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Our ref : PT/S04.1239

Your ref : T Pizzey

31<sup>st</sup> December 2004

Dear Sirs

**Planning Application S04.1239**  
**Proposed Extension and Alterations, Tesco Superstore, Southampton Road, Salisbury**

The current application is similar to application S01.1365, to which both of the highway authorities raised objection, owing to the potential exacerbation of the well documented capacity difficulties on the local road network. That application was withdrawn before consideration by your planning committee.

Since the previous application Tesco have applied for and received from your authority a Certificate of Lawful Development in relation to a maximum 16,561 ft<sup>2</sup> (1538m<sup>2</sup>) mezzanine floor within the existing store. The provision of a mezzanine floor, as I understand, can therefore be constructed and brought into operation, to provide this additional net sales floorspace, without the need for planning permission. This is a significant factor influencing the approach the local highway authority has taken in respect of the current application.

In determining its response to this current application the highway authority is mindful of both the operational requirements of the foodstore in relation to the need to cater for car borne trips, and to the constraints to movement resulting, in particular, from the traffic demand on Southampton Road regularly being beyond capacity. The Salisbury Transport Plan makes provision for a Park and Ride site at Petersfinger, which will contribute to a reduction of commuter traffic on the A36 into the city. Tesco are a key player in the delivery of this scheme, as a landowner. To address the potential burden of additional store traffic associated with the extension proposal, and in the company's operational interests, Tesco has indicated a willingness to help facilitate the P&R scheme, and contribute to future improvements on the Southampton Road. This offer, it has been made clear, would not be available should they have to rely on the provision of a mezzanine floor provided in accordance with the Certificate of Lawful Development. An objection from the highway authority could, in my opinion, be difficult to defend at an inquiry, given the fall-back position. Should the application be refused, and Tesco determine to build a mezzanine floor, the outcome could lead to similar traffic levels generated by the store, a less certain situation regarding the acquisition of land for the P&R



site, and less funding available to undertake any scheme to improve the situation on Southampton Road.

Having examined the TIA, and recognising that there will, in the short term at least, be on-going difficulties on Southampton Road, the most advantageous position for the highway authorities to adopt, would appear to be to recommend a conditional approval of the application, subject to a planning obligation that facilitates, inter alia, the provision by the County Council of the Petersfinger P&R site, together with a contribution towards improving the management of traffic flow on Southampton Road, and towards addressing adverse consequences arising as a result of the re-routing of traffic onto local residential roads (e.g. via Petersfinger Road) as a result of the delays on the A36.

The following conditions are recommended:

- No more than 358m<sup>2</sup> of mezzanine floorspace shall be provided within the existing store, or within the extensions hereby permitted.  
Reason: To limit the sales activity generated by the store and thereby restrict the adverse implications of store generated traffic on the A36 Southampton Road.
- Prior to the beneficial use of the extensions, or any part of them, hereby permitted, the developer shall complete that part of the footpath and cycleway works within the site, and indicated on Drawing No. F/EXT/834/SK13 A, in accordance with a detailed design which shall have been submitted to and approved by the local planning authority.  
Reason: To ensure that sustainable means of access to the site are secured for customers when the new sales area is available for use.
- Prior to the commencement of the store extension works hereby permitted the site access from Bourne Way shall be modified in accordance with plans to be submitted and approved by the local planning authority, providing priority for inbound store traffic over Bourne Way southbound traffic.  
Reason: To reduce the potential for southbound traffic queues on Bourne Way to block the site access junction and result in tail-back onto the A36 roundabout junction.
- Four additional cycle stands shall be provided as indicated on the approved drawings prior to the beneficial use of any parts of the extensions hereby permitted.  
Reason: To encourage store trips by non-car mode.
- Development hereby permitted shall not commence until a Traffic Regulation Order, having the purpose of restricting parking on Bourne Way, has been advertised in accordance with normal procedures.  
Reason: To avoid obstruction to goods and service traffic gaining access to the site.
- Car parking provision at a rate of 1 space per 14m<sup>2</sup> of gross floor area (for the existing and proposed building) shall be made available at all times, and used for no other purpose. The parking spaces shall be laid out in accordance with the approved drawings.  
Reason: To ensure adequate off-road parking is available for customers and staff.

I would recommend that a planning obligation be required with the developer to cover the following general heads:

- Developer contribution to future works on Southampton Road to alleviate existing traffic delays and/or to improve the passage of public service vehicles, and to mitigate the effects on local residential roads resulting from traffic attracted by the store and/or rat-running to avoid A36 delays.
- Developer agreement to facilitate the delivery of Petersfinger P&R site through a negotiated transfer of its land at an agreed market value, and an agreement to terms in this regard.
- Developer contribution to enhance existing bus facilities on Southampton Road, including shelters provision incorporating RTPI functionality, and the provision of pedestrian/cycle facilities, as indicated on Drawing No. F/EXT/834/SK13 A, between the west side of the A36/Bourne Way Junction and proposed P&R access.
- Undertaking to develop a Tesco car park management framework to address potential conflicts and management problems resulting from the future juxtaposition of the P&R car park, together with criteria defining how, when and in what circumstances such a management arrangement will be implemented and funded.
- The reservation of a potential bus link between the development site and the proposed P&R site to facilitate future provision of public transport closer to the foodstore, and linked trips with the P&R site.
- The development and introduction of a travel plan to cover the site, including the provision of a store-managed bus specifically operated with the objective of achieving modal transfer away from the private car, and to reach peripheral communities where accessibility to food stores is not already well provided for by public transport.
- The funding and implementation of a Traffic Regulation Order (subject to process) to restrict parking on Bourne Way

I have not been convinced, during the course of negotiations with the Tesco team, that the offer of a contribution towards local transport and accessibility improvements is unconnected with the anticipated return they might receive in relation to the sale of land required for the Park and Ride site. Despite seeking re-assurance on this point, no satisfactory response has been forthcoming. It is important that any decision delegated to officers in relation to further negotiation on s106 details should be subject to a proviso that the a transport contribution will be at least that indicated in the submitted assessment.

Yours faithfully

P L Tilley  
Transportation and Development Manager