

# Schedule Of Planning Applications For Consideration

*In The following Order:*

*Part 1) Applications Recommended For Refusal*

*Part 2) Applications Recommended for Approval*

*Part 3) Applications For The Observations of the Area Committee*

With respect to the undermentioned planning applications responses from bodies consulted thereon and representations received from the public thereon constitute background papers with the Local Government (Access to Information) Act 1985.

## **ABBREVIATIONS USED THROUGHOUT THE TEXT**

<b>AHEV</b>	- Area of High Ecological Value
<b>AONB</b>	- Area of Outstanding Natural Beauty
<b>CA</b>	- Conservation Area
<b>CLA</b>	- County Land Agent
<b>EHO</b>	- Environmental Health Officer
<b>HDS</b>	- Head of Development Services
<b>HPB</b>	- Housing Policy Boundary
<b>HRA</b>	- Housing Restraint Area
<b>LPA</b>	- Local Planning Authority
<b>LB</b>	- Listed Building
<b>NFHA</b>	- New Forest Heritage Area
<b>NPLP</b>	- Northern Parishes Local Plan
<b>PC</b>	- Parish Council
<b>PPG</b>	- Planning Policy Guidance
<b>SDLP</b>	- Salisbury District Local Plan
<b>SEPLP</b>	- South Eastern Parishes Local Plan
<b>SLA</b>	- Special Landscape Area
<b>SRA</b>	- Special Restraint Area
<b>SWSP</b>	- South Wiltshire Structure Plan
<b>TPO</b>	- Tree Preservation Order

# Part 1

## Applications recommended for Refusal

Item No.	Case Officer	Contact No.	
App.Number	Date Received	Expiry Date	Applicant's Name
Ward/Parish	Cons.Area	Listed	Agents Name
Proposal			
Location			

<b>1</b>	<b>Case Officer</b> <b>Mr R Hughes</b>	<b>Contact No</b> <b>01722 434382</b>	<b>1</b>
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S/2002/2117	01/11/02	27/12/02	MGLAGEN INVESTMENTS
LAVEBISH			DRIVERS JONAS
Easting: 415965.79767704	Northing: 132191.099253654		

PROPOSAL:	FULL APPLICATION -ERECTION OF A MIXED USE DEVELOPMENT COMPRISING A 4812 METRES SQUARED GROSS (2787 M SQUARED NET) FOODSTORE (CLASS A1) WITH COFFEE SHOP SEPARATE COLLEAGUE & CUSTOMER CAR PARKS SERVICE YARD & VEHICULAR & PEDESTRAIN ACCESS TOGETHER WITH 1254M SQUARED GROSS (930M SQAURED NET) OF OFFICE ACCOMMODATION (B1) & A 890M SQUARED RETAIL PARADE (A1) & ASSOCIATED LANDSCAPING
LOCATION:	BISHOPDOWN FARM (LAND ADJACENT) LONDON ROAD SALISBURY SP1 3YY

### REASON FOR REPORT TO MEMBERS

HDS does not consider it prudent to exercise delegated powers

### SITE AND ITS SURROUNDINGS

The existing site consists of an open area of land located between the residential housing area of Bishopdown Farm, and the A30 London Road. The travel lodge and restaurant are located to the north of the site, on the opposite side of Pearce Way, which bounds the site.

There is an existing vehicular access to the site off the adjacent roundabout, and an existing Right of Way (Green Lane) runs parallel to the western edge of the site.

### THE PROPOSAL

The proposal relates to a 4812 square metres (gross) foodstore including a coffee shop, and 890 square metres of retail parade (6 units), as well as 939 square metres of office accommodation.

Additional, car parking, landscaping, and a service area would also be provided within the site.

The existing vehicular access onto the A30 London Road would be re-utilised and enlarged, with new pedestrian accessways connecting with the surrounding footpath around the site.

The applicant has submitted a retail impact assessment the summary of which is attached as Appendix 1. CBHillier Parkers report on this assessment is attached as Appendix 2. The applicants Traffic Impact assessment summary is attached as Appendix 3.

The submitted transport assessment and plans thereto suggested that the applicant is offering various highway improvements and other measures, including works to the adjacent footpaths and highway network, as well as some form of subsidised bus services. (See the Traffic section of this report).

## PLANNING HISTORY

The site benefits from extant planning consent for a 90000 square comparison goods retail warehousing, including a garden centre and 420 parking spaces.

In terms of the policy history, this site was the subject of an objection to the Deposit Draft of RSDLP and considered by the Local Plan Inspector. He recommended that the Plan be modified by the insertion of a new policy and text allocating the 3.6ha of undeveloped land between Green Lane and London Road for convenience/ comparison retailing use and employment use, subject to local highway improvements including road lowering to increase the headroom at St Thomas's Railway Bridge and public transport provision.

The Inspector's Report accepted the findings of the Retail Topic Paper that there is no evidence of any clear quantitative need for a further large foodstore to serve the Salisbury area. This recommendation was considered by the District Council and that part relating to food store use was rejected on the basis of advice received from Hillier Parker.

Essentially, therefore, the local plan allocates this site for non-food and employment uses but NOT food retail.

Consequently, the following policy S7 in the Salisbury District Local Plan omits any reference to food retail development, and now states that:

*S7 A 3.6ha area of undeveloped land between Green Lane and London Road is allocated for comparison retailing and employment use, subject to local highway improvements including road lowering to increase the headroom at St Thomas's Railway Bridge and public transport provision.*

## CONSULTATIONS

WCC Highways	- No objections, subject to a S106 Agreement to secure various infrastructure improvements (see measures outlined in Transport section of this report)
WCC Library/ Museum	- No objections subject to a suitable archaeological condition
Environmental Health	- Concerned that the residents of existing dwellings on the edge of the proposed site will suffer detriment from noise and general disturbance associated with the use of the proposed shop and service yard, particularly during unsociable hours. Recommended various conditions.
Wessex Water Authority	- No objections, subject
Architects Panel	- The Panel believes that a building of such bulk is inappropriate in this key location on one of the main approaches to this historic city. (See Design Section)
Esso Petroleum	- No objections

## REPRESENTATIONS

Advertisement	Yes. Expiry 5/12/02
Site Notice displayed	Yes. Expiry 5/12/02
Departure	Yes
Neighbour notification	No (site notice only)
Neighbour response	Yes. 134 objections to the proposal, and 165 letters of support
Parish Council response	Object to the proposal due to:

1. Not in accordance with Local Plan policy
2. Vehicular access inadequate/increase in traffic
3. Affect local shop and community centre
4. Affect on neighbouring properties, due to noise, litter, lighting etc.

## MAIN ISSUES

1. Principle and policy
2. Impact on the vitality and viability of the city centre
3. Design/impact on landscape
4. Traffic/Highways
5. Impact on amenities
6. Archaeology
7. Contamination issues

## POLICY CONTEXT

Replacement SDLP: S4, S6, S7, TR1, TR8, TR11, TR12, G1, G2, D1, CN21, CN22

Approved WSP: DP1, DP2, DP5, DP6, T4, T5, T6, T7, T8, C2, C3, C5, HE2

Government Guidance: PPG1, PPG6 (and subsequent Ministerial Statements), PPG9, PPG13, PPG15

## PLANNING CONSIDERATIONS

### 1. Principle and policy

#### (i) Government Policy

The national planning policy framework in this respect is provided principally by PPG6 (June 1996) and re-enforced in PPG13 and clarification by subsequent Ministerial Statements, including that by Richard Caborn on 11th February 1999 in relation to the requirement to demonstrate 'need' in respect of out of centre retail development. However, the broad thrust of policy is to sustain and enhance existing centres and to plan positively for new development within existing town and district centres wherever possible. The guidance endorses the use of criteria based policies for development outside existing centres which should include, inter alia, consideration of need, the sequential approach, impact and accessibility. This government's approach to determining applications and appeals has been further endorsed and clarified by a recent Parliamentary Statement on 10<sup>th</sup> April 2003.

Guidance in PPG13 is consistent with the key objectives of PPG6. It endorses broad principles of the sequential approach and the need to ensure that wherever possible new shopping is promoted in existing centres which are more likely to offer a choice of access, particularly for those without a car.

The Town and Country Planning (Shopping) Development) (England and Wales) (No.2) Direction 1993) requires shopping developments over 2500 sq metres gross floor area to be referred to the Secretary of State before granting planning permission, where cumulatively, the gross floor area of the application proposal plus other large shopping developments (over 2500 sqm) within ten miles of the application site would exceed 20,000 square metres.

In this case the proposal is above the 2,500m<sup>2</sup> gross floor area threshold to which the Direction applies, and within 10 miles of the site, there is at least one development (The Maltings) which is over 2500sqm. Given the level of research which is needed to identify any other likely shopping proposal within a 10 miles radius, officers will report further at the meeting as to whether referral to the Secretary of State is required.

