and its retention and partial conversion are therefore welcome. The building is not listed nor in a conservation area, but is considered desirable to retain for its historic and architectural interest and should be treated as a non-designated heritage asset. The Planning Statement acknowledges this, although no heritage assessment has been undertaken.

In terms of the works proposed, it is intended to utilise the lower ground floor for retail use as it is currently. The upper ground floor will be utilised as mainly office use. There will also be a bin and cycle store at this level along with access to the existing penthouse apartment and access to two proposed apartments on the first-floor level. The existing penthouse at the second floor level will not be changed.

The proposal is to maintain as much of the existing character of the building whilst adding some in keeping additional shop frontage and windows/doors to facilitate the proposed additional uses of office/retail and residential use. At lower ground fronting Wilton Road new heritage timber shopfront are proposed to be inserted. In respect of the timber shopfront proposed, the Council's Conservation Officer has raised a concern regarding this as shown in the extract taken from the comments below.

The loss of this fabric and character and the imposition of a traditionally inspired shopfront would be harmful and is not clearly justified. The drawings are at an insufficient scale for something we'd want to approve, but I think the whole premise is unnecessary. The shopfronts would be a significant distance and elevated from Wilton Rd, and customers are more likely to be arriving by car intentionally than as passing trade. There is no retail provider referred to so there is even less imperative to do this work. Many buildings serve retail purposes without large shopfronts and carefully considered signage should be adequate (I would refer to the Salisbury Shopfronts & Advertising Guidance). I would like reassurance that the original (repainted) Pickfords lettering will be retained for interest.

Following negotiations with the agent on this matter, the changes proposed to create the shopfronts have now been omitted from the application. Furthermore, following concerns raised by the Council's Conservation Officer regarding the retention of the Pickford lettering on the front façade of the building, confirmation has been received that this lettering will be retained. Consequently, the Conservation Officer has now withdrawn his original objection to this scheme.

All new windows and doors will be detailed in a heritage style and light green colour to match the existing building. No additional massing is proposed to the existing building; there will also be no new windows added to the eastern or northern elevations to therefore have no additional impact on neighbouring properties in terms of light or overlooking.

Any harm to the significance of the non-designated heritage asset arising from the development proposal is considered to be minor or less than substantial. In officer opinion, the public benefits arising from the scheme, part of the building being brought into use providing employment opportunities, external amendments to the facades, the retention of the Pickford lettering and the provision of two additional residential units given the Council's Housing Land Supply position, outweighs any harm. Noting the requirements of paragraph 216 of the NPPF, a balanced judgement is required in considering any harm against public benefits for buildings considered to be a NDHA. For the reasoning as outlined above, these

benefits attract significant weight and, when considered against the limited level of harm, support the scheme favourably in regard to this NPPF paragraph.

Following confirmation of the omission of the shopfront detailing and retention of the lettering and given that the Conservation Officer has withdrawn his objection to this proposal, officers consider that the proposal adheres with the criterion requirements of Core Policy CP57 and is accordance with Core Policy CP58 that seeks to protect, conserve and where possible enhance the historic environment.

Archaeological Impact

The application is accompanied by a desk based Archaeological assessment undertaken by Abrams Archaeology that has been assessed by the Council's Archaeology Team. The full consultee comments are found within the consultee response section of this report but a summary of the Archaeology comments is provided below.

I agree with Abrams Archaeology's conclusions. While the area within the red line boundary has some archaeological interest, the level of below ground impacts from this proposal are not substantial. In my view, it would therefore not be proportionate to recommend an archaeological response to this proposal. No further action is therefore required as regards the buried archaeological heritage in relation to this application.

On the basis of the comments as outlined above, whilst the site is within area of some archaeological interest, no further action is required in relation to the buried archaeological heritage as it would not be proportionate to request any further information.

Amenity impacts

Core Policy 57 also requires that development should ensure the impact on the amenities of existing occupants is acceptable, and ensuring that appropriate levels of amenity are achievable within the development itself, and the NPPF (paragraph 135f) states that planning decisions should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.'

