

LATE CORRESPONDENCE 26/05/2011

S/2011/0444

**Open site behind Antrobus Hotel, Kings Arms Inn and Lloyds
Bank, Salisbury Street, Amesbury**

See correspondence over leaf

S
CC

Area Development Manager
SOUTH AREA DEVELOPMENT MANAGEMENT

Please ask for: John Harding
john.harding@wiltshire.gov.uk

Direct line: (01225) 713443
Fax line: (01225) 713207

Our ref: JEH/C/S11.0444
Your ref:

10 May 2011

Dear Sir

APPLICATION REF. S11.0444 - HIGHWAY RECOMMENDATIONS

Location : **OPEN SITE BEHIND ANTROBUS HOTEL, KINGS ARMS INN & LLOYDS BANK, SALISBURY STREET, AMESBURY**

Proposal : **ERECTION OF 12 RETIREMENT HOUSES INCLUDING CAR PARKING AND LANDSCAPING**

I refer to the above planning application received on 01 April 2011.

My recommendation is the same as for the S/2010/1285 application ie:

It is considered that the proposed retirement residential development will not have any significant impact on highway safety and I therefore recommend that no highway objection be raised to it subject to the following:-

In order to assist pedestrian safety it has previously been agreed (S2002/1559 refers), to provide 2 no. bollards at the rear of the paved footway at the junction of the site access with Salisbury Street. I therefore recommend that the same Condition be imposed as before ie:

Prior to the development hereby approved being first implemented the applicant shall submit to and have approved in writing by the Local Planning Authority a scheme of pedestrian safety measures and the approved scheme shall be implemented prior to occupation of the first approved dwelling.

Reason: In the interests of highway safety.

You will no doubt wish to impose a suitable Condition to ensure that the development shall be occupied by persons of the age of 55 years or older.

Yours faithfully

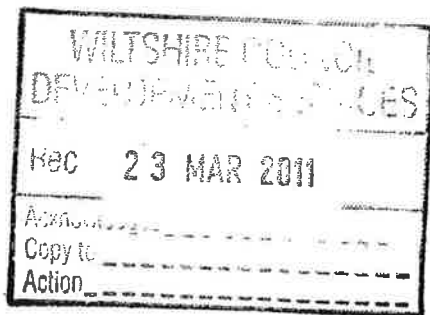
J.E. Harding

Allan Creedy
Sustainable Transport Manager

cc. File

WILTSHIRE COUNCIL	
DEVELOPMENT	
Rec	13
Acting	
Officer	
Approved	

AMa



Read Quality Building

From: "James Bevis" <James.Bevis@i-transport.co.uk>
To: <sales@readqualitybuilding.com>
Sent: 16 March 2011 13:41
Attach: ITB6208-GA-001.pdf; ITB6208-GA-002.pdf
Subject: Salisbury Street, Amesbury
 Andrew

As requested, I enclose two plans:

- ITB6208-GA-001 showing the existing access arrangement including the swept path of two cars passing at the site access; and
- ITB6208-GA-002 showing a proposed amendment to the access arrangement (using land that you control) that would provide the adjacent retailer with an enlarged space for storage/deliveries whilst still providing for vehicular access through a 'single track access with passing places' arrangement

I expand upon these drawings below.

Existing Access Arrangement

The existing access road is circa 4.8m wide. The relevant design guidance for this site is the DfT's 'Manual for Streets' (MfS). Figure 7.1 on page 79 of MfS identifies that 4.8m is sufficient for a car and a large vehicle to pass; and that only 4.1m is needed to enable two cars to pass each other.

Whilst the adjacent shop uses a strip of this access for the sale/storage/delivery of goods, it is not unlikely that they have permission to do this. It is clear that your prescribed rights of access are affected by the use of this strip and thus it should be possible for you to take action against the retailer so that your rights of access are provided for. Put simply, the 'stuff' that is lined up on one side of the access road probably shouldn't be there and could be removed if the necessary legal procedures were followed (whether or not the site were developed). I note that the retailer uses the land under your control to store items during deliveries and that some sales items are also on 'your' land. Whilst the retailer may have a prescribed right of access across 'your' land, I suspect that they cannot lawfully use the land in the way that they are.