#### (ii) Wiltshire County Council Policy

Central Government policy regarding out of town retail development is reflected in current Development Plan policies. In particular, Policy DP6 of the Structure Plan includes that statement that:

*"DP6 Provisions for out of centre shopping should be made only if provision is needed and cannot be made in a centre or, failing that, adjoining a centre, if it would not affect the vitality and viability of nearby centres....."*

#### (iii) Salisbury District Council Retail Strategy

The Councils Retail Strategy is explained in detail within the text supporting the new shopping policies within the Salisbury District Local Plan. In particular, paragraph 9.12 of this text states that:

"The Local Planning Authority has reviewed the vitality and viability of key centres in the District in line with Government advice (PPG6, Figure 1). The evidence suggests a decline in some aspects of the city centre's performance and the need to strengthen and boost the centre's economy through positive measures. In addition, the Council's research has concluded that there is no further qualitative or quantitative need for additional retail warehousing floorspace in Salisbury over and above the extant permissions. Any further proposals should, therefore, be directed towards city centre or edge of centre sites. Whilst the Local Planning Authority has adopted a balanced strategy which allows for some limited out of centre development, all allocations and proposals which may emerge during the lifetime of the plan will be rigorously assessed to ensure that:

- (a) *they do not undermine the vitality and viability of the centre, deter investor confidence, lead to an unacceptable increase in vacancies, nor detrimentally affect the economies of town centres.*
- (b) *they would not detract from the positive enhancement of centres and the Local Planning Authority will rigorously apply the established planning tests to retail proposals and fully support the key objective of sustaining and enhancing the vitality and viability of centres"*

Furthermore, paragraph 9.17 of the supporting text to Local Plan Shopping policies relates directly to London Road area and the application site and clearly indicates that the Local Planning Authority wishes to maintain the visual attractiveness of the area, and therefore a high quality development in terms of building design, layout, and landscaping will be expected on the application site.

#### (iv) Local Plan Policy

Planning policy for retail development in an out of town location is also dealt with by Local Plan policy S4, which states that:

- S4** *Proposals for new retail development, extensions, or variation of conditions on existing retail permissions on sites outside the defined city/town centre shopping areas will only be permitted where a shopping allocation exists or there are no suitable city/town centre sites available. In these circumstances, preference will be given to edge of centre sites followed by district/local centres and exceptionally by out of centre locations. Proposals will be rigorously assessed against the following criteria:*
- (i) a clearly defined need for the scale and form of development proposed;*
  - (ii) will not adversely affect the vitality or viability of existing centres either directly or incrementally, having regard to the likely cumulative effects of recently completed developments and outstanding permissions on the catchment areas of these centres.*
  - (iii) will not give rise to serious problems of access, road safety and traffic congestion;*
  - (iv) are accessible by a means of public transport and other sustainable means of transport;*
  - (v) will not have an unacceptable impact on travel patterns nor result in a substantial increase in car usage and associated vehicle mileage and pollutant emissions;*
  - (vi) will not impact upon nor unacceptably undermine the objective of the local plan strategy for Salisbury City centre and other town centres in the District, nor lead to the delay or abandonment of needed investments; and*
  - (vii) where non-food developments are proposed, agreement with the Local Planning Authority concerning the range of goods to be sold.*

Local Plan policy S7 relates specifically to the application site, and states that:

- S7** *A 3.6ha area of undeveloped land between Green Lane and London Road is allocated for comparison retailing and employment use, subject to local highway improvements including road lowering to increase the headroom at St Thomas's Railway Bridge and public transport provision.*

Furthermore, policy S6 of the Local Plan is of interest in the determining of this proposal, in that it relates directly to the Maltings city centre site:

*S6 The Maltings, Salisbury is allocated for retail use including the redevelopment and enlargement of the existing foodstore.*

From an assessment of policy stance regarding out of town development, policy S7 which relates to the site only permits non-food retail development on the application site. Furthermore, policy S6 makes it clear that the Council's preferred site for new food retail development is the city centre.

Consequently, the current proposal for a large foodstore on this site is contrary to policy S7, and has implications for policy S6. Therefore, the onus is on the applicant to demonstrate why such a proposal is acceptable in this location, by providing the detailed information and assessments required by government policy and shown in policy S4 above. The following section analyses the applicant's evidence submitted in respect of this criteria and the response of the Council's adviser to that evidence.

## 2.Impact on the vitality and viability of the city centre

The impact of the scheme on the city centre needs to be assessed with reference to three main criteria. Firstly, the actual need for the development needs to be assessed, secondly, the requirement to site the proposal in the chosen location needs to be assessed through a Sequential Test, and thirdly, the retail impact of the proposal also needs to be assessed.

The following paragraphs summarise the arguments put forward by the applicant, and the Council's advisers, with additional details attached as appendices.

### **(i) Need for the proposal**

#### The applicants viewpoint

In summary, Drivers Jonas quantitative assessment states that a surplus of expenditure will exist to support a new foodstore in the catchment area, and by 2005, this will be sufficient to support ASDA's proposals.

Their qualitative assessment identifies three main benefits that amount to a need for additional convenience retailing in Salisbury. First a better distribution of food shopping facilities, especially to the northern and eastern catchment areas. This will reduce the length of shopping trips from the area. Secondly, it will achieve the efficient use of land by meeting the need for convenience retailing, as opposed to being developed for a use for which there is no need (*ie the approved bulk goods use on the site*). This will contribute to the Government objective of sustainability and it will make better use of an important gateway site. Thirdly, a modern store at Bishopdown would meet an identified local need in an area that is recognised as being deficient in retail provision.

Overall, Drivers Jonas consider that a qualitative and quantitative need has been proven for additional convenience retailing in Salisbury.

#### CB Hillier Parker's viewpoint

CB Hillier Parker's report, however, concludes that based on the evidence submitted by the applicants, there is no real qualitative or quantitative need for the proposed development, stating that Salisbury already has a choice of foodstores both in the city centre and out of centre, which provide a varied range and quality of provision and where they are focused on the city centre allow one trip to serve several purposes, thus addressing sustainability objectives.

Furthermore, there is insufficient capacity to support the proposed ASDA store, particularly when considered in conjunction with the enhanced turnover of the replacement Maltings redevelopment.

### **(ii) Sequential Approach**

This was introduced by PPG6 (June 1996) and is now a well-established principle. It is also embodied in the criteria based policies of the Development Plan, including Policy S4.

#### The applicants view point

For ASDA, Drivers Jonas conclude that given the historic nature of Salisbury central area, there are limited or no real opportunities/sites to allow large modern supermarkets. Furthermore, they imply that given

Sainsbury's interest in the Maltings site, this site is not available to ASDA. They even state that in their opinion, it is far from certain that the Maltings scheme will proceed or whether the scheme is viable, given the constraints of the city centre environment.

Consequently, they concluded that a sequentially preferable site does not exist to meet the identified need.

#### CB Hillier Parkers Viewpoint

However, the Council's consultants conclude that the applicants have not adequately address the requirements of the sequential approach. It is considered that development opportunity at The Maltings is sequentially preferable and will accommodate the convenience capacity within the Salisbury Area. This is a more central opportunity than the application site and as such is sequentially preferable, and the Maltings site cannot be discounted as unavailable or unviable at this stage.

#### **(iii) Retail Impact**

##### Applicants viewpoint

Drivers Jonas for ASDA conclude that the city centre is a vital and vibrant centre, which exhibits a healthy and improving retail performance.

It further states that while a new ASDA store will divert a certain level of trade from other city centre stores, the level of trade diversion is not considered significant, particular given the healthy nature of the city centre trade. In summary, the applicants estimates of trade diversions are:

- a) Tesco (city centre) £2.2m/or 11.6%
- b) Tesco, Southampton Road -£12.4m/or 23.5%
- c) Sainsbury's - £6.8m/or 15.7%
- d) Waitrose - £2.4m/11.2%

In terms of the impact of ASDA on the existing Bishopdown SPAR store, the applicants report states that there is unlikely to be a high level of competition between the ASDA store and the existing SPAR supermarket, given that customers to ASDA would find it difficult to simply make a quick visit to the store as they would more likely to do in the case of the smaller SPAR store.

In conclusion, the applicants consider that the forecast levels of trade diversion will not have an unacceptable effect on the vitality and viability of Salisbury or other centres within the catchment area, and would not prejudice the Maltings redevelopment proposals, or harm the neighbourhood Spar store at Bishopdown.

##### Hillier Parker viewpoint

Hillier Parker considers that the ASDA proposals raise concerns with regard to the impact on existing centres. It is considered that in particular, the scheme could threaten the viability of the current Maltings proposals, and would also have a detrimental effect on the Tesco store in the city centre.

#### **Summary**

As referred to above, Officers have taken advice from consultants CB Hillier & Parker. In summary their advice is that there is no need for the proposed store, that the proposal may significantly undermine the vitality and viability of city centre, and that the proposal fails to address the sequential approach.

Members will note that the views of Hillier Parker depend on whether the Maltings redevelopment will happen within a reasonable time. Drivers Jonas evidence appears to indicate that it considers the Maltings scheme unviable, and may never take place.

Regarding the Maltings redevelopment, a Development Brief has been adopted. The Brief suggests the continued operation of an enlarged superstore within The Maltings, which will play a vital role in maintaining the quality and range of shopping within the city centre. The Brief indicates the provision of additional retail units that could be suitable to accommodate desegregated elements, and is entirely suitable in terms of

accessibility and linked shopping trips. There is no reason why adequate replacement parking cannot be found.

More recently, a planning application has been submitted for an enlarged foodstore (approx. 7500m<sup>2</sup> gross) and new car deck on the existing Sainsbury's site in the Maltings. Although this in itself does not constitute a wider redevelopment of the Maltings as envisaged by the Development Brief, it represents a positive development towards providing additional shopping floorspace in the city centre. Furthermore, the Local Plan Inspector recommended that the Maltings be allocated in the Replacement SDLP for retail use to reflect the Sainsbury's proposal.

