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Report

SUBJECT: Planning application S/2007/2518 for: the construction of a regional distribution centre and associated infrastructure works including roads, parking areas, drainage and landscape planting.

REPORT TO: Planning and Regulatory Panel

DATE: 18th November 2008

AUTHOR: Andrew Bidwell, Principal Planning Officer

Reason for Report:

The application has been brought before the Planning and Regulatory Committee because it is considered that the proposal is a material departure from the development plan namely from policy E8A of the adopted Salisbury District local Plan. In addition the proposal is likely to have an effect outside of the boundaries of the Northern area and of the district as a whole.

The Northern Area Committee considered the previously circulated report of the Head of Development Services (included in an amended version to include late correspondence below) at the meeting on 25th September 2008 and the Committee made the following recommendation:

Recommended to the Planning and Regulatory Committee –

The minutes from the Northern Area Committee have been agreed and record that the following additional conditions and amendments to the section 106 agreement and those set out in the schedule of late correspondence is included. These are generally in accordance with the requirements of statutory consultees and with comments from the general public. These are as follows:

Resolved: That the above application be forwarded to the Planning and Regulatory Committee with a recommendation to approve subject to the completion and signing of a Section 106 Agreement to provide;

1. To apply the provisions of the section 106 Agreement dated 20th January 2000 (as varied) to this application.
2. To vary the section 106 as follows-
 - To increase the limit of land to be developed before 2011
 - To vary the areas of open space / Strategic Landscape areas, to take account of this application and any consequential amendments to the landscape management plan.
 - To vary the location of the main Off road / Cycle way
 - To remove the local centre provision
 - To enhance the Travel Plan
 - To amend the approved Landscape Management Plan
3. To secure the Lorry Routeing Agreement provisions under the following Heads of Terms;
 - To prevent lorries using the C11, C32 (north of the A303) the B390, B3083, B3086, London Road, Amesbury and the Porton ROAD/Link Road.

- To restrict the number of lorries using the A345, North of Countess Road Junction and South of Stock Bottom junction.
 - Traffic Regulations on local roads where considered necessary by the Highways Authority.
 - Establishing a Local Forum for dealing with concerns and issues raised by local people regarding lorry movements as a direct result of the development.
 - To set up a data scheme to enable lorry movements to be recorded and monitored.
 - To develop an effective means of enforcing the restrictions placed upon lorry movements.
 - To make a payment to ensure the delivery of a Toucan Crossing
 - To introduce a weight restriction on Church Street, Amesbury
 - To secure agreement that in the event of an accident causing heavy traffic on local roads, RDC traffic should be held at the site until it clears so as not to exacerbate the problem
4. To make any further consequential amendments found to be necessary.
 5. To add condition to control impact of lighting
 6. To add condition to lesson the impact of the plant and equipment (including bleeping lorries) and when it is operated to reduce impact on neighbours (and if considered inadequate after a period of time following an independent survey some form of additional soundproofing be added)
 7. To replace the highways conditions set out in the report with those submitted by WCC Highways.

That, the above application be APPROVED for the following reasons:

(1) Whilst the proposal will result in a large scale development resulting in a material departure from the approved Master Plan / Development Brief for Solstice Park, and from policy E8A of the adopted Salisbury District Local Plan, it is considered that 'on balance' and in combination with the implementation (subject to conditions) of the full details of the application and the Environmental Statement (ES) and when having had regard to all relevant material planning considerations in particular the Regional Economic Strategy (RES) and consultations, that a local planning policy objection to the proposal based on policy E8A of the adopted Salisbury District Locals Plan is outweighed by the wider economic considerations for the district and its surrounding environs. As such the proposal is considered to be acceptable from a Town & Country Planning Standpoint.

The following is the report to Northern Area Committee updated to include conditions and comments from consultees in the late correspondence presented at the meeting and additional conditions that members wished to be added as indicated above. These are set out in bold type.

All other matters are subject to ongoing negotiations for inclusion within the section 106 agreement. An oral report will be given at the meeting to confirm progress of these matters.

