

Report

Subject : Former Booker Cash and Carry Warehouse, Lower Street, West Harnham
Report to : City Area Committee (Planning)
Date : 09 November 2006
Author : Adam Madge

REASON FOR REPORT TO MEMBERS

The recommendation is contrary to statutory consultees (eg environment agency) recommendation and therefore the HDS does not consider it prudent to exercise delegated powers

SITE AND ITS SURROUNDINGS

The site is the former Booker cash and carry sales warehouse located on Lower Street West Harnham. The Booker cash and carry warehouse closed earlier in the year when the firm moved to a nearby site elsewhere in Harnham just off the Netherhampton road. As a result this site has become vacant. The site is surrounded on nearly all sides by residential properties. To the north along Lower Street are situated older properties of differing periods and styles which are predominantly two storeys, whilst to the west are newer 1960's/70's properties situated in smaller plots along the road known as Old meadow Walk. To the south east of the site is St Georges Church, which is listed and is therefore a very significant church in both the immediate area and for Salisbury generally. The church sits within it's own churchyard within the wider conservation area which covers this site. The site entrance at present connects to Lower Street. There is a public footpath, which is part of the town path, which snakes past the church between the site and the church.

THE PROPOSAL

The proposal is for the replacement of the existing warehouse at the site with a residential form of development comprising 18 dwellings (16 terraced three storey properties and two larger three storey terraced properties). The site layout shows that the proposed development will use the existing site entrance to the warehouse as the main entrance to the site. A road then bends into the site from the east to the west ending in a hammerhead at the far western end. It is proposed that a pond is situated at the far eastern end as a feature located opposite the church. The terraced houses are located in rows of two, three and four properties. Car barn type garages are provided for the proposed new properties as parking provision.

PLANNING HISTORY

S/2003/2563 – Demolition of existing warehouse and erection of 12 houses refused 4/3/04 (refused on design grounds)



Awarded in:
Housing Services
Waste and Recycling Services



CONSULTATIONS

WCC Highway - I have several serious concerns about the proposed layout as follows:-

- The submission does not indicate control over the access to Lower Street and raises serious concern as to whether the application is valid. Importantly, I will wish a demarcated access which clearly shows the shared surface area and additional kerbing and ramping detail to improve the safety for existing pedestrians using the existing footpath and for existing vehicular accesses served off the existing access apron. These requirements have been previously expressed on earlier pre-application meetings with other interested parties. Full details of an acceptable junction layout must therefore be submitted, over which the applicant can confirm that appropriate control is available to enable the works to be completed and, importantly, adopted at a future date.
- The use of gates is not acceptable, as public access should be maintained to the housing area. Although a maintenance management agreement can be entered into by the developer (and successors in title) to ensure future maintenance of the road, I would not support use of gates at this location close to the existing footpath.
- The internal layout is substandard in the following areas:- no account has been taken of forward visibility at the right angled bend (this would seriously affect plot 7): a speed reduction bend could be designed at this location but further detail is required: the turning head is substandard and not acceptable in its current design- I would accept further swept path analysis to show an acceptable design but would still require amendments to the layout: further concern about the likelihood of obstructive parking outside the garages numbered 3 & 4.
- It is not clear how the parking has been allocated, with some properties having forecourt parking and others not - it is possible that those without forecourt parking might subsequently attempt to park on forecourts which are substandard or set aside for planting (without the need for further planning consent).

As submitted, I would recommend refusal on the ground that the proposed access point and internal layout are of a substandard design which would lead to a serious road safety hazard.

Should detailed design improvements be forthcoming, I would also wish to seek sustainable off-site contributions to improve and encourage access for pedestrians, cyclists and bus users.

Members should note that these comments have been superseded following the submission of amended plans by the applicant see main part of the report regarding highway issues.

WCC Library/ Museum - The archaeological evaluation identified the remains of building foundations, which probably date to the late 18th century. A small amount of medieval pottery was uncovered, but appears not to have been related to any features.

I do not consider that any significant additional information will be gained from further investigating the area. I therefore have no comments to make on the application.

Wessex Water Authority- The development is located within a sewerred area with foul and surface water sewers.

