

Dear Andrew,

[Here are the amended Highways Observations for the application featuring a revised number.](#)

Regards,

John

Dear Mr Bidwell

## **S/09/0794 Regional Distribution Centre, Solstice Park. Observations**

I am writing to inform you of our final observations on this application. The outline planning application for Solstice Park assumed a higher level of traffic for this portion of the site than would be generated by the subject use, so the impact of the general traffic is judged to be acceptable. The key concern is the level and routing of the HGVs which would operate from the site, which are forecast to be in the order of 1,500 movements per day.

Extensive discussions have been held between ourselves, PFA (the transport planning consultants acting on behalf of the applicant) and the applicant to seek agreement about how the routing of these vehicles could be managed. We have reached agreement in principle as to the level of HGVs that would be permitted on particular routes of concern and an outline mechanism for monitoring these levels.

Following our meeting at the Solstice Park Offices on 24th June 2008, when the proposed split of requirements between a planning agreement and conditions was provisionally agreed with the developers and their representatives, I can set out the following requirements of the highway authority.

It was agreed that the following general heads of terms should be covered in a planning agreement to be completed between the local planning authority and the developer prior to permission being granted:

- 1 Defined routes to be barred to lorry traffic associated with the development site.
- 2 Specific restrictions to be applied to the number and timing of lorries using the A345, both south and north of Amesbury.
- 3 Specific restrictions (e.g. by TRO) to be applied to defined local roads within Amesbury town, to prevent local rat-running of traffic between the site and the A345.
- 4 Scheme required to enable all lorry traffic using the site to be identified and the data recorded for monitoring purposes. Data to include, but not be restricted to, information about routes used, driver names etc
- 5 The developer to take specific actions to ensure that routeing arrangements are made clear to all lorry traffic visiting the site
- 6 Measures to ensure that agreed routeing arrangements are enforceable, with appropriate sanctions against errant drivers
- 7 Initiation of a local forum (liaison meeting) to facilitate discussion/debate of concerns arising from site operations.
- 8 Provision for annual reporting on operations.
- 9 Provision to fund construction of Toucan crossing on Porton Road

The following conditions are sought:

Provision of New Offsite Road Infrastructure

Prior to commencement of construction on site, plans for the extension of Equinox Drive, Sunrise Way and Meridian Way, including details of pedestrian and cycle facilities to connect the site with the Solstice local services and to the proposed Toucan crossing on Porton Road, are to be submitted for approval by the local planning authority, and the works completed in accordance with the approved plans prior to the site being brought into operational use.

Reason: In the interests of highway safety

Travel Plan

Prior to first occupation of either of the buildings hereby permitted, a site Travel Plan, which is compatible with the overall Solstice Park Travel Plan, is to be submitted for approval by the local planning authority. The site shall be operated in accordance with the requirements and principles of the approved Travel Plan.

Reason: In the interests of encouraging access to and within the site by sustainable modes of transport.

Servicing and Parking

Prior to occupation of any buildings on the site, detailed plans for the site access, servicing and parking facilities are to be submitted for approval by the local planning authority, and the works completed in accordance with the approved plans. Such plans shall include all necessary details of construction, drainage and site levels. The service and parking areas shall at no time be used for storage of goods or materials.

Reason: In the interests of highway safety, and to ensure that the site is constructed and operated without prejudice to highway interests.

Yours sincerely

P Tilley

Regulatory Services Manager

Environmental Services Department.

Mr Andrew Bidwell  
Head of Development Control  
Wiltshire Council  
61 Wyndham Road  
Salisbury  
SP1 3AH

27 July 2009

Dear Mr Bidwell

**Full Planning Application S/2009/794/FULL (resubmission of S/2007/2518)  
Proposed construction of a regional distribution centre and associated infrastructure works including roads, parking areas, fencing, drainage and landscape planting, Solstice Park, Boscombe Down, Amesbury.**

Thank you for consulting the Regional Planning Body (RPB) with regard to the above planning application.