The Maltings application was recently considered by the City Area Committee, where it was deferred for further negotiations regarding its design.

Consequently, it is considered that at this stage, there is reasonable certainty that the Maltings redevelopment will occur.

### **3. Design/impact on landscape**

This "gateway" site is located in a prominent location, and visible from the surrounding landscape, which is designated within the Landscape Setting of Salisbury and Wilton.

With regards to the previous bulk goods scheme approved on this site, the LPA spent considerable time and effort ensuring that the design and general layout of the scheme was of a suitable quality. Therefore, whilst being of a utilitarian design, it was considered that the end product fitted well into the site, and would not have had an adverse impact on the wider landscape.

Furthermore, paragraph 9.17 of the supporting text to Local Plan Shopping policies relates directly to London Road area and the application site and clearly indicates that the Local Planning Authority wishes to maintain the visual attractiveness of the area, and therefore a high quality development in terms of building design, layout, and landscaping will be expected on the application site.

This current ASDA proposal would involve the construction of a large superstore building in the western corner of the site, with parking and goods access occupying the rest of the site. A small scale office development is also envisaged adjacent to the northern boundary of the site. A new pedestrian link is envisaged onto the adjacent Green Lane footpath/bridleway, together with other pedestrian links onto the adjacent highway/pavement surrounding the site. New tree and shrub planting is proposed along the boundaries of the development, as well as interspersed within the site.

The Architects Panel consider that a building of such a bulk is inappropriate in such a key location, and stated that a lack of Design Statement suggests that little thought has been given to the project. The curved roof will be very dominant in the landscape, and the office building design is also poor.

In general, the current proposals for this site appear to pay little or no regard to the surrounding context of the site, with the submitted "Design Statement" and "Landscape Assessment" contain no hint as to the design ethos behind the scheme or how the building is considered to affect the wider landscape, particularly as seen from the north east from the A30 road area, and the Laverstock Downs.

In particular, the large superstore building itself would measure approximately 10 metres to the ridge (top of the curved roof), although the exact measurement is difficult to quantify as the height of the building varies between elevations. Furthermore, the actual supermarket building would measure approximately 60 metres in length, not including the rear loading yard and buildings. This would result in a built form which would be of significant bulk and massing, which would dominate surrounding buildings which are all mainly of a more domestic scale. The visual impact of the main building would be further exacerbated by the proposed materials and colouration which according to the submitted plans, would appear to be of a white or at least very light colour, and of a mainly industrial appearance, which would be unsympathetic to the surrounding area, which consists mainly of buildings of more regressive and vernacular materials.

Given this substantial scale and suggested materials, it is considered that the proposed building would be highly visible from both the immediate environment, and from the wider landscape and adjacent hills, from where the main building and associated hard surfaced parking area would be an incongruous urban feature in the landscape.



#### **4. Traffic/Highways**

Policy S7 relating directly to the site, indicates that the development of the site (for non food comparison retailing and employment use), would be acceptable in principle, subject to local highway improvements including road lowering to increase the headroom at St Thomas's Railway Bridge and public transport provision.

Considerable response has been received from interested third parties, raising concerns about the traffic impact of the proposal.

The current scheme envisages a large supermarket and small scale office building on this site, together with a large parking area. Vehicular access would be off the adjacent A30, with pedestrian links to the surrounding footpath infrastructure. A Traffic Assessment report has been submitted by the applicants consultants COTTEE, in support of the application. The conclusions of that report are attached as Appendix.

The report indicates that the following works are likely to be required:

- a) Small improvements likely for Bishopdown and St Marks Roundabouts
- b) The site access needs to be widened
- c) Bus subsidies for a three year period involving the extension/diversion or provision of new services
- d) New bus stops, shelters and customer information is proposed adjacent to the site
- e) Provide improved cycle/pedestrian facilities in the vicinity, involving improvements to existing , or the construction of new routes across and along Green Lane
- f) Possibility of contributing to advisory cycle lanes along London Road to link with WCC pedestrian/cycle link between Laverstock and Bishopdown
- g) Secure cycle provision close to store

In summary, the applicants report concludes that the proposal would not have an adverse impact on the surrounding highway network, particular due to the likely hood of linked trips with the proposed adjacent park and ride site. The report also states that the scheme may even have a positive impact on traffic/travel patterns, in that it would reduce the need for car based journeys across the city to the Tesco store on Southampton Road. The above measures are also intended to encourage users of the supermarket to use more sustainable means of transport.

The report also suggested that in contrast, the permitted non food retail development is expected to lead to an increase in car travel since a much higher proportion of its trade would apparently be derived from a wider geographical area.

WCC Highways/SDC Transportation team have undertaken considerable discussions and negotiations with the applicants transport consultant to clarify overall traffic generation and its impact on the network, and agree a package of measures to ameliorate particular areas of concern and encourage use by modes of transport other than the car.

Consequently, WCC do not object to the proposal subject to a S106 agreement to secure:

- 1. the funding of an enhanced bus service from the city centre to Bishopdown Farm via the site
- 2. £20,000 towards bus priority measures on London Road
- 3. the cost of a TRO on Green Lane
- 4. £12000 towards the cost of up-grading Green Lane
- 5. £12000 towards non-car access infrastructure
- 6. £20000 towards improvements to pedestrian/cycle links to the site and including dedication of any land required that is within the applicants ownership
- 7. The lowering of A30 carriageway at St Thomas's Bridge
- 8. the cost of a Traffic Regulation Order on Green Lane and £12000 towards hard surfacing and street lighting
- 9. £7500 towards non-car access infrastructure in lieu of improvements to Bishopdown Roundabout

As a consequence of this response from the County Council, it is considered that the impact of the proposal could be ameliorated by the measures outlined above as part of a S106 agreement.

#### **5. Impact on amenities**

A significant number of replies have been received from local residents and interested third parties. In general, roughly half of the responses object to the scheme, whilst the remainder support the scheme. Concerns mostly include impact on adjacent residential amenities through general noise and disturbance, as well as traffic and parking concerns.

The applicant has submitted a Noise Assessment report. In summary, the report indicates that an acceptable target noise level is agreed with the LPA, based on background noise levels recorded. A full assessment and detailed fixed plant report could then be issued, once plant selections have been finalised, demonstrating that the target noise level would be achieved. The report also indicates that the following attenuation measures may also be required:

- a) Localised screening of external plant items, by means of acoustic panels or acoustic louvres
- b) Cased attenuators over extract fans, intake and discharge openings etc

It is accepted that the development of this currently vacant site would be likely to have some form of impact on adjacent amenities, particular due to the introduction of new pedestrian and traffic flows around the site, and the introduction of cars and lorries, and the subsequent noise and disturbance which will be created.

However, Members should note that the existence of an extant consent of the site for a bulk goods complex is a material consideration. It is considered that if the approved scheme were to be implemented in full, the scheme would provide 420 parking spaces and 90000 sq metres of bulky goods space would also have a significant impact on adjacent amenities in terms of increased noise and disturbance.

The Council's EHO has expressed concern that the proposal may affect adjacent neighbours, and have consequently recommended various restrictive conditions. As a result, given the EHO consider that any impact may be alleviated by such conditions, it is considered that a refusal solely on this basis may be difficult to support.

## **6. Archaeology**

A condition has been recommended by WCC archaeological department, to ensure that a watching brief is undertaken during the course of any development. Consequently, subject to such a condition, it is considered that the development would have no adverse impact on archaeological remains.

## **7. Contamination**

The Council's EHO officer has indicated that there may be contamination issues on the site, and consequently has recommended that the standard conditions relating to a contaminated land survey etc be added to any consent.

## **CONCLUSION**

Section 54A of the 1990 Act requires that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless other material considerations indicate otherwise. This application should be determined, therefore, in accordance the development plan policies referred to above.

Policy S7 precludes food retail development on this site, and therefore the onus on the applicant to demonstrate the requirement for the proposal in the chosen location as outlined in government guidance and policy S4.

However, the applicant has failed to demonstrate that there is a requirement for such a proposal in the chosen location, and therefore, the proposal is contrary to shopping policies of the Development Plan, and Government Guidance.

Secondly, notwithstanding the policy issues, it is considered that the scheme is ill-conceived in design terms, and would result in a substantial incongruous development, which would adversely affect the appearance and character of the surrounding area and wider landscape.

**RECOMMENDATION:**                    **REFUSE** for the following reasons:

1. Policy S7 of the adopted Salisbury District Local Plan allocates the site specifically for comparison retailing and employment use. Conversely, the site has not been allocated for food retail use, which was omitted during the recent Local Plan

The applicant has failed to demonstrate an identifiable need for new food retail development in the Salisbury area that could not be met through existing allocations or alternative central sites within or on the edge of the City Centre. It is therefore contrary to national policy guidance on need expressed in the speech of 11 February 1999 by the Planning Minister, Richard Caborn and as more recently clarified in a Parliamentary Statement on 10<sup>th</sup> April 2003, and fails to adopt a sequential approach to site selection, as required by Planning Policy Guidance Note 6. In addition, the proposal, either by itself or cumulatively with other proposals, could affect future private sector investment required to safeguard the vitality and viability of the City Centre by reducing the attractiveness of proposals to redevelop the Maltings area.

The proposal is therefore considered to be contrary to Policy S4 & S7 of the Salisbury District Local Plan and Policy DP6 of the Adopted Wiltshire Structure Plan 2001.

