

Date of Meeting	26/05/11		
Application Number:	S/2011/0444		
Site Address:	Open site behind Antrobus Hotel Kings Arms Inn and Lloyds Bank Salisbury Street Amesbury Salisbury SP4 7HD		
Proposal:	Erection of 12 retirement houses including car parking and landscaping		
Applicant/ Agent:	Mr A Stocken		
Parish:	AMESBURY WEST AMESBURY WEST		
Grid Reference:	415352 141379		
Type of Application:	FULL		
Conservation Area:	AMESBURY	LB Grade:	
Case Officer:	Mr A Madge	Contact Number:	01722 434380

**Reason for the application being considered by Committee**

A previous planning application for a similar development was brought before Southern Area Planning Committee recently and refused by committee on highway safety grounds. Given this recent refusal and the changes made to this new application it was considered appropriate that members considered and determined the revised proposal.

**1. Purpose of Report**

To consider the above application and to recommend that planning permission be GRANTED subject to conditions

And the applicant be invited to enter an Agreement in respect of the following matters:

- (i) .....R3.....

following completion of which the Area Team Manager (Development Control and Heritage ) be authorised to GRANT Planning Permission subject to conditions

***Neighbourhood Responses***

- 3 letters received objecting to the proposal
- 0 letters of support received
- 0 letters commenting on the application received

***Parish/Town/City Council response***

Object to the application as set out in page 3 of the report

**2. Main Issues**

The main issues to consider are :

- 1) How the application has changed from that submitted previously (Highways issues)
- 2) Density and amount of development
- 3) impact on the conservation area/listed building
- 4) impact on trees
- 5) Archaeology
- 6) Design of the development
- 7) Residential amenity overlooking
- 8) Other issues

### 3. Site Description

The site is an open piece of land to the rear of the Antrobus Arms Hotel in Amesbury. Most of the land formerly was part of the garden to the Antrobus Arms hotel but is now in separate ownership. To the North West of the site is the hotel itself and a pub and nightclub known as the Kings Arms. Next door to this is the Lloyds bank building and all of these face on to Church street. To the North East of the site it backs on to a row of two storey buildings which form shops at the ground floor and residential/office/storage at the first floor.

To the South East the site backs onto a number of smaller two storey residential buildings in flower lane. These buildings are positioned at a lower level with a drop in height of approximately 1 metre and they are behind a high brick wall which itself is approximately two metres in height.

To the west the site is bordered again by a two metre high wall and a detached residential dwelling known as Chelston House.

The site itself is relatively level and is currently for the most part unused although the area to the east behind the bank is still used for informal parking and the Antrobus Arms hotel has rights to park in some of this area. Vehicular and pedestrian access is obtained between buildings in Salisbury Street which is relatively narrow and which there is no passing space.

### 4. Planning History

Application number	Proposal	Decision
98/2030	Demolition and replacement of existing dwelling together with 8 new dwellings for sheltered housing with access from Salisbury Street.	Withdrawn
99/0685	Extension to dwelling	Approved
99/0764	Six retirement homes and associated car parking	Refused and appeal dismissed
99/2067	Six retirement homes and associated car parking	Refused as 99/0764 and appeal dismissed
2000/1972	Four retirement homes	Approved
2002/1559	Erection of eight retirement homes	Approved
2010/1285	Erection of 12 retirement homes	Refused (highway safety issues in relation to Salisbury street)

### 5. The Proposal

The proposal is for the erection of 12 retirement properties. The proposal is for a line of 11 dwellings facing towards the rear of properties in Flower lane. This line of properties is staggered and an access runs to the front of the houses for pedestrians and vehicles within the site. All the properties are two storey in height and contain three bedrooms. Each property has a pitched roof in a traditional style.

Dwelling 12 is to be located at the rear of the main terrace/row of properties and faces to the South West. It is orientated differently to other properties in order to avoid overlooking.

Each property will have its own small garden to the rear and a further space to the front.

To the rear beyond each properties own private garden, the properties back on to a large open communal area which is to be maintained by a management company. The significant Beech tree at the rear is to remain as part of the development.

Access is to be from Salisbury street as existing and parking is to be provided for 2 vehicles per property.