Bringing all of this together, you should have the ability to secure an unobstructed 4.8m-or-so wide access into the site. As discussed, I was recently the expert witness at a formal planning inquiry, where this width was considered unacceptable by a planning authority to serve a development of 38 large detached and semi-detached dwellings. In upholding the appeal, the Inspector agreed with me that this width is entirely acceptable to serve residential development because it fully complies with the relevant design standards.

The enclosed drawing also demonstrates that the existing access road is of ample width to easily accommodate the turning manoeuvres and passing of cars.

The existing access is also fully acceptable in terms of visibility – the plan shows a 2.4m by 43m visibility splay, which is adequate for a 30mph design speed. My site observations show that vehicle speeds are much lower than this, and therefore adequate visibility can be achieved at the site access.

The access road does enter on to the back of the footway. Prior to the publication of MfS, it used to be common practice to provide 2m x 2m chamfers at the access to provide for visibility to and from pedestrians. This approach is no longer advocated because **“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.”** (ref; MfS para 7.8.3)

A shared surface (i.e. pedestrians and vehicles sharing the same space) is also perfectly acceptable. Para 7.2.14 of MfS identifies that:

“shared surface streets are likely to work well:

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

The existing access arrangement fully fulfils all of these criteria.

One further point also needs to be considered. The site is currently put to use for contract parking (for a bank and hotel) and has space for some 20 cars. Assuming that each of these spaces is used once per day (a pessimistic assumption), this is equivalent to a daily traffic generation of some 40 two-way vehicle movements. A development of 13 age-restricted dwellings will generate some 30 two-way vehicle movements per day. Therefore, the proposed use will generate less traffic than the existing use. Accident data for the local area is unlikely (in my experience) to show any injury accidents at the site access, i.e. the existing access works perfectly safely.

Against this background:

- The existing access is fully complies with the relevant design guidance (subject to the prescribed right of access being enforced) in all regards;
- The proposal for 13 retirement dwellings will generate less traffic than the existing use of the site; and
- On this basis, the refused proposal is fully acceptable in highways terms because it would result in a perfectly acceptable access being used less intensively.

Proposed Amended Access Arrangement

There is however the opportunity to improve matters and this is shown on drawing -002. Given the very lightly trafficked nature of the access road, there is no requirement to provide for full two-way working. Para 7.2.3 of MfS identifies that a minimum width of 2.75m is acceptable and will still allow for occasional access by large vehicles.

Drawing -002 therefore shows an area within the land under your control that can be made available for storage/deliveries for the adjacent shop. This will be a larger area than the retailer currently uses, albeit there does not appear to be any lawful right to use your land for the sale and storage of good and that they should not be obstructing your right of access. The plan also shows how cars can pass along this area. There will be areas for passing at both ends of the pinchpoint. Given that the light usage of the access road, such an arrangement will work without any issue in terms of queuing back on to Salisbury Street (noting that entering traffic has priority).

My view is that this arrangement provides an overall benefit by providing an access which complies with the relevant design guidance, and that gives the retailer an area for storage/deliveries that they do not currently benefit from.

I trust that this is all clear and helpful. Please let me know if you have any comments or queries or if I can be of further assistance.

Regards

James Bevis MEng CMILT MCIHT

Associate Partner

for i-Transport LLP, Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

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16/03/2011

S/2011/0288 – 78 Lower Road

Letter from applicant

Included in full as **Appendix A**.

Correspondence between third party objector and Highways Officer

Included in full as **Appendix B**.

S/2010/1879 – Land adj. Fitz Farmhouse, Teffont

Additional letter of objection from occupants of Edmead

Included in full as **Appendix C**.

Petition against proposed development

Includes 19 signatories.

3 new letters from third party objectors

Objections include impact upon neighbouring Edmead and affect upon the character of the area.

APPENDIX A

Dear Sir,

Re: 78 Lower Rd – Planning Approval S/2011/288/Full

Having seen the comments on your website for the above application, I would like to add the attached images to explain why work is necessary. I tried to add them to the website before the opportunity to do so closed but, perhaps because of the file size, they were not accepted.

