

<p align="center"><b>NORTHERN AREA COMMITTEE –22/07/ 2004</b>  <b>SCHEDULE OF ADDITIONAL CORRESPONDENCE</b></p>
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Agenda  
Item No.

- 1 HDS note. To facilitate alternative supply solutions to the abstraction agreed with the Environment Agency the revised condition 15 should be amended to read:  
  

“...and the development shall thereafter accord with the approved details and maintenance schedule or such alternative water supply proposals and designs as may be otherwise agreed in writing by the Local Planning authority.”

This would enable the original proposal to connect into the Cholderton Water Company to remain a potential solution and be capable of facilitation within the planning consent.

Planslist  
Item No.

- 1 **S/2004/923 – FOUR NEW DWELLINGS AND CONVERSION OF CHAPEL TO TWO BEDROOM DWELLING AT LAND ADJACENT TO YEW TREE COTTAGE WYLYE ROAD HANGING LANGFORD**  

Letter from applicant dated 20<sup>th</sup> July withdrawing application to address the reason for refusal prior to a re-submission.

Letters from 3<sup>rd</sup> parties maintaining objection and referring to:

Photographic evidence submitted in objection to the proposal,  
 Location of garages,  
 Pedestrian access from road to plot 2.

Letter from WCC highways dated 15<sup>th</sup> July agreeing to delete part of their objection following proposals to provide a 1.2 m wide footway along the frontage but maintaining on visibility grounds.
- 2 **S/2004/1075 – CONSTRUCTION OF 2 TWO STOREY OFFICE BUILDINGS ACCESS AND CAR PARKING PROVISION AT PLOT C2 SOLSTICE PARK AMESBURY**  
  

Letter from Alder King property consultants confirming strong demand for the type of development proposed and supporting the use of a brick rather than clad structure as being more attractive to this type of market in terms of longevity and internal segregation. There is evidence of demand for in excess of 30,000 sq ft accommodation on site all seeking a traditional building form.

Request from Wiltshire Fisheries Association to review impacts of various developments upon low river flows on the River Avon.

Letter from the Architects requesting that the coloured perspective is presented to the Committee.

Letter from Solstice Park dated 16<sup>th</sup> July attached (Appendix 1)

Letter from Solstice Park confirming a view that trip reduction could be addressed by variation to the existing S.106. Additionally, pedestrian links are already to be constructed as a result of

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earlier consents. Furthermore, Solstice Park understood that a Habitat Regulations Appropriate Assessment had been undertaken for various Amesbury developments.

HDS note responding to Solstice Park's representations upon design (Appendix 2)

**4. S/2004/1235 – WAREHOUSE EXTENSION WITH ASSOCIATED PARKING AND LANDSCAPING AT MAHLE FILTER SYSTEMS UK LTD HIGH POST**

Letter from Defence Estates raising no objections

Letter from English Heritage raising no objections

Letter from Environment Agency raising no objections subject to controls over foul drainage, clarification over abstraction levels against licence levels, water efficiency measures and prevention of pollution of groundwater sources.

Consultation response from Joint Transportation Team attached (Appendix 3)

Submission of draft Travel Plan covering objectives, promotion of alternative modes of transport including cycling and bus use, car sharing and reward flexible working, cyclist facilities and ongoing monitoring and review.

Confirmation from Joint Transportation Team of costs for cycleway improvements, 13<sup>th</sup> July 2004

Confirmation from Joint Transportation Team that the draft Travel Plan is of sufficient quality to form a part of the legal agreement.

HDS note.

1. Whilst the report does not specifically discuss the impacts of the development upon the River Avon cSAC, the issue has been addressed by English Nature and a standard condition relating to construction methodology has been applied.
2. The bullet point 3 within the Recommended Heads of terms should read "Monitoring Fee of £1,500.
3. An additional condition specifically removing rights to subsequently construct a Mezzanine floor within the extension should be applied (New condition 17) The reason being to enable the LPA to retain control over the sale and intensity of use in the interests of local amenity and maintaining sustainable patterns of development.)

**5. S/2004/1353 - PROPOSED VEHICULAR ACCESS, DRIVE AND TURNING AREA AT CHALK HOUSE WINTERSLOW ROAD PORTON**

Letter from WCC highways dated 7<sup>th</sup> July raising no objections.

Correspondence from Parish Council maintaining their objection relating to the high levels of parking along this side of the road at a point where the road is insufficient width to allow 2 way traffic leading to congestion. Additionally, comments referred to as being from the Parish Council in the report may be from the Parochial Church Council. (Appendix 19)

Letter from Wiltshire BRC noting the presence of reptiles near the site and the need to involve English Nature in the process.

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Letter from English Heritage raising no objections.