The developer has proposed to dispose of surface water to mains drainage after attenuation. The developer will need to contact our development engineer, Dave Cherrett to discuss flow calculations.

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

It is recommended that the developer should agree with Wessex Water, prior to the commencement of any works on site, a point of connection onto Wessex systems.

Environment Agency - We object to the application as the Flood Risk Assessment (FRA) submitted is unacceptable.

This objection is discussed below.

Flood Risk

This site is located in Flood Zone 3, which is the high-risk zone. Flood Zone 3 refers to land where the indicative annual probability of flooding is 1 in 100 years or less from river sources (i.e. it has a 1% or greater chance of flooding in any given year). The site lies within the flood plain of the River Nadder and Harnham Brook, both main rivers under our control.

We would categorise this site as Flood Zone 3 a), as identified in Table 1 of Planning Policy Guidance 25 - Development & Flood Risk (PPG25). Zone 3 a) developed areas are identified as areas that may be suitable for residential development provided the appropriate minimum standard of flood defence (including suitable warning and evacuation procedures) can be maintained for the lifetime of the development.

The site is protected from flooding, to a degree, by a flood bank or wall that is maintained by the Environment Agency. As the site is below flood level, the applicant should be aware of the risk of flooding due to a failure or overtopping of the defence by a more severe event than designed for, or maintained against. It is not considered that this defence currently offers the minimum standard of defence required to make the area suitable for residential development.

A letter to Mr M Akmenkalns of Evans Grant Opus, dated 18 October 2005, concerning the site, provided the following information about flood levels in the vicinity of Lower Street, Harnham.

"The Bookers Cash and Carry building runs roughly parallel to the river opposite the Old Mill. The 1:100 year flood level upstream of the Mill is 47.18 metres AOD (Above Ordnance Datum) and 46.36 metres AOD downstream of the Mill. The flood level for Bookers Cash and Carry building lies somewhere within this range. Without a more accurate 2D model, the precautionary approach should assume that the flood level is the upstream level of 47.18 metres AOD".

The flood risk information submitted in support of the application is not acceptable to us for the following reasons:

- The precautionary approach as required under Planning Policy Guidance Note 25 - Development and Flood Risk has not been adopted within the FRA.
- No allowance has been made for climate change. It is suggested that the 1 in 100 year flood level is likely to increase by approximately 300mm if flows increase by 20% over the next fifty years.
- The proposed finished floor levels are not considered sufficient. We normally recommend that finished floor levels are set a minimum of 600mm above the future 1 in 100 year flood level. Based on this, a sustainable finished floor level for the proposed development would be 48.08 metres AOD.
- Removable barriers are not fail safe and are therefore not considered sustainable mitigation measures for new construction.
- It is not accepted that vehicular access would be achievable in the future. Further consideration should be given to access and egress via the public footpath adjacent to St George's Church.

The applicant should revise the FRA to take account of the above points. This should be forwarded to us as soon as possible. If the revised FRA is acceptable we will be able to remove our objection.

WCC Education

Our assessment indicates that the development will generate a need for an extra 6 primary and 4 secondary school places. Although the designated area secondary school will be able to accommodate the extra children within its current capacity, this is not the case at primary level, where Harnham Infant and Junior Schools are forecast to be full from April 2009 and April 2007, respectively. A developer contribution towards the cost of expanding the two schools is therefore required.

The total developer contribution required would be abated for 1 bedroom properties and by 30% of any social housing, to reflect the likely number of "recycled" pupils i.e. those who change address but not school. Developer contributions are calculated using the appropriate DfES Cost Multipliers for providing school places. For 2006/07 the figure per primary place is £10372 and so on the information currently available to us, a total contribution of £62232 is sought.

The County Council requires all contributions to be secured by way of a section 106 agreement to which it will be party. Standard terms will apply. Please supply me with the contact details for your legal section, and I will instruct ours to liaise direct regarding the details of the agreement.

REPRESENTATIONS

Advertisement	Yes Expired 24/8/06
Site Notice displayed	Yes Expired 24/8/06
Departure	No
Neighbour notification	Yes Expired 15/8/06
Third Party responses	Yes 19 letters Summarised as follows –

Strong support for the application, which will significantly improve the setting of the church

The narrow path that runs between meadows walk and lower St needs to be widened and the lighting improved. The bend nearest old meadows walk needs to be straightened out to improve public safety. Suggest that a financial contribution be secured to install traffic calming along Middle Street, Lower Street.