The first image shows that my front wall is constructed with unsuitable bricks - LBC Heathers – which are crumbling due to damp penetration from above and below. They should be replaced before the wall becomes a safety hazard. My second image shows that the courtyard surface has suffered settlement, so it must be re-levelled to stop puddles forming just where one steps out of the car! Both jobs will involve me in some considerable expense so I consulted my immediate neighbours and ensured my design was acceptable to them before I submitted it.

I would be grateful if you could circulate this letter to members of the Planning Committee as a late paper.

Yours sincerely,

Cllr C G Cochrane, PhD, FIEE

Attachments overleaf



Crumbling bricks in courtyard wall at No 78 Lower Rd.



Puddles in Courtyard at No 78 Lower Rd.

APPENDIX B

Dear Mr Hannis

Thank you for your email.

I regret to say that I do not find your response very satisfactory, for the following reasons:

1) You have not answered my query as to whether Wilts & Dorset have been consulted on the planning application. I presume therefore they have not been.

2) I note the Highways Response to the planning application dated 22.3.2011 makes no mention at all of the bus stop. If the implications for the bus service had been fully considered at pre-application stage as you say it was it would have been helpful to have recorded these implications since the lack of any reference in the 22.3.2011 representation gives the impression that this aspect of the matter has been overlooked.

3) Wiltshire Council's aspirations in Local Transport Plan 3 include "to improve the availability of transport for people with disabilities" and, in relation to buses: "encouraging use of low-floor accessible vehicles in advance of the dates by which all services will have to be accessible; provision of raised kerbs at bus stops and bus stop clearways to allow buses to pull up at the kerb". I believe this means that the needs of disabled bus users are a material consideration for this planning application. Your email indicates that you feel "a new location for an improved bus stop with raised kerbs could readily be found" in Lower Road. I would like to know quite where you have in mind, given the lack of a pavement of any sort on a large part of the south side of Lower Road and the constraints elsewhere with junctions, blind corners, narrow pavements, existing driveways etc. Also the west-bound bus stop should ideally be located as close as possible to the east-bound bus stop (as it is currently) and be as accessible as possible to the majority of people - the current bus stop location near the Skew Bridge Road junction fits the bill from this point of view. It is also ideal in that it is situated outside properties - 78 - 82 Lower Road - with off-street parking, so is not inconveniencing residents who might wish or need to park on road outside their dwellings. Any relocation of the bus stop would need to be consulted on with the residents and bus users involved as well as the bus operator. I do not feel that the situation we have - where this current planning application will force a relocation of the west-bound bus stop as and when bus stops with raised kerbs are provided for Lower Bemerton - is acceptable, and given the aspirations in LTP3 I feel the implications of the future roll-out of raised kerbs should have been fully considered in the Highways response to this application.

Yours sincerely

Margaret Willmot

From: Hannis, Rob

Sent: 23 May 2011 18:08

To: Margaret Willmot; Development Management South

Cc: Westmoreland, Fred; Denton, Pam; Bruce-White, Charlie

Subject: RE: Planning application: S/2011/0288

Dear Ms Willmot,

I apologise for being unable to reply to your email which I have to say is due to workload pressures as I have just finished a major planning inquiry in Salisbury. Having said that, a colleague dealt with the planning application and responded directly to the planner when your concerns were raised via the planner. Because I had carried out an initial inspection at pre-application stage, my colleague and I both considered the implications for the bus service when responding to the planner.

We therefore confirmed that a new access at the position proposed would not prejudice the existing service bus as a bus could still pick up and set down without difficulty. You raise of course the needs of disabled users and, at the moment the improved facility of raised kerbs does not exist, so the proposal does not worsen the situation. We have looked more closely at Lower Road and feel that a new location for an improved bus stop with raised kerbs could readily be found. So if improvements to the service can be made, the proposed access will not prejudice this future improvement. Therefore the position of the

highway authority remains that there are no road safety implications that outweigh a recommendation to approve with standard conditions on the construction of the access.

I hope this is satisfactory and apologise again for my difficulty in responding to your initial email.

Rob Hannis
Area Development Control Engineer
Wiltshire Council

From: Margaret Willmot
Sent: 22 May 2011 22:16
To: Development Management South
Cc: Hannis, Rob; Westmoreland, Fred; Denton, Pam
Subject: Fw: Planning application: S/2011/0288

Dear Mr Bruce-White

Re: S/2011/0288 - 78 Lower Road Salisbury

I write with reference to the above planning application which is on the agenda for the Southern Area planning committee on Thursday 26.5.

