

**CITY AREA COMMITTEE 1 SEPTEMBER 2005  
SCHEDULE OF ADDITIONAL CORRESPONDENCE**

Agenda  
Item No.8

**105 BOUVERIE AVENUE SOUTH**

Third Party – Letter as attached in full at **Appendix 1**  
Owner – letter attached in full at **Appendix 2**

**9 18 HARNWOOD ROAD**

Third Party – two letters as attached in full at **Appendix 3 and 4**  
Owner –

- 1) Solicitors letter as attached in full. (Also submitted, a written argument of why it is considered that the works do not require planning permission and are not an engineering operation). **At Appendix 5**
- 2) Letter from Hillier Landscapes attached in full at **Appendix 6**

HDS notes:

Members should note that on page 1 of item 9, middle single line of Introduction should read : “The overall effect was to create an increase of land level in the order of 1 metre on the northern edge of the garden”

Planslist  
Item No.1

**S/2005/0980 – OUTLINE APPLICATION FOR UP TO 130 DWELLING UNITS A SHOP AND VEHICULAR ACCESS OFF ROWBARROW TOGETHER WITH ASSOCIATED GROUND AND OTHER WORKS AT DOWNTON ROAD**

Third party – Letter indicating the following: Pressure should be put on the developer to alter proposals to show one vehicular access only, in the current location on site of the existing cutting. This is the safest position. Pleased that developer will provide more vegetation along the north side of Rowbarrow. Native species of shrubs and trees should be used.

Rowbarrow Residents Association –Copy of minutes of meeting, and make the following additional comments following meeting:

- 1) Traffic problems in area are of great concern
- 2) Salisbury police records show that 25 percent of vehicles are exceeding 40mph, and a significant number are travelling in excess of 45 mph.
- 3) Additional traffic calming measures have been identified and the location of same determined
- 4) The second access road off Rowbarrow will have its location determined by the location of these traffic calming measures
- 5) A condition must be added that the location of the second access is subject to change based on this assessment, and that landscaping opposite the access would be a requirement.
- 6) We ask that a condition be attached stipulating that the developer is required to liaise with the residents association in conjunction with Salisbury District Council.
- 7)

HDS notes:

Following the previous resolution of the city area committee, a meeting was held to discuss the highway issues, with representatives of the Rowbarrow Residents Associates, Wiltshire County Council Highways, the applicants agents, a local councillor, a member of the traffic police, and the case officer in attendance.

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A range of highway issues was discussed, including possibilities of a new access onto the main Downton Road, the use of one single access serving the development off Rowbarrow, the relocation of the secondary access further along Rowbarrow, and possible traffic calming measures. A discussion related to traffic speed also took place.

As a result of the meeting, the applicant has submitted plans indicating to vehicular access options onto Rowbarrow, and how new landscaping could be achieved opposite the secondary vehicular access onto Rowbarrow. The agents own landscaping consultants have indicated that option 1b is the most appropriate scheme in terms of protecting neighbour amenities.

Furthermore, WCC Highways have clarified its position on the scheme, and full copy of these comments are attached in full. **At Appendix 7**

With regards the landscaping scheme, WCC Highways are happy with the proposals. Since the previous committee meeting, it has transpired that the existing landscaped buffer seems to be owned primarily by the County Council, with a small slither of land owned by SDC. However, SDC seem to maintain the whole landscape area. Therefore, it would seem that any additional landscaping is achievable.

**Officer conclusions based on above**

Given that WCC Highways remain happy with the proposed access points, and given that Members have already agreed the adopted Development Brief for the site which clearly indicates that two access points would be acceptable onto Rowbarrow, it is considered that, after due consideration of the issues and neighbour concerns, the submitted scheme showing two access points onto Rowbarrow would be acceptable, subject to the provision of additional landscaping opposite the secondary access to ameliorate the impact of headlights on adjacent neighbours.

Furthermore, the suggested Heads of Terms for the legal agreement as outlined in your report need to be altered thus (including changing of typing errors):

- a) PROVISION OF AFFORDABLE HOUSING;
- g) SUBJECT TO THE SHOP BEING MARKETING AND BEING A VIABLE PROPOSITION, A COMMITMENT THAT NO MORE THAN HALF OF THE DWELLINGS WILL BE CONSTRUCTED BEFORE THE SHOP (THE COMMUNITY FACILITY) IS PROVIDED;
- h) FINANCIAL CONTRIBUTION TOWARDS OFF SITE HIGHWAY WORKS/INFRASTRUCTURE;
- k) A SCHEME FOR THE PROVISION, THE PROTECTION AND ENHANCEMENT OF TREES AND LANDSCAPING OFF SITE, INCLUDING THE PROTECTED TREES ADJACENT TO DOWNTON ROAD, THE EXISTING PLANTED AREA ALONG ROWBARROW, AND NEW PLANTING AND BUNDING ON HIGHWAY AUTHORITY LAND OPPOSITE SECONDARY VEHICULAR ACCESS

(It is considered that condition 06 of the report covers the issues raised by point 6 of the attached WCC Highways comments).