The development as a whole would be gated near to its entrance from Salisbury Street and provision made communally near to the entrance for refuse and cycle storage. It should be noted that there is space on the plan for each property to also have its own refuse bin.

The materials are to be a mixture of facing brick and flint panels and wooden doors and windows.

## **6. Planning Policy**

The following policies are considered relevant to this proposal –

Saved policies of the adopted Salisbury district local plan.

G1 proposals achieve an overall pattern of sustainable development  
G2 General criteria for development.  
G9 Planning obligations  
D1 Design criteria for extensive development  
D2 Design criteria for infill development  
H16 Housing Policy boundaries  
H24 Housing for the elderly  
H25 Affordable Housing  
CN5 Development effecting a listed building  
CN8 development which preserves or enhances the character of an area  
CN10 loss of open space in the conservation area  
CN11 views in and out of the conservation area  
CN21 archaeology  
CN23 archaeological evaluation  
TR11 Provision of off street car parking spaces  
R3 recreational space for the elderly

## **7. Consultations**

### ***Town council***

The committee noted that this application is almost the same as that recently rejected (S/2010/1285/Full) and felt that their objections to that were unaltered. These in the main were:

*Overdevelopment of this site, the Council notes that a previous application for this site approved only 8 houses. The current size of the building plot is a little over an half an acre. PPG3 would indicate that this is very close to the maximum density permitted. This density is not acceptable for retirement homes. It is noted that the proposed refuse store would not be large enough to house recycling bins for all the houses. The applicant states that no street lighting would be provided relying instead of residual lighting from street lights in Salisbury Street and Flower Lane, this it is felt would not be adequate for the site. It is noted that each house would be provided with one outside light, presumably controlled by the occupier, again*

*not adequate for the development. Of greatest concern to the Council and members of the public who have contacted members of the Council are the access arrangements. In the Transport Assessment the applicant states that the current car park is used by members of the public and that movements are frequent. This is not true. It is not a public car park and is used by the bank and some businesses and it is noted that there are a limited number of spaces available. By nature of the intended residents it is likely that they will at times require additional help and assistance from care workers etc. The applicant has not made reference to the shared car park just outside the site nor the fact that the shops have deliveries to their store alongside the entrance drive. The entrance to the site is by a private drive way with its egress onto Salisbury Street across a busy pedestrian footpath. It is felt the potential increased vehicle traffic entering and more importantly exiting the site is consider a hazard with a high risk of accidents to pedestrians.*

*There is no indication of a commuted sum being made in respect of R2 contribution in respect of open space (£3982 for the earlier application) Additionally there is no reference as to how they will control the use of the houses to retired people only.*

However in noting the reasons for rejection and the subsequent additional information provided in regard to access to and from the site the committee would comment further. The width of the access road is disputed. The usable width is only 4.6m and this tapers down to 3.9m at the southern end.

The transport drawings indicate the overall width of a medium sized car to be 1.686m this it appears is not inclusive of the wing mirrors which increases a medium cars width to 2.1m. The committee made note that the most car parking spaces are in the order of 2.65m wide. Thus it would be very difficult for two cars to pass at this location. The additional information has been provided for medium cars, it is pointed out that there would be need for other vehicles to attend the site these would include refuse trucks, delivery vehicles as well as emergency vehicles. The committee took note that the author of James Bevis email to Read Quality Building has been selective in quotations from the Dept for Transport, Manual for Streets. In quoting 7.2.14 the underlined part of the first sentence is omitted from the report it in fact reads:

**Subject to making suitable provision for disabled people**, shared surface streets are likely to work well:

- in short lengths, or where they form cul-de-sacs (Fig. 7.6);
- where the volume of motor traffic is below 100 vehicles per hour (vph) (peak) (see box); and
- where parking is controlled or it takes place in designated areas.

Again in quoting from the same document 7.8.3 the underlined are also omitted

### **Visibility along the street edge**

7.8.3 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway.

The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously.