Concern is expressed at the height of the three storey houses this is totally out of keeping with the houses in close proximity to the site now faced with having view of cathedral and church obliterated.

Question how a disabled person will get up three flights of stairs if they buy one of these properties.

The pond is unnecessary/dangerous.

The two sets of houses closest to the church do not address the need to enhance the area. They are far too close to the church

Concern is expressed about the access to the site, which is considered dangerous.

Concern expressed about the demolition of the present building and the possible presence of asbestos.

Concern is expressed about the boundary fences, which if retained as at present would be ugly and inadequate.

Objection to the removal of the existing fir trees.

Some concern is expressed about the removal of Lleylandi planting and the closeness of garage blocks to boundary fencing.

The arrangement of the proposed blocks of garages will be a magnet for groups of youths to hang around.

Plots 17 and 18 should be moved further to the South and then West

Suggested garage 5 could be extended to accommodate 6 cars, which would eliminate garage 4 entirely or reduce garage 3 from 6 cars to 4 cars. Heights of garages need to be reduced

Dormer windows in row B 5, 6 and 7 are removed and the east dormers on house 18 should be removed

The site chosen for recycling should be one that has a minimum impact on neighbours through noise and odour pollution.

Too many parking spaces are provided 27 for 18 dwellings is too many.

The junction sightlines into the development should be improved.

Any additional parking on site for the use of residents, St Georges church and visitors is to be welcomed.

Consider that 18 houses are too many on the site (the number should be about 5 –8 maximum

Plot sizes are minimal and some gardens overlooked

The pond is a hazard in respect to children.

The cramped conditions on site leave little room for emergency vehicles.

Concern is expressed over the Lleylandi hedging proposed.

The new development will increase cyclist and pedestrian movement at the entrance junction, which is likely to be dangerous.

Concern is expressed about overlooking of properties in meadow walk.

Consider that the town path at the junction with Lower Street should be clearly demarcated.

Concern is expressed that the development does not give enough sympathy to the church.

Development provides a once in a lifetime opportunity to enhance this setting

The cottages in row C are closer and taller than the present warehouse.

The cottages in row A come right up to the northern boundary and fill up part of what is at present an open space. The height and mass challenge the height of the 12th century church

Rows A & C are closer to the church than any other houses in the development are to any neighbouring building, apart from Yew Trees.

The design of these three storey cottages does not reflect the character of the local street scene.

Would like to incorporate some space for disabled, wedding and funeral cars within the development

MAIN ISSUES

- Flooding
- Highways impact
- Design and impact on conservation area and listed building
- Loss of employment
- Neighbouring Amenities

POLICY CONTEXT

D1 & D2 General townscape, D7 Site analysis, E16 employment generating uses, G1 and G2, general policies for development, G4 Flooding, G9 Planning obligations, H1, Housing, H8 Housing policy boundary, H26 Affordable housing, H16, Housing policy boundaries, R2 Open space R17, Public right of way network, CN3, CN5 development affecting the setting/character of listed building, CN12, CN8 Protect and enhance conservation areas, CN17 trees in conservation area, CN21 & CN22 archaeology, TR5, 11 &14 transport

PPG3 Housing

PPG1 General Principles

PLANNING CONSIDERATIONS

Flooding and impact on amenities

Members will note from the consultation responses contained earlier in this report that the environment agency object to the application. They note that the development is located within flood zone 3, which is the highest risk of flooding. The indicative annual risk of flooding is 1% or greater. Zone 3 areas are sites where residential development may be appropriate provided that the minimum standard of flood defence can be maintained for the lifetime of the development. The environment agency does not consider that the current bank would necessarily protect the site from flooding.

The environment agency have stated that one of the measures that they would require in order to make the development acceptable to them is to raise the finished floor levels of the proposed buildings a further metre above their current level in order to allow for the future risk of flooding. This however raises problems for the development of this site. If this was applied to the existing development proposed it would mean many ground floor windows would overlook surrounding properties, which would be unacceptable in planning terms. This could be alleviated by redesigning the development and moving any such windows that would overlook to other places where such overlooking is less likely to occur. This does however not alleviate problems as far as second floor windows are concerned, which would also be consequently a metre higher and would overlook themselves. Even if windows did not directly overlook adjoining properties there is likely to be the sense of being overlooked by first floor windows. If any properties proposed on this site had first floor windows this is likely to be problematic even if the development was redesigned.

