

# 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

LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING COMMITTEE  
NORTHERN AREA 18/12/2008

Note: This is a précis of the Committee report for use mainly prior to the Committee meeting and does not represent a notice of the decision

<b>Item Page</b>	<b>Application No Officer</b>	<b>Parish/Ward Recommendation Ward Councillors</b>
1	S/2008/1686	SHREWTON
4-7	Mr T Wippell	REFUSAL
	ROLLESTONE MANOR SHREWTON SALISBURY  CHANGE OF USE TO MIXED-USE GUEST HOUSE AND A3 RESTAURANT USE (GROUND FLOOR DINING ROOMS)	CLLR MILLS CLLR WEST
2	S/2008/1035	AMESBURY WEST
8-35	Miss L Flindell	REFUSAL
Site Visit 15:40	23-29 SALISBURY STREET AMESBURY SP4 7AW  DEMOLITION & RE-DEVELOPMENT OF EXISTING VACANT CLASS A1 FOODSTORE, CAR PARK, TOILET BLOCK AND REMOVAL OF TREES.	CLLR WESTMORELAND
3	S/2008/1036	AMESBURY WEST
36-48	Miss L Flindell	REFUSAL
	23-29 SALISBURY STREET AMESBURY SP4 7AW  DEMOLITION & RE-DEVELOPMENT OF EXISTING VACANT CLASS A1 FOODSTORE, CAR PARK, TOILET BLOCK AND REMOVAL OF TREES. ERECTION OF NEW A1 FOODSTORE WITH DECK CAR PARK, LANDSCAPING, SERVICING & ASSOCIATED DEVELOPMENT INCLUDING RELOCATION OF EXISTING MONUMENT	CLLR WESTMORELAND

4	S/2008/1661	AMESBURY EAST
49-59	Mrs J Howles	APPROVE SUBJECT TO S106
	<p>PLOT C4A SOLSTICE PARK AMESBURY SP4 7LL</p> <p>NEW-BUILD DEVELOPMENT OF A 92NO PLACE, SINGLE STOREY CHILDREN'S NURSERY WITH PARKING</p>	<p>CLLR BROWN CLLR MITCHELL CLLR NOEKEN</p>
5	S/2008/1578	WOODFORD
60-64	Mr T Wippell	APPROVED WITH CONDITIONS
	<p>WOODFORD VALLEY C E AIDED PRIMARY SCHOOL MIDDLE WOODFORD SALISBURY SP4 6NR</p> <p>ERECTION OF 130 METRE LONG FENCE (1.2 METRE HIGH CHAIN LINKS AND TIMBER POSTS) AND NEW ACCESS GATE</p>	<p>CLLR MRS DENNIS</p>

# Part 1

## Applications recommended for Refusal

1

Application Number:	S/2008/1686		
Applicant/ Agent:	MR G SMITH ROLLESTONE LTD		
Location:	ROLLESTONE MANOR SHREWTON SALISBURY SP3 4HF		
Proposal:	CHANGE OF USE TO MIXED-USE GUEST HOUSE AND A3 RESTAURANT USE (GROUND FLOOR DINING ROOMS)		
Parish/ Ward	SHREWTON		
Conservation Area:	LB Grade:	II	
Date Valid:	2 October 2008	Expiry Date	27 November 2008
Case Officer:	Mr T Wippell	Contact Number:	01722 434554

### REASON FOR REPORT TO MEMBERS

Councillor Colin Mills and Ian West have requested that this item be determined by Committee due to:

The controversial nature of the application

### SITE AND ITS SURROUNDINGS

Rollestone Manor is situated on the main road through Shrewton, just north of St Andrew's Church, Rollestone. The house is set back from the road, and is barely visible behind the screen of trees in summer.

The Grade II listed Manor house consists of a two-storey symmetrical mid 18<sup>th</sup> century building, with a 19<sup>th</sup> century extension to the west end, the roof of which has been raised in the mid-19<sup>th</sup> century to produce three storeys at this end. The north elevation is constructed in brickwork, and the remaining walls are constructed in flint and stone.

The Manor has recently been refurbished, and is now run as a 7-bedroom bed-and-breakfast with associated catering facilities and staff accommodation.

### THE PROPOSAL

The proposal is to change the Manor to mixed use guest house and new restaurant (A3) available for use by the general public. The restaurant will be located within the dining rooms of the main building, with parking provision around the nearby outbuildings.

### PLANNING HISTORY

06/0820	Restoration of coach house & conversion to holiday let.	AC	18/06/06
06/0821 LB	Restoration of coach house & conversion to holiday let.	AC	18/06/06
07/847	Internal restoration and alterations to provide ensuite bathrooms and disabled facilities. External removal of render on west wall and Treatment of wall	AC	18/06/07

### CONSULTATIONS

Conservation-

Physical alterations have previously been granted listed building consent to enable the building to be used as a guest house. There are no objections to the planning application for the change of use.

I also have no objection to the use of ground floor dining rooms as a restaurant. I would just like to query whether there are any signs being proposed associated with this use? These will need to be sympathetic to

the character and setting of the listed building, and their locations and details will need to be agreed.

Highways- In summary, Highways raise no objection, on the condition that Rolleston Road is used as the sole means of access to the development, and no access is taken from the entrance adjacent to the A360, as would create additional hazards to all road users.

Environmental Health- No objections

Forward Planning- No comments received

## REPRESENTATIONS

Advertisement	Yes-	Expired 06/11/08
Site Notice displayed	Yes-	Expired 06/11/08
Departure	No	
Neighbour notification	Yes-	Expired 24/10/08
Third Party responses	No	

Parish Council: No objections

## MAIN ISSUES

- Principle
- Sustainability and Location
- Highways Safety

## POLICY CONTEXT

Policies G1	Salisbury District Local Plan
PPS1-	Sustainable development
PPS6-	Planning for Town Centres
PPS7-	Sustainable Development in Rural Areas

## PLANNING CONSIDERATIONS

### ***Principle***

The following policy is of importance when Members consider this proposal:

#### Local Plan Policy G1

*In accordance with the principles of sustainable development, priority will be given to ensuring that development proposals:*

- achieve an overall pattern of land uses which reduce the need to travel and support increased use of public transport, cycling and walking;*
- promote the vitality and viability of local communities;*
- conserve both the natural environment and cultural heritage of the District; and*
- make effective use of land in urban areas, particularly on previously developed sites.*

#### PPS6- Planning for town centres

*'In assessing sites, local planning authorities should consider the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development, including the likely cumulative effect of recent permissions, developments under construction and completed developments. The identification of need does not necessarily indicate that there will be no negative impact.'*

*In particular, local planning authorities should consider the impact of the development on the centre or centres likely to be affected, taking account of:*

- *the extent to which the development would put at risk the spatial planning strategy for the area and the strategy for a particular centre or network of centres, or alter its role in the hierarchy of centres;*
- *the likely effect on future public or private sector investment needed to safeguard the vitality and viability of the centre or centres;*
- *the likely impact of the proposed development on trade/turnover and on the vitality and viability of existing centres within the catchment area of the proposed development and,*

*where applicable, on the rural economy (an example of a positive impact might be if development results in clawback expenditure from the surrounding area);*

- changes to the range of services provided by centres that could be affected;*
- likely impact on the number of vacant properties in the primary shopping area;*
- potential changes to the quality, attractiveness, physical condition and character of the centre or centres and to its role in the economic and social life of the community; and*
- the implications of proposed leisure and entertainment uses for the evening and nighttime economy of the centre*

PPS6 discourages the development of uses, such as restaurants and similar uses, in isolated, unsustainable locations, preferring them to be located close to existing complimentary uses adjacent to the main settlements, and/or in the city centre. The guidance indicates that any proposal should be assessed against a number of criteria, namely, need, scale, sequential site selection, impact on existing centres, and the accessibility of the location.

#### PPS7- Sustainable Development in Rural Areas

*When preparing policies for LDDs and determining planning applications for development in the countryside, local planning authorities should:*

- (i) support development that delivers diverse and sustainable farming enterprises;*
- (ii) support other countryside-based enterprises and activities which contribute to rural economies, and/or promote recreation in and the enjoyment of the countryside;*

*Local planning authorities should be particularly supportive of the re-use of existing buildings that are adjacent or closely related to country towns and villages, for economic or community uses, or to provide housing in accordance with the policies in PPG3, and subject to the policies in paragraph 7 of this PPS in relation to the retention of local services.*

#### **Sustainability and Location**

The Local Planning Authority has considered the location of the new A3/ A5 use against the sustainability principles contained within Local and National Guidance.

It is judged that approval of this scheme would result in an out-of-town development that would compete directly with similar facilities offered in nearby town centres such as Amesbury and Salisbury. The proposal may adversely affect the vitality and viability of these settlements by attracting business away from town centres, either directly, or incrementally (ie- if other large properties within the area to be granted similar changes of use, increasing the cumulative adverse effect).

In officers opinion, it is likely that if a successful restaurant existed on this site, then it would result in additional car journeys from the surrounding area and beyond, given the scarcity of bus services in this area. Whilst there may be local support from nearby residents for a new restaurant facility within the area, this should not be given such weight as to warrant approval of this application. The Local Planning Authority considers it extremely important that the long-term sustainability of town and village centres is not undermined, and that their strategic value and contribution to the local economy in the long term is not compromised. Approval of this application is deemed to be contrary to the sustainability principles of local and national policy guidance, and the strategic and spatial consequences of approval may create a dangerous precedent for the wider District. As such, Officers find it difficult to recommend anything other than refusal.

#### **Highways Safety/ Parking**

Highways raise no objection to the application, providing that Rollestone Road is used as the sole means of access to the development and no access is taken from the entrance adjacent to the A360. A large tree adjacent to Rollestone Road has recently been removed, improving visibility for vehicles when joining/ leaving the A260, and no objections are raised in regard to highways safety.

Members should note that if minded to approve the scheme, a condition should be added to ensure that the access to the A360 is stopped up in its entirety before the restaurant is first brought into use, with Rollestone Road used as the sole access to the site.

#### **Conclusion**

On balance, and when considering the benefits that the change of use may bring to the local community, it is judged more important to uphold the principles of sustainability set at local and national level, by ensuring

that the viability and vitality of nearby settlements is not adversely affected, and that traffic generation is not increased in an unsustainable location.

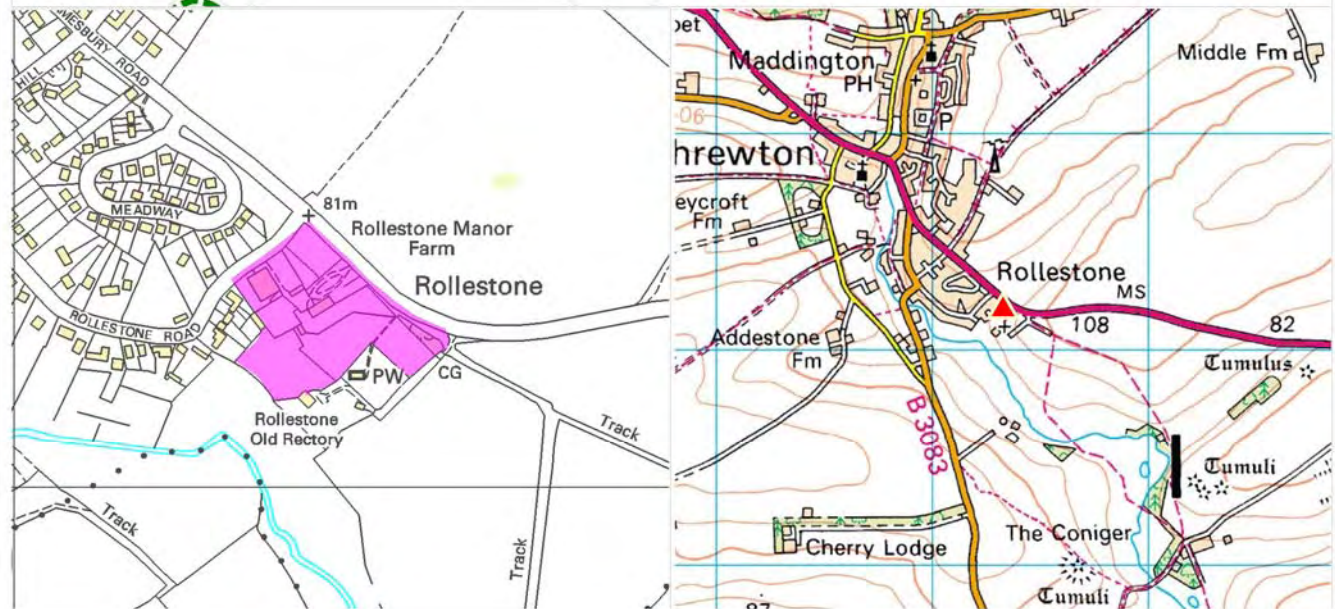
**RECOMMENDATION: Refuse**

For the following reasons:

The change of use of Rolleston Manor to include a restaurant (A3) will increase traffic generation in an unsustainable location, and would result in a use that would be in direct competition with nearby settlements, thereby affecting their vitality and viability either directly or incrementally.

The benefits resulting from the restaurant in terms of its contribution to the local community and employment generation have been fully considered, but these do not outweigh the potential harm caused by a new restaurant in this unsustainable and isolated location. As such, the scheme is considered to be contrary to Policy G1 of the adopted Salisbury District Local Plan, Planning Policy Statement 6 (Planning for Town Centres) and Planning Policy Statement 1 (Delivering Sustainable Development).

Site Visit:



# ROLLESTONE MANOR SHREWTON

SCALE: NTS

DATE: 09/12/2008 15:21:54

DEPARTMENT: Planning

**THIS MAP IS FOR INTERNAL USE ONLY.**

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Application Number:	S/2008/1035		
Applicant/ Agent:	WHITE YOUNG GREEN PLANNING		
Location:	23-29 SALISBURY STREET AMESBURY SALISBURY SP4 7AW		
Proposal:	DEMOLITION & RE-DEVELOPMENT OF EXISTING VACANT CLASS A1 FOODSTORE, CAR PARK, TOILET BLOCK AND REMOVAL OF TREES. ERECTION OF NEW A1 FOODSTORE WITH DECK CAR PARK, LANDSCAPING, SERVICING & ASSOCIATED DEVELOPMENT INCLUDING RELOCATION OF EXISTING MONUMENT		
Parish/ Ward	AMESBURY WEST		
Conservation Area:	AMESBURY	LB Grade:	
Date Valid:	2 April 2008	Expiry Date	2 July 2008
Case Officer:	Miss L Flindell	Contact Number:	01722 434377

### REASON FOR REPORT TO MEMBERS

The proposal involves the redevelopment of the Council controlled public car park (accessed from The Centre).

### SITE AND ITS SURROUNDINGS

The site extends to 0.95 hectares and comprises:

- The former two storey Co-op supermarket store (1,580 square metres gross external area). This building is of brick with a built frontage of approximately 25m to Salisbury Street.
- The Co-op owned car park and delivery area to the west of the store accessed from Salisbury Street, and a car park to the east of the store accessed from Salisbury Street. These car parks combined provide 54 parking spaces.
- The public car park with vehicular and pedestrian access from The Centre and pedestrian access only from Salisbury Street. The car park provides 111 spaces and includes the public toilets.

The site is designated in the adopted Salisbury District Local Plan as an Area of Special Archaeological Significance, a Conservation Area and Salisbury Street is designated as Primary Frontage.

### THE PROPOSAL:

It is proposed to demolish the existing building and toilet block on the car park and redevelop the site and car park to provide a new A1 foodstore. The new foodstore will consist of a 1,858 square metre net supermarket (3,227 square metre gross).

It is also proposed to relocate the existing vehicular access from The Centre to access a new decked car park, and service access point. The decked car park will provide 181 parking spaces.

A pedestrian access will be provided between Salisbury Street, the foodstore and decked car park.

The application also proposes new landscaping following the removal of trees within the existing Council owned car park and relocation of the existing monument.

### PLANNING HISTORY

316	Erection of Nissen Hut for repair and renovation of showman's goods	AC	07/02/51
452	Erection of vehicular access and store	A	28/05/52
532	Retention of temporary workshop	AC	04/03/53
678	Retention of temporary hut	AC	03/03/54
1175	Retention of temporary workshop	AC	04/03/53
1923	Retention of Nissen hut	AC	01/02/61
2101	Extension of existing workshop and new lubrication and car washing bays.	A	13/09/61

2236	Agricultural showroom and café (future flats over)	AC	24/10/62
2763	Change of use from agricultural machinery showroom and café to supermarket including internal alterations	A	22/04/64
3768	O/L – new supermarket with store over and car parking	AC	20/10/69
3866	O/L – supermarket with store over and car parking	AC	26/01/70
TP/ADV/79	Erection of advertising sign at 74 Salisbury Street	R	05/08/59
TP/0671	Station with repair, service bay and car sales facilities	R	18/01/61
TP/1594	Change of use from residential to shop use within Class 1 of the T.C.P. Act (Use Classes) Order 50	AC	23/02/60
72/0343	O/L supermarket, car park and service yard	WD	28/11/72
73/0034	Alterations to workshop to form showroom at 74/76 Salisbury Street	A	21/05/73
73/0292	Erection of self-service store together with self-contained single dwelling unit and alterations to vehicular access	A	09/10/74
75/0506	Proposed self-service store	AC	30/07/75
77/134	Demolish existing buildings and construction of 2 retail Shops with 1 <sup>st</sup> floor storage at 77 & 78 Salisbury street Amesbury	AC	07/09/77
77/0131	Erection of supermarket, formation of service area and car park and renewal of existing pavement crossing	A	22/07/77
77/147	Construction of roof across street frontage & re-siting of pavement crossing at Pitts of Amesbury	AC	22/07/77
78/780	Deemed application:- permanent permission for public car park at The Centre, Amesbury.	AC	04/09/78
79/23ADV	four advertisement signs in Amesbury:- Old Bus Station, Central Car Park, Recreation Ground	AC	12/06/81
79/1021	Erection of supermarket, formation of service area & car park. Renewal of existing pavement crossing at Chipperfields supermarket (vacant) & part of Pitts of Amesbury	AC	24/10/79
79/71/ADV	Internally illuminated projecting sign & single sided sign at Co-op supermarket	AC	20/02/80
81/425	Deemed application:- erection of public conveniences at public car park	AC	20/05/81
85/1458	Internally illuminated shop sign Co-op supermarket	AC	19/12/85
96/1608	C/U of retail supermarket to construct a first floor extension to provide 4 x A1 shops, Salisbury District Council offices D1 (potential health care trust resources centre) and B1 (Social Services)	AC	08/08/97
96/1829	Internally illuminated fascia signs	R	14/02/97

97/1959	Change of use – conversion of existing Co-operative store into 3 shops, one A2 unit and B1 offices	AC	27/01/98
98/0083	Proposed portacabins for temporary office accom. On exist. store car park for WCC Social Services and SDC	AC	20/03/98
99/1925	Erection Of Granite Replica Of The Original Amesbury Celtic Cross Approximately 10th Century Saxon Era Of Celtic Design	AC	17/12/99
01/1791	8 x graphic panels, 1 X logo & town name 3 x fascia signs, 1 x menu board	AC	01/11/01
04/1644	Installation of automatic Teller machine	AC	08/09/04
04/2526	Installation of automatic Teller machine (REVISED SCHEME)	AC	13/01/05

## **OTHER RELEVANT DECISIONS/APPLICATIONS**

### **New Co-op store**

2001/2177 – Erection of a foodstore with ancillary service yard and car park, Approved 2002.

Condition 25 of S/2007/2177 states:

(25) Prior to the commencement of any development relating to the construction of the new retail facility hereby approved, the applicant shall submit to and have approved in writing by the Local Planning Authority a scheme for:

refurbishment of the existing store, including the proposed location of all retained retail areas;

the marketing of these retail areas;

the re-use of any proposed non-retail areas within the existing store;

implementation of any refurbishment and reuse;

and the management of the existing Co-op retail facility shall thereafter accord with the approved scheme, or any other scheme that shall subsequently be approved by the Local Planning Authority.

Reason: To ensure that adequate accommodation is retained for both One Stop Shop and retailing facilities given the strategic importance of both elements to Amesbury's role as an important local centre.

A scheme was agreed which split the former Co-op store into food and non food retail units. The old store has been marketed in accordance with the agreed scheme. The new Co-op store has been built and is trading, but the old store remains vacant.

The wording of condition 25 allows the submission to the Council for approval of a different scheme to be agreed without the need for a planning application to vary the condition.

### **Lidl application**

S/2007/1616

Planning permission was granted for a Lidl neighbourhood foodstore on land opposite Solstice Park at Minton Distribution Park on 12<sup>th</sup> September 2008. The store is currently under construction and is due to open in December 2008. The permission is subject to a S106 agreement which restricts the food store being operated by a deep discount retailer as there was a particular qualitative need for a deep discount food retailer in Amesbury.

### **Tesco and Asda applications**

Members will also be aware that in May 2008, Salisbury District Council resolved to grant planning permission for the following applications to build supermarkets, Tesco on London Road, and Asda on Solstice Park:

Tesco:- S/2007/1865 - Demolition of all buildings and redevelopment to form a Class A1 foodstore with associated parking and landscaping and alterations to access at land and buildings to rear of 140 London Road, Amesbury – THIS APPLICATION HAS BEEN WITHDRAWN

Tesco:- S/2008/0572 - Revised application to S/2007/1865. Demolition of all buildings and redevelopment to form a Class A1 foodstore with associated parking and landscaping and alterations to access. Installation of wind turbine)

Asda:- S/2007/2226 - Development of a 6131 sqm store (Class A1) together with ancillary servicing and parking with highways improvements and alterations to the roundabout at Porton Road and Sunrise Way to increase capacity at Plot C1 Solstice Park, Amesbury

The applications were referred to the Secretary of State for determination as a departure from saved policy E8A of the adopted Salisbury District Local Plan and under the Shopping Direction 1993.

In August, the Secretary of State notified the council that this decision has been called in and a public inquiry into the applications will be held. She has called-in the applications because the proposed stores could potentially conflict with national policies.

The Inquiry will be held by a Planning Inspector who will gather evidence from all interested parties before making a recommendation to the Secretary of State. The Inquiry is scheduled to start on the 13<sup>th</sup> January 2009.

### **Melor hall car park applications**

A planning (S/2008/1965) and conservation area demolition (S/2008/1966) application has been submitted to demolish the Melor Hall in Church Street in Amesbury and to form an extension to the existing car park to provide 26 additional car parking spaces. These applications have both been registered but remain undetermined.

### **3 Fairways Court**

S/2006/2352 – Change of use from commercial to residential, 3 Fairways Court

### **The Old Grammar School, 32 High Street**

S/2005/1970 Redevelopment of site to create 3 houses in conversion, 6 new houses, 4 flats and offices, parking with ancillary works.

### **CONSULTATIONS:**

#### **WCC Library/ Museum: Response to amended plans**

The archaeological evaluation of the above site took place in July and August of this year.