Condition 25 of the report should read:

“No development shall take place on site, including site clearance, tree works, demolition, storage of materials or other preparatory work, until all details relevant to the retention and protection of trees, hereafter called the Arboricultural Method Statement, have been submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be

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undertaken only in accordance with the approved details, unless the Local Planning Authority has given its prior written consent to any variation.

The Arboricultural Method Statement shall show the areas which are designated for the protection of trees, shrubs and hedges, hereafter referred to as Protection Zones. Unless otherwise agreed, the Protection Zones will be fenced, in accordance with the British Standard Guide for Trees in Relation to Construction (BS.5837: 1990) and no access will be permitted for any development operation.

The Arboricultural Method Statement shall also include all other relevant details, such as changes of level, methods of demolition and construction, the materials, design and levels of roads, footpaths, parking areas and of foundations, walls and fences. It shall also include the control of potentially harmful operations, such as burning, the storage, handling and mixing of materials, and the movement of people or machinery across the site, where these are within 10m of any designated Protection Zone.

The Arboricultural Method Statement shall also indicate the specification and timetable of any tree works, which shall be in accordance with the British Standard Recommendations for Tree Works (BS.3998: 1989).

The Arboricultural Method Statement shall include provision for the supervision and inspection of the tree protection measures. The fencing, or other protection which is part of the approved Statement shall not be moved or removed, temporarily or otherwise, until all works, including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the Local Planning Authority has been given in writing

REASON: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to ensure that the amenity value of the most important trees, shrubs and hedges growing within or adjacent to the site is adequately protected during the period of construction.

**2. S/2005/1534 - REVISION TO PREVIOUSLY APPROVED SCHEME TO ENLARGE  
DIMENSIONS OF THE GARAGE WITHOUT COMPLIANCE WITH CONDITION 4 OF  
S/2005/0378 AT 68 ST.ANN STREET**

1. Letter from the applicant's agent explaining the reasons for the revised dimensions for the garage. It states that it is to accommodate a larger motor car recently acquired by the applicants. It is not intended to accommodate more vehicles and indeed the small increase in proposed dimension would not permit this. The roofline has been adjusted in order that the height of the building will not change from the approved scheme. The materials specification for the roof, walls and joinery all remain as the approved scheme, and would be indistinguishable from the approved garage when built and would have no consequential impact on neighbours of the area.

2. Letter of objection on grounds of the impact of whole scheme on surrounding area as an intrusion into the medieval street plan, and also the impact of the bulk and height of the revised garage and loss of light to adjoining property. If the garage is allowed it will set a precedent which will make it very difficult to refuse perhaps even more damaging proposals in future.

3. Conservation Officer on revised plans - no objection.

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HDS Note:

The revised plans submitted by the applicant indicate that the proposed dimensions of the garage would be approx 7.5m width, 4.9m height and 7m depth. The previously approved dimensions were 6.2m width, 4.7m height and 5.8m depth.

As indicated in the officer report, Members need to concentrate on the impact of the proposed changes to the garage dimensions, as the rest of the development has approval. However, in officers view, this dimensional change is considered unlikely to have any material impact on adjacent amenities over and above any considered impact of the approved garage.

3. **S/2005/1546 - PROPOSED RESIDENTIAL DEVELOPMENT OF 12 FLATS AND 8 CAR SPACES AND NEW VEHICULAR ACCESS AT LAND AT THE BOTTOM OF WILTON ROAD AND DEVIZES ROAD**

Third Party – One letter raising objections to the proposal on three grounds: a) Overdevelopment of the site, b) Scheme would have adverse impact on existing stretched parking spaces in area, c) Scheme is imposing and reduce light to adjacent dwellings. In summary, the scheme would have a negative impact on the existing adjacent dwellings and occupiers.

Civic Society – Very little has fundamentally changed with regards the previous scheme, and previous concerns are reiterated. Unlikely to result in a quality development unless care is taken over detailing and materials etc. Any building erected on this site will have a major impact on the city for many years, and the design should be put before the Council's Design Forum.

Appendices (7)