**Consideration should be given to whether this will be appropriate, taking into account the following:**

- **the frequency of vehicle movements;**
- **the amount of pedestrian activity; and**
- **the width of the footway.**

As can be seen these omissions alter the context of quotations considerably. The status and application of this document does state:

**MfS focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. It is the responsibility of users of MfS to ensure that its application to the design of streets not specifically covered is appropriate.**

It should be recognised that this location is on a narrow road in a busy town centre location, the exit of this accessway is directly onto a busy pavement and there are no visibility splays onto the pavement. There are parking restrictions on either side of the access way however cars displaying disability badge do often park there, restricting the view of the street.

Vehicle movements along Salisbury Street are well in excess of the 100 vehicles per hour. The committee also took note that the applicant's agent whilst quoting that there are no retirements homes in Amesbury fails to demonstrate a need for such housing. There are of course quite a number of designated retirement homes in Amesbury, Countess Court, The Cloister and Amesbury Abbey being the more notable.

The committee fully supports the Southern Area Committee reasons for the refusal of the previous application and sees no difference in this current application to alter their views.

### ***Environment Agency***

No objections subject to a condition regarding water efficiency, and an informative regarding water efficient systems.

### ***Environmental Health***

No objections subject to conditions

### ***Wessex Water***

It is recommended prior to the commencement of development that a connection is agreed to the Wessex Water infrastructure.

### ***English Heritage***

We are happy to leave a decision on the merits of these proposals in the conservation area to the discretion of your authority. Considers it important to understand the straddling of the two plots with the removal of the wall (see conservation officers comments below).

### ***Conservation officer***

No response had been received at the time of writing but members will be updated on this at committee. (No objection to the previous application).

### ***Highways***

No response had been received at the time of writing but members will be updated on this at committee.

### ***Civic Society***

This is a major undeveloped area within the historic core of Amesbury, which however due to a large element of screening from many directions, and a lack of public access, would be difficult

to class as an important open space which deserves retention. In principle there is probably a good case for some residential development on it, but its location indicates that such development should only be accepted if it meets high design standards, and rises to the challenge of the site.

It is hard to resist the conclusion that the present proposals fail to achieve these ends. While the 'neo-traditional' design approach which they adopt ultimately stems from house types which might be found in the less formal parts of a town centre, in practice it is a modern design solution typical of edge of town developments, such as those south of Amesbury. Its impact in this context will essentially be to introduce a suburban character, reinforced by a short terrace or stepped terrace layout which has no real reference to the site.

Such housing might be more acceptable if there was an assurance it would be constructed with enough commitment to materials, workmanship and detailing to make it a reasonably convincing replica of traditional houses. In a commercial context such commitment is unlikely to be achievable.

The site needs an entirely different approach, which responds to its urban character in a far less bland and formulaic way. Given that the limited views of the site are primarily from directions where modern housing now tends to set the tone, it is hard to see why there is any great need to adopt a historically-themed approach, and an imaginative contemporary design might well be the most successful solution.

While the planning system is clearly limited in its ability to point developers to particular design styles, it does at least in this instance have the power to ask for proposals which truly enhance the character of the conservation area, or at least maintain it, and the Society's contention would be that the present application fails to achieve these ends.

## **8. Publicity**

The application was advertised by site notice/press notice /neighbour notification  
Expiry date 28/4/2011

3 letters of objection that have been received (including one from South Wiltshire CPRE)  
Summary of key points raised

- 1) Concern is expressed about the removal of any of the trees from the site
- 2) Concern is expressed if the Old wall facing flower lane were to be removed.
- 3) Fully endorse the parish council objection about the access onto Salisbury Street.  
Does not see how the removal of one dwelling will improve the situation.
- 4) CPRE consider the proposal is overdevelopment of the site.
- 5) Fewer dwellings and fewer two storey dwellings in a design more in keeping with the area would be more appropriate.
- 6) The gated development gives a feeling of exclusivity and exclusion.
- 7) Amenity space may be insufficient.
- 8) Access is too narrow

## **9. Planning Considerations**

### **9.1 Changes made since the last planning application (Highways impact)**

The development is substantially the same as that previously refused on highway grounds by Southern area committee in March 2011. The applicant however has attempted to address the one reason for refusal which was the highway access issues, by including the following in the submission.