Letter from Wessex Water raising no objections. ( Subsequent correspondence with Wessex Water relating to historic sewerage problems indicate that these are likely to relate more to high water within the River Bourne. The impact of 16 dwellings sewerage outflow upon the overall capacity of the sewerage system is not likely to impact upon the frequency of such sewerage problems.)

E mail from WCC Archaeology requesting a change in condition 20 from:

The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow him to observe the excavations and record items of interest and finds.

To:

No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. (X03A)

And revised reason 0122 To enable the Local Planning Authority to exercise adequate control over any development which would affect the area of archaeological interest.

Three 3<sup>rd</sup> Party letters of objection reiterating objections to the scheme previously raised (and recorded within the representations section within the body of the current committee report.) comments also relate to the need for a pedestrian crossing, and the further demolition of Byford to improve longer visibility through removal of boundary walls.

Submission by agent of Archaeological Investigation revealing no finds.

Letter from CPRE supporting the application commending the layout, design and detailing.

Objection from Parish Council (Appendix 4) relating to foul sewerage, parking, increases in road traffic, position of bus stop, working hours, deliveries hours and potential flooding.

Letter from WCC Highways raising no objection following receipt of the revised internal layout. The Highways Officer has furthermore considered the position of the bus stop and considers it to be in the best location, the request for additional traffic calming (which has been rejected in this instance) and the scope to restrict vehicle size through the village which is the subject of separate regulatory control

Consultation response from Housing Enabling requiring a minimum of 25% affordable housing supported by housing register. The obvious group in the terrace of 4 units although they would need internal re-alignment to meet RSL space standards In this instance 4 shared ownership units would be appropriate.

Appendices (4)



**SALISBURY JOINT TRANSPORTATION TEAM**  
**37 Endless Street, Salisbury, Wilts, SP1 1DP**



## **MEMORANDUM**

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**To:** John Hammond, Principal Planning Officer

**From:** Geoff Hobbs, Assistant Transportation Planner

**CC:** Ian Postlethwaite, Wiltshire County Council Highways Development Control

**Date:** 13<sup>th</sup> July 2004

**Ref:** 12.17.01.160008

**Re:** Formal Response from Transportation on Mahle Warehouse Extension with associated parking and landscaping, High Post SP4 6AT (Full Application S/2004/1235)

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John,

Thank you for your memo dated 15<sup>th</sup> June 2004 in which you request our observations on the application by Mahle to extend the footprint of their production building at their High Post Site. My observations relate primarily to the Transport Statement prepared by WSP Development on behalf of the applicant.

My comments cover three issues: access to public transport, walking/ cycling improvements and the proposals to be included in the travel plan for the site.

### **Access to Public Transport**

1. Pedestrian Safety in travelling to/from the southbound bus stop needs to be improved. One option that could address this satisfactorily would be to extend the footway on the eastern side from the bus bay to the signal heads at the crossroads.

### **Walking/ Cycling Improvements**

1. Figure 2 helpfully shows that all of Amesbury and northern parts of Salisbury are within a 20-minute cycle ride of the site. Although walking is not a particularly viable mode of travel to or from the site, it shows that cycling can be for employees resident in Amesbury and Salisbury.
2. Mahle should provide sufficient secure covered cycle parking at the High Post site. According to Local Plan Policy TR14, and the standards set out in Appendix VI of the Salisbury Local Plan there should provision of at least 37 covered cycle parking spaces.
3. In addition to the existing provision of shower/ changing facilities for cyclists arriving at the site, lockers for storage of cycling equipment/ clothing should also be provided.

4. The location of the site within a reasonable cycling distance of Salisbury and Amesbury would provide justification for requiring that as part of this development Mahle provide a contribution towards improving cycle signage along the Woodford Valley minor road between Amesbury and Salisbury. This route also forms a section of Sustrans' proposed National Cycle Network Route 45 from Salisbury to Gloucester (via Amesbury, Marlborough and Swindon). A spur from Route 45 should also be signed to the crossroads at High Post, to encourage cycling by employees to and from the site. The route follows minor roads and does not require any construction other than route signage.

#### **Travel Plan for the High Post Site**

1. The travel plan should cover travel to the site by employees, visitors and deliveries
2. The aim of the travel plan should be to provide a "carrot and stick" approach of incentives and disincentives for use of modes other than single occupancy car travel.
3. The name and contact details of the travel plan co-ordinator need to be supplied to SDC.
4. Provision of information boards for staff need to be accompanied by further publicity and marketing of the Travel Plan to employees.
5. In addition to the provision of loans to employees to facilitate purchase of bicycles for use in travel to work, Mahle should consider offering loans to cover cost of purchase of bus season tickets.
6. To discourage single occupancy car travel, Mahle should consider charging employees a sum for an annual permit to allow parking at the site (from which lift-sharers would be exempt). Funds raised through this scheme could be ploughed back into competitions or rewards for those who arrive by car-share or non-car modes.
7. A draft (outline) travel plan should be submitted with the Section 106 agreement for this application.
8. A staff travel survey should be carried out (once the additional staff to be employed have started work) to collect data on baseline staff travel patterns, which would form the basis of objectives, measures and targets to be set out in the final travel plan. These objectives should be SMART (Specific, Measurable, Achievable, Relevant and Time-based) The final travel plan should be submitted to the Council for approval within 3 months of occupation of the extension.
9. Staff travel surveys should then be carried out annually to identify the degree of modal shift and progress made towards achieving targets.
10. The travel plan co-ordinator should submit to the Council an annual report setting out progress made towards achievement of targets and indicators set out in the final plan.