A series of nineteen test-pits were excavated in a variety of locations across the proposal site. All those in the areas surrounding the former Co-op building showed that the ground appeared to have been truncated, probably during the construction of the original building, suggesting that any archaeological features that may have survived would have been removed. However, in the car park the trial pits showed that the present ground level had been built up over post-medieval garden soil. Prehistoric flint flakes and a piece of pottery were found in one of these pits, indicating that there is the potential to find archaeological features.

On the basis that the area of the car park has been undisturbed I recommend that a watching brief takes place during any groundworks on the current car park and that the following condition is placed on the planning permission.

*“No site works/development shall be undertaken until the implementation of an appropriate programme of building recording and analysis has been agreed in writing with the local planning authority, to be carried out by a specialist acceptable to the local planning authority and in accordance with an agreed written brief and specification.”*

#### **Highways Agency: Response to amended plans**

Further to my letter to you dated 8 July 2008 the Highways Agency has now received additional information from the applicants transport consultants, Connect Consultants.

Our previous concerns with the access arrangements, parking, safety, traffic assessments, trip transfer and the modelling of the A303 Countess Roundabout regarding seasonally and peak times have been answered and we are content with the approach and methodologies used by the applicant.

The request for the inclusion of a discussion within the TA regarding committed development flows to be incorporated into the A303 Countess Junction Assessment does not appear to have taken place. Salisbury District Council may wish to explore this issue in regard to the future traffic assumed at the local junctions which have been assessed.

#### Travel Plan

The previous recommendation by the Agency of a condition being attached to any granting of planning consent which formalises the requirements of the Travel Plan, has been accepted by the applicant and we recommend that it be attached to any consent granted.

#### Construction Management Plan

The previous recommendation by the Agency of a condition being attached to any granting of planning consent requiring a Construction Management Plan to be approved by the Local Authority and Highways Agency, has been accepted by the applicant and is to be attached as a condition.

A form TR110 directing a condition for the A1 Foodstore at 23 29 Salisbury Street, Amesbury relating to a Construction Management Plan is attached this replaces the one issued on 6 October 2008.

Condition to be attached to any grant of planning permission:

The Construction of the development hereby permitted shall not commence until there has been submitted to and approved in writing by the local planning authority (in consultation with the Secretary of State for Transport and Salisbury District Council) a construction management plan. The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from the site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice and a scheme to encourage the use of Public Transport amongst contractors. The development plan shall be carried out strictly in accordance with the approved construction management plan.

Reason: In the interests of highway safety and the efficient operation of the trunk road.

#### **Salisbury District Council Conservation Officer: Response to amended plans**

These comments are in response to the amended elevations of the Salisbury Street frontage, and the submission of details of the carpark at the rear.

#### Salisbury Street Frontage

I feel that the scale and proportions of the proposed building would respect the other buildings in Salisbury Street. The overall mass has been broken up by splitting the design into three elements, and I feel that this respects the existing plot widths within the street.

A contemporary solution for the building is considered to be appropriate. Apart from the entrance area, however, I feel that the proposals lack focus, and the building would need to have interesting details and good quality materials to prevent it appearing bland. I feel that the increased areas of brickwork in particular would look oppressive, and would create a dead appearance to the street.

#### Car Park

This part of the proposal has always been flagged up as a potential issue, given its prominence from the Centre. There is potential to enhance the existing car park by suitable development, and the Amesbury Conservation Area Appraisal suggests that a street frontage could be recreated at the Centre as this might enhance the urban fabric in the centre of town. I feel that the proposals for a two-storey car park block and ramp, however, would not achieve this, and it is considered that it would in fact be detrimental to the character of the conservation area. There is a limited amount of detail, and so it is difficult to comment any further on the design and materials. The small strip of landscaping that is being suggested appears to have the function of screening rather than for its amenity value to the conservation area. I would also be concerned that the entrance road and ramp would result in an engineered approach that would look alien in the conservation area.

#### **Wiltshire Fire and Rescue: Response to amended plans**

Having studied the proposals, the following comment relating to necessary and appropriate fire safety measures, is forwarded to you for consideration and inclusion within the proposed development.

#### Fire Safety Legislation

These premises, once constructed and put to use, will be subject to the Regulatory Reform (Fire Safety) Order 2005. More information can be found at: [www.fire.gov.uk](http://www.fire.gov.uk)

This website will direct you to published guides on premises to which the order refers and also offers an opportunity to complete an on line self assessment.

#### Fire Appliance Firefighting Access

Consideration is to be given to ensure that access to the site for the purpose of firefighting, is adequate for the size of the development and the nature of the proposed use.

Reference should be sought from guidance given in Building Regulation Approved Document B.B5 -Access and facilities for the Fire Service.

#### Water supplies for firefighting

Adequate consultation is to be undertaken between the Fire Authority and the developer to ensure that the site is provided with adequate water supplies for use by the fire service in the event of an outbreak of fire. Such arrangements may include a water supply infrastructure, suitable siting of hydrants and or access to appropriate open water. Consideration should be given to the National Guidance Document on the Provision of Water for Firefighting and specific advice of the Fire Authority on location of fire hydrants.

#### Sprinkler protection to Commercial premises

The nature of the proposal gives reason for the Wiltshire Fire & Rescue Service to strongly advise the consideration of appropriate sprinkler system protection for these premises. The advantages of automatic sprinkler systems are listed below.

#### 10 GOOD REASONS TO INSTALL SPRINKLERS

- 1) In the UK there has never been a fire death in a fully sprinklered building
- 2) They cost around 2% - 5% of the total cost of a new build
- 3) Ongoing maintenance costs are low and sprinkler systems are designed to last in excess of 50 years
- 4) Fire damage is usually only 1/10th of that is an unprotected building
- 5) Chances of accidental discharge are 1 in 500 000 Heads (all causes)
- 6) Chances of an accidental discharge due to factory defect is 1 in 14,000,000 (factory defects)
- 7) Inclusion of sprinklers can allow relaxation of other traditional passive fire safety measures
- 8) Insurance costs can be drastically reduced
- 9) They use significantly less water to control a fire than the Fire Service
- 10) Greatly reduced business disruption due to the effect of fire

Therefore we strongly urge you to include sprinklers in this project.

The above mentioned recommendations are made without prejudice to the requirements or other standards proposed by the Planning or Building Regulations Authority.

#### **Salisbury District Council Environmental Health Officer: Response to original plans**

I have no objection in principle to this proposal however I would recommend the following conditions should be attached to any approval.

1) Prior to the commencement of the works hereby permitted, a scheme for the control of airborne emissions from the demolition/construction works shall be submitted to, and approved in writing by the LPA.

The scheme shall include

- Measures to prevent the deposition of airborne contamination beyond the site boundary
- A protocol for airborne emissions monitoring at the boundaries of the site, to include the locations of monitoring stations, frequency of monitoring, site monitoring and analytical techniques employed
- Monitoring of meteorological conditions to include precipitation temperature and wind direction.

The approved scheme shall be in place before the works commence on site and be maintained until the works are completed and if requested records of the monitoring shall be submitted to the LPA.

2) Due to the proximity of existing residential uses no delivery of plant, equipment or materials, demolition or construction work or other building activity shall take place on Sundays or public holidays or outside the hours of 07:00 & 18:00, weekdays and 07:00 & 13:00 Saturdays.

3) Before development commences, a scheme for the discharge of surface water from the building(s) roads and parking areas hereby permitted shall be submitted to and approved by the Local Planning Authority, and shall be carried out as approved. It is expected that a Sustainable Urban Drainage System (SUDS) will be implemented.

4) I have some concerns about the potential for noise and general disturbance being created by vehicle deliveries to the rear of the store. It is not clear from the plans whether the delivery bay has any design features to minimise the escape of noise from this area. It may be appropriate to condition the hours when deliveries may be made.

5) There are no details of any air handling plant, refrigeration or extraction equipment on the plans. The following condition should be attached to any approval.

No development shall take place until schemes for the control of noise and fumes from extractor fans and any air handling equipment have been submitted to and approved in writing by the Local Planning Authority; the development shall not be brought into use until those schemes have been implemented in accordance with the approved details.

#### **Natural England: Response to original plans**

Under Regulation 48(3) of the Habitats Regulations 1994 and based on the information provided, Natural England objects to the proposed development. It is our view that, either alone or in combination with other plans or projects, there is the possibility of a likely significant effect on the important interest features of the River Avon Special Area of Conservation (SAC), or any of the features of special scientific interest of the River Avon System Site of Special Scientific Interest (SSSI). Our reasoning is outlined below:

#### **Nature Conservation Interest**

The nature conservation importance of the river system arises from the range and diversity of riparian habitats and associated species. The SAC qualifying features include one habitat (floating Ranunculus water crowfoot) and five species (brook and sea lamprey, bullhead, salmon and Desmoulin's whorl snail). All the features are dependent upon the maintenance of high water quality and sympathetic habitat management.

#### **Potential Impacts**

Any major development within the River Avon catchment carries the risk of damage to the river ecosystem through pollution of the groundwater, both during and after construction. Natural England would be concerned with:

- Pollution during construction for example through accidental spillage polluting the groundwater and thus the river.
- The applicant also proposes to deal with the surface runoff by connection to the main sewer and that Wessex Water have stated that this is not possible. Surface runoff, in particular from car-parking areas, may pollute the groundwater and/or river.

Natural England would therefore recommend that the applicant:

1. Produces a Construction Method Statement to identify potential risks and how these will be addressed to ensure the river system is protected from any pollution.
2. Submits a scheme for the provision of surface drainage water (we would strongly recommend the use of a sustainable drainage system (SUDs)).

The application also includes the removal of several trees on the site. Please note it is the responsibility of the local planning authority to fully assess the impact of the proposal on Protected Species under the Wildlife and Countryside Act 1981 (as amended), the Conservation (Natural Habitats &c.) Regulations 1994 (as amended) and the Protection of Badgers Act 1992. Paragraph 98 of the Circular states that "the presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat." A list of all protected species of animals and plants can be found in Annex A of Circular 06/2005 accompanying PPS9.

We commend the applicant for the proposed energy and water efficiency measures that are incorporated into the design and recommend that these are implemented.

#### **English Heritage: Response to original plans**

Thank you for your letter of 17 June 2008 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail but offer the following general observations.

We have not been involved in any pre submission negotiations on this application but have no objections in principle to the location of a new store in this town centre location.

At the same time, it will obviously represent a significant intervention in an area of townscape where modest development prevails and care will need to be taken to ensure successful integration. In this respect, the decked car parking could easily generate a jarring note in its relationship with the surrounding area, and the handling of the interface between this structure and the wider space it occupies will need to ensure that harmful visual impact is minimised and appropriately mitigated.

Otherwise, the application is honest in its recognition of the scheme as a large single storey box, most of which will be tucked behind existing frontages. While the front elevation to Salisbury Street has been designed to disguise the width of the building and in response to the more intimate and domestic character of existing fabric, it is perhaps a shame that a more honest approach has also not been adopted in the treatment of this façade. This might allow for a more coherent and consistent contemporary statement to emerge, which more openly reflects the use it fronts and creates a positive presence in the streetscene, while still satisfying the contextual agenda which prevails.

We appreciate that at this advanced stage there may now be only limited scope for finessing the scheme and are happy to leave any further negotiation to the discretion of your authority.

#### Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

### **Wessex Water Authority: Response to original plans**

#### Foul Water

- There is a public foul sewer in the vicinity of the site
- The nearest available foul sewer is located in Salisbury Street
- The foul sewerage system should have adequate capacity to serve the proposed development however flow calculations should be submitted in due course
- No trees/large shrubs are to be planted within 6m of public sewers

#### Surface Water

- There is no public surface water sewer in the vicinity of the site
- No surface water is to be drained to the foul water system
- The use of a soakaway/SUDS system should be investigated
- No trees large shrubs are to be planted within 6m of public sewers
- It should be noted that there are a number of highway drains crossing this site. The highway authority should be consulted with regard to the redevelopment of this site and their possible future use.

#### Sewage Treatment

- There is sewage treatment capacity available
- There is adequate capacity at the terminal pumping station

#### Water Supply

- There are water mains in the vicinity of the site which have adequate capacity to serve this development.

### **Environment Agency: Response to original plans**

We have no objections to the development and recommend the inclusion of the following conditions in any permission granted.

#### Water Efficiency

We strongly recommend water efficiency measures be incorporated into this scheme and this is highlighted in section 3.8 of the Design and Access Statement. It would assist in conserving natural resources and offer some contingency during times of water shortage. Please note the following condition has been supported in principle by the Planning Inspectorate.

#### Condition

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

#### Reason

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

#### Note to applicant

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Greywater recycling and rainwater harvesting should be considered.



The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit <http://www.environment-agency.gov.uk/>Subjects>Water> Resources>How We Help To Save Water>Publications>Conserving Water in Buildings, for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful – <http://www.savewatersavemoney.co.uk/>

#### Surface water drainage

The application states that surface water will be directed to the mains sewer. We strongly recommend that surface water run-off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge, improve water quality and provide amenity opportunities.

Further information on SUDS can be found in:

-PPS25 Annex F: Managing Surface Water

-A Practice Guide Companion to PPS25

CIRIA C522 document Sustainable Urban Drainage Systems – design manual for England and Wales

Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) and [www.ciria.org/suds](http://www.ciria.org/suds))

Given the size of the car parking area proposed the design of any surface water drainage scheme will need to include appropriate pollution control measures.

We would recommend you include the following condition

#### Condition

No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans before development commences.

#### Reason

To ensure a satisfactory means of surface water drainage and prevent pollution of the water environment.

#### **Design Forum: Minutes from meeting of 24<sup>th</sup> June 2008 (comments on original plans)**

The proposals were presented by Monica Austin from CHQ Architects.

The forum acknowledged the difficulty of designing a supermarket within a historic high street context, however, it was concerned that the treatment of the Salisbury Street elevation seemed false in an attempt to fit in (blank windows at first floor, gables, single storey with pitched roof) and it was a pity that the design wasn't a more honest expression of its use.

Whilst the overall mass was considered to be appropriate, the forum were concerned about the detailed design. The windows on the Salisbury Street frontage were considered to be too large and out of proportion with the other shopfronts in the street. In addition, the suggestion that these might enable an 'active frontage' to be maintained was questioned given the common practice for supermarkets to display signage, etc on the inside of the windows. It was felt that the palette of materials should be reduced, as too many were being proposed, and that this would look too busy.

The forum queried how sustainable the buildings were as this was not mentioned at all by the architect, and no sustainable measures were detected.

It was felt that the archway off Salisbury Street looked plain and uninteresting, and the route through to the carpark could become an untidy walkway.

The design of the carpark area seemed to be a missed opportunity. The carpark will be very prominent on the road through Amesbury, and the proposed design was not considered to be attractive or sympathetic to its surroundings. The hard edges of the carpark building would not blend into the streetscape, and it was suggested that it would be better to break up the mass of the structure and introduce some integral landscaping to soften it.

In general the forum was disappointed with the proposed scheme in such a key site in Amesbury. A more honest, contemporary approach would have been preferred, perhaps with some clever ideas to accommodate the parking in a more sympathetic manner.

### **Wiltshire County Council Highways Department: comments on original plans**

The proposed roundabout access would not be far from the existing A345/London Road signals or the double mini roundabout to the south so we are concerned that queues for the new junction may affect the functioning of the existing junctions (or vice versa). Our consultants are currently examining the junction modelling undertaken, when this work has come to a conclusion I will be in touch with our final observations.

### **REPRESENTATIONS:**

Advertisement	Expiry date 10 <sup>th</sup> July 2008
Site Notice displayed	Expiry date 10 <sup>th</sup> July 2008
Departure	No
Neighbour notification	Expiry date 11 <sup>th</sup> July 2008
Third Party responses	

### **Salisbury Civic Society comments to original plans -**

#### **Objection**

The frontage, although an improvement on existing is mediocre and does nothing to maintain or enhance the conservation area

Although rear access for deliveries would remove trucks from Salisbury Street and High Street, the removal of so many trees from the west side of The Centre would cause much harm to the character of the conservation area.

The proposed double-decker car park would also harm the character of the conservation area

### **The Stonehenge Chamber of Trade comments to original plans -**

Having carefully considered this application and having met with Frobisher Retail Limited the Chamber of Trade has come to the view that this proposal is not in the best interest of Amesbury and therefore the Chamber object most strongly to this planning application for the following reasons:-

1. The provision of a multi storey car stack will inevitably lead to charges being imposed by SDC WCC on the basis that funds will be required for ongoing maintenance. We have continually fought for free parking in Amesbury to provide an advantage over other shopping centres and this advantage cannot be lost.
2. The car stack is ugly and will not attract people to the Town Centre who are travelling along the A345.
3. The car stack will deprive other businesses of access for parking and deliveries.
4. The car stack will deprive access to the eleven proposed affordable houses adjacent to the Fairlawn Hotel.
5. Parking is to the rear of the store which will deter shoppers from venturing into Salisbury Street and High Street. Immediately the new Co-op store opened, traders found a noticeable drop in footfall, as Co op shoppers could not be bothered to walk the extra distance through to Salisbury Street and High Street from their parked cars.
6. The 188 parking spaces are grossly inadequate, given that say 20 could be for those lost in compensation to adjacent businesses and say 40 for Sainsbury s own staff.
7. The planning application refers to there being 149 car parking spaces currently with 188 proposed, thus only providing a further 39 spaces for a 20 000 ft2 food store. The extra 39 spaces will immediately be taken up by their own employees, also with the addition of the possible compensation spaces, the overall result is a nett loss of parking.  
The number of spaces is virtually no different to that currently being provided by the two old Co-op car parks and the Council's central car park, which on many occasions are proving inadequate.  
If Tesco and ASDA want 350 spaces for 35 000 ft2 then Sainsbury s must need 200 spaces for 20 000 ft2.  
If the Council are to provide and maintain a car park which is only just adequate for Sainsbury's alone, where are the other shoppers and those working in Amesbury supposed to park? Sainsbury's really need to provide 150 spaces in addition to the proposal.
8. There would appear to be insufficient space for the delivery vehicles to turn within the yard and thus they would need to reverse off of the access road to the store which is obviously dangerous.
9. A car park would require the felling of the Tree of Light which is now an important part of Amesbury's heritage.
10. Why should those using Amesbury Town Centre be responsible for funding and maintaining a car park for the benefit of Sainsbury's?
11. Who will monitor the security aspects of the car park and be responsible for payment of the same?
12. The new roundabout on the A345 will cause traffic chaos by adding a fourth roundabout in a very short stretch of the A345.
13. The pedestrian route being provided from the A345 to Salisbury Street is through the middle of the car park which would create a dangerous route with risks of attacks from secluded areas.  
There are shutters which will close an important footpath link from Salisbury Street northwards.  
The shutters will prevent access to and from the car park to Salisbury Street when the store is closed.

14. The Chamber had requested that Frobisher included coach parking for tourists but this request has been ignored.

15. Frobishers have suggested that the parking in the car stack will be short stay, i.e. three hours. Where are people who work in Amesbury supposed to park?

16. Currently the car park has a toilet facility that is open 24 hours per day, Frobishers intend to provide a smaller toilet that is only open during store trading hours.

17. The Chamber had asked Frobishers to move the toilets back, to enable a small Tourist Information office to be built adjacent to Salisbury Street but this has been ignored.

18. Sainsbury's will not be bringing anything new to Amesbury, their offering will be to sell similar brands to the Co op and Sainsbury's are not a deep discount retailer, therefore nothing will be added to the retail attraction of Amesbury Town Centre.

19. The store is only 20 000 f12 in sales area and will not be large enough to carry a full range of convenience goods.

20. This proposal will not provide the quality of provision that Amesbury residents leave the town to find. Therefore the reduction of travel out of the area will only be marginally reduced.

21. The store will not be big enough to carry any comparison goods i.e. non food, and thus Amesbury residents will still need to leave the area to shop for comparison goods.

The proposal will simply not provide a full range of goods.

22. The development is of a considerable scale with a multi story car park on the road edge, and thus the proposal is not attractive or in keeping with the domestic scale of development currently in the Town. It is much too large and out of keeping.

Councillors often refer to 'massing' when debating planning applications, the 'massing' of this proposal is colossal.

23. The addition of such a large store in the Town Centre, would inevitably lead to the closure of small independent greengrocers, butchers, bakers and coffee shops in the Town Centre and thus make the Town Centre even less attractive to venture from the car park at the rear of Sainsbury's.

24. With the car parking to the rear this will not encourage any linked trips to the smaller independent providers who will be seriously hit by reduced trading conditions if Sainsbury's were to secure consent.

25. The applicants have had to advise the following owners, who have interest in the land in question:-

- i The Cooperative Group
- ii Signpost Housing Association
- iii Salisbury District Council
- iv Nationwide Building Society
- v Silver Estates Limited
- vi Martin McCoil Limited
- vii Sequence UK Limited
- viii Mrs S Gilderson
- ix James Hay Pension Trustees Limited

What likelihood is there of agreement being reached with all of these to enable a store to be built is this not another Co op exercise to prevent other supermarkets coming into Amesbury?

In summary this application will:-

- Dramatically reduce the car parking in Amesbury
- Create traffic chaos
- Introduce a massive building, totally out of keeping with the street scene of the Town Centre
- Provide an unattractive face to Amesbury from those using the A345
- Provide no new offering in Amesbury, this is merely a repeat of the Co-op.
- Introduce short stay parking and parking charges
- Not provide an offering to persuade shoppers not to travel out of the area to shop.
- Not provide the proper supermarket that Amesbury deserves, with a full range of goods.
- The proposal will not promote linked trips to other Town Centre traders.
- The scheme will simply destroy the Town Centre.
- Access to the north and the car park will be prevented when the store is closed.

**15 letters received to original plans, summarised as follows:-**

- Environmental effect- Loss of trees (which are part of Amesbury's landscape) will have a negative environmental impact (loss of wildlife habitat, bird song, shade, natural drainage). Area is a conservation area, and trees contribute to the ambience of car park and town
- The maple/oak tree used as the 'Tree of Light' will be felled.
- Celtic Cross will be resited. The box of souvenirs of the year 2000 buried beneath will also need to be resited.