The location of the application site is on the north-western edge of Salisbury city centre, fronting Wilton Road (A36) with secondary frontage onto Canadian Avenue. The area is mixed in character, comprising residential properties to the north and west, commercial uses along Wilton Road, and a commercial garage opposite the site.

The site also lies within an Air Quality Management Area (AQMA), where poor air quality poses significant public health risks for residents living or working in such locations. AQMA's generally correlate with higher traffic volumes and therefore higher noise exposure, and it is anticipated that transport-related noise is expected to be the primary source affecting the development.

As outlined previously, the building itself is a two to three storey former warehouse, finished in red facing brick with a mansard roof to the northern section. The site slopes significantly between Wilton Road and Canadian Avenue, enabling access at different levels. The existing building is within a suburban area where there is a degree of inter-relationship and overlooking that is considered to be acceptable in planning terms. The scheme introduces three new window openings to serve bedrooms and living areas for the two new residential units that are

adjacent to the A36 Wilton Road. Views from these new window openings would largely be of the adjacent buildings that include the ATS commercial garage and properties known as No's 149, 149A and 161 Wilton Road. However, any views would be limited due to the existing parapet wall on the front elevation of the building.

Comments received from the Council's Public Protection Officer (please refer to the consultee comments section of this report for full comments) raise no objection to the proposal but require via the imposing of planning conditions, the submission of a noise impact assessment to demonstrate internal ambient noise levels within the two residential unit and office/retail areas are achievable in respect of British Safety Standards and; details of the mechanical ventilation to be installed into the windows of the habitable rooms for the two new residential units and office/retail space.

Subject to the imposition of suitably worded conditions as outlined by the Council's Public Protection Officer, that include the provision of an acoustic assessment and details of the installation and retention of the appropriate mechanical ventilation, ensuring acceptable living conditions for future occupiers within the building, the scheme adheres to the criterion requirements of Core Policy CP57 of the WCS.

Highway safety/parking

The site benefits from an existing access/egress obtained from Canadian Avenue and this access/egress is unaltered by this proposal. The views of the Council's Highways Team and National Highways given the proximity of the site to the A36 trunk road have been sought on this proposal.

Comments originally received to this proposal from National Highways raised concerns regarding the proposed access arrangements in that the application form indicated that no new or altered vehicular access was proposed, the submitted plans and supporting documents showed a new proposed direct access onto the A36. These concerns were also echoed by the Council's Highways Officer who also raised concerns about inconsistencies with the number of proposed parking spaces for the development proposal and that the proposed parallel parking spaces were undersized.

Following the provision of additional information from the agent to address these concerns raised, the Council's Highways Officer and National Highways were reconsulted. Referring to comments from National Highways on the revised information, no objection is raised following confirmation that the proposed access onto the A36 has been removed with site access only obtained via the existing access/egress from Canadian Avenue. A condition can be imposed onto any consent stipulating this requirement.

From a review of the Council's Highways Officer comments to the revised information, the total provision of 12 parking spaces is now accepted. However, concerns remain regarding the quality of the parking layout. In particular, the two spaces in the south-western corner are considered to be poorly positioned and would be partially obstructed by the adjacent space in the south-eastern corner. Although an improved layout could be achieved, it is acknowledged that this area is currently used for parking and, on balance, the arrangement is accepted.

It is noted that paragraph 4.2.1 of the Transport Statement incorrectly states that the northern access will be closed. In practice, this access will remain in use, serving four parking spaces directly from Canadian Avenue, and will require the extension of the existing dropped kerb that will require a licence to be obtained for the alterations to the existing dropped kerb.

While the Highways Officer acknowledges that the overall parking arrangement could be improved, potentially by accessing all spaces directly from Canadian Avenue, the revised layout broadly reflects the existing situation and is therefore considered acceptable in this instance and therefore no highway objection is raised subject to the imposition of appropriate planning conditions as outlined.