Members' attention is drawn to the appendices attached to this report. This appendix includes all *relevant* letters and correspondences received since the NAC meeting.

Members of this P & R committee are reminded that should they wish to vote to approve this application it would need to be referred to GOSW for final determination by the secretary of state should they wish to 'call in' the proposal

REASON FOR REPORT TO MEMBERS

This application as submitted is a material departure from the adopted SDC Local Plan policy E8A.

Members should note that should they wish to support the officer recommendation for this development the application would need to be brought before the councils planning and regulatory panel because it is considered that the proposal would constitute a departure from policy E8A of the adopted Local Plan

The impact of the proposal would result in the bringing forward of a significantly larger area of land for development than is provided for before the expiration of the life of the Local Plan. Members should also note that should the council support the officer recommendation the application would need to be referred to the Secretary of State for his determination because it is a material departure from policy E8A.

SITE AND ITS SURROUNDINGS

Solstice Park is located to the south of the A303, on the north eastern fringe of Amesbury. The site slopes gently from the north to lower areas in the south, with a higher area of ground in the south eastern corner. The site is located within development Zone D and comprises 27.09 ha of the 65 ha that constitutes Solstice Park in its entirety. The site comprises an open area of mostly rough grassland. There is an area of recently planted native trees and shrubs on the southern corner of the site.

To the north, north east and west the site is surrounded by development zones known as A, B and C within Solstice Park

This surrounding land comprises a mix of existing built development areas for which development has been consented and other areas that are awaiting applications to be submitted.

To the north of the A303, and to the east of the site, land is in mainly agricultural uses and further to the south is Boscombe Down Airfield.

The site is bounded on the north side by the A303 with the main Solstice Park junction located at the North West and northeast corners of the Park. From the Solstice Park junction, London Road links westwards to Amesbury, Porton Road passes south to residential areas and Boscombe Down Airfield, and Salisbury Road leads north to Bulford and Durrington. The Countess Roundabout junction of the A303 and the A345 is approximately 1.5km to the west of Solstice Park.

Amesbury Road (Byway AMES1) defines the eastern boundary of the park and a further link eastwards from Amesbury Road is provided by bridleway AMES3A. This link skirts the edge of Boscombe Down Airfield, partly utilizing the alignment of the dismantled railway line.

Bridleway AMES29 crosses the site from Amesbury Road from a point on the eastern boundary close to Ratfyn Barrows. To the north of the A303, and within the wider landscape, public rights of way provide a network of recreational routes in the area.

The south and south - west of the site is bounded by a mixture of residential development including (in part on the boundary itself) the extensive Beverly Hills Mobile Home Park and the Stonehenge Estate, comprising several residential closes accessed of Raleigh Crescent.

THE PROPOSAL

This application will result in the construction of 2 new “state of the art” Regional Distribution Centre buildings together with ancillary 3 storey offices, lorry hard standings, access roads, car parking, servicing and landscaping.

The buildings will maximise the opportunities of the site in terms of design, quality, configuration and layout Space will be provided for segregated car and lorry parking together with lorry loading and unloading facilities in accordance with local authority standards, and demands.

The total development will consist of approximately 94,000 sqm split between two buildings referred to as DC1 and DC2. DC1 will be the bigger of the two with a Gross External floor area of circa 57,000 sqm. This will include 5% for main office space and associated warehouse offices.

There will be 50m wide service yards to either side of DC1 and full vehicular access around the perimeter. Similarly, there will also be 5% of main office space and an associated warehouse office to serve DC2. A 50m wide yard will serve one side of the building and perimeter access will be for fire tender only.

PLANNING HISTORY

Solstice Park is allocated for employment and leisure purposes in the adopted Salisbury District Local Plan by policy E8A. This allocation relates to the whole site, which amounts to 65 hectares of open land.