- Agreement dated 9/10/1975 between SDC and Marlore Building Company Limited dedicated the land at the rear of the site for public parking. Need to ensure that there are no car parking charges (the car park land was given to the people of Amesbury as a gift for their use to park cars for free when shopping in the town). Previous proposals to apply carparking charges were unsuccessful as this was contrary to the terms and conditions of the gift.
- Object to either a reduction in size or removal of a free public car park with no time restrictions.
- New Co-op car park has been built on publicly owned land and now owned and controlled by a public business
- Loss of public toilets. The entrance to the new toilets needs to be directly onto the street and not via the shop.
- Reservations about the plan but there is rarely 'gain without pain'
- No justification for a development of this scale in the middle of Amesbury. A building of this size does not fit in with the local shops on the high street.
- Proposed food store with associated car parking constitutes almost a third of Amesbury village centre
- 20,000 square foot store does not require additional car parking. Applicants argue that development is close to large residential populations and will promote more sustainable forms of travel so car park should be reduced or kept the same. Reality is people will drive to shop and result in more shorter car journeys
- Existing car park is location for community events and is maturely landscaped. Construction of multi-surfaced car park will result in loss of space for community activities (car boot sales and charity events) with negative impact on the community atmosphere within Amesbury.
- Replacement car deck will completely encompass the existing car park, trees, monument and public toilets and will ruin the appearance of the conservation area, is inappropriate and out of place and will deter visitors to Amesbury
- Height and size of car park is not in keeping with small village location
- Amesbury has potential to develop as a specialist shopping location and become additional tourist attraction for Stonehenge visitors.
- Amesbury has been and should remain a small town (once a village) serving local residents adequately with variety of shops. Need to concentrate on preserving and enhancing a varied village centre shopping experience by encouraging small and specialist businesses.
- Council have spent money trying to make the town more attractive to shoppers and enhancements have encouraged new small shops and businesses to open
- Existing free car park is attraction for existing shoppers to Amesbury's smaller businesses. Such businesses cannot sustain a 2-3 year redevelopment scheme with two massive building sites in the two main streets of the town and loss of parking.
- Negative impact to current businesses - Existing small shops and businesses will not be able to compete with supermarket prices and development will result in a loss of local small businesses and choice for shoppers. Development will result in Amesbury becoming a dormitory town with supermarket shopping and increase extra journeys to Salisbury etc.
- Additional car park access roundabout will exacerbate traffic congestion on the A345 and increase air pollution
- Application is only speculative as store is only intended to be occupied by Sainsbury's. Could result in a large empty or half built new foodstore and car park with no operator interested.
- Out of town brownfield sites are better positions for large supermarkets being able to cater for the future needs of food shoppers in Amesbury, with space to expand and plenty of parking. Whilst huge out of town stores have detrimental effects on town centres, the existing Asda, Tesco and Lidl stores are not in the same league in size and distance from Amesbury.
- Another large supermarket will be surplus to requirements with plans in place for new Asda, Tesco and Lidl stores.
- Grimley report is over two years out of date, partly responsible for Co-op remaining empty
- Whilst site needs to be redeveloped, tearing the heart from the centre of Amesbury is not the answer.
- Proposed development will be unsightly, out of keeping with the existing buildings, and will desecrate the area as a whole.
- Frontage will dominate (and not be in common with the rest of the town's architecture) ¼ length of Salisbury Street which is a conservation area and largely characterised by 19<sup>th</sup> century buildings at its western end.
- Development will have devastating effect on Fairways Court, the surrounding area and inhabitants.
- Outside supermarket wall will meet the outside wall of an adjacent flat.
- Development will block light from neighbouring buildings.

- Overlooking from decked car park to adjacent dwellings – loss of privacy
- Development will dominate already limited view from house and garden (6 Fairways Court) and reduce light during the summer months.
- Increased noise levels for local residents:
  - Noise problems – new car park will encourage antisocial behaviour (should be closed to stop improper usage)
  - Noise and disturbance from deliveries, additional traffic to the car park, use of ramps to upper deck intolerable to Fairways Court and during demolition and building works.
  - Noise and air pollution from supermarket being open seven days a week will be intolerable and infringement of human rights (limited opening hours should be imposed similar to the Co-op which closes at 2000).
  - Noise from freezer units running 24 hours a day
- Use site for leisure purposes instead
- Have all neighbours directly affected been consulted
- Imaginative plan for Amesbury, making a larger store than the old Co-op and more car parking spaces.
- Sainsbury's store would be an asset to the town and as the entrance is in Salisbury Street, shoppers could access other shops in the town as well
- Plans need to be revised, cars under or above the shop leaving the existing car park alone.
- Car park entrance opposite the entrance to the school – safety hazard to children and closer to residences than currently.
- Amesbury should be retained as a small quiet country town.
- Application includes a car parking space which is owned by the occupier of a flat. Owner has no intention of giving up this car parking space and without the loss of the car parking space the decked car park cannot be built.
- Site plan is incorrect as regards boundary with 21A Salisbury Street.
- Main frontage building will be 5m closer to 21A Salisbury Street with blank wall move from 8m to 3.2m from upper bedroom and landing windows. Impact to balcony at rear and loss of light. Rights to drainage pipes running underneath the site
- Application will add no benefit to the town and destroy character of Amesbury.
- Agree with the need to regenerate Amesbury town centre, enhance appearance and provide choice and competition in food shopping, but have concerns.
- Applicants have not consulted neighbours
- Development is to start on The Old Grammar School, 32 High Street for 9 houses and 4 flats with access to the car parking area off the public car park (to be redeveloped). Need confirmation that the access rights to this site will be given consideration.
- Applicant's argument that a new out of town supermarket will remove 33.2-37% of trade from the town centre is unclear if this refers to Co-op and small businesses or displacing trade from other supermarkets from Salisbury town centre. The argument is flawed or irrelevant since this volume of trade currently doesn't exist in the town centre.
- Income from 2<sup>nd</sup> supermarket will go to a large national company, not the town centre. Target workforce will be same for any of the supermarket applications.

**6 letters received to amended plans, summarised as follows:**

- Proposal reduces number of car parking spaces (which would result in fewer spaces than currently, and would be used by staff and other retailers and staff), amended scheme ignores other issues.
- Increased noise levels and lack of privacy to adjacent dwellings
- Lack of access for existing traders
- Loss of car park during development
- Proposed car park is ugly and out of keeping
- Loss toilet facilities, not available 24/7
- Building takes no account of traditional character of Amesbury and will destroy the overall appearance of the shopping area of the town which has retained a local feel.
- Something needs to be done to the existing site but not to the detriment of the rest of the town.
- Second supermarket in the town centre will threaten small local shops/businesses and surplus if other out of town developments go ahead
- Revised design is not any better, looks like a warehouse and nothing in common with the rest of the town's architecture.
- Possible re-use of the site for housing
- Proposal still requires felling of 8 healthy mature deciduous trees including the "tree of light"

- No changes to the proposed opening times (2200) which will increase noise and traffic disruption. Same opening hours for new co-op should be imposed.
- Car park was given to the town for use by all. Sainsbury's cannot and should not take it over for the exclusive use of supermarket shopping.
- Parking during construction?
- If new car park is open 24/7 will increase noise and disturbance to local residents, access is required or the few residents that live there, but otherwise car park should be closed to overnight parking.
- Noise from ramps, increased air pollution and traffic congestion, illuminated car park
- Large development eyesore/inappropriate - Town is made up of small shops all with similar facades that fit in with the conservation area they occupy.
- Moving car park access closer to two mini roundabouts will be dangerous for school children.
- Only exit from car park will be via store
- Charges for car park
- Additional car parking could be provided utilising large grass verges without loss of trees
- Site could be used for Stonehenge visitor centre
- Access required through car park for private parking and deliveries (result that deliveries will have to be via Salisbury Street causing traffic congestion)
- The Old Grammar School has planning consent to build 13 residential units with associated gardens immediately adjoining the proposed vehicular entrance to the decked car park and service area to the supermarket. Proposed layout has no regard for the approved residential scheme or for the residential amenities and living environment of the future residents. Proposed vehicular access will pass within 5metres of the front doors and windows of new development, will result in significant increase in vehicle movements, noise, disturbance and fumes.  
Dwellings and gardens will face/adjacent to new decked car park and service area – overbearing impact and poor outlook  
Heavy goods and refrigerated vehicles using the service area will have to reverse into or out this area with unacceptable noise and disturbance to residential development, deliveries outside normal shopping hours.  
Retail foodstore, storage areas and refrigerated storerooms and extractors too close  
No information provided to demonstrate how future neighbouring residents will be protected from noise without harm to residential amenity through overshadowing, inadequate daylight/sunlight or overbearing  
Applicant needs to provide a detailed noise report detailing measures to not result in adverse impact to residential amenity/excess levels of noise set out in noise exposure categories of Annex a to PPG24: Planning and Noise and hours of operation and delivery times would need to be controlled.
- Loss of public seating and use of car park for charitable events
- Net loss of car parking spaces (existing car parks accessed from Salisbury Street will not be replaced)
- Development of smaller shops would be more appropriate, retain atmosphere and attract smaller businesses and tourists.

### **Town Council: Object**

Whilst the Town Council strongly supports the need to re-generate the site for retail purposes we object to this application on the following grounds.

- Car parking - whilst there is a net increase of 39 spaces, how many would be used by the staff, for arguments sake let us say 30% of staff used the car park, that net increase would be reduced to just 10. This would be reduced further if dedicated spaces were provided to shops and flats on Salisbury Street (see next point).
- Access rights by other users - currently Nationwide, Martins, Fox and Sons and the old Trethowans offices (no 3 Fairways Court) have access to the rear of their premises as do the flats above them. In earlier planning application rights of access to a proposed new build for houses and flats at No 32 and 34 High street were granted across the existing car park. This it appears is not incorporated in the current plan. How do they gain access?
- Loss of amenity space - the proposed area of the car park and new entrance takes up all the existing car park and any green area up to the public footpath along the centre. It will require the removal of all trees save two alongside the southern edge of the Barcroft Practice. There are no indications about replacing public seats that will be displaced by this proposal.

- Loss of facilities for other organisations - this proposal would almost certainly put an end to the fund raising activities by the Rotary Club on bank holidays in the spring and summer as well as the Tree of Lights at Christmas.
- New entrance and volume of traffic - another roundabout in Amesbury? If as anticipated by the proposal there would be a greater number of shoppers entering this busy section of the A345, would the current road infrastructure be able to cope?
- Loss of car parking whilst construction takes place - no indication of how long it will take to build, but a reasonable estimate is a year, where would the loss of 111 spaces be found in Amesbury?
- Whilst little detail of the proposed car park is shown, the design is very poor and reminiscent of a 1960's structure. It is very basic and borders on the ugly.
- The positioning of the car park and limited access direct to Salisbury Street will deter shoppers from using other shops in Amesbury thus reversing the current improvement of the trading performance enjoyed by the smaller shops in the Town.
- It is feared that smaller retailers such as baker, greengrocer and butcher would close as a result of direct competition.
- There is already a similar sized supermarket in the Town Centre and the limited size of this proposal will not allow for a full range of products desired by residents of Amesbury. They will still migrate to larger supermarkets in Andover, Salisbury and Tidworth which would be detrimental to the town and its residents.
- It is believed that the Central Car Park was gifted from the Town to Salisbury District Council on the premise that car parking would be free. Inevitably any new structure would need to be maintained the cost of which would be borne by a charge of some sort or another. This is opposed by the Town Council.
- The loss of the Public Toilets during hours of shop closure will be detrimental to the aspirations of the town to attract more tourists to the area. There is also concern at central government level about the loss of such facilities in town centres.
- The proposed revised shop frontage is even more un-inspiring and less appropriate in relation to other frontages than in the first application and does little to improve the street scene, greater thought must be given to its place within the conservation area.
- This proposal will destroy a large part of the green heritage of the town which is currently enjoyed by residents. Whilst any plan to re use the old Co-op site is to be applauded. Mass destruction of heritage and town centre amenity space must be resisted.

**HDS NOTE – The Town Council’s grounds of objection are subject to further considerations and an amended response is expected to be presented to the Northern Area Committee as late correspondence.**

**MAIN ISSUES:**

- Principle of development
- Design and impact upon the character and appearance of the conservation area
- Impact to residential amenity
- Highways/transportation
- Archaeology
- Sustainability
- Ecology
- Environmental Impact Assessment
- Appropriate Assessment
- Other issues raised by third parties

**POLICY CONTEXT:**

- Salisbury District Local Plan ‘saved’ policies:
- G1 (Sustainable development)
- G2 (General development criteria)

G3 (Water resources)  
G5 (Drainage)  
D1 (Design)  
C12 (Protected species)  
CN8 (Development in conservation areas)  
CN9 (Demolition of buildings in conservation areas)  
CN11 (Views into and out of conservation areas)  
CN12 (Removal or improvement of features which detract from the quality of the conservation area)  
CN17 (Trees in conservation areas)  
CN21 (Archaeology)  
S1 (Primary Frontage)  
S3 (New retail development)  
TR11 (Parking standard guidelines)  
TR12 (New development infrastructure)

Amesbury Conservation Area Appraisal and Management Plan – Adopted 1<sup>st</sup> October 2008

Retail and Leisure needs survey (2006) GVA Grimley (RLNS)  
GVA Grimley supplementary letter – including in appendix 1

Wiltshire Structure Plan 2016 ‘saved’ policies:

DP1 (Sustainable development)  
DP2 (Infrastructure)  
DP5 & DP6 (Shopping development)  
T5 & T6 (Sustainable transport modes/alternatives to private car use)

Wiltshire & Swindon Waste Local Plan 2005

Policies 10 and 14

Government Guidance:

PPS1 Delivering Sustainable Development  
PPS1 Planning & Climate Change Supplement to PPS1  
PPS6 Planning for Town Centres  
PPS9 Biodiversity and Geological Conservation  
PPG13 Transport  
PPG15 Planning and the Historic Environment  
PPG16 Archaeology  
PPG 24 Planning and Noise  
PPG25 Flood Risk

## **PLANNING CONSIDERATIONS**

### **Principle of development**

Relevant Central Government policy guidance is set out in PPS6, published in 2005. The Government indicated its intention to issue a revised policy statement on retailing and town centres during 2007, although this appears to have been delayed pending the conclusions of the ongoing Competition Commission. However, although the Competition commission has reported, its recommendations have no statutory force and are therefore not a material consideration.

PPS6 places and emphasis on the need to enhance the vitality and viability of existing centres and states that in order to achieve this aim, retail development should be focused in existing centres to strengthen and where appropriate regenerate them.

Guidance in PPG13 is also consistent with the key objectives of PPS6, endorsing the 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.

Policy G1 supports a sustainable form of land-use and encourages the effective use of land in urban areas, particularly on previously sites. The site is designated as Primary Frontage in the adopted Salisbury District Local Plan. The supporting text to saved policy S1 of local plan states that the principal role of the Primary Frontage is to maintain the area as the retail centre and the change of use to non-retail uses will be resisted. Policy S3 of the local plan states that within the defined central shopping area of Amesbury, new retail



development will be permitted subject to the site being well integrated with the existing shopping area, there being no adverse impact on the local environment and the site being accessible by a choice of a means of transport.

Saved policies CP5 and CP6 of the Wiltshire Structure Plan 2016 also support growth and development in existing centres. Therefore, in principle the use of the town centre site wholly for food retailing complies with planning policy.

Paragraph 3.8 of PPS6 advises that 'it is not necessary to demonstrate the need for retail proposals within the primary shopping area' and it is not necessary to apply the sequential approach or demonstrate levels of impact for sites within the town centre (paragraphs 3.13 and 3.20 of PPS6). Nevertheless, the advice we have received from GVA Grimley is that both the former Co-op store and other local shopping provision in Amesbury, are trading at significantly higher sales densities than the expected average which therefore gives rise to capacity for additional convenience goods floorspace in Amesbury.

This was reflected in their assessment of capacity, which identified turnover in Amesbury of £18.2m rising to £19.6m in 2011. The assessment took £7.9m as a benchmark 'sales from existing floorspace' in Amesbury in 2011 giving rise to a notional surplus of £11.7m.

GVA Grimley has since reviewed the Amesbury convenience capacity modelling set out in the RLNS and now suggest that the study over stated the potential available turnover in Amesbury (£19.6m in 2011) which they now estimate to be £15.6m in 2011, reducing the notional surplus to £7.7m.

The former Co-op store is currently vacant, and on this basis, taking the average turnover of the new Co-op store at circa £7.3m, GVA Grimley advised that if the former Co-op store was either reoccupied entirely for convenience retailing by a replacement operator or redeveloped to provide a larger unit for a quality foodstore operator like Sainsbury's, achieving a comparable turnover to the new Co-op store, that this would meet the identified quantitative and qualitative capacity. They also advised that this would be likely to secure an increase in market share and claw back trade into Amesbury Town Centre in line with national policy guidance.

Planning permission has been granted and the development is nearing completion for a Lidl store on land at Minton Distribution Park, and therefore the cumulative impact must be considered.

In the case of the current (undetermined) out-of-centre food superstore proposals, submitted by Tesco and Asda, GVA Grimley advised that the impact of allowing either of these proposals will be likely to have a 40% impact on the convenience retail sector of Amesbury Town Centre, and although the Co-op would still be likely to trade at or about company average, there would be a consequence of this level of impact for the vitality and viability of Amesbury Town Centre.

The supplementary guidance from GVA Grimley (attached at appendix 1) following the submission of the application for the redevelopment of the former Co-op, in relation to the Lidl application advises:

*'While we consider the potential redevelopment of the former Co-Op store for a Sainsbury's supermarket would meet an identified need, this option would still potentially leave a role for a discount foodstore operator in Amesbury. The Sainsburys' proposals would meet any identified quantitative need, but we acknowledge that a discount foodstore would provide additional choice and would to some extent be complementary to the roles of the new Co-Op and a new Sainsbury's store. In the context of the likely performance of the town centre Co-op and a new Sainsbury's store in this scenario, we consider the impact of an out-of-centre discount superstore as proposed by Lidl would be unlikely in itself to seriously undermine the viability of either store.*

*In the context of the significant improvement to the performance of the town centre as whole, we consider the impact of the proposal would be relatively modest.'*

GVA Grimley advised that the impact of the Lidl foodstore on Amesbury Town Centre would be relatively insignificant, and would meet a qualitative need providing additional and complementary choice to both the new Co-op and redeveloped former Co-op by a convenience retailer, without having an undermining impact on the viability of the town centre.

The new Co-op store is currently overtrading and there is limited choice and competition for convenience retailing in Amesbury Town Centre. It is therefore considered that there is quantitative capacity for new convenience shopping provision in Amesbury.

This development in principle would meet the quantitative need for new convenience shopping provision and is a sequentially preferable site to an out-of-centre proposal.

### **Design and impact to conservation area**

PPS1 gives clear guidance to the Government's objective and commitment to promoting the efficient use of land, however, this must be balanced against the need to protect and improve the established character and local distinctiveness of existing areas and development should not be allowed if it would be out of character or harmful to its locality. PPS1 (para 34) states 'Design, which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area should not be accepted'.

PPG15 'Planning and the Historic Environment' provides guidance on the management of the historic environment. PPG15 (paragraph 4.1) refers to Section 69 of The Planning (Listed Buildings and Conservation Areas) Act 1990 Act imposing a duty on local planning authorities to designate as conservation areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

Designation as a conservation area does not preclude the possibility of new development, but it is expected to be of a standard high enough to maintain and enhance the quality of the conservation area and be sensitive to its character and appearance. In considering planning applications for new development in conservation areas, the local planning authority will seek to ensure that the form, scale, design and materials of new development is in character and to protect the character and appearance of an area from unsympathetic changes and inappropriate development.

Following full public consultation, the Amesbury Conservation Appraisal and Management Plan was amended and subsequently presented to, and approved by, the council's cabinet on 1 October 2008.

Conservation Areas often vary in character across the designated area. The conservation appraisal identifies Salisbury Street as a 'character area', characterised by buildings being of a consistent two storey scale, having almost consistent eaves lines and being located on the back edge of pavement helping to strongly define the street.

The blank east elevation side wall to the existing Co-op building (fronting onto the car park to the east of the store accessed from Salisbury Street) and the archway to the car park/service area to the west of the store are both identified in the appraisal as an 'Intrusive element of frontage'.

The existing store does not extend for the width of the site to Salisbury Street, with an open car park accessed from Salisbury Street to the east of the store and another car park and service area to the west of the store accessed through a brick and tiled roofed archway from Salisbury Street.

Following objections and concerns to the original plans submitted with the application, the applicants have submitted revised plans for a contemporary design for the Salisbury Street frontage. A contemporary approach in principle is supported by English Heritage and the Design Forum and is considered appropriate subject to the design representing a coherent and well conceived approach to the setting, massing, detail and materials.

The new store will comprise an un-interrupted retail frontage to the Salisbury Street frontage. The Conservation Officer considers that the scale and proportions of the proposed building will respect the other buildings in Salisbury Street. The development has a strong building line in keeping with the character of the street and the overall mass has been broken up by splitting the design into three elements through breaking up the horizontal ridge and eaves lines which respects the existing building plot widths (Nos 31-49 Salisbury Street is a similar width building which is split into three components, similar to that proposed). The design and materials also have a repetitive character, as found in the white rendered terrace of shops to the south of the site (Nos 10-26 Salisbury Street).

The entrance to the store has also been emphasised, although the Conservation Officer has raised particular concern to the large areas of brickwork which create a dead appearance to the street and is concerned that the building needs additional details and good quality materials to prevent it appearing bland. However, subject to revised plans reducing the amount of brickwork/adding more details, the local planning authority is not objecting in principle to the proposed Salisbury Street frontage which is considered to preserve the character of the conservation area.

The area that includes the public car park, library/health centre and school land is identified as another character area (The Centre) and is described in the document as a 'virtual parkland' with mature trees which 'provides a valuable amenity space for the town' although dominated by The Centre, which has cut diagonally across the space. The appraisal identifies the land between the car park and The Centre highway as a potential redevelopment site. The appraisal explains that this space is the result of the decision to create the new road, The Centre to run diagonally across a former block of large garden and orchard plots. This has had the effect of cutting across the grain of this green space and sterilising the land between the new road and the car park, not least to allow long visibility sight lines at the entrance to the car park. The appraisal identifies three important trees which contribute to the quality of a 'green', defined by the public buildings on School Lane to the north east, the health centre to the south and less satisfactorily by the car park to the west.

The appraisal suggests that redevelopment would be to create backdrop buildings to the 'green' on its west side, backing onto the car park and terminating the view from Kitchener Road. The appraisal states that the important and mature trees should be retained.

The amended plans for the car park have reduced the area of decked car parking from the original plans which proposed 188 car parking spaces and now include a section of street level car parking to the other side of the access road. The revised scheme has the potential to have less impact on the conservation area. The amended plans also include two sections of 'feature green living wall' to the north east elevation (facing towards the entrance road from The Centre) and the ramp, stairways and upper sections of the car park will have wooden cladding to pick up on the timber louvres to the Salisbury Street frontage.

The applicant's design and access statement describes the public car park as 'the ambience is that of a small suburban park although most of the surface is tarmac'. The Conservation Officer considers that there is potential to enhance the existing public car park through suitable development and refers to the conservation area appraisal suggesting that a street frontage could be recreated as this might enhance the urban fabric in the centre of town. However, the Conservation Officer considers that the proposals for the two storey car park block and ramp do not achieve this aim, and in fact would be detrimental to the character of the conservation area.

The addition of a signal controlled car park entrance has reduced the visibility sight lines and allows for additional planting to the highway verge (which would be subject to a cultivation licence). The design and access statement explains that it is proposed to replant 36 semi-mature trees to replace the 32 trees currently fronting the site and that the 'replacement planting opportunities will enable substantial visual containment of the car park, ramp and deck'.

The Conservation Officer considers that this strip of proposed landscaping between the car park and The Centre only has a screening function rather than for its amenity value to the conservation area. The entrance road (wider than the existing entrance) and external ramp are also considered to result in an engineered approach that would look alien in the conservation area.