Subject to the imposition of the suggested conditions as set out by the Council's Highways Officer and National Highways, the proposal will not have any detrimental impact on highway safety or highway users to justify the refusal of planning permission. Furthermore, the proposal adheres with the requirements of the Council's adopted parking strategy.

Ecological Impact including the River Test SAC, New Forest SPA and BNG

CP50 and CP52 of the Wiltshire Core Strategy and the National Planning Policy Framework require that the planning authority ensures protection of important habitats and species in relation to development and seeks enhancement for the benefit of biodiversity through the planning system. It will therefore be necessary to assess the site for its potential to support habitats and species of importance to nature conservation.

Comments received from the Ecology Team state:

The following submitted documentation was reviewed to inform this response:

- *Natural England Nutrient Neutrality budget calculator for the River Avon SAC. PL_2026_00522 - Nutrient_Calculator_River_Avon_REV2;*
- *Floor Plans as Proposed. May 2025. HFA Architecture & Design. Project No. 1045. Drawing No. HFD SW 08 00 05. Rev. D00;*
- *Floor Plans as Existing. May 2025. HFA Architecture & Design. Project No. 1045. Drawing No. HFD SW 08 00 04. Rev. D00;*
- *Site Block Plan as Proposed. May 2025. HFA Architecture & Design. Project No. 1045. Drawing No. HFD SW 08 00 03. Rev. D00;*
- *Site Block Plan as Existing. May 2025. HFA Architecture & Design. Project No. 1045. Drawing No. HFD SW 08 00 02. Rev. D00;*
- *Planning Report. January 2026. Chartplan.*

New Forest Protected Sites

The proposed development site lies within the 13.8km zone of influence for the New Forest internationally protected sites, which comprises the New Forest SPA, New Forest SAC and New Forest Ramsar site. Therefore, the application is screened into appropriate assessment under the Conservation of Habitats and Species Regulations 2017 (as amended) on account

of its potential to cause adverse effects on the New Forest protected sites through increased recreational pressure which may occur alone and in-combination with other plans and projects.

In line with the Councils Interim Mitigation Strategy, the applicant has agreed to pay the SAMM payment requirements of £612 per dwelling/tourism unit (plus legal fees). This will be secured via a S111 agreement at determination. Unilateral undertakings or s106 agreements are also available to ensure the necessary mitigation is secured. This will enable the Council to conclude, subject to endorsement from Natural England, that the development proposed by means of this application will not lead to significant adverse effects on the New Forest protected sites alone or in-combination with other plans and projects.

The cost of developer contributions to mitigate the burden would be £1,224 plus legal fees.

The applicant should be directed to the Guidance Note for Completing Agreements Under S111 of the Local Government Act 1972. It is considered that this approach delivers the required level of certainty to secure effective mitigation for the recreational burdens of this planning application. There will be no in combination effects with other developments, therefore we can conclude that there would be no adverse effect on the integrity of the above European Sites as a result of the development.

Officers concur with the view above that the financial mitigation for the New Forest SPA can be secured via the imposition of a planning condition.

Habitat Regulations Assessment: River Avon Special Area of Conservation (SAC) Hampshire Catchment

This development falls within the catchment of the River Avon SAC and has potential to cause adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. Appropriate Assessment must be carried out by the relevant Competent Authority (the LPA) to determine the potential significant effects and the suitability of any measures proposed to avoid or mitigate those effects.

The submitted nutrient calculation (Natural England Nutrient Neutrality budget calculator for the River Avon SAC. PL_2026_00522 - Nutrient_Calculator_River_Avon_REV2) calculated a total phosphorus budget of 0.23 kg TP/year pre 2030 and 0.06 kg TP/year post 2030. The budget has been approved by Wiltshire Council. A Council-led scheme of phosphorus credits will be available for development which meets certain criteria at a fixed cost per kilogram of phosphorus, provided supply of mitigation is available. A completed Hampshire Avon Credit Screening Approval Certificate is required to apply for this scheme. The ecology section of this certificate has been completed by the Council's ecology team for this application. This certificate can only be issued by the case officer if the application meets the two deliverability tests. Further details of the Council scheme, including eligibility criteria, current cost to purchase credits, and details of how to apply, is available on our website [Phosphorus and nitrogen mitigation - Wiltshire Council](#).