Under the 2004 Planning and Compulsory Purchase Act and accompanying Regulations the South West Strategic Leaders' Board (the executive arm of South West Councils), as the Regional Planning Body (RPB), has the role in assessing the consultations on proposals for development on how far they would impinge on the delivery of the Regional Spatial Strategy (RSS). It has also the duty to respond to strategic planning applications and pre-application proposals and to assess if they would impinge on the delivery of the RSS.

The current RSS is RPG10 but you will also be aware that the new RSS is being produced. The Examination in Public (EIP) of the draft RSS (dRSS) closed on 6 July 2007 and the Panel Report was published in January 2008. The evidence base behind the emerging RSS can be considered as a material consideration and will carry greater weight the closer to publication the RSS gets. The Secretary of State's Proposed Changes to the draft RSS were published on 22 July 2008 and public consultation closed on 24 October 2008.

The draft RSS is the RPB's agreed strategic planning position; however, the Proposed Changes clearly set the planning policy framework for the region. Although the RPB may not agree with some of the modifications made in the Proposed Changes, it is important to note that the Government's Proposed Changes now carry very significant weight as a material consideration, and must be taken into account when assessing LDDs and planning applications.

## **Comments**

Overall we find that the resubmitted planning application for the regional distribution centre (RDC), Amesbury, generally aids the delivery of the RSS. However, we would like to make a number of comments which we feel either add particular support to aspects of the application or draw attention to matters which need consideration if Wiltshire Council grants planning permission.

Development Policy A in the draft revised RSS states that the primary focus for development in the South West will be at the Strategically Significant Cities and Towns (SSCTs). Development Policies B and C set the requirements for development at Market Towns and Small Towns and Villages respectively, supporting realistic potential for employment opportunities to be enhanced appropriate to the scale of the settlement. Whilst Amesbury is not identified as an SSCT, it is however for Wiltshire Council to define Amesbury's status in the emerging Local Development Framework in accordance with the draft revised RSS Development Policies B and C.

We would like to refer you to Policy HMA11 in the draft revised RSS which states that planning for employment will provide for about 13,500 jobs in the Salisbury Travel To Work Area (TTWA) and the provision of about 37ha of employment land. We note that the RDC will provide for 20.09ha of employment land, contributing to both the future job growth and regeneration of Amesbury. We also note that the provision of the RDC will further compliment the range of employment which has established at Solstice Park and help to counter the loss of jobs which has taken place recently at that location.

We note that the site is allocated for economic development in the adopted Salisbury Local Plan (Policy E8A). Outline planning consent was granted for the site in 2002, and parts of the site are already developed. We also note that a Development Brief and a Master Plan were prepared, containing more detailed guidance on the phasing of development at Solstice Park. We are also aware that the 20.09ha RDC will exceed Policy E8A in the adopted Local Plan in relation to a phasing provision limiting the development of Solstice Park to 18ha of employment land in the Local Plan Period which expires in January 2011. However we note that the Solstice Park Section 106 agreement specifically provides for the emerging changes to the Development Plan (LDF) to vary the existing phasing policy, and that the socio-economic assessment submitted with the application reveals that the RDC proposals can be accompanied within a homes and jobs balance, can provide a range and choice of jobs and will contribute to the local economy.

Policy RTS4 in the draft revised RSS which relates to 'freight and the primary route network', promotes the use of the primary route network for use by HGVs in preference to other roads. However, there is also an aspiration that developments which generate high volumes of freight movements should be encouraged to locate close to appropriate rail or water freight facilities to support more sustainable distribution into the South West.

Policy RTS1 in the draft revised RSS identifies the A303 as part of the Exeter to London (via Taunton and/or Salisbury) and as a corridor of Regional Importance. The emphasis of Policy RTS1 is to ensure reliability and resilience of journey times for all road users. Developers are required to manage down the impacts of their developments on corridors of regional importance and manage the impact of congestion.