- 1) An e-mail dated the 16<sup>th</sup> March 2011 (attached to this report as appendix A) which outlines a transport consultants views on the access (James Bevis of itransport)

- 2) Two access drawings showing how two cars would pass in the accessway.
- 3) A painted pedestrian footpath along the entranceway
- 4) A traffic light system at the entranceway (red/green light) to indicate to pedestrians when vehicles are entering or leaving the site.

As per the previous application the councils highways officer has accepted that the access is not perfect and that it is only single width in part, however he feels that the fact that the properties are for retirement purposes which generally have less vehicular traffic associated with them and that an adequate number of car parking spaces have been provided means that the access will be acceptable. He has asked that a condition be applied that would entail details of highway safety measures being submitted for the area where the access currently meets the pavement in Salisbury street and also for details of other pedestrian safety measures along this single width accessway which would include the lighting system. It is considered that with this condition the access is adequate for this level of development and complies with the requirements within policy G2 which require that –

- (i) *a satisfactory means of access and turning space within the site, where appropriate, together with parking in accordance with the guidance at Appendices V and VI of the Local Plan.*

Parking is provided for the dwellings at the specified rate of 1 per unit and an additional parking space for every 5 units. 24 car parking spaces are provided which is above the requirement of 15 spaces set out in the local plan policies. It provides 9 spaces for visitor parking and deliveries.

The applicants highways consultant has stated how in his opinion there is adequate space for vehicles to pass at either end of the access and how to his mind the proposal complies with both manual for streets and other highways guidance.

The addition of the traffic light system at the entrance to the site will only enhance safety at this entrance point and the addition of a painted pedestrian path will also help in this respect.

Given that both the councils highways officer and the applicants highways consultant considers there is adequate width in the accessway and that there will not be conflict with pedestrians in Salisbury Street. It is considered that the access, provisions (and the car parking) are acceptable and meet the local plan policy requirements.

## **9.2 Density And Amount Of Development**

Concerns were previously raised (and have been again) by the town council and other third party objectors to the density of development that is being proposed at this site. The density of development is – 36 dwellings per hectare.

On the 9<sup>th</sup> June 2010 the current government removed the minimum density threshold of 30 dwellings per hectare from PPS3, however there is no maximum density threshold that developers have to comply with. 36 dwellings per hectare is at the low end of the density spectrum which will usually range from about 30 -50 dwellings per hectare. It is perhaps more important rather than relying on figures to ensure that the type of development being proposed fits with the character of the area in terms of its design and layout. This is particularly important in this context as the dwellings would be placed within the Amesbury conservation area and close to listed buildings see section 9.2 below.

Policy D1 of the local plan which covers extensive development states the following –

*New development will be permitted where the proposals are compatible with or improve their surroundings in terms of the following criteria:*

- (i) the layout and form of existing and the proposed development, and where appropriate the historic pattern of the layout; (ii) any features or open spaces, buildings and/or structures of character on or adjoining the site; (iii) the scale and character of the existing townscape in terms of building heights, building line, plot size, density, elevational design and materials ; (iv) the scale and use of spaces between buildings; (v) views/vistas afforded from within, over and out of the site; and (vi) any existing important landscape features and the nature and scope of new landscaping proposed within and around the edges of the site; and (vii) the roofscape/skyline long or medium distance views.*

This makes clear that the development must be compatible in terms of its layout and form with the historic pattern of development within the area. It is considered that this development as it is tucked away at the back of other properties and largely screened from public viewpoints, is compatible with the scale and form of surrounding development.

The development around the site (with the exception of the Antrobus Arms Hotel and Kings Arms) is two storey in nature with pitched tiled roofs. This occurs both in Flower lane and in Salisbury Street. The development proposed reflects this in that it is two storey low key buildings with pitched tiled roofs. There are large open spaces to the rear of the proposed new properties maintaining the current open spacious nature of the site.

It is considered that the density layout and scale is appropriate to the conservation area and surrounding buildings.

### **9.3 Impact On The Conservation Area/Listed Building**

Originally English heritage queried the removal of the wall that currently separates the car park from the rest of the site. They were not sure of the age of this wall but the conservation officer did some research into this on the previous application and found that it is likely that it dates from the 19<sup>th</sup> century and as such is not of such sufficient age as to warrant raising objections to its removal. It is officers opinion that the removal of the wall will enhance the setting of the protected Beech tree on the site.