Ecology officer approval Approval of Nutrient Budget	Document reviewed – 15/04/2026 Pre 2030 budget - 0.23 kg TP/year Budget approved - Yes Date - 15/04/2026
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Where an applicant chooses to progress without securing mitigation at permission stage, nutrient neutrality must be secured, before any development can lawfully commence, via a planning obligation (Grampian condition or legal agreement).

If the applicant elects to pursue this route, it should be noted that the planning permission will neither secure bespoke mitigation nor reserve any Council phosphorus credits. Consequently, there remains a risk that adequate mitigation may not be available, which could prevent the development from lawfully commencing.

A bespoke AA must be prepared and sent to NE, the application must not be determined until NE have endorsed the AA.

The AA has outlined above as been endorsed by Natural England as outlined within the consultee response section of this report. Subject to the financial mitigation for the River Avon SAC being secured via the suggested condition of the Council's Ecology Team, the proposal adheres to the requirements of Core Policy CP69 of the Wiltshire Core Strategy.

Biodiversity Net Gain

From 12 February 2024 Biodiversity Net Gain (BNG) became mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Based on the information available the biodiversity gain planning condition is not considered to apply to this application as the development meets the following criteria and is therefore below the de minimis threshold, meaning the development:

- does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and*
- impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).*

Officers concur with the comments regarding Biodiversity Net Gain as outlined above in that the Biodiversity Net Gain planning condition does not apply to this application site because the development proposal does not impact an onsite priority habitat.

Core Policy 50

Core Policy 50 of the Wiltshire Core Strategy requires all development to demonstrate no net loss of biodiversity and to seek opportunities to enhance biodiversity. The NPPF also encourages applications to deliver measurable net gains (para 186 d). It is anticipated that all developments will deliver no net loss of biodiversity. For this application, biodiversity measures should focus on delivering continued ecological functionality for swifts and bats. Integrated features are generally maintenance-free and seek to benefit a target species/s or group/s and should demonstrate viability in terms of position on the building, location and clustering in accordance with relevant guidance and the additional features.

Having regard for the comments as outlined above from the Council's Ecologist, officers consider subject to suitably worded conditions imposed onto any consent that the proposal adheres with the requirements of Core Policy CP50 of the WCS

Drainage

The application is accompanied by a Flood Risk Assessment (FRA) undertaken by Lanmor Consulting. The Council's Drainage Team have assessed this proposal and have provided the following comments:

In planning terms, flood risk refers to the potential for development to increase the likelihood or severity of flooding on-site or elsewhere, while drainage considerations relate to the capacity of the site and surrounding infrastructure to manage surface water runoff in a sustainable and effective manner. The local planning authority must be satisfied that the proposed development will not increase flood risk, either on-site or elsewhere, and that surface water will be managed in a sustainable manner. The SFRA identifies the site as No risk of flooding and coordinated manner. Where necessary, planning conditions or legal agreements may be used to secure the implementation, maintenance, and monitoring of SuDS and other drainage infrastructure.

The SFRA identifies the site as being within Flood Zone 1 with a low risk of fluvial, pluvial, and groundwater flooding but part of the site frontage is to be at high risk of Groundwater Flooding (Groundwater levels are between 0.025m and 0.5m below the ground surface). The applicant seeks permission to repurpose and modify the existing building to accommodate a mix of retail, showroom, office, and residential uses. The proposal retains the lower ground floor in its current retail function, while the second floor will primarily serve as office space with additional bin and cycle storage. This level will also provide access to the existing penthouse apartment and two new first floor apartments, with no changes proposed to the penthouse itself. Externally, the scheme includes reconfiguring the surrounding parking area to provide 12 spaces. Other than fenestration changes, no other external changes are proposed to the existing structure. The site is currently 100% impermeable, comprising building roof areas and tarmac hardstanding and rearrangement of parking space will not add to increase in impermeable area. As the proposed works are limited to internal alterations only, there will be no change to the extent of impermeable surfacing or to the existing drainage arrangements.