I am disappointed to note that the report on the planning application has not made reference to the concerns I expressed in my letter of objection regarding the position of the bus stop on Lower Road in Bemerton and the way in which this planning application would compromise the option of providing a high quality disabled bus stop at this location in the future. My concerns - attached - seem to be covered in the report only by the sentence: *Concern has been expressed by objectors that the new access would be created onto the highway at a location where a bus stop exists. However, the Highways Officer has confirmed that this is unlikely to present a safety concern.*

This hardly summarises the concerns I raised - in particular there is no mention of disabled access issues. Furthermore, having spoken with you about this matter, I emailed Mr Hannis in Highways on April 5th (see email below) to express my concerns and to enquire a) whether Wilts and Dorset, as bus operators, are being consulted about this planning application and (b) whether Highways have fully considered the needs of disabled/mobility impaired bus users both now and in the future should this planning application be approved. As yet I have received no acknowledgement or reply to this email.

I would like members of the planning committee to be made aware of these unrecorded and unanswered concerns and would be grateful if this email, the forwarded message below and the attachment could be made available as late correspondence to the meeting on Thursday.

Yours sincerely

Margaret Willmot
3 Hadrians Close
Salisbury
SP2 9NN

APPENDIX C

To

Members of The Wiltshire
Southern Area Planning
Committee

Edmeads Cottage
Teffont
Salisbury
Wiltshire
SP3 5QY

We write as next door neighbours and people directly affected by the application (S/2010/1879) to build a second, new, detached house in the front garden of Fitz Farmhouse in Teffont Magna.

Having received, and read carefully, Agenda Item 7c for the meeting to be held on 26th May 2011, we wish to make representations under the headings, listed as relevant, in the letter to us from the Area Development Manager, dated 16th May 2011, namely :-

- 1. Loss of light or overshadowing**
- 2. Highway safety**
- 3. Planning policy**

Taking these in turn :-

Loss of light and overshadowing

There seems little doubt that French doors fitted to the proposed dining room would overlook Edmeads Cottage if much of the existing vegetation is removed, as planned; and the building of any terrace (at the suggested raised level) would make matters for us much worse. Apart from looking directly into the most used daytime part of our house - the glazed kitchen/dining/children's play area - no mention has, so far, been made of any, undoubted but unwelcome, extra noise from the area around the proposed building. One of the attractions of this part of Teffont Magna is its relative quietness.

Apart from this ground-floor level of visual intrusion, the proposed (approximately 4'6" higher than our own) ridgeline would inevitably lead to a loss of light and cause overshadowing.

Prior to the building of Brunel Cottage, on the adjacent site, there were three buildings in the immediate area (Fitz Farmhouse, Edmeads Cottage and Spring Cottage) where there was NO OVERLOOKING. If this application succeeds there will be five buildings in the very same area, all suffering a degree of overlooking. This, to us as least, represents a fundamental change to the nature of this particular area, and is unwelcome.

Highway Safety

We begin by saying that we do not agree with the Case Officer's opinion that there would be "no significant adverse impacts upon the amenities of neighbours". Even without mentioning again extra noise levels from both people and vehicles, there are safety issues involved.

These days it is not unusual for dwellings in rural areas to have two or more vehicles owned by the residents – there are two usually parked outside Fitz Farmhouse, two at Edmeads Cottage and two (or more) at Spring Cottage across the road. If, as seems likely, the new occupants of Brunel Cottage and the proposed cottage own two cars per household, a total of six or more vehicles will often be parked on land which previously could reasonably be described as "the front garden of Fitz Farmhouse". Allowing for 'visitors' or 'deliveries' the number could, at times, be significantly more. It is perfectly reasonable to assume that the higher density of accommodation and consequent increase in vehicle numbers will result in cars often being parked in the lane, which is narrow anyway (visitors will find this much easier than maneuvering in the very limited turning space available alongside the new dwellings).

As parents of very small children, who often entertain friends with similarly young (and vulnerable) toddlers we are most concerned that the danger to children would materially increase. It is impractical to prevent people parking in the lane, and the lane is simply not wide enough to take regular parking by, even a relatively few number of cars/vans etc and maintain the present level of safety enjoyed by residents.