The problem therefore exists that if the development was raised by 1 metre there are likely to be overlooking issues no matter how the development was designed. The environment agency are adamant that this requirement needs to be met in order to make a residential development acceptable on this site. The development could be designed so that it was single storey, which would alleviate the overlooking issues, but this would both look extremely odd in the context of the surrounding area and not make good use of this Brownfield land. Any buildings raised by a metre on this site are likely to be at odds with the surrounding built form of development and appear as an island when viewed in relation to the surrounding built development.

The environment agency has been asked about their views of this development in the light of the proposed Harnham flood relief scheme, which is currently with the local authority as an application to consider. They have stated that had this application been submitted after (and if) the flood relief scheme been approved and constructed this would make no difference to their comments as they consider that any new development should have sufficient flood defences by itself to cope with a 1 in 100 year flood because the flood relief scheme proposed for Harnham cannot guarantee that the area will not be flooded.

It would therefore appear that there is no compromise situation for the environment agency. The local authority therefore have to weigh up the risks of allowing a development without the appropriate flood risk measures in place against any other benefits that may occur as a result of allowing the development.

A further factor to be considered is PPS 25, which is currently at draft stage having been consulted on, it is not known at the present time when this is to be released to replace PPG25. PPS25 categorises in Annex D areas as having a low, medium or high probability of flooding. As flood zone 3 the area of this application would have be categorised as having a high probability of flooding. A table has then been produced in this document, which categorises types of development as highly vulnerable, more vulnerable or less vulnerable. As a housing development this type of development would not be highly vulnerable but would fall within the more vulnerable category.

PPS 25 states that where more vulnerable uses are proposed in an area judged to have a high probability of flooding they should be subject to a sequential test and then to an exception test. It does make clear how the sequential test is to be applied to Brownfield sites. Clearly there are no other more suitable Brownfield sites at the present time within the Salisbury area and any other sites available for housing would be on the outskirts of Salisbury in a less sustainable location away from the town

centre where they would be contrary to PPG3 because they are not located close to the town centre and because they would be on Greenfield land development on which is discouraged by the government in PPG3 in favour of Brownfield sites. Sequentially therefore I consider this to be the best site.

The exception test suggests that in order to pass the exception test the development should –

- 1) Make a positive contribution to sustainable communities: The development would because of its Brownfield close to the city centre location.
- 2) The development is on developable Brownfield land and there are no reasonable alternative options: Which it is.
- 3) A flood risk assessment demonstrates that the residual risks of flooding to people and property are acceptable and can be satisfactorily managed. The flood risk assessment is deficient in a number of respects as outlined in the environment agencies response above.
- 4) The development makes a positive contribution to reducing or managing flood risk: This is clearly subjective but given the environment agencies current response it can be argued that at present the scheme does not make a positive contribution to flood risk.

It can be seen from this that if PPS25 was adopted as legislation in its current consultation form the development would fail the tests specified. PPS25 is not at present adopted and therefore has only some weight as a material planning consideration.

Clearly the development is contrary to government guidance on flooding and it is for this reason that the environment agency has objected to it. Flooding is however one of only a number of issues to effect this site and therefore the flooding issue has to be weighed against all the other material planning considerations which are listed below.

Highways impact

It will be noted from the highways observations above that initially there were highway concerns about the application. These objections have now been removed by Wiltshire County Council following the revision of the plans by the applicant showing a new layout to the entrance apron. Initially the highways authority was concerned about the potential for pedestrian and vehicle conflict between the two different users of the entrance. This has now been clarified with the submission of amended plans showing a clear distinguishment between the existing footpath and the proposed highway, with the use of rumble strips to distinguish between the two. This has removed the highway objection in this respect. Although the applicant does not own the existing entrance apron they have existing use rights over it and the ability to repair it. The new alterations proposed will be carried out under the applicants right to repair this existing section.