2. This proposal is located on a prominent site at the gateway to the historic city of Salisbury. The submitted design statement and landscape assessment fail to address the ethos behind the proposed built form or the materials, and also fails to demonstrate how the proposal would fit into the surrounding landscape.

Notwithstanding the inaccuracies contained within the submitted plans, it is considered that on the basis of the information submitted, the proposal would result in a built form which would be of significant bulk and massing, which would dominate surrounding area. The visual impact of the main building would be further exacerbated by the proposed materials and colouration which be of a highly visible and industrial appearance, which would be unsympathetic to the surrounding area.

Given this substantial scale and choice of materials, it is considered that the proposed building would be highly visible from both the immediate environment, and from the wider landscape and adjacent hills, from where the main building and associated hard surfaced parking area would be an incongruous and alien urban feature in the landscape. The overall design of the proposed office buildings adjacent to the northern boundary of the site is also poor, with no justification provided for its design approach or divorced location.

Consequently, it is considered that the scheme would adversely affect the appearance and character of the surrounding area and wider landscape contrary to policy D1 and C7 of the adopted Salisbury District Local Plan.

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**NOTES:**

## Part 2

### Applications recommended for Approval

Item No.	Case Officer	Contact No.	
App.Number Ward/Parish	Date Received Cons.Area	Expiry Date Listed	Applicant's Name Agents Name
Proposal Location			

<b>2</b>	<b>Case Officer Mr P Jackson</b>	<b>Contact No 01722 434378</b>	<b>2</b>
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S/2002/802	08/05/02 08:50:52	03/07/02 08:50:52	T C S LEASEHOLD INVESTMENTS
STED			CHETWOOD ASSOCIATES
Easting: 414190.596566558	Northing: 130124.578538299		

PROPOSAL:	FULL APPLICATION -REDEVELOPMENT OF EXISTING FOODSTORE AND DECK CAR PARK
LOCATION:	THE MALTINGS SALISBURY

#### REASON FOR REPORT TO MEMBERS

HDS does not consider it prudent to exercise delegated powers

#### REPORT UPDATE FOLLOWING COMMITTEE MEETING JUNE 26<sup>TH</sup> 2003

This planning application was deferred at your last meeting in order for detailed assessments to be made of the mast structures and architectural features of this proposed development. The masts or aerial spars provide focal points to the building but rise above the 12.2 height restriction for development in Local Plan Policy D6. This policy states " Decorative architectural features that positively contribute to the variety, form and character of the area's roofscape, skyline and silhouette may be allowed to exceed this height where appropriate, provided that they do not result in any increase in usable floorspace".

The applicants have submitted photographic views of the site to show the relationship of the development proposals to the Cathedral. These details have been considered by the Council's Architect's Panel meeting on the 3 rd July 2003. The Panel considered that the design of the masts is acceptable and that they will not unduly affect views of the cathedral spire. However, the Panel was concerned that the external artificial lighting of the building, and particularly the lighting equipment attached to the masts, needed to be given more detailed consideration, in order to avoid problems of light pollution. This matter will be covered by condition 12 as set out in the recommendation section of this report.

The Conservation Section has also assessed the photographic views of the site and it is considered that the scheme will enhance the visual amenity of the locality. The site is situated close to the edge of the Conservation Area boundary. The designated area is defined to include land and buildings on the southern and eastern edges of Priory Square and to the south of the Playhouse and City Hall at the rear of Fisherton Street, but excludes the proposed area of redevelopment.

As confirmed by the previous planning committee minutes a generally very positive reaction to the submitted development proposals has been made to date. It is therefore recommended that the minutes of the meeting dated 26<sup>th</sup> June 2003 including the 13 recommendations to the Planning and Regulatory Panel be added to the recommendation section of the following report.

## **SITE AND ITS SURROUNDINGS**

The Maltings area covers approximately 7.54 hectares and is the subject of a published Planning Brief adopted by the Planning Committee as Supplementary Planning Guidance to the Salisbury District Local Plan on the 24<sup>th</sup> January 2001. The boundaries of the Planning Brief site comprise on the east side the Central Channel (River Avon) and on the west side Summerlock Stream and the embankment of the London to Salisbury railway line. On the south side the boundary includes 38 to 58 Fisherton Street and to the north the Planning Brief defines an area encompassing Dunns House and is bounded by the Ring Road. The main focus of this redevelopment area is the existing first floor Sainsburys Supermarket and the associated parking and service lands that serve the supermarket and the City Centre. The redevelopment proposal covers approximately 20% of the Maltings Brief site but associated off site works to serve the development will have an impact on the area covered by the Planning Brief and provide enhancements that will impact on the majority of the City Centre.

## **THE PROPOSAL**

The application site is 1.4 hectares in area. It comprises the existing Sainsburys Supermarket, together with linked ground floor car parking areas forming its undercroft, shopmobility site, the adjacent decked car parking structure and the associated Priory Square retail units on the south side of the supermarket. The redevelopment proposal seeks to create a new ground floor supermarket on the site of the old, with car parking on a roof deck, together with an adjacent decked car park. It is proposed to create a new supermarket that will have a gross internal floor space of 7,200sqm and this will include a main sales floor of 4,500sqm. The remainder of the proposed floor space is proposed for servicing areas, bulk storage, entrance lobbies and concession areas including an in store restaurant. This proposal represents an increase from the net retail area of the current store which is 2,000sqm, an increase of 2,500sqm. The proposed redevelopment will provide approx 600 car parking spaces with options to improve the adjacent Central Area car park.

Negotiations with the applicants have resulted in the offer of Public Realm works being included with the development. These include offsite highway improvements, improvements to landscaping in the locality and upgrading of the central car park layout, layout changes to Priory Square, improved links to Fisherton Street and the City Centre and improved and upgraded shopmobility facilities. A more extensive and comprehensive description of these works is set out in the following sections of this report.

## **PLANNING HISTORY**

The Maltings site is regarded as the primary retail development site for Salisbury in the Adopted Local Plan and remains a City Centre retail site in the Replacement Local Plan. The Planning Brief published in January 2001 recognises that the Maltings is crucial to the vitality and viability of Salisbury City Centre and its continued success as a retail, entertainment, employment, tourist and residential centre, is to a large extent dependant on the levels of attractiveness of the Maltings area to shoppers and visitors to the city centre.

The existing supermarket on the site was built in 1986 and has under performed in recent years. One reason for this under performance is considered to be the difficulties of access to the first floor location of the current supermarket site.

## **CONSULTATIONS**

WCC Highways - The store accords with national and local policies regarding a town centre location which therefore provides good accessibility by public transport, cycling and walking. The Transport Assessment has assumed that car borne customers will remain at 40% in peak hours and when this is applied to the Churchill Way Approach junction the assessment indicates the initial year impact on traffic flows to be low with only slight increases in queue lengths predicted. Observations dated 22<sup>nd</sup> May follow the submission of supplementary Transport Assessment information and confirm that the operation and management of the Central Car Park and its potential impact on the Churchill Way Approach signalised junction could lead to traffic back up at peak times. It is therefore

requested that appropriate improvements to the operation and management of the Central Car Park are implemented prior to the construction of the proposed store.

Highways Agency - Impact on A36 Trunk Road will require off site improvements to the approach network at appropriate junctions and a further review of these works is being undertaken. Planning permission should not be granted until these concerns have been addressed. Further observations (04.06.03) A planning condition is required to ensure that the new store is not brought into use until a Parking Management Plan for the Central car park is agreed and implemented.

Salisbury Shopmobility - The 21 dedicated car parking spaces and the service's scooters and power chairs will need to be moved to an improved location. The replacement of these facilities and phased provision of a suitable building and parking site close to city centre shops is continuing to be negotiated.

WCC Planning - From a strategic retail point of view the proposal is generally supported. Normally a comprehensive reply would be required to include reference to the other current major retail proposals at Tesco, the Bourne Way extension and the proposed Asda store at Bishopdown. However the Maltings site is situated within the City Centre and as such meets the requirements of PPG6 and Adopted Structure Plan Policy.

WCC Library/ Museum - No comments as site has no significant archaeological features.

Wiltshire Fire Brigade - Access for fire appliances via Priory Square to premises that run parallel to the River Avon will need to be maintained.

Wiltshire constabulary - The Architectural Liaison Service has recommended that ATM machines are accessed by members of the public from within the store. It is also recommended that a crime prevention assessment of the buildings and access routes be completed and remedial measures implemented prior to the opening of the retail store.

Network Rail - Informative required to protect Network Rail infrastructure

Environmental Health - The type and location of plant and machinery such as rooftop compressors , air conditioning units or refrigeration units should be assessed to avoid noise and disturbance to local residents. The hours of operation in terms of redevelopment demolition and construction works and shop opening hours will need to be considered and approved prior to the commencement of site works.

Wessex Water Authority - Request an informative be applied to require the developer to protect water infrastructure.

Environment Agency - No objection

English Nature - Habitat protection measures required

English Heritage - Recommend reduction in high level signage

Commission for Architecture and the Built Environment - The visual strength of the tall screen or high level canopy element along the east (riverside) elevation should be applied to the north (central car park) elevation. This would highlight the retail element at the expense of the adjacent decked car park and distinguish these sections of the proposed building from each other which would improve the schemes legibility.

Salisbury District Community

Transport - Mini Bus access to the proposed shopmobility area will need a design height clearance of 3.500m.