The RPB would therefore expect the Local Authority, the Local Transport Authority and the Highways Agency to manage the impacts of this development on the regional corridor in line with

the above two policies and to ensure that any mitigation measures to reduce the transport impact are included within a robust legal agreement.

We welcome that the reasons for refusal to the previous RDC planning application (S/2007/2518) have been addressed through this resubmission and that changes and updated/further studies have been carried out to inform this new application.

Should the Council grant planning permission for the resubmission of the RDC at Amesbury, we would like to draw your attention to Development Policy G in the draft revised RSS, which states that Local Planning Authorities should promote best practice in sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non-residential buildings. We also refer you to Policy RE5 in the draft revised RSS which states that in the interim before targets are set in DPDs, at least 10% of the energy to be used in new development of more than 10 dwellings or 1000m<sup>2</sup> of non-residential floorspace should come from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable. Here you will know that the EU Renewable Energy Directive requires 20% of energy to come from decentralised and renewable or low-carbon sources from 2020 onwards

(<http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:140:0016:0062:EN:PDF>).

I hope you find the above comments useful. Please do not hesitate to contact me should you have any questions.

Yours sincerely

**Kate Lavis**  
**Policy Assistant**  
**South West Councils**  
Direct Tel: 01823 425218  
Email: [kate.lavis@swcouncils.gov.uk](mailto:kate.lavis@swcouncils.gov.uk)

**Public Protection Services**  
Wiltshire Council  
PO Box 2126  
Salisbury  
SP2 2DJ

**direct line:** 01722 434333

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# Memo

**To:** Andrew Bidwell

**From:** Rhys Gilbert

**Date:** 8<sup>th</sup> of July 2009

**Subject:** S/2009/794 – Regional Distribution Centre, Solstice Park, Amesbury

Dear Andrew,

Further to the above application I would make the following observations and recommendation should you be minded to grant consent:

## Construction Noise

There are a number of residential premises in proximity to the development site. I would recommend that the following condition be applied to avoid excessive disturbance and causing nuisance to the occupiers of these residential premises:

No ground works or construction shall be undertaken outside of the following hours:

Monday to Friday: 08:00 – 18:00

Saturday: 08:30 – 13:00

Sundays, bank holidays: No construction or ground working.

This condition does not apply to works of fitting out and decoration.

## Dust control during construction

There have been complaints received in the response to issues associated with dust generated in the past. I would recommend that a condition be attached to this application requiring a scheme to control and eliminate as far as possible dust emissions from the site. Section 7.8 of the Environmental Statement (Mitigation of effects – Construction Phase) contains measures that are acceptable to this end.

## Noise control from operations

I note under the previous application relating to this site concerns were raised over the adequacy of the noise assessment. As a way of mitigating the impact of the site on the neighbouring residential properties a scheme of mitigation was recommended in the form of an acoustic barrier.

Under the current application this has been put forward as a measure that the developer is prepared to take however details of this are lacking and if it is present on the plans of the site it is not annotated. As such I would recommend that the following condition be set:

**Recommended condition:**

Details of the 3m high acoustic barrier to be erected along the south west boundary of the site are to be submitted in writing to and approved by the local planning authority prior to the commencing of work on site. This barrier must be designed by an acoustic consultant giving details the barrier will bring to reducing noise levels. The length and position of this wall must also be agreed.

In addition to this, the facility to allow HGVs to connect to a mains power supply at the RDC was also recommended as a condition so that HGVs need not keep their engines turning over to keep the refrigeration units operative. The predicted increase in night time noise of +4dB *is* considered to be of marginal significance and not *below* marginal significance as is stated in section 6.7.23 of the Environmental Statement. BS 4142 is not this specific and states “A difference of *around* +5 dB is of marginal significance”.