Planning Policy

a) General Policy

Planning considerations are dealt with under paragraph 9 of Agenda Item 7c.

Reference is made to the 'Character and Appearance' of the area. One important reason to move to Teffont Magna was that it is on the edge of open countryside, it is an 'Area of Outstanding Natural Beauty', it is within a Conservation Area, and has the added protection of being in a 'Housing Restraint Area'.

We read in paragraph 9 that there is an official policy (CN8) which clearly states that, "within Conservation Areas we can expect that only development which PRESERVES or ENHANCES the character of the area with be permitted". It is our opinion that the proposed development does NEITHER.

According to Damen Associates, whom we engaged to advise on this matter, the 'Housing Restraint Area' does NOT ALLOW EROSION OF THE OPENNESS OF THE EXISTING LANE FRONTAGE. The proposed development (together with Brunel

Cottage) clearly does. Without wishing to sound impertinent, we ask "what is the point of having a Housing Restraint Area policy if it is not adhered to?"

To support our views, we refer to the Conservation Officer's comment that "the frontage should not be too 'built up', as this would NOT be in keeping with the RURAL CHARACTER OF THIS PART OF THE CONSERVATION AREA".

Much has been made of this part of the village's characteristic, with some buildings set back from the lane (such as Fitz Farmhouse itself) and some are at the side of the lane. Should this application succeed a stretch of 93m of our lane will contain - on one side of the lane only - approximately 42m of dwelling frontage - over 45%, building/open space or driveway. This would be unique in this part of Teffont Magna and would, in our opinion, set a precedent which threatens its aforementioned character and gives the "inappropriately suburban feel" that the Conservation Officer referred to in his earlier report.

b) Drainage

The report written for us by Damen Associates Ltd, casts doubt on whether soakaways will actually work in this area. With the removal of vegetation (particularly the large ash tree in the SE corner of the plot) so vital to soaking up moisture from the ground, and the extra buildings on the land between Fitz Farmhouse and the stream, with the hard-standing required for up to five or six extra vehicles and with any terraces, extensions (under permitted development?) or other such structures that might be built, the amount of ground currently available to soak up water 'run off' will be materially reduced.

We share Damen Associates' concerns that a soakaway will not be able to cope with even moderately heavy rainfall and the purity of the stream will inevitably be compromised.

Summary

It is our strongly held opinion that should this planning application succeed, the area immediately in front of Fitz Farmhouse would no longer be (to use the Planning Officers' own words) a "generous sized open space", will acquire a distinctly suburban feel and, by comparison with the rest of the lane in Teffont Magna be far less green.

We appeal to the Committee to REJECT the application as being both practically and technically unsound, and such as to seriously compromise our own peace and contentment.

Mr and Mrs Adam A Etheridge



This is the view from the back of Edmeads Cottage, inside the glazing is our main living room, and we often eat out by the back door.

The vegetation on the left is inside the proposed plot for the new dwelling, and therefore a large proportion due to be removed if the build were to go ahead, including the large Ash tree. The wall is only about 1m high in places.

The proposed building will have a ridgeline the height of the top of the chimney of Edmeads Cottage, so will be a very domineering structure, and undoubtedly will over shadow and cause a loss of light and change the whole feel and privacy that it currently has.

Bearing in mind that these pictures are taken when trees and bushes are in full leaf. It is quite a different picture when they are bare in winter – or indeed if they were completely removed!



From this view all 'daylight' you see will be replace by 'building', unquestionably causing loss of light and over looking.



View from inside the kitchen/living/dining/playroom, showing how vulnerable to being overlooked we would be.



View from sitting room window of Edmeads Cottage. The proposed building would also cause a loss of light and overlooking in this room.



Lane view of Edmeads Cottage looking North. The Ash and Fir tree behind would be removed. Please note the chimney height of Edmeads Cottage being the height of the ridgeline of the proposed building.



Proposed plot. Much of the trees and vegetation will be removed, and the loss of this open space between properties will be detrimental to the character of this part of Teffont Magna.



View of Brunel Cottage under construction and the proposed plot to the left of it, with Edmeads Cottage direct after that. Three properties directly in a row is totally out of keeping on the lane and will give a 'built up' feel to this part of the village.