Similarly the conservation officer on the previous application raised concerns about the use of flint panelling on the end of the buildings and has requested that if flint is to be used this be laid flintwork rather than flint panels as flint panels rarely look as original flintwork should. A condition has been added to those required if the application is approved that requires a sample panel to be constructed on site of the flintwork and an informative states that the local planning authority would expect such a panel to be of knapped individually laid flint rather than flint panels.

The applicant amended on the original application the materials to be used on the dwellings from UPVC to wooden framed windows and doors as such it is considered that these are appropriate to the conservation area.

It is considered that the proposal respects the setting of the listed buildings and the conservation area as a whole and that the proposal would comply with the conservation area policies CN5 and CN8 which require such developments to respect the conservation area and the setting of the listed building.

### **9.4 Impact On Trees**



The site at the moment has a number of protected trees situated within it, (these are protected by virtue of the fact that they are within the conservation area and therefore cannot be removed without prior notification to the local planning authority).

The council's tree officer has assessed the trees on site and with the exception of the mature Beech tree, considers none of the trees to be of sufficient value to warrant a tree preservation order. As such it is intended that the majority of the trees on site are to be removed although a condition is to be imposed requiring details of landscaping to be submitted. As part of these details the local authority will wish to see replacement trees albeit in new locations in order to maintain the green characteristics of this site.

This new development does offer the opportunity to enhance the existing setting of the Beech tree which it is believed is at least 150 years old. A large space has been created around the tree which gives it a setting of its own and makes it the focal point of the communal area to the rear of the development. This is considered to be a positive gain as the Beech tree is currently hidden to an extent behind the 19<sup>th</sup> century wall that divides the site (see section on conservation above).

It is considered that the effect of the development on the trees on the site is acceptable and complies with local plan policy.

### **9.5 Archaeology**

Policy CN23 of the saved policies of the adopted local plan states that –

*Within the historic settlements of Salisbury, Amesbury, Downton, Hindon, Mere, Old Sarum, Shrewton, Tilshead and Wilton, the Local Planning Authority will seek to establish, prior to determining planning applications, the archaeological implications of all development, will wish to be informed of all requirements for archaeological work, and will continue to seek the provision of adequate facilities for archaeological site investigation, particularly by use of agreements where appropriate, or by conditions on planning approvals where necessary.*

Much work had been carried out in terms of archaeology on the site prior to the submission of this application. However this application also includes the Bank car park and as such a further evaluation of this part of the site was required. Following this evaluation the council's archaeologist has recommended that a condition be imposed that requires further archaeological works to be carried out on site before development commences if planning permission is granted. This has been included as a condition at the end of the recommendation

### **9.6 Design Of The Development**

The saved policies of the local plan contain several that relate to the design of developments such as policy D1 (see density section above). However because the development is situated within a conservation area special attention needs to be given to the design and layout of the development.

The proposed house types are of a simple design being of two storey height brick built under clay tiled roofs, They are built in a traditional manner which reflects the style used in other recent developments within Amesbury town centre. It is considered that the scale and massing being of two storey in a linear terrace formation is not unreasonable for this location.

The access to the property for vehicles is along the Southern part of the site which lies adjacent

to Flower Lane. There is a 2 metre high wall which separates the proposed development from existing houses in Flower Lane. Given the level of traffic that will exist from the new properties it is considered that this layout would be acceptable as vehicles are likely to be going very slowly on the site itself and therefore noise and disturbance is unlikely to exist.

The layout of the site with a large area of open amenity space to the rear gives a good aspect to the back of the proposed new properties that all can enjoy it also maintains the spacious nature of this part of the conservation area by providing a green space where the rear garden of the Antrobus Arms would have been.

It is considered that the layout and simple architectural design of the proposed development complies with design policies D1 and D2 of the saved policies of the adopted local plan.