In * 1999 NAC approved a Master Plan for the park, the purpose of which is to guide and control development of the land in a way, which meets National and Local Planning Policies for sustainable development. In this way the primary function of the brief is to aid the efficient determination of planning applications which will initially be in “Outline” thus securing the principle of development.

The master plan together with its implementation plan is set out to provide; the broad disposition and implementation of land uses proposed, including development “cells”, roads, Strategic landscaping and open space etc. The master plan was prepared having regard to a landscape strategy and Design Brief for the site.

S/1999/0721, O/L planning permission for comprehensive development of the whole site for employment and leisure purposes (including within use class B1 B2 B8 C1) together with roads, footpaths, cycle way, landscaping, sewers, alteration of ground levels and associated works generally in accordance with the principles illustrated within the above approved development brief and master plan. Approved S106 26/01/200

This comprehensive Section 106 Agreement that has been updated with the grant of subsequent planning permissions on the land and provides for;

(In 5.1.2 of the agreement)

“No more than 18 Hectares (net) of the site shall be developed for employment purposes and no more than 4.75 hectares (net) of the site shall be developed for leisure / hotel purposes and no further development for said purposes pursuant to the planning permission shall take place on the Site during the lifetime of the replacement local plan PROVIDED THAT at the date of publication of the next deposit draft local plan the Council shall review the extent to which it would be appropriate to vary this restriction in the light of policies contained in such draft plan shall review the requirements in relation to infrastructure and sustainable transport and shall assess additional requirements in respect of any further development and the developer shall enter into any agreement under Section 106 of the Act reasonably required by the Council to give effect to requirements reasonably imposed in connection with such further assessment”.

The following list of the planning history is provided which includes (excepting advertisements) all applications affecting the application site to date:

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
and on the remainder of Solstice Park:			
03/0028	Proposed erection of 120 bed hotel and roadside service area and associated parking, landscaping and access ways together with detailed drainage at Solstice Park. (s106)	AC	17.11.03
03/0029	Approval of Reserved Matters Proposed development of B1 uses together with detailed drainage Proposals and associated parking, landscaping and access roads At Solstice Park.	AC	02.04.03
03/0030	Approval of Reserved Matters Proposed development of B2 and B8 and ancillary B1 uses together With detailed drainage proposals and associated parking, landscaping and access roads at Solstice Park.	AC	02.04.03

04/0755 Approval of Reserved Matters

Proposed development of B2 and B8 and ancillary B1 uses together
With detailed drainage proposals and associated parking, landscaping
And access roads at Solstice Park.

04/777	Proposed 149 bed hotel (c1) PFS,) family pub and restaurant (2) (A3) assoc parking, landscaping and access ways with detailed drainage proposals	AC	18.10.04
04/1075	Construction of 2 two storey office buildings access and car parking provision at plot c2, Solstice Park	REF	27.07.04
04/2203	Reserved matters – Proposed development of B2 and B8 and ancillary B1 uses with detailed drainage, Associated parking and landscaping.	AC	14.01.05
04/2424	Approval of reserved matters. Proposed development of part zone A including access road for B1, B1c, B2 and B8 uses.	AC	
04/2603	Revised strategic landscape planting to southern boundary of Solstice Park	AC	15/3/05
05/909	Proposed restaurant a3 (and ancillary a5) use to serve roadside service area	as106	9.12.05
05/1430	Application for extension to hotel and variation to condition 2 of previous application S/04/777	AC (+s106)	08.09.05
05/2062	Offices C2	AS106	5.01.06
06/1350	Hotel at solstice park, Amesbury covered by original approval s/2004/777 and subsequent earlier extension covered by s/2005/1430. Extension to foot print accommodating enlarged restaurant, lounge and foyer to satisfy hotel franchiser's (holiday inn) space standards.	AC	17.08.06
06/1373	Change of use of currently vacant plot be4 to car parking associated with the adjacent hotel on plot be3 and associated amendments to the approved layout and landscaping to plot be3 and be4 this application will vary the conditions 2, 13 & 24 to planning approval ref s/2004/777.	AC	24.08.06
06/1811	Approval of reserved matters for b1, b1c, b2 and b8 use at plot 300 (zone a) solstice park	AC	09.11.06
06/2093	Mechanical service terminations through main roof boiler flues; ventilation extracts; chiller exhausts and soil vent pipes at the holiday inn, solstice park	A	30/11/06
06/2118	Variation to condition 7 of s/2005/2062 to permit phasing of landscaping implementation.	AC	11/12/06
06/2326	New leisure development to include new leisure building outdoor courts, parking and landscaping at plot bw 2/3	AC	02/02/07
06/2434	Change of use of currently vacant plot be4 to car parking associated with the adjacent hotel on plot be3 and associated amendments to the approved layout and landscaping to plot be3 and be4 this application will vary the conditions 2, 13 & 24 to planning approval ref s/2004/777 and revision to S/2006/1373	AC	19/01/07
07/0518	New leisure centre development to include amended leisure impact assessment additional pedestrian access and		