The proposed car park and access road will also result in the loss of the three important trees identified in the appraisal which contribute to the parkland/green appearance to the area.

The design of the Salisbury Street frontage of the building has been revised and subject to changes to the proportion of brickwork to glass, careful detailing and quality materials (which could be controlled via conditions) it is considered that the revised design will preserve the character of the Salisbury Street conservation character area, identified in the Amesbury Conservation Area Appraisal and Management Plan.

However, the proposal still involves the addition of a decked car park which is considered to result in an adverse impact to The Centre conservation character area identified in the Amesbury Conservation Area Appraisal and Management Plan through the loss of the parkland/green appearance to this part of the conservation area, including the loss of trees which are identified as contributing to the parkland appearance of this area.

Members may consider that the benefits resulting from the development of the site through meeting a quantitative need for new convenience shopping provision in a sequentially preferable site to an out-of-centre proposal may outweigh the resultant impact to the character and appearance of the conservation area. However, the Council considers that the decked car park, access road and ramp and subsequent loss of trees which currently contribute to the parkland appearance and character of this area will have an

adverse impact to the character of the conservation area which is not outweighed by the shopping provision benefits.

### **Residential amenity**

Residential amenity refers to the quality of residential areas and the value to local residents. Residential amenity is affected by significant changes to the environment including privacy, outlook, daylighting and sunlight inside the house, living areas and within private garden spaces, which should be regarded as extensions to the living space of a house.

The extent to which potential problems may arise is usually dependent upon the separation distance, height, depth, mass (the physical volume), bulk (magnitude in three dimensions) and location of development in relation to neighbouring properties, gardens and window positions.

The store itself increases the footprint of built development to include the existing car park and servicing area to the west of the existing store and the car park to the east.

The site has residential flats and development to the east and west (fronting Salisbury Street) and the west boundary of the site with development in High Street:

- Fairways Court is a courtyard development of residential development.
- Planning permission has also been granted, although not implemented for the conversion of the single storey office building into residential flats.
- No 21 Salisbury Street is two storey (with accommodation within the roof space) and has three gable windows overlooking the existing archway and vehicular entrance to the car park and servicing area to the west of the existing store. There is a two storey extension with first floor side windows and first floor doors to access a balcony on the rear elevation overlooking the rear garden.
- A new housing development is also under construction at The Old Grammar School (32 High Street). This is a three storey building, plus accommodation in the roof built close to the west boundary of the site. The footprint of this development has been shown on the revised site plans.

The existing outlook from dwellings and flats surrounding the site (where they overlook the development site) is currently of either the central public car park with mature trees, the existing store, one of the two car parks either side or servicing area.

Whilst the built development of the store will be closer to No 21 Salisbury Street, this has to be balanced against the benefit from the removal of the existing vehicular access to the existing car park and service access to the existing service bays at the rear of the site.

The proposed development will increase the size of the store by 1,647 square metres. The design and access statement explains that 'this increase in size will allow the retailer to offer a wider ranging and more diverse selection of goods to the local community in a modern facility.' However, the increase in floor space has meant that the development will encompass the two car parks accessed from Salisbury Street and therefore additional car parking is required.

The proposed deck car park is the main issue of concern in relation to impact to residential amenity and in particular the impact to the flats and dwellings to the east of the site on the corner of Salisbury Street and The Centre and the new residential development at The Old Grammar School.

The revised scheme proposes a u-shaped access road from The Centre, with the u-turn along the north west boundary with The Old Grammar School site. This enables an access to be maintained to The Old Grammar School site. The deck car park is sited approximately 20m away from the north boundary with The Old Grammar School site and it is not considered that this will unduly affect residential amenity of these new dwellings.

However, the decked car park is considered to have an unsatisfactory relationship with the properties and gardens in Fairways Court and the flats above 33-49 Salisbury Street. The decked car park will be approximately 2m away (at its nearest point) from 3 Fairways Court and 5m from 31-35 Salisbury Street.

Residential amenity is also affected by noise, disturbance and light pollution, and these issues need to be considered. In assessing impact to residential amenity, the existing use of the site must be taken into consideration. The existing store has a service yard to the north east of the site (adjacent to the boundary with The Old Grammar School) and the existing Council car park has a clockwise circulation route running close to the north-west boundary of the site.

The environmental health officer has raised no objections in principle to the development, subject to conditions including conditioning construction working times, hours of deliveries and air handling plant, refrigeration or extraction equipment to be agreed. An approval could also be conditioned so that the opening times of the store are in line with the new Co-op consent (condition 13 of S/2001/2177):

(13) The store shall not be open for trading except between the hours of:

8.00am - 8.00pm Mondays to Thursdays

8.00am - 9.00pm Fridays

8.00am - 8.00pm Saturdays, and

10.00am - 4.00pm on Sundays and public holidays

External lighting can also be controlled (including the number of lights, the intensity of illumination and hours of illumination).

Whilst the development has the potential to have additional impact on surrounding residential dwellings by reason of increased noise, disturbance and light levels, it is considered that these concerns could be adequately covered by strict conditions.

Members may consider that the benefits resulting from the development of the site through meeting a quantitative need for new convenience shopping provision in a sequentially preferable site to an out-of-centre proposal may outweigh the resultant impact to residential amenity. However, officers consider that the decked car park will unduly impact upon residential amenity to outweigh these benefits.

### **Highways / Transportation**

A transport assessment was been submitted with the application which has considered the impact of the development on traffic in the area. The Highways Agency raised concerns to the original plans and information submitted with particular regard to the access arrangements, parking, safety, traffic assessments, trip transfer and modelling of the effect of the development proposal on the A303 roundabout.

Amended plans and additional information has been submitted, to which the Highways Agency have raised no objections subject to the imposition of conditions to require a travel plan and a construction management plan in the interests of the highway safety and efficient operation of the A303.

The design and access statement refers to the maximum car parking standards given in PPG13 as 1 space per 14 square metres gross floor area for proposals in excess of 1,000 square metres.

The proposed store is 3,277 square metres gross, giving a maximum car parking standard as defined in PPG13 for 234 car parking spaces. The maximum car parking standard is a maximum level and should be considered in light of accessibility to alternative modes of transport.

The site is within walking distance of Amesbury bus station and the planning statement refers to a staff travel plan being implemented for the foodstore (this could be added as a condition).

The applicants have provided an additional car parking assessment. This identifies that the existing site (encompassing the public car park and the car parks to the east and west of the site) provides a total of 165 parking spaces. The amended plans proposed 181 parking space – an increase of 16 parking spaces within the development site.

In light of the objections and concerns to the decked car park proposals (in terms of impact to residential amenity and the character and appearance of the conservation area) and the gain of just 16 car parking spaces overall on the development site, it is considered that the resultant impact of the decked car park is unjustified.

A separate application has been submitted by Frobisher to expand the existing car park in Church Street, Amesbury by demolishing the adjacent Melor Hall and redeveloping the site into a car park extension to provide an additional 26 spaces. This application although undetermined is a material consideration to this scheme, and whilst consent may not be forthcoming, it leads to the conclusion that there is a possible

alternative means of providing additional car parking spaces within the town centre without the need for a decked car park.

Wiltshire County Council Highways department raised concerns to the original plans on the grounds that a proposed roundabout access to the north corner of the site was too close to the existing A345/London Road signals or the double mini roundabout to the south so we are concerned that queues for the new junction may affect the functioning of the existing junctions (or vice versa).

At the time of writing this report, we have not received the consultation response from Wiltshire County Council Highways Department to the amended plans. The consultation response will be reported to members at the committee meeting.

### **Archaeology**

The site lies within an area of special archaeological significance. Policy CN21 of the local plan relates to sites of potential archaeological interest, requiring an archaeological evaluation to be carried out before a planning application is determined. An archaeological evaluation of the site took place in July and August 2008. The evaluation involved excavation nineteen test pits across the proposal site. These found that the area surrounding the former Co-op was unlikely to contain archaeological features, although the ground level in the public car park had been built up and there is a potential to find archaeological features. The County Archaeologist has recommended an archaeological watching brief

### **Sustainability**

"Planning and Climate Change Supplement to Planning Policy Statement 1" was published on 17<sup>th</sup> December 2007. It supplements PPS1 by setting out how planning should contribute to reducing emissions and stabilising climate change and requires planning authorities to have regard to the PPS as a material consideration. Paragraph 30 states that planning authorities should encourage the delivery of sustainable buildings.

A Waste and Recycling Audit has been submitted with the application outlining proposals to ensure that all waste generated through the construction process and the subsequent operation and occupation of the new store will be appropriately managed and disposed of and includes steps to reduce, re-use and recycle any waste produced.

The Design and Access Statement includes a section on sustainability and how sustainable elements have been designed into the scheme to include:

- Use of materials which are capable of long-term maintenance and sympathetic repair and where possible being sourced locally.
- Rainwater harvesting
- Natural lighting via the fully glazed elevation to Salisbury Street and an automatic lighting system.
- Energy efficiency with the use of a well-insulated building
- Natural ventilation
- Internal door lobbies to restrict heat losses
- Landscaping scheme designed to have no planting irrigation after two years of establishment
- The scheme aims for a minimum 'very good' BREEAM rating

The proposal is in principle a sustainable re-development of a brownfield site within the town centre of Amesbury.

### **Ecology**

Due to the extent of existing development on the site, it is considered that the site has a low level of interest for nature conservation and biodiversity.

### **Environmental Impact Assessment**

The development does not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 but it does falls within Schedule 2 of the Regulations (as an 'urban infrastructure project').

The applicant made a request under regulation 22 (2) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 for the Secretary of State to make a screening direction under regulation 6(4) of the Regulations as to whether the development was likely to have significant effects on the environment.

The Government Office for the South West (with the authority of the Secretary of State) has confirmed that in the opinion of the Secretary of State and, having taken into account the selection criteria in Schedule 3 to the 1999 Regulations, the proposal would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

In the exercise of the powers conferred to the Secretary of State by regulation 6(4) of the 1999 Regulations the Secretary of State has directed that the proposed development is not 'EIA development' and an Environmental Impact Assessment is not required.

### **Appropriate Assessment**

Under the Habitat Regulations 1994, any development with the potential to affect a Special Area of Conservation and its designated species must be subject to strict scrutiny by the decision maker, in this case the LPA. The Authority should not permit any development, which would have an adverse effect on the integrity of the River Avon SAC, alone or in combination with other developments, unless certain rigorous tests are met.

Having regard to Natural England's advice, other consultation responses and any other information available, the local planning authority needs to decide whether the plan or project, as proposed, alone or in combination would adversely affect the integrity of the site, in the light of its conservation objectives. That is, whether the plan or project would adversely affect the coherence of the site's ecological structure and function, across its whole area or the habitats, complex of habitats and/or populations of species for which the site is or will be classified.

An Appropriate Assessment has been undertaken. In light of Natural England's and the Environment Agency's advice, there is a potential for the development to have an affect on the SAC. However in view of the advice (including the direction from the Secretary of State that the proposal would not be likely to have significant effects on the environment) and subject to the imposition of conditions/informative (should the application be approved), it is considered that the development will not adversely affect the integrity of the European Site.

### **Other issues raised by third parties**

#### 1) Car park charging

The existing public car park is free with a maximum stay of 3 hours. Considerable concern has been raised that charging would be introduced for the new decked car park and that this would conflict with a condition on the transfer of the land to the Council. The planning statement accompanying the planning application refers to 'free car parking' and it appears that there is no intention to add car parking charges. A suitably worded condition could be added to a consent restricting the charging for the car park and a management scheme to be agreed. The following condition which was included in the new Co-op consent could be used:

(20) No development (including demolition) shall take place until a scheme for the operation of the car park, including the management and control of trolleys (which shall include measures to prevent parking for periods in excess of 3 hours) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include measures to prevent overnight lorry parking and unauthorised use of the car park outside trading hours. The car park shall thereafter be operated in accordance with the approved scheme unless otherwise agreed in writing by the Local planning Authority.

Reason: In order that the car park remains available for short stay use in connection with the retail uses in the town centre and other linked trips.

In any event, the grant of planning permission does not affect private property rights.

#### 2) Loss of public toilets

Toilets are being proposed within the new shop, although these will only be available during the store trading hours.

#### 3) Loss of car parking during development works.

Frobisher has indicated that they could provide a temporary car park on the site of the existing single storey building (following its demolition). It would be possible to add a condition to require a phasing programme to be agreed setting out that the new car park should be provided prior to the store construction.

#### 4) Loss of street furniture

The design and access statement refers to 'a suite of durable street furniture to be selected appropriate to the development context and to be compatible with that which is used elsewhere in the public domain of Amesbury'. This could be conditioned.

#### **CONCLUSION:**

The guidance within PPS6 states that in order to deliver the Government's objective of promoting vital and viable town centres, retail development should be focused in existing centres in order to strengthen and, where appropriate, regenerate them.

Guidance in PPG13 is also consistent with the key objectives of PPS6, endorsing the 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 new Co-op store is currently overtrading and there is limited choice and competition for convenience retailing in Amesbury Town Centre. It is therefore considered that there is quantitative capacity for new convenience shopping provision in Amesbury.

This development in principle would meet the quantitative need for new convenience shopping provision and is a sequentially preferable site to an out-of-centre proposal.

Due to the extent of existing development in the catchment and the existing land use on the subject site, the site has a low level of interest for nature conservation and biodiversity.

Wessex Water can accommodate the likely foul water inputs within the sewerage network, and also provide the potential long-term demand for water within their abstraction licenses. It is therefore considered that the proposal will not (either alone or in combination with other plans or projects) be likely to have a significant effect on the important interest features of the River Avon Special Area of Conservation (SAC), or any of the features of special scientific interest of the River Avon System Site of Special Scientific interest (SSSI).

It is considered that the proposed redevelopment of the Co-op store site is in principle in accordance with development plan policy and in particular policy S1 of the local plan and Policies DP5 and DP6 of the Structure Plan 2016, which reflects government advice on retail developments in PPS6 and PPG13.

However, it is considered that the development will have a significant adverse impact upon the character and appearance of the conservation area and upon residential amenity, contrary to saved policies G1, G2, D1, CN8, CN9, CN11, CN17, S1 and S3 of the local plan.

#### **RECOMMENDATION: REFUSE**

#### **REASONS FOR REFUSAL**

- (1) The proposed development by reason of the height, mass (the physical volume), bulk (magnitude in three dimensions) and the location of the proposed decked car park and ramp in relation to neighbouring properties, gardens and window positions will severely impact on the amenity of the residential properties adjacent to the site, through a loss of outlook, privacy and the car park and ramp having an overbearing impact, contrary to saved policies G1, G2, D1, S1 and S3 of the adopted Salisbury District Local Plan.
- (2) The new decked car park, road access and ramp involves the removal of almost all of the existing site trees and grassed areas which contribute to the parkland character and appearance of this part of the conservation area, and will have a detrimental impact upon the character and appearance of the conservation area contrary to policies G1, G2, D1, CN8, CN9, CN11, CN17, S1 and S3 of the local plan.



## APPENDIX 1

### Supplementary advice on retail matters from GVA Grimley

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13 March 2008

**Ms Sarah Hughes**  
**Salisbury District Council**

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Dear Sarah

#### **AMESBURY – SUPPLEMENTARY ADVICE ON RETAIL MATTERS**

Further to our review of the proposed Lidl Foodstore dated November 2007, and subsequent review of the Tesco/Asda Food Superstore proposals which we completed in January 2008 you have requested our supplementary views on a number of further matters which have arisen since then, in order to inform your recommendation and deliberations in respect of the current Amesbury proposals.

Specifically, you have requested clarification of the implications of the current application received to redevelop the former Co-op Store in Amesbury Town Centre, which we understand is to comprise a development of a new foodstore for Sainsbury's comprising 3,082 sq.m gross (1,858 sq.m net), and the deliverability of this option. You also requested clarification of the cumulative effects of the Council permitting all or a combination of the current out of centre proposals and, in the event that the Council resolved to approve more than one of the current out of centre stores and these were not 'called in', the probability of two stores actually being built.

The context for this advice is well rehearsed and on the basis of our review of the various Applicants' supporting statements, there is a degree of consensus emerging in respect of the baseline and impact issues emerging to date. Specifically, it is broadly common ground that the new Co-Op Store in Amesbury is trading very strongly and on current market shares there is expenditure capacity for reoccupation of the former Co-Op Store if this was a viable/available option.

We have previously concluded that if this store is only partially reoccupied by a smaller convenience operator or a retailer achieving a low turnover there is likely to be sufficient capacity based on constant market shares for a discount foodstore type operation such as Lidl in the Amesbury area, and have concluded that the impact of such a store is unlikely to materially affect the vitality and viability of Amesbury. If the former Co-Op Store was to be reoccupied or redeveloped for a similar size store capable of accommodating the requirements of a discount type food operator, this would go some way to meeting an identified need and provide choice/competition to the Co-op within the town centre, which is the preferred option in national policy terms.

As far as the current proposals for large out-of-centre food superstores are concerned, it is common ground that a store of this size is not supportable based on Amesbury's current market share, but there is a realistic expectation of a new large food superstore being able to increase the amount of trade retained in the Amesbury area, with the attendant benefits of increased choice/competition. The issue is the impact of such a development and, in the light of the latest proposals for the former Co-Op Store, whether a large quality foodstore could be accommodated in the town centre in line with policy guidance.

In common with the Applicants, we estimate the impact of a large food superstore outside Amesbury is likely to be circa 40% although the estimates vary depending on the turnover of the new store, the assumed turnover of the existing retailers in Amesbury and detailed trading assumptions. Assuming the impact of a single store is of this order of magnitude, our overall conclusion is that such a development would lead to a significant adverse impact on Amesbury Town Centre, but would be unlikely in itself to lead to the closure of the Co-Op Store. Failure to do so would potentially leave a decision to allow an out-of-centre proposal open to a 'call in' by the Secretary of State.

It follows from our analysis that in order to reach a decision on the current out-of-centre proposals, the Council needs to consider carefully the suitability, viability and availability of the former Co-Op Store and potentially adjoining properties and the potential to contribute to meeting identified needs within Amesbury Town Centre in accordance with national planning policy guidance. There is a clear requirement for both the Applicants promoting out-of-centre stores, and the Council to consider carefully the potential of this option before supporting less central options.

To date, there appears to have been little progress made towards securing a replacement convenience operator for the former Co-Op Store. We understand the original intention was to subdivide the unit and secure a replacement convenience operator for part of the unit which for the reasons outlined above would in our view still leave some surplus capacity even based on Amesbury's current market share, and would not provide effective choice and competition to the new Co-Op Store. There have been discussions between the Co-Op and Aldi in respect of the potential reoccupation of this unit for a discount foodstore. More recently an application has been submitted for a foodstore comprising 1,858 sq.m net sales floorspace, which would be likely to comprise circa 1,600 sq.m net convenience goods floorspace. We understand that this proposal would involve the acquisition of adjoining land, including a Council owned car park although we do not have full details of the proposals.

We have previously advised that the Council needs to have thoroughly examined the potential of this town centre opportunity to accommodate a replacement foodstore, or redevelopment for a larger store, before supporting any of the current out-of-centre proposals. We have reviewed the comments submitted by Lidl dated 8<sup>th</sup> February 2008 and the previous comments of Atisreal which consider the suitability, viability and availability of this unit for their requirements, and their views on the likelihood of the reoccupation of the unit by Aldi, or redevelopment for Sainsbury's. We understand that indications have been given by Co-Op at the unit and/or site could be available for an alternative convenience retail occupier, although from the evidence available to us there appears to be a significant degree of uncertainty as to the genuine availability and suitability of this unit for a discount foodstore.

In our view the examples provided elsewhere where the Co-Op appears to have sought to oppose the development of competing foodstores in similar situations, and the apparent contradictory evidence as to its intentions for the Amesbury Store do not in themselves justify discounting this option at the current time. However, we consider the Council needs to seek a clear commitment from the Co-Op as to its intentions for this unit in order to reach a decision as to whether this unit or wider site is likely to be suitable, viable and available to either an alternative discount foodstore, or to a larger quality supermarket, before it is able to support any of the current out-of-centre proposals.

If, on further investigation, the Council concludes that the former Co-Op Store would be suitable, viable and available for occupation by Aldi or another alternative discount foodstore this would meet the qualitative need for choice and competition and provide the benefits of a discount foodstore identified by Lidl. It would also go some way to meeting the identified capacity in Amesbury, based on current market shares, and reduce the level of over trading in the new Co-Op Store. In these circumstances, we consider the case for supporting an out-of-centre discount foodstore as proposed by Lidl would be significantly reduced.

In the case of a proposal for redevelopment of the former Co-Op Store, as part of a larger scheme to provide a store to accommodate a Sainsbury's, we have reviewed the comments of Atisreal in their letter dated 19th February 2008 and concur with their conclusion that, if viable, such a store would be likely to increase Amesbury's market share by changing the perception of Amesbury and providing a significant quantitative and qualitative improvement in the town's retail offer. This would substantially address the overtrading of the new Co-Op Store, but would be unlikely to seriously undermine its vitality and viability. The overall consequence of this option, if the Sainbury's proposals are concluded to be suitable, viable and available, would be to provide materially improved convenience shopping facilities in Amesbury Town Centre, provide choice and competition, and to help to claw back into the town centre trade lost to competing large foodstores.

Subject to the realism of this option, and the Council's satisfying itself that it could genuinely be regarded as suitable, viable and available, we consider that such an option would largely meet a quantitative and qualitative need in Amesbury, and would materially reduce the justification for supporting any further out-of-centre convenience shopping provision in the area, in the current time. We are not able to comment on the realism of this option without undertaking a detailed audit of the planning/highways issues involved and the owners/developers/retailers intentions and commitments. However, such a proposal would inevitably be complex and problematical in planning/implementation terms.

While we consider the potential redevelopment of the former Co-Op Store for a Sainsbury's supermarket would meet an identified need, this option would still potentially leave a role for a discount foodstore operator in Amesbury. The Sainsbury's proposals would meet any identified quantitative need, but we acknowledge that a discount foodstore would provide additional choice and would to some extent be complementary to the roles of the new Co-Op and a new Sainsbury's store. In the context of the likely performance of the town centre Co-Op and new Sainsbury's store in this scenario, we consider the impact of an out-of-centre discount superstore as proposed by Lidl would be unlikely in itself to seriously undermine the viability of either store.

In the context of the significant improvement to the performance of the town centre as a whole, we consider the impact of the proposal would be relatively modest.

In the case of the current out-of-centre food superstore proposals, submitted by Tesco and Asda, we have previously advised that the impact of either proposal is likely to be in the region of 40% on the convenience retail sector of Amesbury Town Centre. At these levels of impact, we anticipate that the new Co-Op Store in the town centre would still be likely to trade at or about company average and would not expect the store to close, although we still remain concerned about the consequence of this level of impact for the vitality and viability of Amesbury Town Centre. The consequence of the partial or total reoccupation of the former Co-Op unit in Amesbury Town Centre would be to reduce, to some extent, the current strong turnover of the Co-Op Store and as a consequence the impact of a large out-of-town centre on this town centre anchor store would be more pronounced although we still anticipate the store would be unlikely to close or be seriously affected in these circumstances.