### ***9.7 Residential Amenity And Overlooking***

Policy G2 of the saved policies of the adopted Salisbury District local plan requires that development avoids overlooking of other properties, this has been carefully considered as part of this development. The majority of the properties proposed face onto the rear of residential properties in Flower Lane. Therefore there is potential for the first floor windows to look into the rear of properties in Flower Lane. In order to avoid this the first floor windows at the front of the properties are all single windows which serve bathrooms and will be obscure glazed. This will prevent overlooking of properties on Flower Lane.

The other property which potentially could be effected by overlooking is that of Chelston House which is beyond the western boundary. Here there is a 2m high wall beyond which there is the side wall to Chelston House which has no windows facing onto the site. The only property which would have affected this particular house was plot 12. Plot 12 was reorientated on the previous scheme and amended such that there is only one window facing in this direction which would be a bathroom window.

It is considered that the other properties surrounding the site are of a sufficient distance away that there would be no overlooking issues and no objections have been received from residents as regards to overlooking.

### ***9.8 Other Issues***

Issues have been raised in respect to the rubbish collection facilities proposed at the front of the site and the fact that they are unlikely to be adequate for the development as proposed. There is scope for bins to be stored at the rear of properties and accessed by the rear pathways as the front storage area is only likely to be used on rubbish collection days.

The proposed internal driveway system would not be adopted and therefore does not need to be lit. Any significant proposed new lighting would require planning permission.

## **10. Conclusion**

The new information and plans submitted by the applicant in relation to highways issues it is considered, clarify the highways situation and show how the access would be acceptable for the properties proposed.

It is considered that the building of these dwellings in a highly sustainable location within the town centre of Amesbury will make good use of this vacant area of land and improve the environs to the rear of properties fronting Salisbury Street and the High street. The use of the

land for elderly persons accommodation in such a sustainable location within easy reach of shops and services and other transport such as buses it is considered complies with policy G1 of the saved policies of the adopted local plan.

It is considered that the low key nature of the development situated as it is behind existing developments and with little public views is acceptable in design terms. The properties would be no higher than two storey in height and are suitable for a backland location such as this. There are large areas of open space within the development and the density is considered acceptable as such this complies with policies D1 and D2 of the saved policies of the adopted local plan.

It is further considered that the proposal will enhance the setting of the protected Beech tree to the rear of the site and would not have an adverse effect on the setting of the listed buildings fronting the High Street (The Antrobus Arms Hotel and the Kings Arms Public house). As such it is considered that the proposal complies with policies CN5 and CN8 of the saved policies of the adopted Salisbury local plan.

## **11. Recommendation**

### **Following completion of a legal agreement in respect of the off site open space contribution to GRANT planning permission for the following reasons –**

The proposal by reason of its design size and appearance is considered to be an acceptable development making good use of an otherwise vacant Brownfield site within Amesbury town centre as such the proposal complies with policies G2 and D2 of the adopted 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.

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

2. Before development is commenced, a schedule of external facing materials shall be submitted, and, where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: To secure a harmonious form of development.

3. Prior to any development commencing, a scheme for the management of the construction of the proposal, including times of operations, and details of how adjacent amenities and the adjacent highway are to be protected, shall be submitted to and agreed in writing by the Local Planning Authority, and the scheme shall be developed as agreed.

REASON: In the interest of amenity

4. The area allocated for parking on the submitted plan shall be kept clear of obstruction and

shall not be used other than for the parking of vehicles in connection with the development hereby approved.

REASON: In the interests of highway safety.

5. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety

6. Before development commences a scheme of water efficiency measures for the proposed development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed scheme.

REASON: In order to achieve the sustainable use of water resources

7. Before development commences, a scheme to minimise the detrimental effects to the water interests of the site and the risks of pollution during the construction phase shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed scheme.

REASON: to minimise the detrimental effects to the water interests of the site and the risks of pollution during the construction phase.

8. Prior to the commencement of development on site details of the covered cycle parking provision shall be submitted to and agreed in writing by the local planning authority. Such cycle parking as agreed shall be constructed and installed prior to the occupation of any of the residential units.

REASON: In order that sufficient cycle parking provision is made on site.

9. Prior to the commencement of works at the site details of any proposed boundary treatments shall be submitted to and approved in writing by the local planning authority and retained thereafter.