Highways are prepared for the access to remain in its current form during the construction process subject to the developer taking the relevant safety precautions during construction.

The highways authority would wish to see a condition that states –

Prior to the start of development, the developer shall enter into an appropriate agreement with the Highway Authority to ensure that a management agreement is made between the developer and the future owners of the properties to ensure that future maintenance of the development road will be undertaken in perpetuity.

In addition a condition is required that states

Prior to the start of development, full details of the internal access road shall be submitted for further approval and will include the use of speed control bends to ensure slow traffic speeds; and the internal access road shall be constructed in accordance with the approved details as far as the construction of the binder course prior to the first occupation of the development.

The proposed parking ratio complies with that as suggested in the local plan and given that the site previously had a significant amount of traffic that was able to access it including large delivery vehicles it is considered that the new use would be more appropriate to the area.

It is not therefore considered that the highways impact will significant and is likely in many respects to be improved by this application.

The highways officer has also recommended that the sum of £10,000 be obtained from the developer to be put towards sustainable off site transport initiatives.

Design and Impact on conservation area and listed building.

It is considered that the design of this proposal is a very significant improvement over that which currently exists at the site and the previous application. The applicants have followed closely the vernacular of the area. In the housing types that they have designed. The brick and flint nature of these buildings fits well with the surrounding vernacular.

Some concerns have been raised about the height of the proposed buildings both in terms of their proximity and effect on neighbouring dwellings and their effect on the neighbouring listed church. The houses are effectively two and a half storeys high having a ground first floor and rooms in the roof. This means that the houses have tall pitched roofs which are higher than some of the more modern houses located around the site. They are however in keeping with both the older buildings in the conservation area and with less modern buildings located elsewhere in Salisbury. It is not considered that the height of the buildings will have a significant adverse effect on the amenities of any of the neighbouring properties surrounding the site. Some concern has been expressed about the use of chimneys on the buildings, which give the building more height. These are traditional features found on most historic buildings of any age in Salisbury and add articulation to the building. The use of such chimneys complies with the guidance issued in the councils adopted SPG creating Places and adds articulation to the roofscape enhancing the area significantly.

A very important consideration is the impact that this development will have on the listed church. The church as members will be aware is one of the most significant in the district and this development affords the opportunity to enhance the area around the church. Giving it back some of the space that was previously lost by the building of the bookers warehouse. The development includes within it an open area adjacent the church that is to be left as open space, which includes a proposed pond. This will give some of the setting back to the church and give it more space to 'breathe'. Concern has been expressed about the use of a pond and the likelihood of children falling into it. But this in the officer's opinion is absurd. Clearly the pond will need to be adequately fenced to prevent this type of occurrence but to say that we can no longer put in ponds on development sites because of the potential for children to fall in is ridiculous. The pond is an integral feature to this development wholly necessary to provide a feature adjacent the entrance and church.

The conservation officer has raised concerns about the proximity of the development to the church and this is something that has been echoed by objectors they consider that the developer should go back to first principals in redesigning the scheme to take more account of the listed building and its setting. Planning officers have negotiated this scheme over a long period of time and consider that the existing layout is sufficient to give the church its required space.

Overall the layout and design are considered to comply with the relevant policies for the conservation area and with the adopted SPG creating Places.

Loss of employment and impact on amenities

Policy E16 of the adopted local plan allows for the loss of employment use where that loss results in significant environmental improvements or benefits in conservation terms that would outweigh the loss of jobs.

There is an argument with this application site that the employment use which had been previously present at the site has not been lost because the booker warehouse has moved further up Netherhampton road to a new site and therefore most of the employment and jobs have been retained at this site. Even if this was not the case given the design and layout of the new site and the context as above it is considered that there will be significant benefits in design and conservation terms, which will outweigh the potential loss of jobs at the site.

The site has always been a non-conforming use with poor access and the potential for environmental harm through noise pollution. The cessation of this use is likely to bring benefits to local residents and as can be seen from the letters of representation on the whole the principal of residential development on this site is accepted by residents as a good use of the land.

The Bookers warehouse building that existed was of a significant scale and size, which was larger than any other building in the area. It did not respect the nearby church which was in terms of its massing if not by its height dwarfed by the building and it can therefore be concluded that there would be significant advantages to the development of this site for residential over retaining it for its current employment use.