In the event that the proposal to redevelop the former Co-Op Store to provide a larger unit for a quality foodstore operator like Sainsbury's was approved and implemented, for reasons outlined previously we consider this option would meet the quantitative and qualitative need and would be likely to secure an increase in market share and claw back trade into Amesbury Town Centre in line with national policy guidance. In these circumstances, the policy justification for supporting an out-of-centre large new superstore would be significantly diminished, based on the absence of need and the potential availability of a sequentially preferable site.

We also consider that in the event that the Council concludes the 'Sainsbury's' proposal can be regarded as suitable, viable and available, there must be a significant prospect that the grant of planning permission for a large out-of-centre superstore would be likely to prejudice this investment. We consider that it is extremely unlikely that a retailer like Sainsbury's would be prepared to commit to this development with the prospect of a large out-of-centre food superstore remaining. The prospect of prejudice to such a significant new town centre investment would further undermine the case for an out-of-centre food superstore in this scenario.

Finally, we have been asked to consider the issue of cumulative impact, and implications of the Council deciding to permit more than one of the current out-of-centre foodstore proposals. For reasons outlined above, we consider it is impossible to divorce this issue from the question of the potential re-occupation or redevelopment of the former Co-Op Store as this fundamentally affects the need and policy justification for any out-of-centre store, and also has a material bearing on the impact arguments.

If the Council concludes that there are no realistic options for re-occupation of the former Co-Op Store in its entirety, or redevelopment for a larger foodstore, we consider the impact of an out-of-centre discount foodstore as proposed by Lidl would be relatively insignificant. The Co-Op Store would be likely to continue to trade above average and the impact on other convenience retailers in the centre would be extremely limited. The impact of a large out-of-centre food superstore, as proposed by Tesco and Asda, would be circa 40%, and while the new Co-Op Store would still be likely to trade at or above company average in this scenario we consider the level of impact would be likely to lead to a pronounced adverse affect on Amesbury's vitality and viability.

We have not previously considered the cumulative impact of permitting both large out-of-centre food superstore proposals, and/or the Lidl proposal. Dealing first with the cumulative impact of allowing one out-of-centre foodstore and the Lidl proposals, this would clearly lead to a level of impact above the circa 40% projected in the case of the food superstore proposals alone. There would be some element of "mutual impact" between the new food superstore and discount foodstore and for the reasons outlined previously, we consider the impact of the discount foodstore itself is unlikely to be significant. If a non food superstore and discount foodstore were permitted and developed this would compound our concern about the overall impact on the convenience retail sector of Amesbury based on its current representation (i.e. the new Co-op

store) and could prejudice securing new investment in a replacement operator or wider redevelopment of the former Co-Op Store (if this proves a realistic option).

If the Council was minded to approve both the current out-of-centre food superstore proposals, and assuming the applications were not "called in" and both operators proceeded to build and open new stores, there would be a significant "mutual impact" between the stores themselves. Both stores would be likely to trade significantly below the retailers normal expectations, and in practice in our view the prospects of both operators building and opening new stores in the circumstances would be remote. However, in the unlikely event of both proposals being permitted and not called in by the Secretary of State, and ultimately being built and occupied, their cumulative impact on Amesbury Town Centre would be significantly above the 40% figure estimated for a single store.

At this level of impact, we consider the impact on the Co-Op, and 'knock on' effects on other retailers in Amesbury would be very significant, and would be likely to seriously undermine the vitality and viability of the town centre. In these circumstances, if the Council was minded to support an out-of-centre superstore, we would strongly advise against resolving to permit both.

I trust this clarifies our advice on this issue, but please do not hesitate to contact me if you need to discuss.

With best wishes,

Yours sincerely

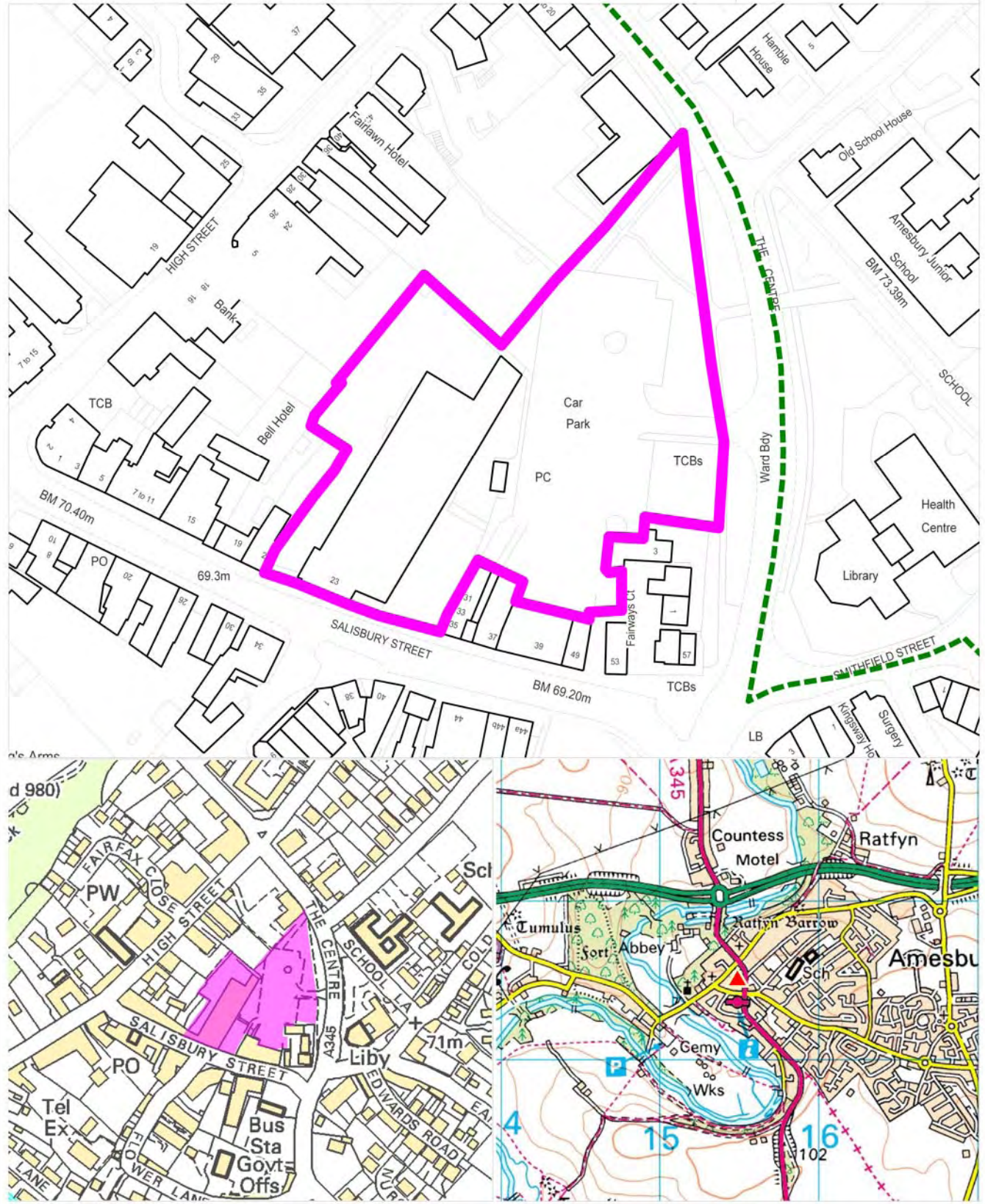
**CHRIS GODDARD**

**Executive Director**

For and On Behalf of GVA Grimley Ltd



Site Visit: 15.40 meet at front of shop



## 23-29 SALISBURY STREET AMESBURY

SCALE: NTS

DATE: 09/12/2008 15:32:43

DEPARTMENT: Planning

**THIS MAP IS FOR INTERNAL USE ONLY.**

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Application Number:	S/2008/1036		
Applicant/ Agent:	WHITE YOUNG GREEN PLANNING		
Location:	23-29 SALISBURY STREET AMESBURY SALISBURY SP4 7AW		
Proposal:	DEMOLITION & RE-DEVELOPMENT OF EXISTING VACANT CLASS A1 FOODSTORE, CAR PARK, TOILET BLOCK AND REMOVAL OF TREES. ERECTION OF NEW A1 FOODSTORE WITH DECK CAR PARK, LANDSCAPING, SERVICING & ASSOCIATED DEVELOPMENT INCLUDING RELOCATION OF EXISTING MONUMENT		
Parish/ Ward	AMESBURY WEST		
Conservation Area:	AMESBURY	LB Grade:	
Date Valid:	2 April 2008	Expiry Date	28 May 2008
Case Officer:	Miss L Flindell	Contact Number:	01722 434377

### REASON FOR REPORT TO MEMBERS

The proposal involves the redevelopment of the Council controlled public car park (accessed from The Centre).

### SITE AND ITS SURROUNDINGS

The site extends to 0.95 hectares and comprises:

- The former two storey Co-op supermarket store (1,580 square metres gross external area). This building is of brick with a built frontage of approximately 25m to Salisbury Street.
- The Co-op owned car park and delivery area to the west of the store accessed from Salisbury Street, and a car park to the east of the store accessed from Salisbury Street. These car parks combined provide 54 parking spaces.
- The public car park with vehicular and pedestrian access from The Centre and pedestrian access only from Salisbury Street. The car park provides 111 spaces and includes the public toilets.

The site is designated in the adopted Salisbury District Local Plan as an Area of Special Archaeological Significance, a Conservation Area and Salisbury Street is designated as Primary Frontage.

### THE PROPOSAL:

This application is for Conservation Area Consent to demolish the existing former Co-op building.

Full planning permission is sought under S/2008/1035 for the following scheme (which is a material consideration in assessing this application):

- It is proposed to demolish the existing building and toilet block on the car park and redevelop the site and car park to provide a new A1 foodstore. The new foodstore will consist of a 1,858 square metre net supermarket (3,227 square metre gross).
- It is also proposed to relocate the existing vehicular access from The Centre to access a new decked car park, and service access point. The decked car park will provide 181 parking spaces.
- A pedestrian access will be provided between Salisbury Street, the foodstore and decked car park.
- The application also proposes new landscaping following the removal of trees within the existing Council owned car park and relocation of the existing monument.

### PLANNING HISTORY

316	Erection of Nissen Hut for repair and renovation of showman's goods	AC	07/02/51
452	Erection of vehicular access and store	A	28/05/52
532	Retention of temporary workshop	AC	04/03/53
678	Retention of temporary hut	AC	03/03/54

1175	Retention of temporary workshop	AC	04/03/53
1923	Retention of Nissen hut	AC	01/02/61
2101	Extension of existing workshop and new lubrication and car washing bays.	A	13/09/61
2236	Agricultural showroom and café (future flats over)	AC	24/10/62
2763	Change of use from agricultural machinery showroom and café to supermarket including internal alterations	A	22/04/64
3768	O/L – new supermarket with store over and car parking	AC	20/10/69
3866	O/L – supermarket with store over and car parking	AC	26/01/70
TP/ADV/79	Erection of advertising sign at 74 Salisbury Street	R	05/08/59
TP/0671	Station with repair, service bay and car sales facilities	R	18/01/61
TP/1594	Change of use from residential to shop use within Class 1 of the T.C.P. Act (Use Classes) Order 50	AC	23/02/60
72/0343	O/L supermarket, car park and service yard	WD	28/11/72
73/0034	Alterations to workshop to form showroom at 74/76 Salisbury Street	A	21/05/73
73/0292	Erection of self-service store together with self-contained single dwelling unit and alterations to vehicular access	A	09/10/74
75/0506	Proposed self-service store	AC	30/07/75
77/134	Demolish existing buildings and construction of 2 retail Shops with 1 <sup>st</sup> floor storage at 77 & 78 salisbury street Amesbury	AC	07/09/77
77/0131	Erection of supermarket, formation of service area and car park and renewal of existing pavement crossing	A	22/07/77
77/147	Construction of roof across street frontage & re-siting of pavement crossing at Pitts of Amesbury	AC	22/07/77
78/780	Deemed application:- permanent permission for public car park at The Centre, Amesbury.	AC	04/09/78
79/23ADV	four advertisement signs in Amesbury:- Old Bus Station, Central Car Park, Recreation Ground	AC	12/06/81
79/1021	Erection of supermarket, formation of service area & car park. Renewal of existing pavement crossing at Chipperfields supermarket (vacant) & part of Pitts of Amesbury	AC	24/10/79
79/71/ADV	Internally illuminated projecting sign & single sided sign at Co-op supermarket	AC	20/02/80
81/425	Deemed application:- erection of public conveniences at public car park	AC	20/05/81
85/1458	Internally illuminated shop sign Co-op supermarket	AC	19/12/85

96/1608	C/U of retail supermarket to construct a first floor extension to provide 4 x A1 shops, Salisbury District Council offices D1 (potential health care trust resources centre) and B1 (Social Services)	AC	08/08/97
96/1829	Internally illuminated fascia signs	R	14/02/97
97/1959	Change of use – conversion of existing Co-operative store into 3 shops, one A2 unit and B1 offices	AC	27/01/98
98/0083	Proposed portacabins for temporary office accom. On exist. store car park for WCC Social Services and SDC	AC	20/03/98
99/1925	Erection Of Granite Replica Of The Original Amesbury Celtic Cross Approximately 10th Century Saxon Era Of Celtic Design	AC	17/12/99
01/1791	8 x graphic panels, 1 X logo & town name 3 x fascia signs, 1 x menu board	AC	01/11/01
04/1644	Installation of automatic Teller machine	AC	08/09/04
04/2526	Installation of automatic Teller machine (REVISED SCHEME)	AC	13/01/05

#### **CONSULTATIONS:**

##### **Salisbury District Council Conservation Officer: Response to amended plans**

These comments are in response to the amended elevations of the Salisbury Street frontage, and the submission of details of the carpark at the rear.

##### **Salisbury Street Frontage**

I feel that the scale and proportions of the proposed building would respect the other buildings in Salisbury Street. The overall mass has been broken up by splitting the design into three elements, and I feel that this respects the existing plot widths within the street.

A contemporary solution for the building is considered to be appropriate. Apart from the entrance area, however, I feel that the proposals lack focus, and the building would need to have interesting details and good quality materials to prevent it appearing bland. I feel that the increased areas of brickwork in particular would look oppressive, and would create a dead appearance to the street.

##### **Car Park**

This part of the proposal has always been flagged up as a potential issue, given its prominence from the Centre. There is potential to enhance the existing car park by suitable development, and the Amesbury Conservation Area Appraisal suggests that a street frontage could be recreated at the Centre as this might enhance the urban fabric in the centre of town. I feel that the proposals for a two-storey car park block and ramp, however, would not achieve this, and it is considered that it would in fact be detrimental to the character of the conservation area. There is a limited amount of detail, and so it is difficult to comment any further on the design and materials. The small strip of landscaping that is being suggested appears to have the function of screening rather than for its amenity value to the conservation area. I would also be concerned that the entrance road and ramp would result in an engineered approach that would look alien in the conservation area.

##### **English Heritage: Response to original plans**

Thank you for your letter of 17 June 2008 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail but offer the following general observations.

We have not been involved in any pre submission negotiations on this application but have no objections in principle to the location of a new store in this town centre location.



At the same time, it will obviously represent a significant intervention in an area of townscape where modest development prevails and care will need to be taken to ensure successful integration. In this respect, the decked car parking could easily generate a jarring note in its relationship with the surrounding area, and the handling of the interface between this structure and the wider space it occupies will need to ensure that harmful visual impact is minimised and appropriately mitigated.

Otherwise, the application is honest in its recognition of the scheme as a large single storey box, most of which will be tucked behind existing frontages. While the front elevation to Salisbury Street has been designed to disguise the width of the building and in response to the more intimate and domestic character of existing fabric, it is perhaps a shame that a more honest approach has also not been adopted in the treatment of this façade. This might allow for a more coherent and consistent contemporary statement to emerge, which more openly reflects the use it fronts and creates a positive presence in the streetscene, while still satisfying the contextual agenda which prevails.

We appreciate that at this advanced stage there may now be only limited scope for finessing the scheme and are happy to leave any further negotiation to the discretion of your authority.

#### Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

#### REPRESENTATIONS:

Advertisement	Expiry date 10 <sup>th</sup> July 2008
Site Notice displayed	Expiry date 10 <sup>th</sup> July 2008
Departure	No
Neighbour notification	Expiry date 11 <sup>th</sup> July 2008
Third Party responses	

#### Salisbury Civic Society comments to original plans -

##### Objection

The frontage, although an improvement on existing is mediocre and does nothing to maintain or enhance the conservation area

Although rear access for deliveries would remove trucks from Salisbury Street and High Street, the removal of so many trees from the west side of The Centre would cause much harm to the character of the conservation area.

The proposed double-decker car park would also harm the character of the conservation area

#### The Stonehenge Chamber of Trade comments to original plans -

Having carefully considered this application and having met with Frobisher Retail Limited the Chamber of Trade has come to the view that this proposal is not in the best interest of Amesbury and therefore the Chamber object most strongly to this planning application for the following reasons:-

1. The provision of a multi storey car stack will inevitably lead to charges being imposed by SDC WCC on the basis that funds will be required for ongoing maintenance. We have continually fought for free parking in Amesbury to provide an advantage over other shopping centres and this advantage cannot be lost.
2. The car stack is ugly and will not attract people to the Town Centre who are travelling along the A345.
3. The car stack will deprive other businesses of access for parking and deliveries.
4. The car stack will deprive access to the eleven proposed affordable houses adjacent to the Fairlawn Hotel.
5. Parking is to the rear of the store which will deter shoppers from venturing into Salisbury Street and High Street. Immediately the new Co-op store opened, traders found a noticeable drop in footfall, as Co op shoppers could not be bothered to walk the extra distance through to Salisbury Street and High Street from their parked cars.
6. The 188 parking spaces are grossly inadequate, given that say 20 could be for those lost in compensation to adjacent businesses and say 40 for Sainsbury's own staff.
7. The planning application refers to there being 149 car parking spaces currently with 188 proposed, thus only providing a further 39 spaces for a 20 000 ft<sup>2</sup> food store. The extra 39 spaces will immediately be taken up by their own employees, also with the addition of the possible compensation spaces, the overall result is a nett loss of parking.

The number of spaces is virtually no different to that currently being provided by the two old Co-op car parks and the Council's central car park, which on many occasions are proving inadequate.

If Tesco and ASDA want 350 spaces for 35 000 ft<sup>2</sup> then Sainsbury's must need 200 spaces for 20 000 ft<sup>2</sup>.

If the Council are to provide and maintain a car park which is only just adequate for Sainsbury's alone, where are the other shoppers and those working in Amesbury supposed to park? Sainsbury's really need to provide 150 spaces in addition to the proposal.

8. There would appear to be insufficient space for the delivery vehicles to turn within the yard and thus they would need to reverse off of the access road to the store which is obviously dangerous.

9. A car park would require the felling of the Tree of Light which is now an important part of Amesbury's heritage.

10. Why should those using Amesbury Town Centre be responsible for funding and maintaining a car park for the benefit of Sainsbury's?

11. Who will monitor the security aspects of the car park and be responsible for payment of the same?

12. The new roundabout on the A345 will cause traffic chaos by adding a fourth roundabout in a very short stretch of the A345.

13. The pedestrian route being provided from the A345 to Salisbury Street is through the middle of the car park which would create a dangerous route with risks of attacks from secluded areas.

There are shutters which will close an important footpath link from Salisbury Street northwards.

The shutters will prevent access to and from the car park to Salisbury Street when the store is closed.

14. The Chamber had requested that Frobisher included coach parking for tourists but this request has been ignored.

15. Frobishers have suggested that the parking in the car stack will be short stay, i.e. three hours. Where are people who work in Amesbury supposed to park?

16. Currently the car park has a toilet facility that is open 24 hours per day, Frobishers intend to provide a smaller toilet that is only open during store trading hours.

17. The Chamber had asked Frobishers to move the toilets back, to enable a small Tourist Information office to be built adjacent to Salisbury Street but this has been ignored.

18. Sainsbury's will not be bringing anything new to Amesbury, their offering will be to sell similar brands to the Co op and Sainsbury's are not a deep discount retailer, therefore nothing will be added to the retail attraction of Amesbury Town Centre.

19. The store is only 20 000 f12 in sales area and will not be large enough to carry a full range of convenience goods.

20. This proposal will not provide the quality of provision that Amesbury residents leave the town to find. Therefore the reduction of travel out of the area will only be marginally reduced.

21. The store will not be big enough to carry any comparison goods i.e. non food, and thus Amesbury residents will still need to leave the area to shop for comparison goods.

The proposal will simply not provide a full range of goods.

22. The development is of a considerable scale with a multi story car park on the road edge, and thus the proposal is not attractive or in keeping with the domestic scale of development currently in the Town. It is much too large and out of keeping.

Councillors often refer to 'massing' when debating planning applications, the 'massing' of this proposal is colossal.

23. The addition of such a large store in the Town Centre, would inevitably lead to the closure of small independent greengrocers, butchers, bakers and coffee shops in the Town Centre and thus make the Town Centre even less attractive to venture from the car park at the rear of Sainsbury's.

24. With the car parking to the rear this will not encourage any linked trips to the smaller independent providers who will be seriously hit by reduced trading conditions if Sainsbury's were to secure consent.

25. The applicants have had to advise the following owners, who have interest in the land in question:-

- i The Cooperative Group
- ii Signpost Housing Association
- iii Salisbury District Council
- iv Nationwide Building Society
- v Silver Estates Limited
- vi Martin McCoil Limited
- vii Sequence UK Limited
- viii Mrs S Gilderson
- ix James Hay Pension Trustees Limited

What likelihood is there of agreement being reached with all of these to enable a store to be built is this not another Co op exercise to prevent other supermarkets coming into Amesbury?

In summary this application will:-

- Dramatically reduce the car parking in Amesbury
- Create traffic chaos
- Introduce a massive building, totally out of keeping with the street scene of the Town Centre
- Provide an unattractive face to Amesbury from those using the A345

- Provide no new offering in Amesbury, this is merely a repeat of the Co-op.
- Introduce short stay parking and parking charges
- Not provide an offering to persuade shoppers not to travel out of the area to shop.
- Not provide the proper supermarket that Amesbury deserves, with a full range of goods.
- The proposal will not promote linked trips to other Town Centre traders.
- The scheme will simply destroy the Town Centre.
- Access to the north and the car park will be prevented when the store is closed.