REASON In the interests of amenity of neighbouring occupiers.

10. Notwithstanding the provisions of Classes A-E inclusive of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no alterations nor extensions to the dwellings 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: To enable the Local Planning Authority to retain control over the development in the interests of amenity.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)

Order 1995, (or any Order revoking and re-enacting that Order with or without modification), no Windows or dormer windows [other than those expressly authorised by this permission] shall be constructed.

Reason: To enable the Local Planning Authority to retain control over the appearance of the dwellings in the interests of visual amenity and the amenity of adjoining properties and because the proposed dwellings are in close proximity to both each other and other surrounding dwellings which could be overlooked by the insertion of new windows.

12. The development shall not be occupied other than by persons of 55 years of age and above.

Reason: To ensure that the level of parking demand remains at an acceptable level in the interests of highway safety.

13. Prior to the commencement of development on site including site works of any description, the Beech tree which is shown to be retained shall be protected by a fence in a position to be approved by the local planning authority. Within the area so fenced the existing ground level shall neither be raised or lowered and no materials, temporary buildings, plant machinery or surplus soil, shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and back filled by hand and any tree roots encountered with a diameter of 2 inches (50mm) shall be left unsevered.

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

14. No development shall take place until there has been submitted to and approved in writing a scheme of landscaping for the development which shall include details of any existing trees on the land along with measures for their protection. Any scheme as approved by the local planning authority shall be implemented within the first planting season after the completion of the development.

Reason In the interests of the amenity of residents and the surrounding conservation area.

15. Prior to the commencement of development details of a pedestrian safety scheme shall be submitted to and approved in writing by the local planning authority. Such a safety scheme shall in particular include measures to prevent conflict between vehicles entering the site and pedestrians using Salisbury Street.

Reason: In the interests of highway safety

16 No development shall commence within the proposed development site until –

- a) A written programme of phased archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority – this should include the previous excavations on the site; and
- b) The approved programme of archaeological work has been carried out in accordance with the approved details.

Reason: In the interests of preserving and recording the archaeology at the site.

17. The first floor bathroom windows on the dwellings hereby approved shall be obscure glazed and fixed shut at all times.

Reason: In order to prevent overlooking of neighbouring properties.

18. The development hereby approved shall be carried out in accordance with the following plans –

Plan no 12/2004/13D

Plan no 12/2006/3B

Plan no 12/2006/2A

Landscape proposals received 30<sup>th</sup> March 2011

Plan of cycle and refuse store received 30<sup>th</sup> March 2011

Drawing no LDS/6343-1/0 Topographical survey

Design and access statement as received on the 30th March 2011

Reason: For the avoidance of doubt.

19. Prior to first occupation of the development hereby approved details of bin storage areas for the provision of up to three wheeled bins for each property shall be submitted to and approved in writing such bin storage at each property shall be retained in perpetuity.

Reason: In the interests of the amenity of the residents of the development.

#### INFORMATIVE

Any proposed bicycle racks shall be of a Sheffield design. With regards this matter please liaise with WCC Highways.

It should be noted in relation to condition 2 the use of flint panels in this important and historic area is unlikely to be acceptable to the local authority and that the local authority will expect the submission of details relating to this flintwork to be of individual flints laid in a traditional manner.

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

conservation area, CN3 – Listed buildings, CN4-Listed buildings, CN5 – Listed buildings, CN8- Conservation areas, CN11 –Views in conservation areas. G2 – General criteria D2- Infill development D3- Extensions, TR11-Parking Spaces, TR14 – Bicycle Parking facilities. R2- Recreational Open Space.