Other issues

The issue of the loss of views to the cathedral is not a material planning consideration, as there is no right to a private view in planning.

The issue of boundary fencing and hedging is something that will be dealt with by condition at a later date.

The other issues raised by neighbours are addressed in the report as above.

CONCLUSION – reason for approval

Clearly there is an issue for members to consider in terms of the advice from the environment agency and the concerns that they have expressed that the current proposal is contrary to government advice both as existing in terms of PPG25 and as proposed in terms of PPS25. This issue has to be balanced against the benefits that this scheme is likely to accrue in terms of the reduced level of traffic and noise to the site to the present unrestricted use. The fact that the scheme would at least in part put some of the setting back for the listed church. The relatively high standard of architecture that is proposed on the scheme and the effective use of Brownfield land that this development of housing would make in a highly sustainable location.

It is officers opinion that given that the site has never been known to flood in the past, the fact that the environment agency has at the present time submitted a separate application specifically to prevent flooding in Harnham and the fact that any other use of the land other than for residential is likely to be less acceptable to the local authority, that this application should be approved because it makes a sustainable and efficient use of an otherwise vacant Brownfield site.

RECOMMENDATION: Subject to the applicant entering into a section 106 agreement with regards to the payment of off site recreational provision, education provision and a contribution towards off site sustainable transport measures to encourage walking and cycling provision.

APPROVE 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. (A07A)
- (2) Before development is commenced, a schedule of external facing materials shall be submitted, and, where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D05A)
- (3) The car and any bicycle parking areas shall be completed and made available for use prior to the first occupation of the residential units.
- (4) 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.
- (5) The areas 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.

- (6) 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.
- (7) 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.
- (8) 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.
- (9) Prior to the commencement of development on site details of 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.
- (10) 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.
- (11) Notwithstanding the provisions of Class[es] A-E of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwellings nor the erection of any structures within the curtilage unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf. (V15A)
- (12) 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/dormer windows [other than those expressly authorised by this permission] shall be constructed. (V20A)
- (13) No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water run-off limitation, as provided by soakaways, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.
- (14) No development shall take place until details of the treatment to all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the details as so approved unless otherwise agreed in writing by the Local Planning Authority. (G21A)
- (15) No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (G22A)
- (16) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. (G23A)
- (17) Prior to the commencement of development the developer shall enter into and agree an appropriate agreement with the highways authority to ensure that a management scheme is implemented which ensures that future maintenance of the development road will be undertaken in perpetuity.
- (18) Prior to the commencement of development, full details of the internal access road shall be submitted for further approval and will include the use of speed control bends to ensure

slow traffic speeds; and the internal access road shall be constructed in accordance with the approved details as far as the construction of the binder course prior to the first occupation of the development.

- (1) To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
- (2) To secure a harmonious form of development
- (3) In the interests of the amenity of the development
- (4) In the interests of amenity
- (5) In the interests of highway safety.
- (6) In the interests of highway safety.
- (7) In order to achieve the sustainable use of water sources
- (8) To minimise the detrimental effects to the water interests of the site and the risks of pollution during the construction phase.
- (9) In order that sufficient cycle parking provision is made on the site
- (10) In the interests of amenity of neighbouring occupiers
- (11) To enable the Local Planning Authority to retain control over the development in the interests of amenity.
- (12) To ensure that the proposed building(s) will not unacceptably intrude upon public views of INSERT. (eg Salisbury Cathedral).
- (13) To ensure any archaeology on site is adequately recorded
- (14) In order to ensure that adequate waste and recycling facilities are available at the site for the use of residents.
- (15) To ensure the safety of pedestrians gaining access to and from the development.
- (16) In the interests of the amenity and the environment of the development.
- (17) In the interests of highway safety.
- (18) In the interests of highway safety.

Informative

(1)The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include as a minimum low flush toilets, water butts, spray taps, low flow showers, (no power showers) and kitchen appliances (where installed) with the maximum efficiency rating. Greywater recycling and rainwater harvesting should be considered. The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development.

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

Policies G1, G2, G3,G5, D2, H16, H22, E16,CN3,CN8,CN9