**15 letters received to original plans, summarised as follows:-**

- Environmental effect- Loss of trees (which are part of Amesbury's landscape) will have a negative environmental impact (loss of wildlife habitat, bird song, shade, natural drainage). Area is a conservation area, and trees contribute to the ambience of car park and town
- The maple/oak tree used as the 'Tree of Light' will be felled.
- Celtic Cross will be resited. The box of souvenirs of the year 2000 buried beneath will also need to be resited.
- Agreement dated 9/10/1975 between SDC and Marlore Building Company Limited dedicated the land at the rear of the site for public parking. Need to ensure that there are no car parking charges (the car park land was given to the people of Amesbury as a gift for their use to park cars for free when shopping in the town). Previous proposals to apply carparking charges were unsuccessful as this was contrary to the terms and conditions of the gift.
- Object to either a reduction in size or removal of a free public car park with no time restrictions.
- New Co-op car park has been built on publicly owned land and now owned and controlled by a public business
- Loss of public toilets. The entrance to the new toilets needs to be directly onto the street and not via the shop.
- Reservations about the plan but there is rarely 'gain without pain'
- No justification for a development of this scale in the middle of Amesbury. A building of this size does not fit in with the local shops on the high street.
- Proposed food store with associated car parking constitutes almost a third of Amesbury village centre
- 20,000 square foot store does not require additional car parking. Applicants argue that development is close to large residential populations and will promote more sustainable forms of travel so car park should be reduced or kept the same. Reality is people will drive to shop and result in more shorter car journeys
- Existing car park is location for community events and is maturely landscaped. Construction of multi-surfaced car park will result in loss of space for community activities (car boot sales and charity events) with negative impact on the community atmosphere within Amesbury.
- Replacement car deck will completely encompass the existing car park, trees, monument and public toilets and will ruin the appearance of the conservation area, is inappropriate and out of place and will deter visitors to Amesbury
- Height and size of car park is not in keeping with small village location
- Amesbury has potential to develop as a specialist shopping location and become additional tourist attraction for Stonehenge visitors.
- Amesbury has been and should remain a small town (once a village) serving local residents adequately with variety of shops. Need to concentrate on preserving and enhancing a varied village centre shopping experience by encouraging small and specialist businesses.
- Council have spent money trying to make the town more attractive to shoppers and enhancements have encouraged new small shops and businesses to open
- Existing free car park is attraction for existing shoppers to Amesbury's smaller businesses. Such businesses cannot sustain a 2-3 year redevelopment scheme with two massive building sites in the two main streets of the town and loss of parking.
- Negative impact to current businesses - Existing small shops and businesses will not be able to compete with supermarket prices and development will result in a loss of local small businesses and choice for shoppers. Development will result in Amesbury becoming a dormitory town with supermarket shopping and increase extra journeys to Salisbury etc.
- Additional car park access roundabout will exacerbate traffic congestion on the A345 and increase air pollution
- Application is only speculative as store is only intended to be occupied by Sainsbury's. Could result in a large empty or half built new foodstore and car park with no operator interested.
- Out of town brownfield sites are better positions for large supermarkets being able to cater for the

future needs of food shoppers in Amesbury, with space to expand and plenty of parking. Whilst huge out of town stores have detrimental effects on town centres, the existing Asda, Tesco and Lidl stores are not in the same league in size and distance from Amesbury.

- Another large supermarket will be surplus to requirements with plans in place for new Asda, Tesco and Lidl stores.
- Grimley report is over two years out of date, partly responsible for Co-op remaining empty
- Whilst site needs to be redeveloped, tearing the heart from the centre of Amesbury is not the answer.
- Proposed development will be unsightly, out of keeping with the existing buildings, and will desecrate the area as a whole.
- Frontage will dominate (and not be in common with the rest of the town's architecture) ¼ length of Salisbury Street which is a conservation area and largely characterised by 19<sup>th</sup> century buildings at its western end.
- Development will have devastating effect on Fairways Court, the surrounding area and inhabitants.
- Outside supermarket wall will meet the outside wall of an adjacent flat.
- Development will block light from neighbouring buildings.
- Overlooking from decked car park to adjacent dwellings – loss of privacy
- Development will dominate already limited view from house and garden (6 Fairways Court) and reduce light during the summer months.
- Increased noise levels for local residents:
  - Noise problems – new car park will encourage antisocial behaviour (should be closed to stop improper usage)
  - Noise and disturbance from deliveries, additional traffic to the car park, use of ramps to upper deck intolerable to Fairways Court and during demolition and building works.
  - Noise and air pollution from supermarket being open seven days a week will be intolerable and infringement of human rights (limited opening hours should be imposed similar to the Co-op which closes at 2000).
  - Noise from freezer units running 24 hours a day
- Use site for leisure purposes instead
- Have all neighbours directly affected been consulted
- Imaginative plan for Amesbury, making a larger store than the old Co-op and more car parking spaces.
- Sainsbury's store would be an asset to the town and as the entrance is in Salisbury Street, shoppers could access other shops in the town as well
- Plans need to be revised, cars under or above the shop leaving the existing car park alone.
- Car park entrance opposite the entrance to the school – safety hazard to children and closer to residences than currently.
- Amesbury should be retained as a small quiet country town.
- Application includes a car parking space which is owned by the occupier of a flat. Owner has no intention of giving up this car parking space and without the loss of the car parking space the decked car park cannot be built.
- Site plan is incorrect as regards boundary with 21A Salisbury Street.
- Main frontage building will be 5m closer to 21A Salisbury Street with blank wall move from 8m to 3.2m from upper bedroom and landing windows. Impact to balcony at rear and loss of light. Rights to drainage pipes running underneath the site
- Application will add no benefit to the town and destroy character of Amesbury.
- Agree with the need to regenerate Amesbury town centre, enhance appearance and provide choice and competition in food shopping, but have concerns.
- Applicants have not consulted neighbours
- Development is to start on The Old Grammar School, 32 High Street for 9 houses and 4 flats with access to the car parking area off the public car park (to be redeveloped). Need confirmation that the access rights to this site will be given consideration.
- Applicant's argument that a new out of town supermarket will remove 33.2-37% of trade from the town centre is unclear if this refers to Co-op and small businesses or displacing trade from other supermarkets from Salisbury town centre. The argument is flawed or irrelevant since this volume of trade currently doesn't exist in the town centre.
- Income from 2<sup>nd</sup> supermarket will go to a large national company, not the town centre. Target workforce will be same for any of the supermarket applications.

## 6 letters received to amended plans, summarised as follows:

- Proposal reduces number of car parking spaces (which would result in fewer spaces than currently, and would be used by staff and other retailers and staff), amended scheme ignores other issues.
- Increased noise levels and lack of privacy to adjacent dwellings
- Lack of access for existing traders
- Loss of car park during development
- Proposed car park is ugly and out of keeping
- Loss toilet facilities, not available 24/7
- Building takes no account of traditional character of Amesbury and will destroy the overall appearance of the shopping area of the town which has retained a local feel.
- Something needs to be done to the existing site but not to the detriment of the rest of the town.
- Second supermarket in the town centre will threaten small local shops/businesses and surplus if other out of town developments go ahead
- Revised design is not any better, looks like a warehouse and nothing in common with the rest of the town's architecture.
- Possible re-use of the site for housing
- Proposal still requires felling of 8 healthy mature deciduous trees including the "tree of light"
- No changes to the proposed opening times (2200) which will increase noise and traffic disruption. Same opening hours for new co-op should be imposed.
- Car park was given to the town for use by all. Sainsbury's cannot and should not take it over for the exclusive use of supermarket shopping.
- Parking during construction?
- If new car park is open 24/7 will increase noise and disturbance to local residents, access is required or the few residents that live there, but otherwise car park should be closed to overnight parking.
- Noise from ramps, increased air pollution and traffic congestion, illuminated car park
- Large development eyesore/inappropriate - Town is made up of small shops all with similar facades that fit in with the conservation area they occupy.
- Moving car park access closer to two mini roundabouts will be dangerous for school children.
- Only exit from car park will be via store
- Charges for car park
- Additional car parking could be provided utilising large grass verges without loss of trees
- Site could be used for Stonehenge visitor centre
- Access required through car park for private parking and deliveries (result that deliveries will have to be via Salisbury Street causing traffic congestion)
- The Old Grammar School has planning consent to build 13 residential units with associated gardens immediately adjoining the proposed vehicular entrance to the decked car park and service area to the supermarket. Proposed layout has no regard for the approved residential scheme or for the residential amenities and living environment of the future residents. Proposed vehicular access will pass within 5metres of the front doors and windows of new development, will result in significant increase in vehicle movements, noise, disturbance and fumes.  
Dwellings and gardens will face/adjacent to new decked car park and service area – overbearing impact and poor outlook  
Heavy goods and refrigerated vehicles using the service area will have to reverse into or out this area with unacceptable noise and disturbance to residential development, deliveries outside normal shopping hours.  
Retail foodstore, storage areas and refrigerated storerooms and extractors too close  
No information provided to demonstrate how future neighbouring residents will be protected from noise without harm to residential amenity through overshadowing, inadequate daylight/sunlight or overbearing  
Applicant needs to provide a detailed noise report detailing measures to not result in adverse impact to residential amenity/excess levels of noise set out in noise exposure categories of Annex a to PPG24: Planning and Noise and hours of operation and delivery times would need to be controlled.
- Loss of public seating and use of car park for charitable events
- Net loss of car parking spaces (existing car parks accessed from Salisbury Street will not be replaced)
- Development of smaller shops would be more appropriate, retain atmosphere and attract smaller businesses and tourists.

### **Town Council: Object**

Whilst the Town Council strongly supports the need to re-generate the site for retail purposes we object to this application on the following grounds.

- Car parking - whilst there is a net increase of 39 spaces, how many would be used by the staff, for arguments sake let us say 30% of staff used the car park, that net increase would be reduced to just 10. This would be reduced further if dedicated spaces were provided to shops and flats on Salisbury Street (see next point).
- Access rights by other users - currently Nationwide, Martins, Fox and Sons and the old Trethowans offices (no 3 Fairways Court) have access to the rear of their premises as do the flats above them. In earlier planning application rights of access to a proposed new build for houses and flats at No 32 and 34 High street were granted across the existing car park. This it appears is not incorporated in the current plan. How do they gain access?
- Loss of amenity space - the proposed area of the car park and new entrance takes up all the existing car park and any green area up to the public footpath along the centre. It will require the removal of all trees save two alongside the southern edge of the Barcroft Practice. There are no indications about replacing public seats that will be displaced by this proposal.
- Loss of facilities for other organisations - this proposal would almost certainly put an end to the fund raising activities by the Rotary Club on bank holidays in the spring and summer as well as the Tree of Lights at Christmas.
- New entrance and volume of traffic - another roundabout in Amesbury? If as anticipated by the proposal there would be a greater number of shoppers entering this busy section of the A345, would the current road infrastructure be able to cope?
- Loss of car parking whilst construction takes place - no indication of how long it will take to build, but a reasonable estimate is a year, where would the loss of 111 spaces be found in Amesbury?
- Whilst little detail of the proposed car park is shown, the design is very poor and reminiscent of a 1960's structure. It is very basic and borders on the ugly.
- The positioning of the car park and limited access direct to Salisbury Street will deter shoppers from using other shops in Amesbury thus reversing the current improvement of the trading performance enjoyed by the smaller shops in the Town.
- It is feared that smaller retailers such as baker, greengrocer and butcher would close as a result of direct competition.
- There is already a similar sized supermarket in the Town Centre and the limited size of this proposal will not allow for a full range of products desired by residents of Amesbury. They will still migrate to larger supermarkets in Andover, Salisbury and Tidworth which would be detrimental to the town and its residents.
- It is believed that the Central Car Park was gifted from the Town to Salisbury District Council on the premise that car parking would be free. Inevitably any new structure would need to be maintained the cost of which would be borne by a charge of some sort or another. This is opposed by the Town Council.
- The loss of the Public Toilets during hours of shop closure will be detrimental to the aspirations of the town to attract more tourists to the area. There is also concern at central government level about the loss of such facilities in town centres.
- The proposed revised shop frontage is even more un-inspiring and less appropriate in relation to other frontages than in the first application and does little to improve the street scene, greater thought must be given to its place within the conservation area.
- This proposal will destroy a large part of the green heritage of the town which is currently enjoyed by residents. Whilst any plan to re use the old Co-op site is to be applauded. Mass destruction of heritage and town centre amenity space must be resisted.

**HDS NOTE – The Town Council’s grounds of objection are subject to further considerations and an amended response is expected to be presented to the Northern Area Committee as late correspondence.**

### ***MAIN ISSUES***

Impact upon the character and appearance of the conservation area

### **POLICY CONTEXT:**

Salisbury District Local Plan ‘saved’ policies:

G1 (Sustainable development)

G2 (General development criteria)

D1 (Design)

CN8 (Development in conservation areas)

CN9 (Demolition of buildings in conservation areas)

CN11 (Views into and out of conservation areas)

CN12 (Removal or improvement of features which detract from the quality of the conservation area)

CN17 (Trees in conservation areas)

S1 (Primary Frontage)

S3 (New retail development)

Amesbury Conservation Area Appraisal and Management Plan – Adopted 1<sup>st</sup> October 2008

Wiltshire Structure Plan 2016 ‘saved’ policies:

DP1 (Sustainable development)

DP2 (Infrastructure)

DP5 & DP6 (Shopping development)

Government Guidance:

PPS1 Delivering Sustainable Development

PPS1 Planning & Climate Change Supplement to PPS1

PPS6 Planning for Town Centres

PPG15 Planning and the Historic Environment

### ***PLANNING CONSIDERATIONS***

#### **Impact upon the character and appearance of the conservation area**

Policy CN9 states that in Conservation Areas, demolition of existing structures will only be permitted in cases where the existing structure is:

1. Wholly beyond repair
2. Of a character inappropriate to the Conservation Area; or
3. There are overriding highway, or other safety reasons; or
4. Where planning permission has been granted for the development of the site

PPG 15 (para 4.26) states that in exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In assessing applications, account should be taken of the part played in architectural or historic interest of the area by the structure for which demolition is proposed, and the effects of demolition on the buildings surroundings and conservation area as a whole and a general presumption in favour of retaining buildings/structures which make a positive contribution to the character or appearance of a conservation area.

Following full public consultation, the Amesbury Conservation Appraisal and Management Plan was amended and subsequently presented to, and approved by, the council's cabinet on 1 October 2008.

Conservation Areas often vary in character across the designated area. The conservation appraisal identifies Salisbury Street as a ‘character area’, characterised by buildings being of a consistent two storey scale, having almost consistent eaves lines and being located on the back edge of pavement helping to strongly define the street.

The blank east elevation side wall to the existing Co-op building (fronting onto the car park to the east of the store accessed from Salisbury Street) and the archway to the car park/service area to the west of the store are both identified in the appraisal as an ‘Intrusive element of frontage’.

There is no objection in principle the demolition of the existing store. However, the supporting text to policy CN9 explains 'where proposals are acceptable in principle but demolition would create a gap in the street scene, a detailed application in respect of a replacement building or structure will normally be required, to run concurrently with the application for Conservation Area Consent. No demolition will be allowed to proceed until this has been approved.'

If the store was demolished, then this would leave a considerable gap in Salisbury Street which would result in a negative impact to the character and appearance of the conservation area. It is therefore important to ensure that a suitable redevelopment proposal would replace the existing building.

PPS1 gives clear guidance to the Government's objective and commitment to promoting the efficient use of land, however, this must be balanced against the need to protect and improve the established character and local distinctiveness of existing areas and development should not be allowed if it would be out of character or harmful to its locality. PPS1 (para 34) states 'Design, which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area should not be accepted'.

Designation as a conservation area does not preclude the possibility of new development, but it is expected to be of a standard high enough to maintain and enhance the quality of the conservation area and be sensitive to its character and appearance. In considering planning applications for new development in conservation areas, the local planning authority will seek to ensure that the form, scale, design and materials of new development is in character and to protect the character and appearance of an area from unsympathetic changes and inappropriate development.

The existing store does not extend for the width of the site to Salisbury Street, with an open car park accessed from Salisbury Street to the east of the store and another car park and service area to the west of the store accessed through a brick and tiled roofed archway from Salisbury Street.

Following objections and concerns to the original plans submitted with the planning application, the applicants have submitted revised plans for a contemporary design for the Salisbury Street frontage. A contemporary approach in principle is supported by English Heritage and the Design Forum and is considered appropriate subject to the design representing a coherent and well conceived approach to the setting, massing, detail and materials.

The new store will comprise an un-interrupted retail frontage to the Salisbury Street frontage. The Conservation Officer considers that the scale and proportions of the proposed building will respect the other buildings in Salisbury Street. The development has a strong building line in keeping with the character of the street and the overall mass has been broken up by splitting the design into three elements through breaking up the horizontal ridge and eaves lines which respects the existing building plot widths (Nos 31-49 Salisbury Street is a similar width building which is split into three components, similar to that proposed). The design and materials also have a repetitive character, as found in the white rendered terrace of shops to the south of the site (Nos 10-26 Salisbury Street).

The entrance to the store has also been emphasised, although the Conservation Officer has raised particular concern to the large areas of brickwork which create a dead appearance to the street and is concerned that the building needs additional details and good quality materials to prevent it appearing bland. However, subject to revised plans reducing the amount of brickwork/adding more details, the local planning authority is not objecting in principle to the proposed Salisbury Street frontage which is considered to preserve the character of the conservation area.

The area that includes the public car park, library/health centre and school land is identified as another character area (The Centre) and is described in the document as a 'virtual parkland' with mature trees which 'provides a valuable amenity space for the town' although dominated by The Centre, which has cut diagonally across the space. The appraisal identifies the land between the car park and The Centre highway as a potential redevelopment site. The appraisal explains that this space is the result of the decision to create the new road, The Centre to run diagonally across a former block of large garden and orchard plots. This has had the effect of cutting across the grain of this green space and sterilising the land between the new road and the car park, not least to allow long visibility sight lines at the entrance to the car park. The appraisal identifies three important trees which contribute to the quality of a 'green', defined by the public buildings on School Lane to the north east, the health centre to the south and less satisfactorily by the car park to the west.



The appraisal suggests that redevelopment would be to create backdrop buildings to the 'green' on its west side, backing onto the car park and terminating the view from Kitchener Road. The appraisal states that the important and mature trees should be retained.

The amended plans for the car park have reduced the area of decked car parking from the original plans which proposed 188 car parking spaces and now include a section of street level car parking to the other side of the access road. The revised scheme has the potential to have less impact on the conservation area. The amended plans also include two sections of 'feature green living wall' to the north east elevation (facing towards the entrance road from The Centre) and the ramp, stairways and upper sections of the car park will have wooden cladding to pick up on the timber louvres to the Salisbury Street frontage.

The applicant's design and access statement describes the public car park as 'the ambience is that of a small suburban park although most of the surface is tarmac'. The Conservation Officer considers that there is potential to enhance the existing public car park through suitable development and refers to the conservation area appraisal suggesting that a street frontage could be recreated as this might enhance the urban fabric in the centre of town. However, the Conservation Officer considers that the proposals for the two storey car park block and ramp do not achieve this aim, and in fact would be detrimental to the character of the conservation area.

The addition of a signal controlled car park entrance has reduced the visibility sight lines and allows for additional planting to the highway verge (which would be subject to a cultivation licence). The design and access statement explains that it is proposed to replant 36 semi-mature trees to replace the 32 trees currently fronting the site and that the 'replacement planting opportunities will enable substantial visual containment of the car park, ramp and deck'.

The Conservation Officer considers that this strip of proposed landscaping between the car park and The Centre only has a screening function rather than for its amenity value to the conservation area. The entrance road (wider than the existing entrance) and external ramp are also considered to result in an engineered approach that would look alien in the conservation area.

The proposed car park and access road will also result in the loss of the three important trees identified in the appraisal which contribute to the parkland/green appearance to the area.

The design of the Salisbury Street frontage of the building has been revised and subject to changes to the proportion of brickwork to glass, careful detailing and quality materials (which could be controlled via conditions) it is considered that the revised design will preserve the character of the Salisbury Street conservation character area, identified in the Amesbury Conservation Area Appraisal and Management Plan.

However, the proposal still involves the addition of a decked car park which is considered to result in an adverse impact to The Centre conservation character area identified in the Amesbury Conservation Area Appraisal and Management Plan through the loss of the parkland/green appearance to this part of the conservation area, including the loss of trees which are identified as contributing to the parkland appearance of this area.

#### **CONCLUSION:**

The new decked car park, road access and ramp which is included in the redevelopment scheme for the site includes the removal of almost all of the existing site trees and grassed areas which contribute to the parkland character and appearance of this part of the conservation area, and will have a detrimental impact upon the character and appearance of the conservation area.

Whilst it is considered that in principle, the existing store does not contribute to the character of appearance of the conservation area, without a satisfactory scheme for redevelopment of the site, it is considered that the demolition of the store will leave a gap within the street scene and conservation area, which will have an adverse impact upon the overall character and appearance of the conservation area.

#### **RECOMMENDATION: REFUSE**

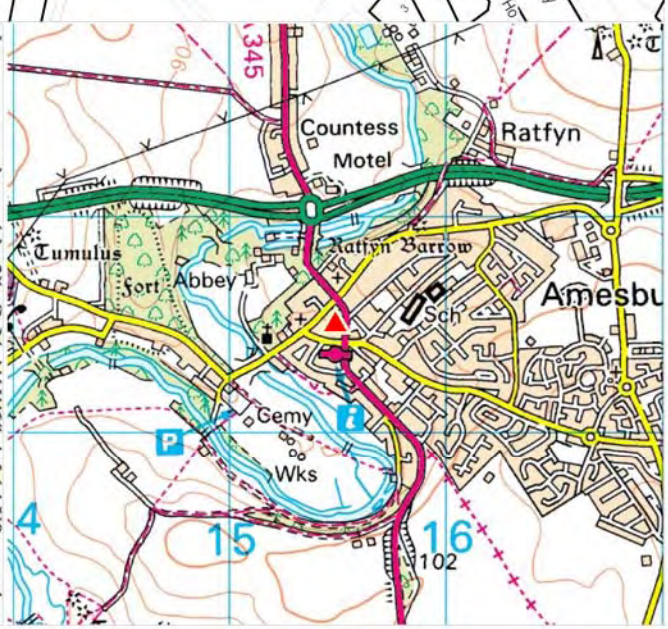
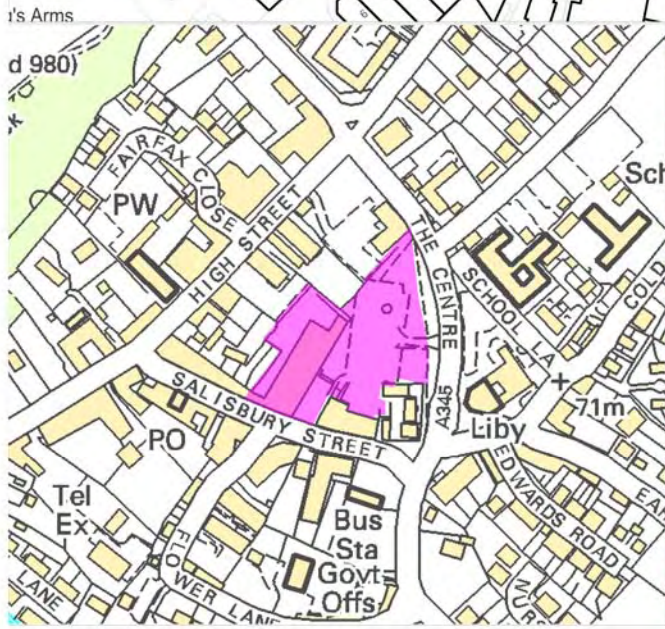
Reason for refusal:

- (1) The new decked car park, road access and ramp which is included in the redevelopment scheme for the site includes the removal of almost all of the existing site trees and grassed areas which

contribute to the parkland character and appearance of this part of the conservation area, and will have a detrimental impact upon the character and appearance of the conservation area.