Salisbury City Centre

Management Partnership - The new arrangements for Shopmobility should not reduce the quality safety and convenience provided by the existing facility. Linkages from the Maltings to other areas of the City Centre should be safe and attractive. Improved lighting and extra CCTV coverage is recommended. All new design should compliment and not detract from the City's heritage. Additional car parking to replace car parking lost while the development is under construction and a phasing programme of the development works and car parking provision is required for assessment and approval prior to the commencement of this scheme. A trolley corral scheme should be applied to the site.

Salisbury Joint Transportation

Team - Current car parking in the Central car park including all decked and surfaced parking totals 1,583 spaces, (43% of all city centre parking stock). There are 632 car spaces in the existing decked parking areas. Redevelopment proposals indicate a build time of 44 weeks and at its peak up to 860 spaces will be lost during progress of the works. Although the Sainsbury's related parking demand will be negated with the closure of the supermarket during redevelopment there will be a potential net loss of shoppers car parking in the region of 380 spaces. In April 2004, 420 long stay car parking spaces should be available at the forthcoming Wilton Park and Ride site and phasing agreements on the parking provisions to meet the construction phases of the Maltings development are therefore essential in order to meet city centre parking needs.

Further observations dated 11th April confirm provisions for cycling are required including covered cycle parking close to the store entrance and improvements to National Cycle route 24 to link Avon Approach to the store entrance and on through the City Centre to Cathedral Close.

Wiltshire Wildlife Trust - Landscaping proposals should exclude Alder and substitute a species of willow. The River Avon channel is rather uniform on the east side of the site and enhancement and habitat creation schemes should be agreed with English Nature and the Environment Agency. The redevelopment of the car park offers a huge opportunity to benefit the water quality in the River Avon. The sustainable drainage proposals need exploring in more detail and could make a substantial contribution to the Wiltshire Biodiversity Action Plan 2002. The eradication of Japanese Knotweed adjacent to the river is recommended.

Salisbury Civic Society - The building would be improved with fewer and modified "spikes". The landscaping of Priory Square could be very successful.

## REPRESENTATIONS

Advertisement	Yes Expired	06 06 02
Site Notice displayed	Yes Expired	06 06 02
Departure	No	
Neighbour notification	Yes Expired	06 06 02
Neighbour response	Yes A Maltings resident remains concerned at the relocation of the shopmobility parking spaces and access and exit arrangements to the new Shopmobility facility.	

## MAIN ISSUES

1. Planning policy context of the development plan
2. Impact of the development on sssi river avon waterways and habitats.
3. Traffic and highway implications
4. Design of the development in relation to townscape and conservation.
5. Public realm enhancements associated with the development.
6. Retail impact on the vitality of the city centre.
7. Phasing of the development and public realm works
8. Elements for inclusion within a section 106 agreement
9. Conditional controls to ensure further detailed reviews of key issues

## PRINCIPLE POLICY CONTEXT

Structure Plan Policy  
 Policy DP 6 – Hierarchy of shopping centres - no conflict

**Adopted Salisbury District Local 1996.** The shopping policies and proposals aim to protect the Central Shopping Area as a prime retail area. Edge of centre sites and locations identified in the plan such as Southampton Road are limited to bulky goods sales. The principal shopping policies are set out in section 8 of the adopted plan and S1, S2, and S5 are of particular importance. The 2001 Planning Brief confirms however that for the purposes of the Maltings redevelopment the policies of the Replacement Local Plan carry considerable weight in setting planning guidance for the development.

Replacement Salisbury District Local Plan

- S3 Within the defined central shopping areas of Salisbury and Amesbury new retail development (ClassA1, A2, and A3) will be permitted subject to the following criteria:
- (i) *the site is within or well integrated with the existing shopping areas;*
  - (ii) *there is no adverse impact on the local environment; and*
  - (iii) *the site is accessible by a choice of means of transport.*
- S6 *The Maltings, Salisbury is allocated for retail use including the redevelopment and enlargement of the existing foodstore*
- C10 *Development affecting a Site of Special Scientific Interest will not be permitted unless it is consistent with the objectives of the statutory designation and can be subject to conditions which would prevent damaging impacts on wildlife habitats or important physical features, or if the importance of the development is sufficient to override nature conservation interests and the national policy to safeguard the national network of such sites, in accordance with statutory obligations. Development proposals in, around or likely to affect an SSSI will be subject to special scrutiny including consultation with English Nature as required by national legislation....*

*C17 The conservation and enhancement of the rivers and other watercourses, river corridors and associated wetlands will be promoted within the District.*

*C18 Planning permission will not be given for development which would adversely affect the water quality, amenity, visual quality or public enjoyment of a river or floodplain or its value as a wildlife habitat.*

*Approval will not be granted for the culverting of watercourses unless there is a demonstrable need for granting an exception*

Bank protection works, which will only be permitted where property or statutory rights of way are threatened, should involve the use of appropriate materials and should protect nature conservation interests.

## **PLANNING CONSIDERATIONS**

### **1. PLANNING POLICY CONTEXT OF THE DEVELOPMENT PLAN**

The Town & Country Planning Act 1990 requires the planning authority to consider the development proposal in the context of the adopted planning policies for the locality. Section 54A requires Planning Authorities to make planning determinations in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan is made up of the planning policy documents contained in the County Structure Plan and the District Local Plan. These documents must be read in association with the latest Government advice contained in Ministerial Statements, Government circulars, Planning Policy Guidance Notes, the Replacement Salisbury Local Plan, although not yet adopted, and all other material considerations.

One of the most significant material considerations in this case is the published Planning Brief for the redevelopment of the Maltings and Central Car Park site that was adopted by the Planning Committee as Supplementary Planning Guidance to the Salisbury District Plan on the 24<sup>th</sup> January 2001. Section 7 of the Design Brief sets out the Objectives and Urban Design Principles for the development and these issues are referred to throughout this report.

The retail policies in the Adopted Local Plan (March 1996) are now somewhat dated given that they predate the latest version of PPG6. Accordingly, it is considered that significant weight should be given to the policies of the emerging Replacement Local Plan (RSDLP) given that that document is nearing adoption and has been through its Public Inquiry.

The Local Plan Inspector's Report that followed the Public Inquiry recommended that a specific policy should be included in the Local Plan allocating the Maltings site for redevelopment including an enlarged foodstore. Given the sequentially preferred city centre site and the guidance in PPG 6, this recommendation was accepted by the District Council and our retail consultants.

Given that there is a site specific policy (S6) allocating The Maltings for redevelopment and the proposed development will comply with policy S3, there is no principle policy objection to this application.

There are, however, a number of issues that should be taken into account. Firstly, in accordance with emerging policy C10, the site is adjacent to the River Avon which is both a Site of Special Scientific Interest (SSSI) and a Candidate Special Area of Conservation (cSAC). It must therefore be certain that no damage to that interest will result from the proposals and English Nature have been consulted in that respect. Further, and in accordance with emerging policy C17, there is an opportunity for substantial enhancement of the river corridor and banks as a result of this proposal. The Wiltshire Wildlife Trust has commented on this aspect and their observations are set out in this report.

The final issues for policy consideration relate to car parking and vehicular access. Planning policies and Government guidance will require ensuring that this development is sufficient in terms of long and short stay parking provision and that the incorporation of improved access junctions and signage will meet the needs of the proposed changes to the Maltings site. These issues have been the subject of separate consultation with the Joint Transportation Team and a phased requirement for car parking provision has been recommended. These phasing requirements also need to be considered together with the Car Parking Management Plan that the Highways Agency has recently requested. The combination of these measures is designed to improve speed of access to available car parking spaces and reduce driver delays at the approach to the car



park during all stages of the developments' construction and future operation. Further references to these aspects of the development are set out in subsequent sections of this report.

## **2. THE IMPACT OF THE DEVELOPMENT ON SSSI RIVER AVON WATERWAYS AND HABITATS**

The proposed Maltings development has recently been considered by the Planning and Regulatory Panel on the 24<sup>th</sup> April 2003. The development proposal was one of 8 major developments to be identified as having the potential to effect the river system currently designated as a candidate Special Area of Conservation which is of European importance for its rare habitat type and protected species. Section 8.9 of the report to the Planning and Regulatory Panel identified the opportunity for a positive impact on the designated candidate SAC through improved water management. An important aspect of this development is therefore the assessment of drainage works and demolition details to ensure that the riverside environment is not harmed.

Drainage assessments by consulting engineers, acting for the developers, include commitments to prepare detailed surveys of the existing drainage systems prior to demolition. Works to improve drainage systems and to avoid any risks of contamination to river waters from run off from the development site and the neighbouring car parking areas are also under consideration. This is part of the Appropriate Assessment under the Habitat Directive which subject to there being no issues of concern to the competent authority or its advisory bodies can lead to the release of a planning permission for the site. These matters are continuing to be assessed by English Nature and it is considered essential that planning conditions are imposed to safeguard against the risks of pollution from surface water run off or other forms of site drainage in order to ensure Directive compliance.

The Public Realm works contained within the development proposals are described in a separate section of this report but include planting and protection of the river banks adjoining the redevelopment area. These works have been considered by the Wiltshire Wildlife Trust. Proposals for planting Alders on riverbanks have been revised to *Salix Caprea* (Goat Willow). River edge and margins will be protected by Coir Roll and seeded to create new wildlife habitat on the river edge increasing reed planting where this will enhance the amenity of the area. These changes and provisions are supported by the Trust.

