

Additional Correspondence

February 3rd Southern Area Planning Committee

Item 7a – 20/00337/FUL - Rowbarrow

Should Members be minded to approve the application, please note that following agreement with the Council Public Protection officer and the applicant, condition 16 below can be adjusted so that it explicitly refers to the noise impact from Odstock Road.

Acoustic report

16. 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 with respect to those dwellings fronting the Odstock Road (western edge of 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.

REASON: In the interest of amenity

Third Parties – The following responses have been received since the officer report was published:

Cycling Opportunities Group – COGS – Email to WC Highways

Dear Mr Wiltshire

I am writing in connection with planning application 20/00337/FUL. Thank you for your comments regarding the importance of cycle parking at this development, and the welcome financial contributions to the Salisbury Transport Strategy to support measures to reduce car trips on the network and encourage active and sustainable travel.

The Strategy defines the development as "strong" in all criteria for accessibility analysis for active modes (Table 2-2) and Issue 9 notes the "Poor integration, connectivity and severance of the pedestrian and cycle network for journeys to key destinations in the city....."

Furthermore, Table 4-2 describes pedestrian and cycle schemes that link key destinations, including PC13 Salisbury to Hospital. This scheme is further characterised as having a broad alignment with Strategy objectives (Table 5-1) and highly likely to deliver positive outcomes. It is shown as a key direct link in Fig.5-2

Therefore, it is scarcely believable that this well-used key pedestrian and cycle link is planned to be severed by the access road to the development and that pedestrians and cyclists will be forced to give way on a section of shared use path that previously had direct

uninterrupted access. "Measures to encourage active and sustainable travel" should include giving pedestrians and cyclists priority over cars at this point for safety and in the interests of providing a route that is also direct, attractive and convenient. In addition, priority for cars at this point is not in accordance with the hierarchy of road users that puts pedestrians and cyclists ahead of motorised transport. The junction needs a radical redesign in accordance with the principles of LTN1/20 to make it compliant with current guidance.

Salisbury Greenspace Partnership

Objection from Salisbury Area Greenspace Partnership (SAGP) to the proposed revisions to planning application 20/00337/FUL to erect 95 dwellings etc on land to the east of Odstock Road and to the south of Rowbarrow, Salisbury.

SAGP maintains a very strong objection to the proposed revision to the site layout. The original proposal for 108 houses clearly indicates the acceptable limits of development on this important site & both Wiltshire Council's landscape architect & urban designer approved that layout. Housing units have subsequently had to be eliminated from the proposed scheme to preserve the important prehistoric & Anglo-Saxon remains recently found on the site. SAGP accept that it is important to preserve the setting & importance of the new archaeological finds & nearby Scheduled Monument. However, SAGP's contention is that it is equally important to protect & enhance the attractive downland character & extent of the green corridor, including the setting of the commemorative tree belt, required by the strategic housing inspector across the southern boundary of the site.

In his report the inspector clearly recognises the qualities & importance of maintaining a generous open space along the whole extent of the southern boundary. He sets out the following requirements for the development which include:

- sensitive design & layout, which ensures the significance of heritage assets, and their settings are not subject to unacceptable harm.
- a strong landscape framework that maintains and enhances the existing woodland belts, including open space provision on the southern part of the site and a green corridor extending along the southern boundary of the site
- a green corridor which should include copses, groups of trees & individual specimen trees

The area of concern is the high ground, part of the Harnham Hill ridgeline, towards the western part of the site. It lies within a designated Special Landscape Area & forms an important part of Salisbury's green infrastructure & landscape setting providing good connectivity for people & wildlife with the nearby Lime Kiln Down greenspace on the west side of the Odstock Road. There are stunning views across the city & the River Avon valley to Old Sarum where the settlement originated, & to Salisbury Plain beyond. Furthermore, the greenspace provides the setting for a very fine group of maturing Beech trees which are an important historic & cultural landscape feature, planted to commemorate the coronation of the Queen in 1953 & which form an important part of the southern skyline as seen from the city.

The site is currently well used for informal recreation & dog walking, but users would have a very different experience if this proposal is approved. Currently the views & sense of open space is immediately apparent when approaching from the west. For almost half the length of the tree belt people using the proposed informal footpath would be squeezed between the trees & the gable ends of houses as well as the close boarded fencing being proposed for the boundary treatment. Not only would this rural edge of the city have an inappropriate urban feel, there would be limited if any views to the north, & there would be very little opportunity for enhancement planting & for the creation of a more appropriate softer edge to

the development because of the close proximity of the tree belt. The distance to the proposed housing & fencing from the 'development boundary' encompassing the edge of the tree canopy as shown on drawing BELL22723-03C Sheet 1 varies but would only be at most approximately 15m reducing to less than 5m at its closest point.