16 July, 2004

Judy Howles  
Forward Planning Office  
Planning Department  
Salisbury District Council  
61 Wyndham Road  
Salisbury  
SP1 3AH

Dear Mrs Howles,

**RE : Plot C2**

We have been informed by Morcroft that they have been advised that their application may be refused due to Plot C2 being on the Future Development Area.

You will recall that in earlier meetings this year we discussed the issue of how the Morcroft scheme could be accommodated given that it is on FDA land and we agreed that the matter could be dealt with by a Section 106 Agreement which kept within the pre-2011 development quantum of 22.75 hectares and that it could be achieved by a land "swap" of FDA land for non FDA land defined in the Section 106 Agreement.

We don't believe that you have a problem with this in planning terms given that development along the Porton Road had some logic to it.

On this basis I have assumed therefore that the possible reason for refusal is solely because Morcroft have not submitted a unilateral obligation to resolve this position and therefore the reason is more technical rather than one of principle (in much the same way as the lack of an R2 payment sometimes appears on a reason for refusal).

For the avoidance of doubt therefore I would be grateful if you would accept this letter as confirmation that should the application be resolved to be approved by the Northern Area Committee, the Amesbury Property Company Limited would be willing parties in a Section 106 Agreement to resolve this specific issue.

Hopefully these assurances will clear up any misunderstandings and this FDA issue will not be material in deciding Morcroft's application.

Yours sincerely,

Cliff Whitley  
MCIOB MaPS MCMI  
Development Manager

Copy to: Bob Moore, Esq.  
Martyn Smith, Esq.

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# IDMISTON PARISH COUNCIL

Parish Clerk – Mrs Julie Horne

**APPLICATION REFERENCE NO: S/2004/I399**

**Proposal                      DRAFT**

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## Address

Byford, Winterslow Road, Porton

Idmiston Parish Council has considered the above application and has the following response to make:

<input type="checkbox"/>	<b>No Comment</b>
<input type="checkbox"/>	<b>No Objections</b>
<input type="checkbox"/>	<b>No objections subject to conditions</b> (Please set out in box below and the LPA will try and embrace within the decision notice but this cannot be guaranteed if they are not material or ultra vires)
<input checked="" type="checkbox"/>	<b>Object</b> (For material reasons set out in box below)

As stated in our response to the earlier, refused application we continue to have serious concerns about certain aspects of this proposed development.

- i) Foul sewerage. There are severe, existing problems in Winterslow Road and this situation has been acknowledged in writing by the Chairman of Wessex Water. Wessex Water are currently re-considering the response they submitted to the earlier application but are not expected to respond until 24<sup>th</sup> July, with the NAC meeting scheduled for the following day. Unless this issue is satisfactorily resolved, we cannot see how the proposed development, of an additional 16 dwellings with their considerable capacity for waste output, can be allowed to proceed as the harm and damage upon existing residents is already very considerable in the wet times of year.
- ii) Car parking. In addition to the proposed condition in respect of garage conversion, we ask that the condition be extended to ensure that car parking spaces are not blocked (as was previously indicated would be included).
- iii) We continue to be concerned with the impact of this proposed development upon road traffic volumes, safety, speed etc in the vicinity of the post office & stores, junction with new estate and junction with High



Street.

- iv) The proposed location of the bus stop will prevent proper visibility for vehicles trying to leave the proposed estate road.
- v) We urge that a working hours/days condition be imposed to ensure some amenity for neighbours during the extensive development (eg 8.00am to 7.00pm Mondays to Fridays, 8.00 to 1pm Saturdays with no working Sundays or Bank Holidays.
- vi) We also urge serious consideration be given to imposing an hours of deliveries condition so as to avoid commuting times to/from Porton Down & Boscombe Down establishments. Large lorries entering and leaving site will create traffic hazards which could so easily be avoided.
- vii) We remain concerned with regard to potential flooding created by this development not just of this site but other adjoining properties. It appears that EA have agreed the Flood Risk Assessment but this is no guarantee.

**Submitted by:** Cllr P.L. Fisher

**Date:** 18<sup>th</sup> July 2004

**Position:** Chair, Planning Working Group

**Contact no:** 01980 611716

**Cc:** District Cllrs K.C. Wren & M. Hewitt