The development proposal has been assessed under the Town and Country Planning Environmental Impact Assessment Regulations 1999 by a Screening Opinion dated 10<sup>th</sup> June 2002 and due to existing land uses the proposal is not considered to represent a significant change in the nature of the existing development. Planning conditions will however need to be imposed on any permission for the development to ensure that drainage and habitat improvements are safeguarded.

## **3. TRAFFIC AND HIGHWAY IMPLICATIONS**

The proposed development has been assessed by The Salisbury Joint Transportation Team, Highways Agency and Wiltshire County Highway Authority and the detailed observations of these statutory and non statutory consultees confirms the need for off site highway improvements to serve the improved car park and redeveloped supermarket site.

Wiltshire County Highway Authority have reported a continuing concern regarding the operation of and management of the Central Car Park and the potential impact that this will have on the Churchill Way Approach signalised junction. The highway authority have requested that "appropriate improvements to the operation and management of the Central car park are implemented prior to the construction of the proposed store".

The Highways Agency consider that the grade separation interchange between the A36 and the access road to the Maltings needs to be remodelled to account for actual stop line widths, lane lengths and short links. Further details of measures to improve public transport and facilities for pedestrians and cyclists are required. A construction programme and method statement is required to be submitted and agreed by the Highways Agency before planning permission can be granted and demolition and construction work commences. The Agency also requires that a Parking Management Plan for the Central Car Park be agreed prior to the opening of the Superstore.

The Joint Transportation Team have referred to the need to phase this development to link it to the Park and Ride site at Wilton. The current programme being pursued by the District and County Councils should enable this service to commence in April 2004, providing 420 long stay parking spaces. Details of the need

for cycle parking and cycleway improvements including the potential improvements to the Avon Valley Cycleway are set out in the consultations section of this report.

The combination of the highway requirements will involve the need for the submission of further information by the developers in order to detail the off site improvements that must first be agreed prior to approval and provided during the course of this development project. It should also be noted that the Development brief requires developers to maximise parking facilities during the construction process (para 7.35) and it is likely that temporary car parking arrangements to serve the City Centre in respect of the short stay shortfall will be required. Further reference to this point is made in section 8 of this report.

#### **4. THE DESIGN OF THE DEVELOPMENT PROPOSALS IN RELATION TO TOWNSCAPE AND CONSERVATION**

The 2001 Planning Brief stresses the importance of quality in the design of new buildings, but it is not prescriptive in terms of the specific style of development. The Brief indicated that either a traditional or a bold innovative contemporary design would be appropriate and it encouraged the use of robust materials and a timeless design. The design issues in this case have been considered by CABE. The Commission for Architecture and the Built Environment have given general support to the project. It was recommended that the visual strength of the tall screen or high level canopy element along the length of the east elevation be extended to the store section of the north elevation to improve the form and function of the building when viewed from the Central car park. It was also recommended that the development be exemplary as a “green” project.

The Developers and Architects for the replacement supermarket have taken on board the design recommendations of CABE and have amended the proposal on the north elevation. They describe the design of the main building as sculptural. No part of the building will be above the 12.2m height restriction set out in the Planning Brief and the principal elevations to the building have a flagship theme. The Architects for the development confirm that the support masts for the canopies to the building are extended beyond the roof canopy of the car roof deck to reflect the tall spires and towers of the City. Views of the cathedral are protected and improved as a result of the development proposals.

The new stores orientation in terms of its public face would be eastwards towards the River Avon and the remainder of the Maltings shopping area. The axis of the checkout lines are north south and the customer entrances to the store are at the north and south ends of the main eastern frontage. The north entrance is designed to serve customers approaching from the main Central car park and pedestrian/cycle routes from the north. The southerly entrance would be the more prominent of the two, this being the area of the store frontage where the main customer facilities are focused, including ATM's, toilets, newsagents and shoppers restaurant. This zone naturally coincides with the north south pedestrian movement along the river corridor and its meeting point with the cross-flow over the River between the Maltings and the Playhouse Theatre, City Hall and routes to Fisherton Street.

The glazed frontage to the store is proposed to wrap around onto the southern side of the building where the shopper's restaurant is located. The urban design detail includes the provision of a water feature, planting and seating in the Priory Square and public realm works are proposed to improve links with Fisherton Street complementing the enhancements in the locality.

The main horizontal design features of the scheme are provided by timber ventilation panels sited above the main store building to screen the car parking deck and horizontal tie bars or spars that connect the masts and provide lateral support and definition to the upper sections of the building. The timber panels are viewed between the canopy support masts and provide depth and shadowing detail to the store and car park elevations.

The overall design concept, the location and layout of the development are considered to have met the requirements of the Planning Brief and the recommendations of CABE. On this basis the main elements of the design of the development can be recommended for approval.

#### **5. PUBLIC REALM ENHANCEMENTS ASSOCIATED WITH THE DEVELOPMENT**

The Landscape Design Statement submitted with the application refers to public realm works and describes the principles of the landscape design aims in the following terms.

“The creation of an inspiring and useable public space that is robust and easily maintained. To retain important existing trees and replace any removed. To improve the nature conservation potential of the area.”

Works to Priory Square are intended to create a vibrant public space. A fountain of cascading jets set flush with the paving, whose height rise and fall will be at random will attract and retain interest. To avoid any risk of ice forming in winter months this water feature will be seasonally operated. The feature will include below pavement lighting to enhance its impact at night during store opening hours.

The paving pattern in the Square will unify areas of pedestrian movement linking pavements on the eastern side of the supermarket with improvements to Malthouse Lane and the area in front of The Playhouse and The City Hall. Links to Fisherton Street will be improved reinforcing the importance of the Priory Square as an entrance to the City Centre and its retail areas.

Riverside walkways and river banks will be landscaped and managed as part of the public realm works and improvements to the Central Area car park will upgrade and enhance an area of first impression for visitors to the City. This is an important issue as the Applicants Planning Context statement prepared for this application dated 11<sup>th</sup> November 2002 page 16 estimates that the new store will draw 23,500 customers per week an increase of 8,700 on present visitors. It is considered that a significant proportion of this increased number of visitor will be new to the Sainsburys site and that a significant increase in visitors to this part of the City Centre will therefore result.

There is a need to improve the proposed areas of public realm works to provide additional public toilets more secure ATM facilities and increase opportunities for Public Art display. Appropriate planning conditions or section 106 obligations are therefore proposed on these issues if ongoing negotiations should fail to achieve these changes.

The Planning Brief for the Maltings site confirms that the development proposals will meet most of the Development Principles set out in section 7 of the published policy document. There are however elements of the following Development Principles that could be met to a greater degree than currently proposed.

Landscape proposals are required to be of the highest quality

A scheme of provision and maintenance of street furniture is required

Provision and maintenance of public art should be demonstrated by the development proposals

Management and maintenance of watercourses is required

Contributions to and provision of street cleansing should be included with the proposal

The provision of temporary City Centre car parking to meet any shortfall in short stay car parking during the construction stage of the development.

These matters can be subject to additional conditions or could form part of continuing Section 106 Agreement negotiations. In most instances some or a significant part of these remaining Design Brief requirements are being or can be met.

Although the Planning Brief covered a much larger area than the proposed redevelopment scheme and sought a wider and more comprehensive development, there is no loss of Planning Gain from the proposal. The relevant objectives of the Planning Brief are in the process of being met by the development and it is therefore appropriate to consider and assess this part of the Maltings site at the present time. There is however a continuing opportunity to review the progress on the Superstore site with current proposals for the redevelopment of the Eastern Sidings site which has recently been submitted as a reserved matter application for 145 dwellings. This review will assess the need for further linkages between the two sites.

## **6. THE RETAIL IMPACT ON THE VITALITY OF THE CITY CENTRE**

The city centre has been the subject of regular retail viability assessments and is confirmed as a vibrant retail centre. Nevertheless as with all city centres retail vitality and vibrancy needs to be maintained in

accord with the national planning policies of PPG6. The following extracts have been taken from the most recent retail studies : -

*1.1 In June 1999, CB Hillier Parker was appointed by Salisbury District Council to advise on retail matters in relation to the Salisbury District Local Plan. At the outset, the Retail Topic Paper was prepared to update the technical analysis undertaken as part of the formulation of the District Council's retail policies, to review the policies in the light of current National Planning Policy Guidance, and to recommend changes as appropriate. The report considered in detail the pattern and existing provision of retailing in Salisbury, drawing upon a new Household Telephone Interview Survey of current shopping patterns and additional quantitative analysis.*

In considering Salisbury city centre, the report concluded that in qualitative terms whilst there appeared to be limited need for further convenience goods floorspace, there was a need for some improvement in the existing main food offer, through the modernisation of the main foodstores. The reports findings regarded the proposals by Sainsburys to reconfigure their city centre store as an opportunity to address this qualitative deficiency.

*The Salisbury Local Plan review process considered in detail the need for further convenience floorspace in Salisbury and the appropriate locations to accommodate any need, in accordance with the sequential approach. CB Hillier Parker advised that the redevelopment of the Sainsburys store at the Maltings was found to be the most sequentially suitable site.*

These key findings of the Hillier Parker report were considered by the Local Plan Inspector and as a result the Maltings is regarded as the primary retail development site for Salisbury and its extensive retail hinterland.