Clearly, the proposed development south of the spine road would significantly reduce the extent & value of the greenspace to the local community & it would have an unacceptable impact on the setting of the western half of the tree belt. Furthermore, there would be no space to accommodate copses & groups of trees in line with the inspector's requirements. The original layout provided a much more sensitive & appropriate approach to site planning in this respect.

The emerging Salisbury Neighbourhood Development Plan has an ambition to protect the high ground surrounding Salisbury including the southern part of this site, not only for nature recovery, natural flood management & other vital nature-based services, as well as landscape setting with views to the city, but to support public health & wellbeing with high quality amenity greenspaces for recreation so that people of all ages can experience the benefits of getting close to nature. This is in line with the policies in both Wiltshire Council's draft Climate Change Strategy & the closely aligned Green & Blue Infrastructure Strategy. Local authorities are being required in their decision making now to reflect the most up to date planning policy position as encompassed in the revised NPPF, July 2021. NPPF highlights the value of sustainable development in relation to health & wellbeing including access to open spaces, the importance of nature & of providing access to nature in new development. Moreover, the NPPF & the Government's Model Design Guide lay great emphasis on the need for the design & layout of new development to respect the qualities which make each place special.

SAGP wishes to point out that neither Wiltshire Council's landscape architect nor its urban designer appear to have commented on the current housing layout proposal & there is no indication that there has been any attempt to negotiate a reduction in the housing units to the south of the spine road. Furthermore, revised planting plans to address issues raised by the county ecologist & planting issues around inappropriate choice of species & the need for additional planting of tree groups at the east end of the site do not appear to be available. SAGP is keen to see the existing vegetation maintained along the western site boundary with Odstock Road & reinforced with appropriate new planting for this chalk downland site. In addition, it recommends that properties 7 – 11 & number 14 be handed so that their gardens face west & this would also reduce the urbanising effect of the proposed development on this corner of the site particularly when travelling up the Odstock Road from the city.

SAGP consider that accommodating the NEAP provision offsite is a positive although it would like to point out that there is now room for this facility in the northeast corner of the site away from the tree belt. SAGP also welcome the developer's commitment to carry out improvements to Public Right of Way BRIT8.

In conclusion, it is clear the site cannot take the number of houses currently being proposed for it. Housing development south of the spine road development would cause unacceptable harm to the special qualities of this area. It would have an adverse effect on the character & extent of the green corridor required to be retained by the inspector across the southern boundary of the site, on the setting of the existing Beech tree belt, & it would be difficult to carry out the type of enhancement planting specified by the inspector due to a lack of space. The application should therefore be refused.

Salisbury Civic Society

The Civic Society strongly supports the Salisbury Area Greenspace Partnership's objection to the proposal to build houses on the south side of the spine road. As further archaeological investigation has shown that it would not be appropriate to build on the SE end of the site, the answer is quite clearly not to shift development towards the fine belt of trees, which are a very important landscape feature, or to impinge unduly on the high ground which is important as open space and the setting for the trees, and for its fine views to the north over the city.

It now seems clear that the site cannot in fact take the number of houses proposed for it, and the scheme needs to be amended accordingly or should be refused.

Salisbury City Council

SCC would like reaffirm its previous comments that have been submitted to WC on 22 November 2021, as follows;

SCC objects to this application for the following reasons:

Not being compliant with SCC's climate change objectives and asks for the following planning conditions to be considered:

- 1. Full Fibre Broadband to be installed in all houses.*
- 2. All houses with driveways to have Electric Vehicle charging points installed.*
- 3. All houses to have solar panels installed*
- 4. All houses to be air/heat pumps retro fitable.*
- 5. S106 monies to include amount for schooling.*
- 6. Space for Community facilities.*

SCC also objects to this application for the following reasons:

- 7. Bland design, lack of character.*
- 8. Drainage concerns.*
- 9. Ecological impact.*
- 10. Lack of and the need to create more space for community facilities.*
- 11. A gap along the treeline is required to protect the orchids.*
- 12. Failing to adequately protect the connecting the green spaces*
- 13. Protect the views on higher ground*
- 14. Objects to the planting scheme and asks for the expert comments on appropriate planting to be taken into consideration.*
- 15. Lack of housing for Swifts, Bats and Hedgehogs*
- 16. Adverse additional traffic impact on Harnham with no strategy to address this issue. This includes having the entrance into the development from Rowbarrow Road as opposed to Odstock Road which will better benefit pedestrians, cyclists and emergency response vehicles travelling along Odstock Road.*
- 17. Furthermore, SCC fully supports Salisbury Area Greenspace Partnership's comments which are noted on WC's website and asks that Wiltshire Council Ecologists comments are fully adhered too in full.*
- 18. Site entrance onto Rowbarrow would be preferable.*

And in addition to the previous comments,

SCC also notes that the proposed development is;

19. Too close to the southern tree line and;

20. Cycle/pedestrian paths along Odstock Road should be prioritised over vehicular access to and from the estate.