Following the analysis of the proposal as outlined above, the Council's Drainage Team have no objection to this proposal on the grounds that the proposed works are minor in nature and will not result in a significant increase in impermeable area or corresponding flood risk when compared to the existing baseline scenario.

Planning Balance/Conclusion

The application seeks to secure the mixed-use of the building, including retail and office uses at lower levels and the introduction of two residential units at second floor level whilst retaining the existing penthouse at third floor level. The proposal would result in some limited harm to the significance of a non-designated heritage asset as outlined within the heritage section of this report primarily arising from alterations associated with the conversion and introduction of new openings. However, this harm is considered to be less than substantial and at the lower end of the scale with the scheme providing a number of public benefits that would outweigh this harm.

In addition, technical matters relating to noise and air quality, arising from the site's location on the A36 within an Air Quality Management Area, have been appropriately considered. Public Protection raises no objection subject to conditions, confirming that these impacts can be satisfactorily mitigated and that acceptable living conditions can be secured for future occupiers.

It is also noted that the concerns around Highway and Conservation issues in respect of the shopfront alterations have been addressed through the course of this planning application. It is acknowledged that currently the Council cannot demonstrate a 5 year housing land supply and therefore, the additional two dwellings proposed by way of this scheme is a consideration within the planning balance for the determination of this application. In this case, the proposed

development would provide two new residential units, which in housing supply terms, would make a limited contribution towards addressing the shortfall.

Consequently, for the reasons as outlined within this report, it is therefore recommended that planning permission be granted.

RECOMMENDATION

That planning permission be granted 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.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

DWG No: HFASW080001 Rev D00 Site Location Plan Date Received 26.01.26

DWG No: HFDSW080003 Rev D01 Proposed Site Block Plan Date Received 15.04.26

DWG No: HFDSW087002 Rev D01 Proposed Elevations Date Received 07.05.26

DWG No: HFDSW080005 Rev D00 Proposed Floor Plans Date Received 04.02.26

Transport Statement undertaken Lanmor Consulting Report Ref:

251956/TS/AG/KL/01 Rev A Dated April 2026 Date Received 15.04.26

Nutrient Neutrality River Avon Calculator Date Received 15.04.26

Flood Risk Assessment undertaken by Lanmor Consulting Report Ref:

251956/FRA/AG/KBL/01 Dated June 2025 Date Received 26.01.26

Archaeological Desk Based Assessment undertaken by Abrams Archaeology Dated June 2025 Date Received 26.01.26

REASON: For the avoidance of doubt, in the interests of proper planning and for the protection, mitigation and enhancement of biodiversity.

3. No development above slab level shall commence on site under details of the type of windows and doors to be used in construction of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The matter is required to be agreed in writing with the Local Planning Authority in order to ensure that the development is undertaken in an acceptable manner, in the interests of preserving the character and appearance of the building.

4. No part of the development hereby permitted shall be first brought into use until the access extension, turning area & car parking spaces [12] have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter

REASON: In the interests of highway safety.

5. The development hereby permitted shall not be first brought into use until the whole of the parking area, has been consolidated and surfaced (not loose stone or gravel).

The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

6. Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

REASON: To ensure that the highway is not inundated with private water.

7. The development shall be accessed via Canadian Road only, and there shall be no vehicular connection to the A36 trunk road (Wilton Road).

REASON: In the interest of the safe and efficient operation of the A36 trunk road.

8. The two residential units hereby approved shall be designed to ensure they do not exceed 110 litres per person per day water consumption levels (which includes external water usage) and shall not be first occupied until a water efficiency assessment has been undertaken to confirm compliance with the Building Regulations Optional requirement of a maximum water use.