The policy context section of this report provides more detail on the relevant planning policies. The Replacement Salisbury District Local Plan is due to be finalised and adopted in the next few days. The Maltings site therefore remains the only recommended site for further main foodstore modernisation within the context of Local Plan policies. The modest expansion proposed by this planning application for the redevelopment of The Maltings will redress the current over-trading of the Tesco Southampton Road site to the benefit of other City Centre sites and the associated retail trading patterns in the Salisbury retail sub region.

## **7. THE PHASING OF THE DEVELOPMENT AND THE PUBLIC REALM WORKS**

Highway improvements both on and off site, central area car parking provision, links to the provision of long term parking at the Park and Ride sites, riverside enhancements, improved pedestrian links to Priory Square and the temporary re-siting of the Shopmobility facilities are fundamental elements of this development proposal. The phasing of these elements and the building programme for the works which is estimated to be 44 weeks in duration will have potential repercussions on city centre trade, car parking and highway network. It is therefore essential that the phasing and programming of this development and its associated areas of public realm works are subject to strict controls and appropriate time tables. The key elements of phasing and programming are therefore recommended for inclusion in the proposed section 106 Agreement and planning conditions for this development.

The relevant application details submitted by fax dated 7<sup>th</sup> April confirm that over 700 car parking spaces will be maintained for the general public at all times and that negotiations are progressing with the Councils Estates Department on this and other public realm matters.

The applicants advise that the following Community Gain is yielded by the proposed development.

The enhanced Shopmobility facilities.

The enhanced River-edge landscaping and paving

Enhancements to Priory Square, including improved pedestrian flow and links to Fisherton Street.

Improved standard of decked car parking

Improved lighting to adjacent public spaces

Extensive new bicycle parking areas

Secure shopping trolley areas to prevent river dumping

The provision of a state of the art City Centre foodstore.

## **8. ELEMENTS FOR INCLUSION WITHIN A SECTION 106 AGREEMENT**

Negotiations between the developers and the land owners will need to continue on matters of detail for Public Realm works but the principal areas for improvements and essential works are as follows :-

The Central Car Park will require resurfacing and landscaping in accordance with a detailed improvement plan which will need to include the provision and maintenance of screen planting next to the electricity transformer station and sub station site on the northern edge of the Central Area car park. A financial contribution for these works together with an implementation, management and phasing programme should be required to ensure that this most important entrance area to the City Centre is enhanced to the highest standards. During the construction stages of the development any car parking shortfall in the number of available short stay car parking spaces will need to be met by the provision and management of temporary car parking areas that are capable of meeting City Centre need.

Off site highway works from the main Churchill Way access to the redevelopment site are required to improve junctions and accessways along the approach road network to the site. These works should include the provision of improved signalling and lane makings at specified junctions and measures to implement the approved Parking Management Plan. Such measures are likely to include signing to indicate the location of available parking spaces and arrangements to set up and operate pre paid park and display cards.

The provisions for public realm works to pave, plant, provide fountains for summer months, provide public toilets, secure areas for ATM's, maintain lighting and security systems, provide public art sites in Priory Square and improve links to Fisherton Street and to manage and maintain landscaped areas in accordance with a phasing, implementation and long term maintenance plan will be required to be funded implemented to approved standards and maintained by the developers.

The improvement of river margins, river banks and associated public areas on the eastern side of the supermarket and Central Area car park in accordance with an agreed habitat and water quality improvement plan is required. These plans are well advanced and final consultations with the Wiltshire Wildlife Trust could bring these improvements at an early stage of the development process.

Drainage improvements to the general locality are required, including provisions for surface water quality improvements by the construction and operation of petrol and oil interceptors in accordance with a phasing and operation plan to all surface water collection points serving the redevelopment site and Central Area car park. Opportunities for sustainable drainage schemes will continue to be investigated and when appropriate implemented and the requirements of English Nature for more information on water resource use are required to be met.

The Shopmobility facilities will be required to be moved to temporary buildings and a phased provision of new accommodation within the redevelopment site together with vehicular access provisions for vehicles with a height of 3.500m, town centre access ramps and trolley parking areas.

The improved provision of public toilets is required, including the provision of temporary toilets to serve the Central Area car park, phased in accordance with an agreed programme of works for the construction stage of the development.

The provision of CCTV coverage to the redevelopment site and associated improvement areas, including improved coverage of the Central Area car park, a phasing plan and long term maintenance plan.

The commencement and phasing of the development shall be agreed to coincide with the availability of the Wilton Park and Ride service for long stay car parking.

The supermarket operators shall agree a management plan and implementation scheme for trolley parking including town centre corral and return systems prior the opening of the store. The management plan and implementation scheme shall be subject to regular review.

These Section 106 requirements are extensive but are considered essential if satisfactory phasing of off site and public realm works are to be programmed and controlled. Further negotiations on matters set out in the Public Realm enhancements section of this report are also recommended.

## **9. CONDITIONAL CONTROLS TO ENSURE FURTHER DETAILED REVIEWS OF KEY ISSUES**

In order to provide an opportunity for a degree of flexibility in the timing of negotiations and to continue work on some aspects of this development planning conditions have been formulated that will reserve parts of the project for further assessment, monitoring and review. This flexibility is considered essential due to the complex interrelationship of the development with phased highway and car parking improvements. Any possibility that the construction stages of the development or delays in infrastructure provisions that could harm City Centre vitality and viability must be avoided. The developments progress must therefore be regularly monitored and if necessary phasing and management programmes changed well in advance of harmful delays. Many of these issues will be resolved by the recommendation and finalised before the development is commenced. Any issues which remain however at the pre commencement stage will be reviewed before works are started, programmed and if appropriate dealt with as ongoing matters of conditions monitoring.

While the development proposals have, in general, reached the stage where detailed assessment and recommendations can be made, it is likely that some changes will be needed to bring the development to its commencement stage. It is also probable that some alterations to the project will be needed as a result of the ongoing negotiations on the Section 106 Agreement for the site.

All major redevelopment projects suffer from these expected and unexpected requirements for some change. It is therefore recommended that additional information be obtained from the developers for consideration and approval before the planning application reaches its final approval and condition compliance stages. This additional information on the phasing of the development (to firm up condition 3), details of surface water drainage improvements and water resources, (to meet English Natures most recent requirements in their letter dated 5th June 2003) and highway related works to set out in plan form the required off site highway and cycleway improvements, has therefore been set out in section ( c ) of the recommendation.

The reserved information will complete detailed plans for drainage of the site and define the extent and standards of provision of highway works but will only involve land already in the control of the highway Authority and District Council. No additional land outside the current application boundaries or related development areas currently in the control of the statutory authorities will be involved. The recommendation section of the report sets out the delegation of these aspects of the development to the Head of Development Control. Consultations will therefore continue with the developers and continue with English Nature and the Highways Authorities until these final details of drainage and highway layout are completed.

The main elements of the conditions set out in the recommendation section of this report are :-

Phasing of car parking provision, traffic signing, retail and car parking usage conditions. These have been drafted to protect the City Centre and maintain its vitality and viability.

A general programme of works condition (3) will combine with the proposed section 106 Agreement to ensure the required provision of off site highway works, drainage works, Park and Ride provision, Shopmobility and land ownership issues, together with other elements appropriate to a programme of works as set out in the previous section of this report. If section ( c ) of the recommendation section of this report is agreed however this phasing condition is likely to be broken down into more specific parts as the defined areas of phasing for this development are agreed in more detail.

Design elements of the development are to be controlled by materials, landscaping, lighting and signage conditions.

The potential impact of the development in terms of noise and disturbance to the residential amenities of the locality will be controlled by a Servicing Management Scheme, hours of operation, plant and machinery, noise attenuation controls and CCTV provisions.

Landscaping and habitat protection to the River Avon will be subject to enabling and management conditions as well as controls over drainage, demolition works, construction works and in the working and access areas to the redevelopment site which are designed to enhance water quality.

## **CONCLUSION**

This development proposal provides a close match to the aims and objectives of the Planning Design Brief.

Negotiations and discussions between the Planning Department and the developers have taken place over many months and consultations with statutory and non statutory organisations have now been through several rounds of observation and plan modifications. The overall design of the supermarket and the car parking decks have been considered by CABE representing a national level of design assessment. Recommended improvements have been incorporated into the most recent submissions for the development.

The development proposals have now reached the stage where the principle elements of the comprehensive scheme need to be determined by the Planning Authority.

Detailed negotiations will continue if committee members consider that this development proposal can be supported. The Planning Authority is therefore required to consider all aspects of the design, layout and programming of these redevelopment proposals as currently submitted before progressing to more detailed issues as indicated in the sections of this report dealing with planning conditions and the proposed 106 Agreement. However it is important to note that due to the size of the proposed retail development, even though this is a City Centre redevelopment, a final consultation with Government Office will be required before any planning permission can be issued. This consultation period would run in parallel to continuing negotiations on the Section 106 elements of the proposed development assuming that members confirm that these negotiations are progressed.

The development proposals will enhance an important access point to the City Centre.

The improvements proposed to the Maltings area including Public Realm works and riverside landscaping will increase the number of visitors to the locality. Estimates of up to 8,700 additional customers per week to the new superstore with the probability that most visits will be combined with shopping or recreation trips to other areas of the City Centre will have a beneficial impact on the economy of the locality.

The site can be supported in terms of planning policy

The Planning Inspectors report into the Replacement Salisbury District Local Plan confirmed that the Maltings site is the most suitable location for the improvement of retail service provision in the District. National planning policy guidance in PPG6 deals with town centre redevelopment and this recently updated national retail strategy document also confirms that the principles of the proposed development are acceptable.