Whilst it is considered that in principle, the existing store does not contribute to the character of appearance of the conservation area, without a satisfactory scheme for redevelopment of the site, it is considered that the demolition of the store will leave a gap within the street scene and conservation area, which will have an adverse impact upon the overall character and appearance of the conservation area, contrary to policies G1, G2, D1, CN8, CN9, CN11, S1 and S3 of the local plan.

Site Visit:



### 23-29 SALISBURY STREET AMESBURY

SCALE: NTS  
 DATE: 09/12/2008 15:25:54  
 DEPARTMENT: Planning

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## Part 2

### Applications recommended for Approval

4

Application Number:	S/2008/1661		
Applicant/ Agent:	MR J MILLER		
Location:	PLOT C4A SOLSTICE PARK AMESBURY SALISBURY SP4 7LL		
Proposal:	NEW-BUILD DEVELOPMENT OF A 92NO PLACE, SINGLE STOREY CHILDREN'S NURSERY WITH PARKING		
Parish/ Ward	AMESBURY EAST		
Conservation Area:		LB Grade:	
Date Valid:	26 September 2008	Expiry Date	21 November 2008
Case Officer:	Mrs J Howles	Contact Number:	01722 434379

#### **REASON FOR REPORT TO MEMBERS**

Recommendation is not wholly in compliance with policy E8A.

#### **SITE AND ITS SURROUNDINGS**

An undeveloped part of the Solstice Park site, within the local plan allocation E8a, this site lies behind ( to the south of ) the partially developed Crescent Offices ( plot C2) .

It is defined on the original masterplan as a 'future development area'. It has been levelled in part and cut into the chalk, part of this cut defining the edge of the public open space immediately to the south. This is part of the strategic landscaping to the site, which has been planted. South of this lie bungalows on Porton Road and the mobile homes of Beverley Hills.

A hedge defines the southern boundary, which was required to be planted when Beverley Hills was expanded onto the former railway line. This hedge has recently been reduced in height .

Immediately to the north of this is an overhead electricity line and the route of a footpath/cycleway defined on the masterplan. Porton Road at this point has no footways on its eastern side.

Across Porton Road to the west is a footway and the Boscombe Down Business Park.

To the south Porton Road becomes residential in character with Butterfield Down development on the west side of 2 and 3 storey houses and bungalows on the eastern side, together with 2 mobile home parks.

The site lies on the upper part of a north-facing slope. The A303 Solstice Park Junction lies in the dip and the site is partially visible from the A303, much of it being obscured by the 2 office blocks at the Crescent. Between the Crescent and the slip roads to the junction permission exists for office development up to 3 storeys high and that site is also under consideration for a supermarket and associated car parking,( public Inquiry 13 January 2009).

#### **THE PROPOSAL:**

A new-build development of a 92 place, single storey children's nursery with parking. The building is single storey with a curved roof and of materials complying with the Solstice Park design code.

Vehicular access is from Sunrise way.

There is a pedestrian access to connect with the proposed footpath/cycleway along the southern boundary of Solstice Park to the south. The proposal includes the surfacing of that footpath/cycleway from the pedestrian access to the nursery up to Porton Road.

The proposal site includes part of the strategic landscaping (which is proposed to be retained as such) and which forms a buffer between the nursery and the residential area to the south.

## PLANNING HISTORY

### Of direct relevance are:

99/0721	<i>Proposed comprehensive development of site for employment and leisure purposes (including within use class B1 B2 B8 C1 and D2) together with roads, footpaths, cycleways, landscaping, sewers, alteration of ground levels and associated works generally in accordance with the principles illustrated on approved development brief master plan L.269 – 14/1E</i>	AC	26.1.00
02/485	Section 73 application to vary condition No 3, 4, 14 and 20 on consent No. S/1999/721 to provide (1) Specified dates for the approval of reserved matters (2) To permit commencement of any approved earth works and landscaping scheme before works have commenced on the Folly Bottom Junction (3) To permit earth works and landscaping on land in excess of 22.75 hectares.	AC	30.07.02
02/1714	Reserved matters application to address planning conditions 7 & 8 on consent S/02/485 (structural landscaping)	AC	03.02.03
03/2481	Variation to planning condition 9 on consent ref s/2002/485 to permit Commencement of built development in advance of the implementation of the structural landscape planting.	AC	01.06.04
04/2603	Revised strategic landscape planting to southern boundary of Solstice Park	AC	15/3/05
05/2062	Offices C2	AS106	5.01.06
07/2226	Development of a 6131sqm store (class a1) together with ancillary servicing and parking with highways improvements and alterations to the roundabout at Porton road and sunrise way to increase capacity  resolved to be approved by P & R but called in by Secretary of State	Public Inquiry	13/01/09
07/2518	Proposed construction of regional distribution centre & associated infrastructure works including roads parking areas drainage and landscape planting	Resolved to Ref	18/11/08

### CONSULTATIONS:

WCC Highways

*To application as submitted:*

- I attach my original comments on the earlier submission ( at appendix). My view remains unchanged with conditions as recommended within the text of my email sent on 8th April 2008.

However, I note that the latest submission has been changed with an increase in car parking on the site (being stated that this change is due to concern by Amesbury Town Council on level of parking in previous scheme). Although no specific guidance is provided in WCC or SDC advice on parking guidelines, I can confirm that guidance that I frequently use is as follows:

1 space per 8 children for staff parking (excludes ancillary staff) = 11 spaces (rounded down)(normal staff to child ratio used)	
1 space per 6 children for parent pick up/drop off	= 15 spaces
<b>TOTAL</b>	<b>= 26 spaces</b>



However, information provided by the applicant on the breakdown of child age groups suggested that more staff would be required than the normal ratio of 1 assistant per 8 children and a maximum number of staff directly caring for children of 21 was arrived at. As staff would be encouraged to car share, walk, cycle or use public transport, I would **not** normally recommend this higher level of staff parking, which would allow all staff directly working with children to be provided with a space. Also, as 15 spaces could be available for parental pick up/drop off, clearly only a proportion of these spaces would be in use at any one time. I therefore consider 26 spaces to be adequate for this use. 29 spaces are shown in the submission but the drawing is poorly presented and the spaces are not laid out to the normal recommended standard. I would therefore recommend that the drawing be amended to show at least 26 spaces, measuring at least 4.8m x 2.4m with a minimum aisle width of 6m.

In order to encourage walking by parents, children and staff, and cycling to the site by staff, it will be essential that a safe crossing point on Porton Road is provided. Also, where possible, footways should be continuous. I therefore recommend that a new section of shared use footway/cycleway, measuring 3m in width, linking from the new roundabout located at the Sunrise Way/Porton Road junction is provided to meet a new Toucan crossing to be provided at a suitable location close to the linking footpath from Porton Road to the site. A detailed design of the shared use footway/cycleway and toucan crossing shall be submitted for the approval of the LPA before development starts and the works provided in accordance with the approved details before the first use of the development. Alternatively to this recommended condition, the developer should be invited to enter into a Section 106 Agreement in order to ensure that the works are secured. It is noted that the applicant has not offered any additional works and, in the event that the above requirement was not accepted by the developer, I would have no alternative but to recommend unfavourably on the development". I would also add that, in order to construct the new toucan crossing, the developer must enter into a Section 278 or Section 106 Agreement with this Authority.

I also note that the agent has confirmed that the developer is again prepared to submit a separate travel plan for the development and I would recommend a condition as stated in point 4) of my previous email.

*Comments on amended plans:*

The amended drawing, now showing 26 spaces, is laid out in an acceptable arrangement.. I did say that up to 15 spaces would be needed for parental drop off/pick up but I am content that the site can be adequately managed and very short stay parents can use any available staff on site parking spaces.

I also confirm my view that parking on Porton Road is not likely to occur as a result of this development, particularly as a toucan crossing will be required which will prevent parking in the vicinity of the pedestrian link. Any parent arriving by car will use the available spaces within the site which should be properly managed via the travel plan to ensure the safety of the children. I did not recommend a condition requiring an approved travel plan but noted that one had been submitted. I confirm the travel plan must be approved before the start of development.

Wilts Fire & Rescue	Provides information on fire safety legislation and advises there must be adequate water supplies and access for fire fighting.
WCC Library/ Museum	- A watching brief was carried out during landscaping of the whole site. No significant archaeological features identified in the area therefore no comments.

Environmental Health Officer - Recommendations are as follows

1 No demolition or construction work shall take place before 08 00 on any day and work must finish by 18 00 Monday to Friday and 13 00 on a Saturday This includes delivery of materials to the site No work shall take place on a Sunday or Bank Public Holidays

This particular development is adjacent to existing housing and as such there is potential for noise from the construction stage to impact on this housing which needs to be controlled An additional potential cause of nuisance is that from dust and as such any conditions listed in the reserved matters should be re iterated should you grant permission If there is no condition relating to the control of dust in the reserved matters I would recommend the following condition be set

2 No development shall take place until a scheme for the control of dust from the site has been submitted to and approved by the local planning authority

Wessex Water Authority - comments as follows

Foul Drainage

There are public foul sewers in the vicinity of the site

There are private foul sewers serving the site which are under agreement for adoption in due course by Wessex Water

The foul sewerage system has the capacity to serve the proposals

Surface Water Drainage

There are no public surface water sewers in the vicinity of the site

The planning application indicates the use of soakaways

Sewage Treatment

There is sewage treatment capacity available

There is adequate capacity at the terminal pumping station

Water Supply

There are water mains crossing the site a minimum 5m easement must be maintained

There will be adequate capacity in the distribution system unless the development requires abnormally high volumes of potable water Details of demands should be provided for approval in due course

Environment Agency - We have no objection to the proposed development subject to the following conditions and informatives being included in any planning permission granted.

#### Water Efficiency

*We strongly recommend water efficiency measures be incorporated into this scheme. It would assist in conserving natural water resources and offer some contingency during times of water shortage.*

#### CONDITION

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

#### REASON

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

#### NOTE TO APPLICANT

*The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Greywater recycling and rainwater harvesting should be considered.*

*The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit <http://www.environment-agency.gov.uk/> > Subjects > Water Resources > How We Help To Save Water > Publications > Conserving Water in Buildings, for detailed information on water*

saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful - <http://www.savewatersavemoney.co.uk/>.

#### Pollution Prevention During Construction

##### INFORMATIVE

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes.

We recommend referring to our Pollution Prevention Guidelines, found at [www.environment-agency.gov.uk/business/444251/444731/ppg/](http://www.environment-agency.gov.uk/business/444251/444731/ppg/)

#### Historic Landfill

On the 22nd of June 2007 we sent your Authority a CD containing historic landfill data which has all the information which we hold on the historic landfill site within 250m of this development proposal. We have no further comments on this application.

#### Sustainable Construction

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction, and the efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

Highways Agency - The Highways Agency raised no objection to the proposal subject to conditions covering the need to resubmit an amended Travel Plan and a Construction Management Plan. The following comments regarding a travel plan were made: A Travel Plan Coordinator should be designated; car sharing should be promoted; numbers and times of visitors should be clarified; the number of cycle racks should be stated and associated showering facilities should be provided; the free bus service stop should be identified and a baseline mode share should be established through a staff travel survey. It was also highlighted that the frequency of delivery vehicles should be clarified.

#### **REPRESENTATIONS**

Advertisement	Yes. Advertised: 09/10/2008 Expired: 30/10/2008
Site Notice displayed	Yes. 2 notices displayed 09/10/2008 Expired: 30/01/2008
Departure	No – would be in terms of phasing .but addressed by S106 for a land swap
Neighbour notification	Yes. Expired: 21/10/2008
Third Party responses	
Salisbury Campaign for better Transport –	We strongly support in principle this much needed facility since the nearest children s nurseries are at present in Salisbury 7m and Andover 14m a situation which is capable of generating up to 5 000 car miles per day two return trips to Andover with one child per car

The proposed provision of a total of 29 car parking spaces is very close to SDC s guideline maximum 18 spaces for 30 staff says much about the Applicant s attitude to green travel Given the deplorably high proportion of parents who prefer to take their children to school by car 8 drop off pick up points for 92 children will almost certainly result in the use of the access road for this purpose with its attendant safety problems unless arrival and departure times are staggered We applaud the separation of vehicular and cycle pedestrian access although the provision of only six albeit covered cycle parking spaces is less than generous We would expect the cycle path within the site to offer safe and convenient links to the Amesbury cycle network .

We note that the Green Travel Plan which forms part of this application



contains the usual politically correct platitudes but little of substance 18 staff car parking spaces and only 6 cycle parking spaces for both staff and customers rather sets the tone.

It is true that the town centre and much of the residential area of Amesbury lies within a 2km radius of the site although relatively few houses are within 1km which makes it less than ideal Over such distances parents will need to resort to buggies or child seats on their cycles which in turn places great emphasis on safe pedestrian and cycle routes between residential areas and a school located within a trading estate The Applicant fails to discuss this very real need.

No buses pass the site and only one route comes close and then only twice per hour We understand that Solstice Park employees and their children may use the shuttle bus from the town centre as may the nursery school staff The Applicant points out that they anticipate that 50 of the children attending the nursery will have parent s who work at Solstice Park No evidence is offered for this seemingly high figure.

The provision of a Toucan crossing of 40mph Porton Road close to the proposed pedestrian cycle path to the nursery forms part of the planning application for both the nearby Asda store S 2007 2226 and the Regional Distribution Centre S 2007 2518 In the event that neither is built before the nursery then surely it must be provided by Busy Bees Ltd.

Comment on amended plans : Original observations stand. Reducing parking spaces from 29 to 26 is not the issue. Concerns are shared by other interested parties and agree that a Toucan crossing on Porton Road is a vital safety requirement.

Town Council:

The Town Council object to the application on the grounds of the proposal and its associated vehicle movements contributing to congestion on Sun Rise Way, excessive parking on Porton Road during drop off and collection times due to the proposed pedestrian/cycle link, no provision being made for the toucan crossing or footpaths along Porton Road and the location of the proposal which should be in the retail area of Solstice Park. Comments on amended plan awaited.

### **MAIN ISSUES**

1. Planning policy
2. Design
3. Impact upon neighbour amenity
- 4 Highways and access
5. Impact upon the water environment
5. Issues raised by Amesbury Town Council

### **POLICY CONTEXT**

Within allocated employment site E8a SDLP G2,

### **PLANNING CONSIDERATIONS**

1. Planning Policy

The site lies within the designated employment allocation E8a. There is a masterplan for this development approved by NAC in 1999. The site is to be developed in phases with only 18 ha net of employment land and 4.75 ha NET of leisure to be developed up until 2011. the masterplan defines these areas . This site lies within a FDA (future development Area), which is not due to be developed until post 2011.

The same consideration applied to the offices next door to this site (plot C2) and the matter was resolved by undertaking a 'land swap' controlled via a section 106 Agreement with a parcel of land of equal size within the phase 1 development area. This site is closer to the existing built area of Amesbury than the land which is to be 'swapped'.

The application has not been advertised as a departure from policy E8A of the adopted Salisbury District Local Plan as the applicants have proposed this land swap whereby they develop this piece of land instead of another piece of land, which was intended to be developed before 2011. This 'swap' is shown on the application plans. The applicants will be submitting a draft legal agreement to secure this 'swap'. As a result, once the agreement is completed, the application will no longer be a departure from policy E8A since the total area of land to be developed for employment purposes before 2011 will not exceed the specified limit. On the original masterplan an area was identified as a 'local centre' where it was envisaged this type of use would be located. This centre has not come forward, the roadside services within the L1 designated leisure area currently providing a service function to Solstice Park. These services are located within what are essentially the slip roads to the junction with the A303 and are therefore not a suitable place for a nursery from a highway safety point of view.

*Are there any implications of this land swap?*

In favour, this land is closest to the existing residential development on Porton Road and so is the most sustainable area in transport terms since it facilitates walking from residential properties to the nursery. It is also closest to the office buildings. Though these are currently vacant, it is to be hoped that they will not remain that way and a nursery adjacent could be attractive to employers.. Secondly it will facilitate the construction of the northernmost pedestrian crossing on Porton road .

There is a permission for office buildings to the north ( on the 'ASDA' site) . Originally the land to be swapped would have formed a continuation of such an office development, but as this land is currently under consideration for a supermarket – that continuity of design approach is not a current concern and will be considered post 2011.

## 2. Design

The design of the building follows the design code for Solstice Park in terms of its design and materials- the only exception being the coloured panels, which are designed to enable the different classrooms to be identified from outside the building. In terms of the use of the building, this is considered to be acceptable. The building is single storey and set down from the landscape strip to the south.

## 3. Impact upon neighbour amenity

The building is single storey, lower than the residences to the south and therefore despite the cutting of the boundary hedge to Beverley hills Park, there will be neither overlooking nor overshadowing of the residences. Noise is principally an issue during the construction phase and therefore owing to the proximity to residential development it will be necessary to restrict the hours of construction and also to have a construction environmental management plan. Whilst children playing outdoors can generate noise there is a landscape buffer between the site and residential properties and the EHO has not raised on these grounds.

## 4. Highways and access

Vehicular access is from Sunrise way.

There is a pedestrian access to connect with the proposed footpath/cycleway along the southern boundary of Solstice Park to the south. The proposal includes the surfacing of that between the pedestrian access to the nursery and Porton Road.

Under s/2005/2062 the route of a footway had to be safeguarded along Porton Road from the junction with Sunrise Way southwards. As part of this proposal this footway will need to be put in to link with the footpath/cycleway along the southern boundary of Solstice Park. A condition is proposed to address this.

As part of both the Asda (07/2226) and RDC (07/2518) proposals a controlled pedestrian crossing on Porton Road is proposed. As there is no guarantee that either of these proposals will come to fruition, it will be necessary to require the nursery to provide such a crossing should it be built first. This will require the applicant to enter into a legal agreement with WCC highways. This is a separate entity from the section 106 Agreement, and will therefore also need to be addressed via Grampian condition ( conds 10 & 11).

Solstice Park is subject to a travel plan, with which this nursery would have to comply. It would also be necessary to develop a site-specific travel plan, which can be achieved by condition. The travel plan already submitted requires more detail.

The proposed site is within easy walking distance of Butterfield Down and Stonehenge Estates and Hillside and Beverley Hills mobile home parks. It is also within walking distance of Boscombe Down and Minton business parks, as well as Solstice Park itself.

The Solstice Park bus that runs to the park from Amesbury Town Centre currently calls at the offices at the Crescent.

Concern has been expressed about additional on street parking but as pointed out by WCC highways, there is a prohibition of parking within a set distance of the pedestrian crossing. Furthermore, as part of the green travel plan for Solstice Park there is an agreed parking restriction strategy on the estate roads published 2002. This shows no waiting at any time on Porton Road and Sunrise Way to be subject to a clamping agreement.

#### 5. Impact upon the water environment

The Environment Agency has suggested conditions to reduce water usage. The development does not include any elements likely to pollute the aquifer during operation- such as fuel storage- and it is therefore considered by the local planning authority that an appropriate assessment is not required in this case. A CEMP ( which will be required by condition) can address any issues that could otherwise potentially arise at construction stage.

#### 6. Issues raised by Amesbury Town Council

The town council have raised concerns over traffic, however, under the outline consent this site can be used for any B1, B2 or B8 use – all of which would generate traffic in themselves. Even if the land swap did not take place, there is an area of land to the north of Sunrise Way and accessed from it, which has the benefit of outline consent for those uses and is developable within the local plan period. This area is to be ‘sacrificed’ in the short term to this proposal in the form of a land swap. Therefore there is no potential increase in traffic over what has already been consented and there is no sound basis for objection on such grounds.

There is no area of Solstice Park allocated for retail. In the masterplan it was envisaged a local centre would be built in which uses such as this would be located. However, that site has been lost to the Regional Distribution Centre proposal under S/2007/2518.

The public house and filling station and shop, located within the ‘leisure’ area, serve the needs of the park in lieu of the local centre. To site a nursery there, in an area that essentially lies within the slip roads to the A303 would be unsustainable in that the hazards of crossing those roads with young children would deter walking to the site and therefore encourage travel by car. It is also located further from residential properties than is the proposed site.

The toucan crossing mentioned is required by WCC Highways and would be a condition of any permission for a nursery to ensure a safe crossing of Porton Road Whoever develops first out of the nursery, Asda or the Regional Distribution centre would have to provide it.

The pedestrian cycle link on the southern boundary is shown in the approved masterplan for Solstice Park. As this will adjoin the toucan crossing, parking will not be permitted within a certain distance of this crossing. A revised parking plan has been received which reduces the parking spaces on site to 26 and makes for a more practicable layout.

#### **CONCLUSION**

Subject to completion of a S106 Agreement to ensure that the threshold for employment land of 18ha up to 2011 is not breached, the development is considered to comply with policy E8A. The location of this land relates well to the current built form of Amesbury and the design of the buildings complies with the approved Development Strategy Submission (design ethos) for the site. The interests of the River Avon SSSI and SAC can be safeguarded by a condition requiring a Construction Environmental Management Plan.

#### **RECOMMENDATION:**

##### **1) COMPLETION OF A SECTION 106 AGREEMENT WITHIN 3 MONTHS OF THE DATE OF THE RESOLUTION TO ENSURE THAT**

**(A) NO MORE THAN 18 HA NET OF EMPLOYMENT LAND IS DEVELOPED BEFORE 2011**

**(B) THE PROVISION OF THE PREVIOUS S106 AGREEMENTS ON THE OUTLINE PERMISSION ARE REITERATED AND APPLY TO THIS SITE**

##### **2) APPROVE**

For the following reason

The location of this land relates well to the current built form of Amesbury and the design of the buildings complies with the approved Development Strategy Submission (design ethos) for the site. Subject to the land swap proposed, the proposal will not constitute a material departure from policy E8a of the adopted

Salisbury District Local Plan, neither will the proposal have any significant effects upon the interests of the River Avon SSSI and SAC It will therefore comply with saved policies G1 and G2 of the adopted Salisbury District Local Plan and policy DP1 of the Wiltshire Structure plan 2016.