**Appendices:** None

#### **Background**

#### **Documents**

#### **Used in the**

#### **Preparation of**

#### **this Report:**

Plan no 12/2004/13D

Plan no 12/2006/3B

Plan no 12/2006/2A

Landscape proposals received 30<sup>th</sup> March 2011

Plan of cycle and refuse store received 30<sup>th</sup> March 2011

Drawing no LDS/6343-1/0 Topographical survey

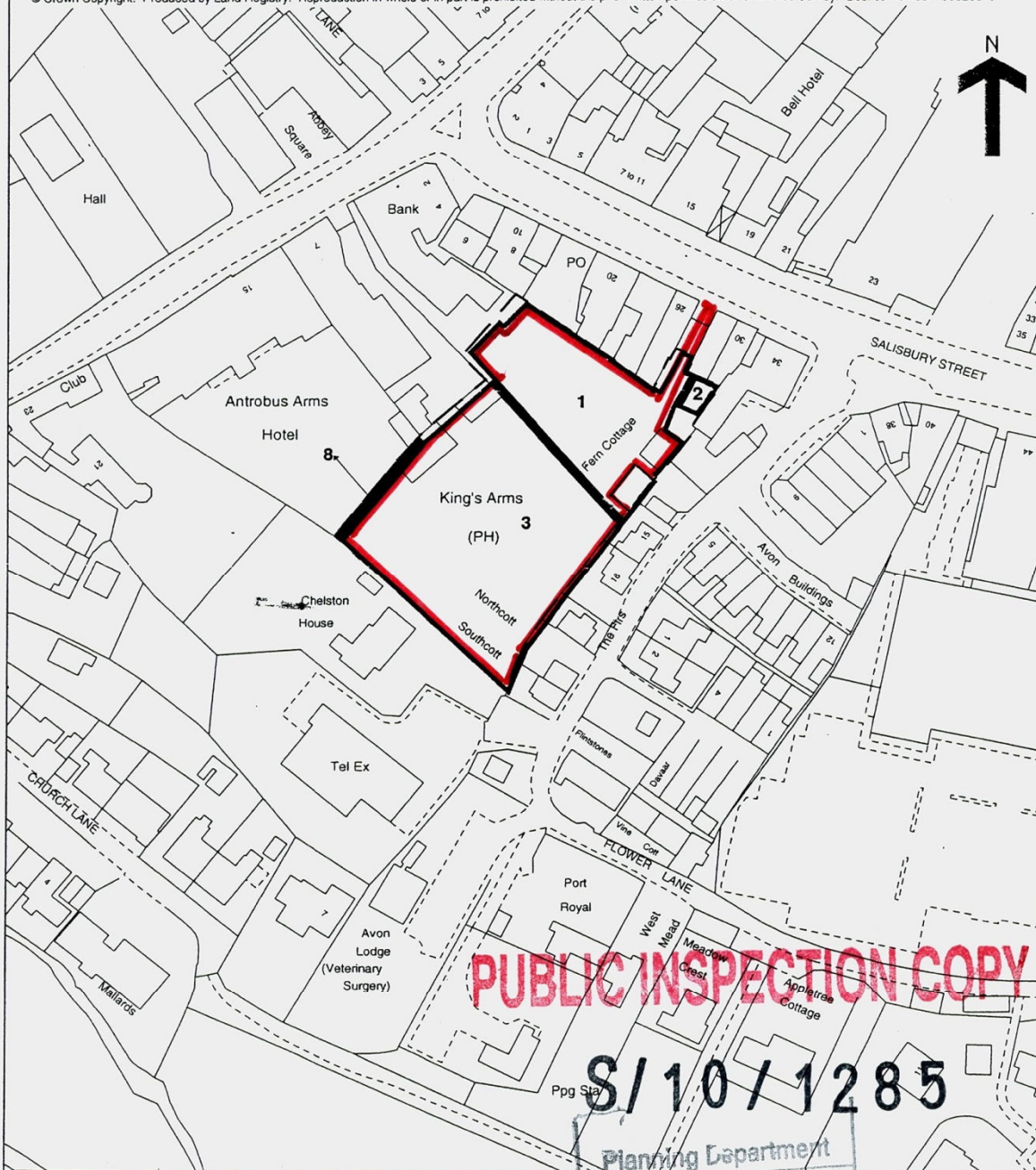
Design and access statement as received on the 30th March 2011

# Land Registry Index map plan

Ordnance Survey map reference **SU1541SW**  
Scale **1:1250**  
Plan prepared on **25/01/2007** at **00:00:01**



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**S/10/1285**

Planning Department  
Rec. 01 SEP 2010  
Copy to  
Action:

This plan should be read in conjunction with result C881KGB.

This plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 7 - Title Plans.