It is therefore considered that there are opportunities to invite the prospective developers and their agents to enter into more detailed negotiations on aspects of Public Realm works. These negotiations have progressed to an advanced stage but have now reached a position where the developers require an in principle approval to provide assurance that the costs associated with further negotiations have a realistic chance of being progressed to a satisfactory conclusion. In my opinion the current development provides a significant opportunity to enhance one of the most important City Centre visitor access points. As with most complex development proposals however further work on some of the more detailed aspects of access and drainage is needed. Accordingly the scheme is recommended for a phased conditional approval and matters as set out in section (a) and ( c ) of the recommendation are therefore reserved for further assessment and agreement.

**RECOMMENDATION:**           **(a) the applicant and any other relevant parties undertake under Section 106 of the principal act to pay commuted sums for the provision of street cleansing and enter into agreements to manage and maintain areas of land and watercourses, resurface and landscape car parks provide and maintain street furniture, resurface and maintain areas for use as areas of public art, provide seasonal fountains, lighting and pedestrian areas, carry out appropriate off site drainage and highway works including the provision and management of temporary car parking areas to serve the City Centre prior to the demolition and construction stages of the development and ensure that the development is commenced and completed in accordance with an agreed phasing and programme of works.**

**(b) that a final consultation with Government office be carried out to ensure that this City Centre Redevelopment scheme is accepted in terms of current National and Regional Policy.**

**(c) that the following issues be delegated to the Head of Development Services to conclude**

**(1) That the developers be required to confirm that phasing and details of the required off site highway improvements, cycleway improvements and car parking improvements will be carried out to approved standards and time tables (2) That the developers be required to confirm levels of predicted water usage, surface water drainage details means of sustainable drainage provisions and foul water disposal for submission and comparison with existing usage of the site and (3) that the requirement for temporary car parking provision to meet town centre parking shortfalls resulting from the loss of parking spaces in the Central Car Park at the construction stage of the development be.**

**(d) that the development is subject to the appropriate assessment under the Habitat Directive by the competent authority or its advisory body and no issues of concern are raised and**

**(e) that the Planning and Regulatory Panel consider this report and recommendation of the City Area Committee at the next available meeting currently scheduled for 9 th July 2003**

**APPROVE** subject to the following conditions together with such additional conditions as may need to be imposed following the further submission of information that is required by section ( c ) of this recommendation:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

2. Before any car parking spaces are lost or any car park is closed as a result of development works, a scheme for temporary short stay, long stay and staff parking arrangements, together with a programme for implementation, including all signing and variable message signing ensuring that effective use is made of other car parks, shall be submitted to and approved in writing by the Local Planning Authority and such arrangements shall be put in place prior to the loss of any spaces and in accordance with the approved scheme and programme.

Reason: To ensure satisfactory parking provision to serve the proposed development during construction stages and following the completion of the proposed development.

3. Prior to the commencement of each stage of construction of the development hereby approved a programme of works shall be submitted to and approved by the local planning authority before work commences on each stage. The said programme shall contain an assessment of the traffic implications of the construction and measures for mitigating any adverse effects on the local highway network, resulting from or made worse by the development works. The programme of works for the construction stage shall include such items as ,times and volumes of trucks entering and leaving the site, methods for mitigating debris falling on to the live carriageway of the A36 and route management for construction traffic to include route diversions and signage on the A36. The construction of each stage shall then be carried out in accordance with that programme.

Reason: To ensure the satisfactory programming of the development in the interests of highway safety and retail vitality of the locality.

4. Prior to any car parking spaces being lost details of traffic signing proposals including variable message signing proposals as may be required by the construction programme referred to in condition 3, shall be submitted to and approved by the local planning authority. All approved signing proposals as may be agreed shall be put in place and retained in accordance with the approved details prior to any car parking spaces in the Central Car Park being lost.

Reason: To ensure satisfactory parking and signing to serve the proposed development.

5. Prior to the commencement of development a scheme indicating the provision for disabled access to all parts of the development shall be submitted to and approved by the local planning authority. The works shall then be carried out in accordance with that approval.

Reason: To provide appropriate access arrangements throughout the development.



6. No demolition works shall commence on site until a detailed programme for the phasing of demolition, the subsequent storage of materials and removal of such materials from the site has been submitted to the Local Planning Authority and subsequently agreed by them in writing. The demolition works shall then be carried out in accordance with the agreed programme.

Reason: To ensure the satisfactory phasing and environmental protection during demolition works and materials storage on the site.

7. Prior to the retail store being brought into use, a servicing management scheme, to include arrangements for vehicles waiting, details of lorries to be used, refrigeration noise, likely delivery times and details of service facilities at the interface between the lorries and the buildings, shall be submitted to and agreed in writing by the Local Planning Authority. All subsequent servicing shall be carried out in accordance with the agreement.

Reason: 0072 To enable the Local Planning Authority to exercise control over the use of the premises in the interests of regulating alternative kinds of activities/operations which could give rise to increased levels of noise-generation.

8. Prior to the commencement of the development of the retail store, a plan showing in detail the location of all associated plant and machinery together with details of noise generation and attenuation shall be submitted to and approved by the Local Planning Authority. All approved works as may be agreed shall be carried out and completed in accordance with the approved details prior to the retail store being brought into use.

Reason: 0072 To enable the Local Planning Authority to exercise control over the use of the premises in the interests of regulating alternative kinds of activities/operations which could give rise to increased levels of noise-generation.

9. The noise levels from delivery and servicing activity or from plant and machinery associated with the retail development and retail store as measured on the boundary of the development site defined by this planning application shall not exceed the prevailing night-time background noise level by more than 3dBA after 9.00pm and before 7.00am.

Reason: 0047 To secure the suitable treatment of the land for amenity purposes within an appropriate timescale, in order to achieve a satisfactory environment for the permitted building(s)/use.

10. No goods for sale or display shall be placed on the pavements and pedestrian or amenity areas within the curtilage of the retail store and associated parking decks and accessways.

Reason 0106 In the interests of amenity, in order to secure the cessation of a use for which permission can only be justified on the basis of a special temporary need.

11. Before development is commenced, a schedule of external facing materials shall be submitted, and, where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D05A)

Reason: 0014 To secure a harmonious form of development.

12. Prior to the retail development being brought into use, details of the position and specification of any external lighting and security lighting for the whole of the development shall be submitted to and approved by the Local Planning Authority. All works as may be approved shall be carried out and completed in accordance with those details prior to the development being brought into use.

Reason: 0090 To enable the Local Planning Authority to exercise control over any such works in the interests of amenity.

13. No signage or advertising shall be erected on the site or on any of the buildings structures or accessways hereby permitted without the prior written consent of the Local Planning Authority.

Reason: 0129 To maintain the character and architectural integrity of the building and the amenities of its surroundings.

14. The retail store shall not be brought into use before the roof deck car park and other associated car parking areas including the shopmobility facilities have been constructed and made available for use in accordance with the programme of construction as required by condition 3 of this consent.

Reason: To ensure that the development is appropriately phased in the interests of highway safety and appropriate infrastructure provision.

15. Any CCTV cameras to be erected on any part of the development shall be subject to a scheme of provision to be submitted to and approved by the Local Planning Authority prior to the commencement of the retail use on this site. The scheme shall include the positions where the cameras are proposed to be sited, the type and size of the cameras and the specifications and position of any associated communications system and shall be agreed in writing with the Local Planning Authority. The work to site the cameras and associated communications systems shall be carried out and completed in accordance with the approved scheme before the commencement of the retail use on the site.

Reason: 0123 In the interests of highway/pedestrian safety.

16. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use of the development hereby permitted. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. Drainage, power, communications cables, pipelines etc. indicating lines , manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant). (G01A)

Reason: 0031 To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

17. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including the provision for the eradication of Japanese Knot weed from the locality, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved. (G07A)

Reason: 0036 To enable the Local Planning Authority to secure the satisfactory evolution, management and maintenance of landscape works, in the interests of visual amenity.

18 No development shall take place until a schedule of landscape maintenance for a minimum period of years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule. (G08A)

Reason: 0037 To enable the Local Planning Authority to secure the satisfactory maintenance of landscape works for a sufficient period of time to enable planted material to become adequately established.

19. Details of any floodlighting shall be submitted to and approved in writing by the Local Planning Authority before [the use hereby permitted commences] [and] [the building(s) is/are occupied]. Development shall be carried out in accordance with the approved details. (G05A)

Reason: 0034 To enable the Local Planning Authority to exercise control over the appearance of the lighting installation and/or the level of illumination in the interests of visual amenity and/or highway safety for the users of the adjoining car park accessways and highways.

20. Prior to the commencement of development, a plan defining the point of entrance and exit to the site for construction traffic, means of temporary surfacing for that point and position of wheel washing facilities and means of wash waste disposal shall be agreed in writing with the local planning authority. All works shall be carried out in accordance with the agreed plan and construction traffic shall only use the entrance and exit so approved.

Reason: 0048 To secure the implementation of all works required as a condition of planning permission, or such variation as may subsequently be approved, in the interests of amenity/highway safety/privacy for the occupants of the neighbouring dwelling(s).

**INFORMATIVES:**

1. This permission has been taken in accordance with the following policy/policies of the replacement Salisbury District Local Plan ( G2 S3 S6 C10 C17 and C18 ).

2 and 3 Informatives to protect Network Rail and Wessex Water infrastructure.

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**NOTES:**