It is not clear in the application whether these connections will be available and whether the expected increase in noise is due to engines turning over and the noise of refrigeration units or simply the latter. All reasonable steps should be taken to keep the increases in noise as low as possible which includes the facility for HGVs to connect to mains power in the loading bays.

**Recommended condition:**

Loading bays must be equipped with a connection for HGVs to connect to mains electricity when stationary to power any refrigeration on the HGV.

Plant and machinery

In line with paragraph 6.8.10 and 6.8.11 of the Environmental Statement we would recommend the following condition:

**Recommended condition:**

The development as hereby granted shall not commence until full details of proposed plant to include; extractor fans, compressor motors, air conditioning, duct discharge positions and other air handling systems have been submitted in writing to and approved by the LPA. The impact of this and any other types of plant must be considered under the terms of BS4142.

#### Exterior lighting

So as to protect the amenity of the nearby residents I would recommend that a condition be attached to this application requiring a scheme to eliminate as far as possible adverse impact of artificial light from the site. The Lighting Strategy submitted contains an appropriate approach and details appropriate measures that are acceptable to this end.

#### Air quality

Public Protection Services of Wiltshire Council have developed draft supplementary planning guidance on air quality. Whilst we acknowledge the need to maintain and develop the economic infrastructure of the county it must be recognised that this frequently has a detrimental impact on the environment. The council is obliged to monitor air quality having regard to national objectives and to implement measures where objectives may be breached.

Provision of 438 car parking spaces also has implications for air quality. The direction of these vehicle movements is not controllable as is the case with HGVs using the A303. Adopting the polluter pays principle and having regard to our draft supplementary planning document on air quality, a formula for developer contributions is used to calculate the contribution, and is based on the relative contribution to emissions by cars and HGVs, having regard to projected costs for air quality monitoring over the life of the LDF.

Applying this formula PPS would therefore seek a contribution of £15,768.00 to air quality monitoring and discharge of its duties in respect of the Environment Act 1995 Part IV.

The use of the A303 as the primary link road/access to the RDC for HGVs is of paramount importance when considering air quality. Failure to use this road in favour of other local routes would have an adverse effect on air quality and a contribution from the developer would be sought in line with PPG23 and through a s.106 agreement. Due to the size of the RDC and number of HGV loading bays and spaces the contribution is calculated at £122,484.00. This would not be sought in the circumstances that HGV movements are strictly made to and from the site along the A303 which it may be appropriate to control via condition or a s.106 agreement.

These figures may be reduced subject to demonstrating that "green measures" are incorporated in to the design.

If you have any questions please contact me on the number given above.

Regards

Rhys Gilbert  
**Environmental Health Officer**



29 June 2009

Department of Community Services  
Wiltshire & Swindon History Centre  
Cocklebury Road  
Chippenham  
Wiltshire  
SN15 3QN

Dear

Development Services  
61 Wyndham Road  
Salisbury  
Wiltshire  
SP1 3AH  
**FAO: Mr A Bidwell**

Your ref: S/2009/794  
Our ref: HCP/NJD/07HCP101 2

Dear Mr Bidwell

**With reference to:**

**S/2009/794 Full Planning – proposed construction of regional distribution centre and associated infrastructure works including roads, parking areas, drainage and landscape planting  
Solstice Park Porton Road Amesbury Salisbury SP4 7LJ**

Thank you for your consultation on the above proposal.

The environmental statement sets out a good summary of the archaeological issues and what archaeological investigations have been carried out so far. The key part being that a number of Bronze Age round barrows identified from the preliminary investigations were fully excavated as part of the outline planning permission for the development of the area.

However, there is one archaeological feature on the site that has only been sampled through excavation. This is an extensive Bronze Age ditch which runs through the northern part of the site. I understand that there will be further groundworks in the area of this ditch where it has not been removed by landscaping. I therefore recommend that prior to construction sections are excavated through the ditch and that a watching brief is carried out 200m either side of the feature to record any archaeological features which may be associated with the ditch.

