

From: Price, Lisa
Sent: 27 September 2016 15:43
To: Smith, Alex
Subject: RE: 16/07288/OUT - Filands Phase 2

Hi Alex

I would welcome an amendment to the site layout on the above application to make provision for a pedestrian/cycle link adjacent to the protected Oak tree noted as T1 on the Arboricultural Impact Assessment Plan prepared by Symbiosis Consulting, revised on the 20th July 2016. This prominent Oak tree has already had to endure significant encroachment from the construction of a garage for plot 13 within the Bloor development (15/05015/REM) along with a low retaining wall and lowering of levels to accommodate road construction.

This current application intends to further impact on the RPA of this tree by facilitating a road link between Phase 1 and Phase 2 along with the installation of a pedestrian path. This proposed link road has been noted as being 'not essential' so I can see no reason why these works need to take place. These works will only place further pressure on the root protection area of this once open grown tree.

I note Mark Wiltshire comments in relation to a pedestrian/cycle link which will be essential between Phase 1 and 2. The construction of this link can be installed using a no-dig construction incorporating permeable surfaces controlled by the submission of an Arboricultural Method Statement.

Many thanks

Lisa

Lisa Price
Arboricultural Officer
Economic Development & Planning
01249 706636
Part-time hours: Mon 8am - 2pm, Tues 9am - 6pm
Wed 8am - 3pm, Thurs 8am - 1pm

From: Smith, Alex
Sent: 23 September 2016 10:35
To: Price, Lisa
Subject: FW: 16/07288/OUT - Filands Phase 2

Hi Lisa,

Please see below from Mark W about the need for the link through. I think this will probably come down to a judgement call on my behalf. I'd like to see the retention of the tree, so if you feel that the provision of the road could not be done in a manner which would not significantly

undermine the viability of the tree, then I'll discuss with the applicant about a ped / cycle link only with emergency access?

Alex

From: Wiltshire, Mark
Sent: 22 September 2016 13:43
To: Galpin, Paul
Cc: Smith, Alex
Subject: RE: 16/07288/OUT - Filands Phase 2

Paul,

A full vehicular link is not essential, and could not be insisted on. It is desirable in the interests of interconnectivity and enabling traffic to balance between the 2 junctions – which is relevant as the TA shows there will be some delay in leaving the sites at the AM peak hour.

Given the numbers an emergency access cannot be insisted on either, although I would wish to see one in place.

A ped / cycle link is essential.

Subject to Alex agreeing I would put a condition on that

Prior to occupation of the ...th dwelling a bollarded emergency access link 3.5 metres wide, useable at all times by cyclists and pedestrians, shall have been made available for use between Phases 1 and 2 and shall remain open and available for use by pedestrians and cyclists at all times thereafter.

Alex. If the link is only generally to be used by peds and cyclists a surface should be agreeable such as a porous arrangement with minimal dig construction that will enable the oak tree to continue to thrive?!

Also if you could see your way to accepting a full road link it would make for a more pleasant and useable environment. Delivery vehicles etc would not have to venture out onto the main road and back in again, and residents will have 2 access options to choose from.

Mark Wiltshire
Major Projects Officer
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From: Smith, Alex
Sent: 22 September 2016 09:46
To: Galpin, Paul
Cc: Wiltshire, Mark; Price, Lisa
Subject: 16/07288/OUT - Filands Phase 2

Hi Paul,

I believe Mark has said that you'll be providing comments on this application. I spoke with Lisa Price yesterday with regards to the tree impacts and there is a significant Oak Tree sited to the

north of road which links Phase 2 to Phase 1. Lisa has a concern that this tree has already been significantly enclosed by development from Phase 1 and the provision of the connecting road between the two phases might make the tree unviable.

Therefore, we have discussed whether the two phases need the interconnecting road or if this could be amended to provide a pedestrian / cycle link between the two phases instead? Given that phase 1 doesn't provide access into Reeds Farm, the only reason for the link road would be for people driving to the potential primary school or to other dwellings in phase 1. If you could let me have your thoughts on the need for the road, it would be much appreciated.

I spoke with the applicant on the issue yesterday and they'd be happy either way, but believed that Mark W wanted the connecting road between the two phases to be maintained (before we were aware of the tree issue).

Alex

Alex Smith

Senior Planning Officer

Economic Development & Planning

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