REASON: To ensure compliance with the prevailing mitigation strategy for nutrient neutrality in the water catchment within which this development is located.

9. Prior to the commencement of any works, including vegetation removal and demolition, details of the number, design and locations of ecological enhancements i.e. bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented for the lifetime of the development and before completion of the final works.

REASON: To provide mitigation/enhancement for biodiversity.

10. The development hereby permitted shall not commence until evidence of compliance to the Wiltshire Council River Avon Special Area of Conservation Mitigation scheme, or an alternative approved mitigation package addressing the additional nutrient input arising from the development, has been submitted to, and approved in writing by the Local Planning Authority.

REASON: To accord with the Conservation of Habitats and Species Regulations 2017, and Wiltshire Core Strategy Core Policy 69.

11. The development hereby permitted shall not commence until evidence of compliance to the Wiltshire Council New Forest Protected Sites Recreational Impacts Mitigation Scheme, or an alternative approved mitigation package addressing the recreational pressure arising from the development, has been submitted to, and approved in writing by the Local Planning Authority.

REASON: To accord with the Conservation of Habitats and Species Regulations 2017.

12. Prior to the commencement of development an acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The acoustic report shall demonstrate that the internal and external amenity standards of BS8233:2014 Guidance on sound insulation and noise reduction for buildings (or any subsequent version) and WHO Guidelines for Community Noise (1999) can be achieved within the development. The report must include full details of any scheme of mitigation required to achieve this which if approved must be implemented for the lifetime of the development and before completion of the final works.

REASON: To ensure the creation and retention of an environment free from intrusive levels of traffic noise and activity in the interests of the amenity of future occupiers.

NOTE: The applicant is advised to refer to informative 7 for the information required to discharge this condition.

13. Prior to occupation of the two residential units and office/retail space, details of the mechanical ventilation to be installed in the habitable rooms of the residential dwellings and office/retail space shall be submitted to and approved in writing by the Local Planning Authority. The Mechanical Ventilation should be installed in accordance with approved plans and manufacturers specification, and maintained at all times thereafter.

REASON: To ensure the creation and retention of an environment free from intrusive levels of traffic noise and activity in the interests of the amenity of future occupiers.

NOTE: The applicant is advised to refer to informative 8 for the information required to discharge this condition.

INFORMATIVE TO APPLICANTS

1. The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy
2. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that the development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Wiltshire Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below. Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the development does not:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and;

(ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

3. The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.
4. The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Conservation of Habitats and Species Regulations 2017 (as amended) it is an offence to disturb or harm any protected species including for example, breeding birds and reptiles. The protection offered to some species such as bats, extends beyond the individual animals to the places they use for shelter or resting. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.
5. In regard to condition 10, evidence of compliance to the Wiltshire Council River Avon Special Area of Conservation Mitigation Scheme means the certificate of allocation of credits and confirmation of financial contribution to the scheme. An alternative mitigation package must be approved by the local planning authority and Natural England with evidence of allocation to the scheme.
6. In regard to condition 11, evidence of compliance to the Wiltshire Council New Forest Protected Sites Recreational Impacts Mitigation Scheme means confirmation of payment of the financial contribution to the scheme. An alternative mitigation package must be approved by the local planning authority and Natural England with evidence of allocation to the scheme.

7. In regard to condition 12, the applicant should engage an Acoustic Consultant. The consultant should carry out a background noise survey and noise assessment according to BS8233: 2014 (or any subsequent version) and demonstrate that internal and external noise levels will not exceed the guideline noise levels contained in Section 7.7 (table 4) and 7.7.4 (table 6) of BS8233:2014. The report should also demonstrate that internal maximum noise levels in bedrooms will not normally exceed 45dB LAmax between the hours of 23:00 and 07:00.
8. In regard to condition 13, the applicant should submit plans demonstrating the location of ducting and air intake/extract points, together with manufacturers details of the proposed Mechanical Ventilation system to be installed.