I advise that the following condition, as set out in DoE Circular 11/95, is placed on the application to ensure this takes place.

*'No development shall take place within the area of the application until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.'*

Yours sincerely

Helena Cave-Penney  
Assistant Archaeologist

Mr Andrew Bidwell  
Salisbury District Council  
Development Control  
61 Wyndham Road  
Salisbury  
Wiltshire  
SP1 3AH

**Our ref:** WX/2009/111611/01-L01  
**Your ref:** S/2009/0794  
**Date:** 29 June 2009

Dear Mr Bidwell

**PROPOSED CONSTRUCTION OF REGIONAL DISTRIBUTION CENTRE AND ASSOCIATED INFRASTRUCTURE WORKS INCLUDING ROADS, PARKING AREAS, DRAINAGE AND LANDSCAPE PLANTING SOLSTICE PARK, PORTON ROAD, AMESBURY, SALISBURY, WILTS**

Thank you for consulting the Environment Agency on the above proposal. We have no objection to the proposed development subject to the following planning conditions and informatives being included on any permission granted.

**Flood Risk and Surface Water Drainage**

This application is supported by a (revised) Flood Risk Assessment (FRA) compiled by RPS Planning and Development Ltd, and dated April 2009. Given the area of the proposed development (22.2Ha) this document submitted as required by Planning Policy Statement 25 (PPS25) Development & Flood Risk.

In section 5.4 of the FRA a 40 year lifetime for the development has been used. This aspect should be substantiated and verified by your authority. The lifetime of commercial development is commonly taken to be 60 years. Without clarification of this important criterion we will be unable to accept any subsequent detailed design of the proposed surface water drainage scheme.

The development will only be acceptable if the following condition is attached to any permission granted.

**CONDITION**

Development shall not begin until a detailed design of the surface water drainage scheme for the site, has been submitted to and approved in writing by the local planning authority. Surface water shall be disposed of via a suitably designed infiltration system and designed as recommended in CIRIA report 156 (Infiltration Drainage, Manual of Good Practice). To ensure that there is no surface water runoff from the site for all

events up to the 1 in 100 year storm, with a 10% allowance for climate change (PPS25). The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

#### REASON

To prevent the increased risk of flooding, to improve and to protect water quality, and ensure future maintenance of the surface water drainage system.

#### NOTE

Please note that we do not accept any liability for the detailed calculations contained within the FRA supplied. This letter does not constitute approval of those calculations nor does it constitute the Environment agency's consent or approval that may be required under any other statutory provision, byelaw, order or regulation.

Flood risk cannot be eliminated and is expected to increase over time as a result of climate change. this letter does not absolve the developer of their responsibility to ensure a safe development.

If you have any questions regarding the condition we have requested or the importance of clarifying the lifetime of the development please contact Development and Flood Risk Engineer Gary Cleaver on 01258 483434.

#### **Pollution Prevention**

The Control of Pollution report covers the relevant issues with regard to protecting the water environment and makes reference to the Environment Agency's own Pollution Prevention Guidelines. For developments of this size with a significant construction period it is important that all workers on site are aware of the requirements. I would recommend a condition is applied to ensure measures identified within the report are adhered to.

#### CONDITION

Measures to control pollution on site will be completed in accordance with the Control of Pollution during Construction Report produced by PFA consulting, job number K075. Any alterations to the report should be submitted and approved by the local authority prior to the commencement of development.

#### REASON

To prevent pollution of the water environment and ensure prevention and mitigation measures are carried out during construction.

Pollution prevention will also need to be considered when developing the detailed surface water drainage design. The following condition should also be applied:

#### CONDITION

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hardstandings for vehicles, commercial lorry parks and petrol stations shall be passed through interceptors designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

#### REASON

To prevent petrochemical substances from car parking surfaces polluting the water environment.

The following principles should guide this process.