And subject to the following conditions

**3) SHOULD THE S106 AGREEMENT NOT BE COMPLETED WITHIN THE TIMESCALE SPECIFIED IN 1) ABOVE, THE DECISION BE DELEGATED TO THE HDS TO REFUSE FOR NON COMPLIANCE WITH POLICY E8A IN TERMS OF PHASING , AND FOR UNSUSTAINABLE DEVELOPMENT WHICH FAILS TO ADHERE TO THE SOLSTICE PARK TRAVEL PLAN**

APPROVE SUBJECT TO S106

Conditions and Reasons:

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission. (A07B)
- (1) Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. AS amended by section 51 (1)of the Planning and Compulsory Purchase Act 2004 (0004 AMENDED)
- (2) 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)
- (2) Reason: To secure a harmonious form of development and to comply with the design code for the Solstice Park development.
- (3) No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (G22A)
- (3) Reason: 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.
- (4) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
- (4) Reason: To enable the Local Planning Authority to secure the satisfactory implementation of all approved landscaping works, in the interests of visual amenity.
- (5) No demolition or construction work shall take place before 08 00 on any day and work must finish by 18 00 Monday to Friday and 13 00 on a Saturday This includes delivery of materials to the site No work shall take place on a Sunday or Bank Public Holidays
- (5) Reason: To avoid the risk of disturbance to neighbouring dwellings/ the amenities of the locality during unsocial hours.
- (6) No development shall take place until a scheme for the control of dust from the site has been submitted to and approved by the local planning authority
- (6) Reason: In the interests of amenity for the occupants of the neighbouring/nearby dwelling(s).
- (7) The construction of the development hereby permitted shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a Construction Management

Plan. The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice and a scheme to encourage the use of Public Transport amongst contractors. The development plan shall be carried out strictly in accordance with the approved construction management plan.

- (7) Reason: In the interests of highway safety and the efficient operation of the trunk road network.
- (8) No development shall commence until full details showing the gradients/contours or spot heights and the construction materials for the linking footpath/cycle route, shown cross hatched on the submitted drawing have been submitted to and approved in writing by the Local Planning Authority. The work shall be carried out strictly in accordance with the agreed details before the first use of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
- (8) Reason: In the interests of highway safety and encouraging sustainable modes of transport.
- (9) No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.
- (9) Reason: In the interests of sustainable development and prudent use of natural resources.
- (10) The development shall not be brought into use until the submitted Travel Plan has been further developed and submitted to and agreed in writing by the Local Planning Authority ..

The Travel Plan, dated 15 September 2008, has been prepared and submitted to the Secretary of State. The final version shall be based on this draft and amended to include the following:

#### Enforcement

The Highways Agency would like to see a list of potential mitigation and remediation measures included in the Travel Plan; including the potential for further contributions to sustainable transport measures should targets not be met.

#### Monitoring

A baseline mode share should be established 6 months after initial occupation through a staff travel survey, with an annual monitoring survey to ensure these targets are being achieved and to perhaps identify new measures to meet targets. The annual staff travel survey should be done on the anniversary of the Travel Plan, to avoid variations in the time of year, e.g. holidays in August.

A report should also be submitted to the appropriate authorities to outline the results and analysis of the results of the staff travel survey and their results of the on-going monitoring undertaken throughout the proceeding period.

- (10) Reason: In the interests of encouraging sustainable modes of transport.
- (11) No development shall commence until details of a new section of shared use footway/cycleway, measuring 3m in width, linking the new roundabout located at the Sunrise Way/Porton Road junction to a new Toucan crossing to be provided at a suitable location close to the linking footpath from Porton Road to the site has been submitted to and approved in writing by the local planning authority . The works hereby permitted shall not be commenced until a detailed design of the shared use footway/cycleway and toucan crossing has been submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied nor the development brought into use until the work to provide the footpath/cycleway and crossing , has been carried out strictly in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
- (11) Reason: In the interests of highway safety.

(12) No occupation of the building hereby permitted shall take place until a controlled pedestrian crossing has been constructed on Porton Road

(12) Reason: In the interests of highway safety.

### **INFORMATIVE**

( condition 9) NOTE TO APPLICANT

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Greywater recycling and rainwater harvesting should be considered.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit <http://www.environment-agency.gov.uk/> > Subjects > Water Resources > How We Help To Save Water > Publications > Conserving Water in Buildings, for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website. The following may also be helpful - <http://www.savewatersavemoney.co.uk/>.

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes.

We recommend referring to our Pollution Prevention Guidelines, found at [www.environment-agency.gov.uk/business/444251/444731/ppg/](http://www.environment-agency.gov.uk/business/444251/444731/ppg/)

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction, and the efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

### **INFORMATIVE**

This decision is made having regard to the following development plan policies;

'saved' G1 - sustainable pattern of development

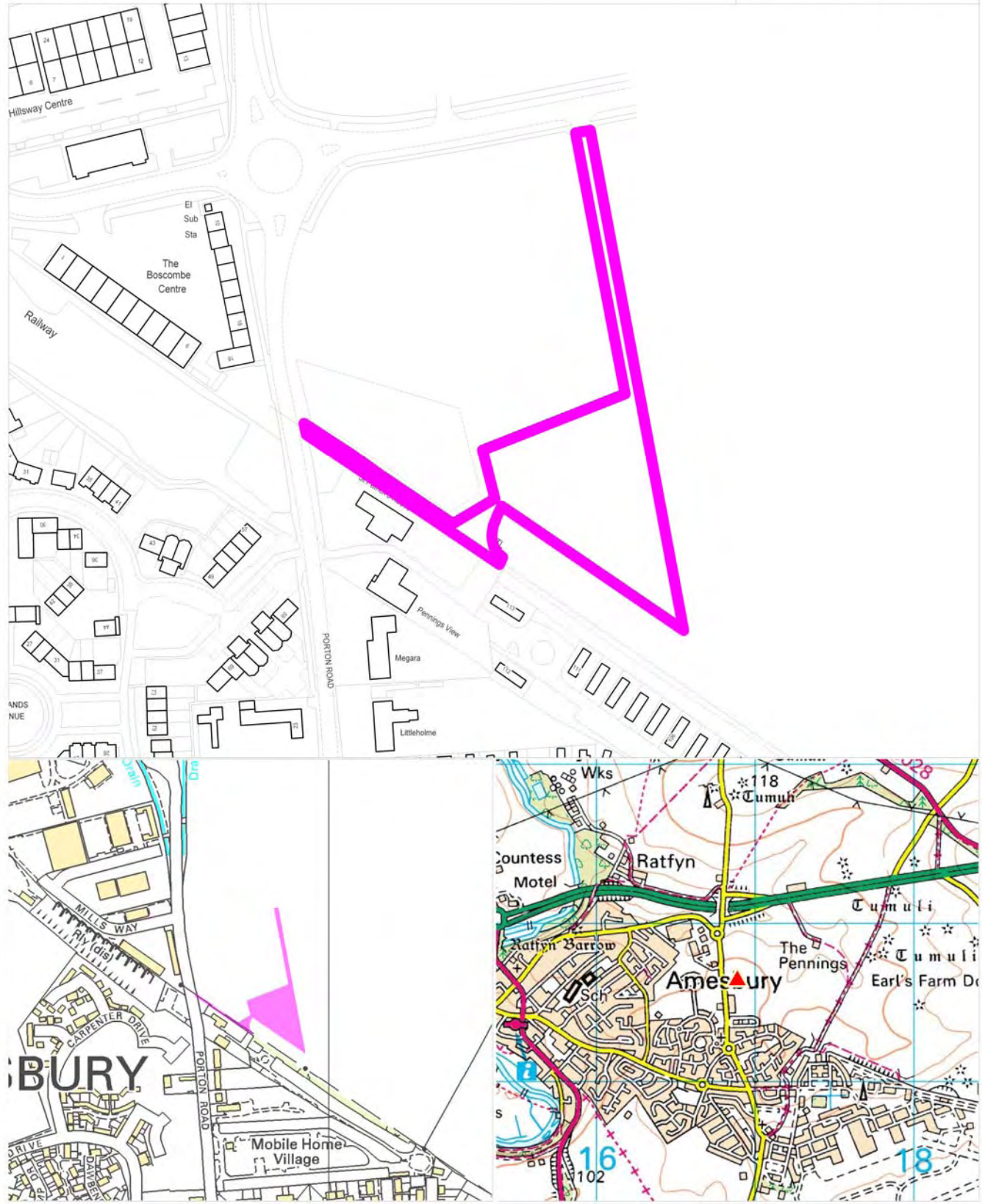
Saved G2- general development control criteria

E8A Employment allocation at Solstice Park

DP1 ( Wiltshire Structure Plan) sustainable development pattern

Site Visit:

S/2008/1661



## PLOT C4A SOLSTICE PARK AMESBURY

SCALE: NTS

DATE: 09/12/2008 15:27:50

DEPARTMENT: Planning

**THIS MAP IS FOR INTERNAL USE ONLY.**

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Application Number:	S/2008/1578		
Applicant/ Agent:	BUILDING PROJECT TEAM MRS CAROL FINCH		
Location:	WOODFORD VALLEY C E AIDED PRIMARY SCHOOL MIDDLE WOODFORD SALISBURY SP4 6NR		
Proposal:	ERECTION OF 130 METRE LONG FENCE (1.2 METRE HIGH CHAIN LINKS AND TIMBER POSTS) AND NEW ACCESS GATE		
Parish/ Ward	WOODFORD		
Conservation Area:	LB Grade:		
Date Valid:	10 September 2008	Expiry Date	5 November 2008
Case Officer:	Mr T Wippell	Contact Number:	01722 434554

### REASON FOR REPORT TO MEMBERS

Councillor Sarah Dennis has requested that this item be determined by Committee due to:

The interest shown in the application

### SITE AND ITS SURROUNDINGS

The site relates to a recreation ground within the village of Middle Woodford and consists of a full-sized football pitch with goal posts, a children's play park toward the road, an expanse of grass for recreational use and a gravelled carpark. The open space is sited adjacent to the Woodford Valley School, and backs onto open fields at the rear.

### THE PROPOSAL

The proposal is to erect a 130 metre long fence across the entire width of the field, effectively subdividing the recreation ground into two areas. The fence will be constructed with timber posts and chain-link green fencing, and will be 1.2 metres high. A wooden gate will be added across the driveway leading to the school.

The purpose of the fencing is to enclose the top-half of the field, providing a safe area for School children to play during school hours. The applicant has also confirmed that the top-half of the field will be available for members of the public during out-of-school hours.

### PLANNING HISTORY

99/0606	CoU From part recreation ground to car park at land land adj Middle Woodford C of E Primary School	AC	30.07.99
99/0791	Siting of a single mobile classroom with toilets	AC	09.06.99
02/1106	Single storey extension for reception area and offices.	AC	22.07.02
02/1813	Proposed tarmac playground	AC	14.10.02
07/0918	Change of use of agricultural land to the north east of Woodford C. E Primary school to playing field	AC	28.06.07
07/2326	Erection of new school hall and classroom.	AC	15/01/08
08/0327	erection of new school hall and classroom	AC	10/04/08

### CONSULTATIONS

Conservation Officer- No objections. The fence will not affect the settings of the nearby listed building

Sport England- Our initial concern with the application was that it would result in the loss of an adult football pitch. Upon receiving confirmation from the case officer stating that although goal posts are on the site, a pitch isn't usually marked out and is therefore not being used. We have also been provided with a plan showing that 2 mini football pitches will still be able to be accommodated on the site despite the proposed fence.



In light of the above, in our opinion, the proposals meet with the requirements of Exception 3 of our planning fields policy. In light of this, Sport England does not wish to object to this application.

Highways- No adverse impact on highways safety

Forward Planning- Raise no objections verbally. There will be no change of use of the field, and therefore no loss of public open space (R5 land).

## REPRESENTATIONS

Advertisement	Yes – Expired 16/10/08
Site Notice displayed	Yes – Expired 16/10/08
Departure	No
Neighbour notification	Yes – Expired 06/10/08
Third Party responses	Yes- 11 letters of support (including one from a Community and Youth Affairs Officer based at Salisbury Police Station), stating that the fencing will provide security for the pupils, improve sporting facilities and create a much needed playing field for the pupils.
	2 letters of objection, stating that the fence will be overly prominent within the landscape, will result in the loss of public open space, and the school is getting too big for this village location
Parish Council response	Yes – No comment

## MAIN ISSUES

- Principle of Development
- Future use of open space
- Visual Amenity
- Conclusion

## POLICY CONTEXT

G2, C6, C7, CN5, R5, R7, R1A

## PLANNING CONSIDERATIONS

### ***Principle of Development***

Policy R5 states that: Development which would lead to the loss of public or private sports fields, other recreational open space, or school playing fields, will not be permitted unless:

- (i) sports and recreation facilities can be best retained and enhanced through the redevelopment of a small part of the site; or
- (ii) alternative equivalent provision is made available in the locality; or
- (iii) there is an excess of sports pitch provision and public open space in the area, taking account of the recreation and amenity value of such provision.

Policy R7 states that: *The Local Planning Authority recognises the valuable additional contribution which school facilities have made in the past in providing recreational facilities outside of school hours. The District is presently lacking in the provision of a number of facilities, such as football pitches, and the use of school playing pitches could assist in satisfying existing demand. Similarly, the covering of outdoor school swimming pools in the District's more rural areas could provide all year round swimming opportunities. It is acknowledged, however, that the use of school facilities is at the discretion of school governors. The erection of new buildings for joint use will be permitted where they would be within settlements, or on appropriate land immediately adjoining a recreation area, subject to there being no adverse landscape impact.*

*Where the Education Authority declares schools and their facilities surplus to educational requirements, the Local Planning Authority will investigate how the site's potential to provide*

community facilities could be best utilised. Many playing fields are also important in landscape terms. For these reasons, the Council will seek to retain these sites in recreation use.

Policy R1A applies to this application. This policy states that *new indoor and outdoor sports and recreation facilities and the expansion of existing facilities will be permitted within or on the edge of settlements, subject to there being no significant adverse landscape implications and provided they are accessible by means of public transport and other sustainable modes of transport.*

Planning Policy Guidance Note 17 (Planning for Open Space, Sport And Recreation), states that:

*15. In advance of an assessment of need, local authorities should give very careful consideration to any planning applications involving development on playing fields (see endnote 3). Where a robust assessment of need in accordance with this guidance has not been undertaken, planning permission for such developments should not be allowed unless:*

- i. the proposed development is ancillary to the use of the site as a playing field (eg new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;*
- ii. the proposed development only affects land which is incapable of forming a playing pitch (or part of one);*
- iii. the playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location - see paragraph 13 above; or*
- iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field*

*16. The recreational quality of open spaces can be eroded by insensitive development or incremental loss of the site. In considering planning applications - either within or adjoining open space - local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. Planning authorities may wish to allow smallscale structures where these would support the existing recreational uses (for example, interpretation centres, toilets, and refreshment facilities), or would provide facilities for new recreational uses. They should seek to ensure that all proposed development takes account of, and is sensitive to, the local context.*

*26. In rural areas those sports and recreational facilities which are likely to attract significant numbers of participants or spectators should be located in, or on the edge of, country towns. Smaller scale facilities will be acceptable where they are located in, or adjacent to villages to meet the needs of the local community. Developments will require special justification if they are to be located in open countryside, although proposals for farm diversification involving sports and recreational activities should be given favorable consideration. All development in rural areas should be designed and sited with great care and sensitivity to its rural location.*

### **Impact on Sport Facilities**

The fence will run directly through the middle of a full-sized football pitch, and the two goalposts at either end will be removed. Whilst the playing surface is full of dips/ holes, making it unsuitable for many sporting activities and the full-sized pitch has clearly not been used competitively for many months with no line-markings shown, there is a concern that the development will result in the net loss of sporting facilities within the area.

In light of this concern, the applicant has confirmed in writing (and via additional plans) that two smaller 'mini' football pitches (1 under 10's pitch and a 7-a-side pitch) will replace the full-sized pitch; one sited either side of the fencing.

Sport England (whose aim is to encourage sport participation and protect facilities from development) raises no objections to the application. Whilst a full-sized football pitch will be lost with this development, the opportunity to allow the School to improve the playing surface/ fill in holes/ maintain the grass/ create two mini football pitches should lead to an overall enhancement of existing sporting facilities available, and therefore lead to increased participation in sporting activities, especially if the School starts a youth football team. As such, in terms of the impact on sporting provision, no objections are raised.

### **Impact on Open Space Provision**

Concerns have been raised from Third Parties that the scheme will result in the loss of community land, designated in the Local Plan as protected open space. A number of local residents are apprehensive that if the fence is constructed, the enclosed top-half of the field will be used exclusively by the Woodford Valley School with no access for members of the public.

In light of this concern, the Head Mistress of Woodford Valley School has confirmed that the entire field is to remain open for public use during out-of school hours. The following extract is taken from her statement explaining how the School intendeds to use the new area:

*'The field is generally in a very poor state and using it as the school would like, would mean spending a substantial amount of money to clear stones, fill mole hills and level the area etc. In addition the field would then need regular maintenance. If the school were to invest money to ensure the space was safe and suitable for sporting and games activities it would need to make sure unwanted guest were not able to easily ruin the hard work with joy riding activities etc.*

*'We have always planned to share this facility and have no wish to take it away from the community. Infact we desperately want to share this space. We have a number of pupils from the area who are hoping to be able to join football clubs etc and parents who are keen to start a village facility. It has always been our intention to work towards more meaningful community cohesion. We do not want to lock any gates, charge for the use or monitor people using the field out of school hours.'*

In Officers opinion, the fencing will not result in the loss of public open space. Instead, the proposal is considered to enhance the overall quality of existing open space and sports provision in the village, and the redevelopment of the area is deemed to be acceptable in accordance with Policy R5.

Whilst it is acknowledged that the dual-use of the field would be at the discretion of school governors, this situation is no different than existing. The field is currently leased to the Parish Council for community use by a private land-owner, who would be perfectly entitled to 'reclaim' the land for his own personal wishes. Therefore the 'fallback' position is relevant in this instance, as The Local Planning Authority has no control over the land in terms of its use as a community facility. It is pleasing to note that the existing facilities will be enhanced, and that the field retained as a community facility. Forward Planning have been consulted, and raise no objections verbally.

### **Visual Amenity**

The recreation ground backs onto open fields at the rear, which are designated as Special Landscape Area. Therefore, care should be taken to ensure that the landscape is not adversely affected by development, and that the fencing is sympathetically designed to be in-keeping with the appearance of the wider area.

The timber post and chain-link fencing will dissect the entire width of the recreation ground, measuring 130 metres in length. Due to the open and rural characteristics of the area, the fencing will be highly visible from the wider landscape and although only 1.2 metre in height, will be prominent when viewed from both the recreation ground and the open countryside to the side and rear.

In light of the prominence, Officers consider it essential for hedging to be planted alongside the fencing, to 'soften' the appearance of the structure and allow it to blend in with the rural settings of the wider area. Without the planting of hedging, the fencing will detract from the character of the wider landscape, and would appear as an incongruous feature which should therefore be refused.

### **Conclusion**

There will be no loss of playing field or public open space with this development, and subject to a condition that hedging is planted alongside the fencing to allow the fencing to 'blend' in with the rural surroundings, no objections are raised.

**RECOMMENDATION: Approve**

The fencing will not result the loss of public open space or sporting facilities, and the scale, materials and siting proposed are appropriate to the general development criteria, in accordance with the adopted Salisbury District Local Plan policies.

And subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. AS amended by section 51 (1)of the Planning and Compulsory Purchase Act 2004 (0004 AMENDED)

2. No development shall take place until details of hedge planting, including positions or density, species and planting size have been submitted to and approved in writing by the Local Planning Authority, and shall be carried out prior to the erection of the development, or in accordance with a timetable agreed in writing with the Local Planning Authority. If within a period of five years from the date of planting, any hedging is removed, uprooted or destroyed or dies or becomes seriously damaged or defective, replacement hedging of the same species and size as that originally planted shall be planted at the same place unless the Local Planning Authority gives its written consent to any variation.

Reason: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 so as to ensure a satisfactory appearance to the development.

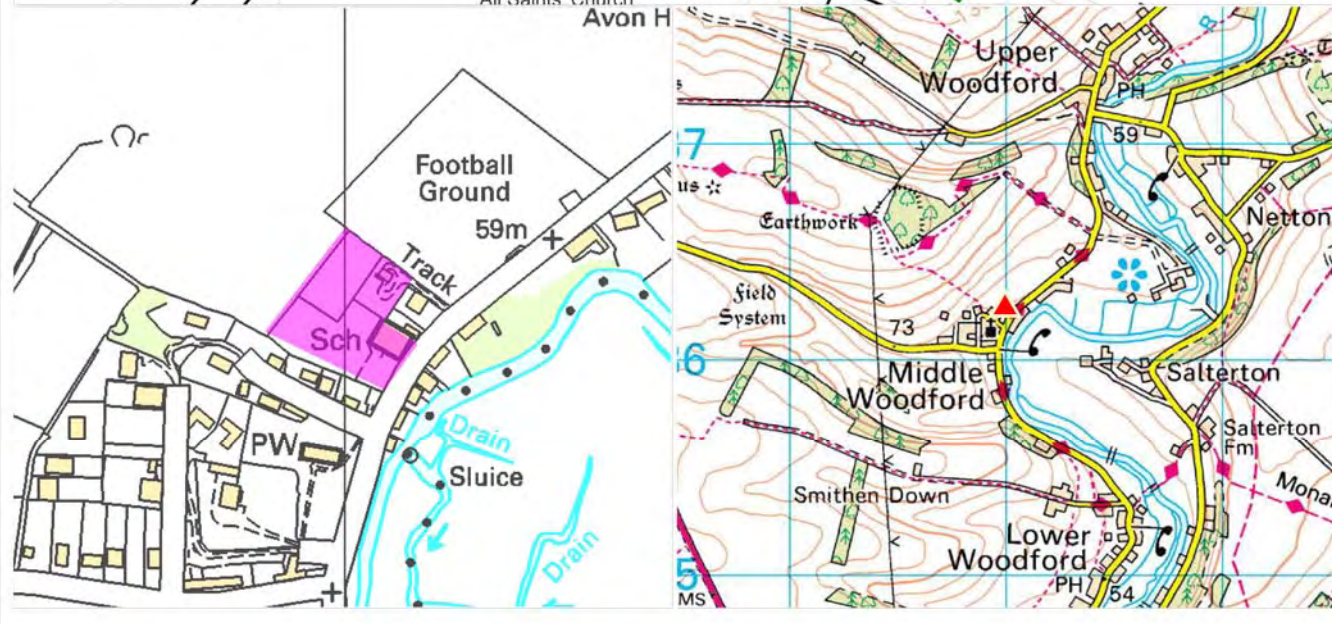
**INFORMATIVE:**

This decision has been taken in accordance with the following policies of the adopted Salisbury District Local Plan:

- G2 - General Criteria for Development
- C6 - Essential Development Criteria in Special Landscape Areas
- C7 - Protecting the Quality of the Special Landscape Areas
- CN5 - Development within/ adjacent to the curtilage of a Listed Building
- R5 - Public Open Space
- R7 - Dual Use of Education Facilities
- R1A - Outdoor Sport Facilities

Site Visit:

S/2008/1578



# WOODFORD VALLEY C E AIDED PRIMARY SCHOOL

SCALE: NTS  
DATE: 09/12/2008 15:29:15  
DEPARTMENT: Planning

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