Surface water from car parking areas less than 0.5 hectares and roads should discharge via deep sealed trapped gullies. For car parks greater than 0.5 hectares in area, oil interceptor facilities are required such that at least 6 minutes retention is provided for a storm of 12.5mm rainfall per hour. With approved "by-pass" type of interceptors, flows generated by rainfall rates in excess of 5mm/hour may be allowed to by-pass the interceptor provided the overflow device is designed so that oily matter is retained. Lorry parks, scrap yards, off loading areas require full oil interceptor facilities and "by-pass" interceptors are not considered suitable.

Segregation of roof water should be carried out where possible to minimise the flow of contaminated water to be treated. Detergents, emulsifiers and solvents must not be allowed to drain to the interceptor as these would render it ineffective.

#### **Water Efficiency**

As mentioned in the Design and Access Statement it is proposed that water efficiency measures are incorporated into this development. To ensure this occurs we request the following condition be applied.

#### CONDITION

No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

#### REASON

In the interests of sustainable development and prudent use of natural resources.

#### INFORMATIVE

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, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water 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. Applicants should visit for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful - <http://www.savewatersavemoney.co.uk/>.

#### **Waste Management**

Although a waste audit has been submitted with the application, a site waste management plan is also required. In England, it is a legal requirement to have a site

waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs-swmp.co.uk>

In order to maintain our records please could you send me a copy of the decision notice issued for this application.

Yours sincerely

**Mrs Tracey Brightman**  
**Planning Liaison Officer**

cc Pegasus Planning Group

## AMESBURY TOWN COUNCIL

<b>APPLICATION NUMBER</b> S/2009/794	
<b>Proposal :</b> Full Planning Proposed Construction of Regional Distribution Centre and Associated Infrastructure Works Including Roads, Parking Areas, Drainage, and Landscaping Planting	<b>Address :</b> Solstice Park, Amesbury

At a meeting held on 07/07/09 the Parish Council considered the above application/amended plans and has the following response to make.

No comment	
Support	<b>No objection</b>
Support subject to conditions	
Object	

## Suggested special conditions/reasons for refusal based on local knowledge

Town Council agreed to no objection to this proposal, but wished that the following conditions be applied:

1. Vehicles left on the site overnight are not permitted to have engines and any attached refrigeration units left running whilst parked up.
2. A pedestrian Crossing is installed on Underwood Drive at a point close to the Archers Gate Estate entrance roundabout.
3. That parking restrictions be imposed either side of the above roundabout

Parish Clerk  
08/07/09

Dated



FAO Mr. A Bidwell

Reference: S/2009/794 dated 7 May 2009 - Solstice Park, Porton Road,  
Amesbury, Salisbury, SP4 7LJ Proposed construction of regional distribution  
centre and associated infrastructure works including roads, parking areas,  
drainage and landscape planting Dear Mr. Bidwell,

Please register this objection, for the following reason, by South Wiltshire  
CPRE.

It is considered that the proposal will have a serious and deleterious impact  
on the area, mainly through generating too much traffic for the local road  
network, especially in view of the recent approval of the Tesco Andover RDC,  
and also as the glow of lighting after dark will be seen from the World  
Heritage site to the west.

Sincerely,

Peter Wicks  
6 Newmans Way  
Bulford Village  
Salisbury  
Wilts SP4 9HT

Dear Sirs

We have been asked to consider supporting the proposal for a Regional Distribution Centre at Solstice Park (planning reference S/2009/0794). The Branch Committee met on 15th July 2009 when the Committee agreed to seek the opinions of FSB members in the Amesbury area (SP4 postcode). Having canvassed their opinion we have only received 1 response against the proposal.

The Salisbury Branch FSB Committee are therefore unanimous in supporting the application on the purely business perspective grounds that it would provide additional employment and indirect business opportunities for local businesses.

Regards

***George***

**George Trytsman**

**Chairman**

**FSB Salisbury**