08/0147 Change of use from b1, b2 and b8 to ambulance station (sui generis)

AC

13.03.08

CONSULTATIONS:

- *Forward Planning*

Raise a policy objection to the proposal and recommends that in accordance with Section 54A of the Town and County Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the application should be refused.

Note: These comments have been incorporated within the planning issues section "The Case for Refusal"

- *Environmental Health*

I refer to the above-mentioned planning application and would make the following observations and comments should you be minded to grant consent:

Construction Noise

There are a number of residential premises in proximity to the development site. I would recommend that the following condition be applied;

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

Monday to Friday: 8.00am- 6pm

Saturday: 8.30am- 1pm

Sundays & bank holidays: No construction or ground working.

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

Dust control during construction.

There have been complaints received in response to issues associated with dust generation in the past. I would recommend that a condition be attached to this application requiring a scheme to dust emissions from the site. Section 7.7 Mitigation of effects- construction phase contains measures that acceptable to this end.

Noise control from operations.

The impact of the scheme has not been adequately assessed. It is noted in paragraph 6.5.24 that night time noise will be 8dB above background. A caravan is not likely to provide the level of noise insulation that a conventionally built property will give.

I would recommend that a condition be imposed requiring a scheme for the control and mitigation of noise at Beverley Hills caravan park and other nearby residential property.

Such a scheme should include mains electrical link ups for all refrigerated trailers and noise barrier along the boundary shared with the caravan site and properties on this boundary of the site.

Plant and machinery.

I would recommend the following condition be applied to protect the amenity of nearby residential properties:

"Before the commencement of the development hereby granted there shall be submitted to and approved by the LPA a scheme for the insulation against noise emissions from extractor fans, compressor motors, air conditioning and all similar plant. Such a scheme shall be implemented to the satisfaction of the LPA before any part of the development is bought into use."

Exterior Lighting

In order to protect the amenity of nearby residents a scheme of the exterior light for the site shall be submitted to and approved by the LPA in writing. Such a scheme shall be implemented to the satisfaction of the LPA and be operated in accordance with the approved scheme.

- *WCC Highways*

The proposed distribution centre is a permitted use on Solstice Park and overall will lead to less traffic than the B1 B2 B8 uses presumed for this part of the site. However we have some concerns about the level of HGVs to the site and the hours they would run we are therefore entering into discussions with the applicant's consultants to discussing routeing agreements and how these could be enforced and will be in touch shortly with our final observations.

Members will be advised of the final comments at the meeting.

- *Final observations from WCC Highways:*

Please take the following text block as the County Council's formal response to the planning application.

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

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

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

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

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

The following conditions are sought:

Provision of New Offsite Road Infrastructure

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

Reason: In the interests of highway safety

Travel Plan

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

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

Servicing and Parking

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

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

- *WCC Planning “Strategic Planning Authority”*

The application forms part of a proposed employment site as identified on the Salisbury District Local Plan (adopted June 2003) Proposals Map. Policy E8A identifies 18 hectares of land on this site to come forward by 2011. Paragraph 5.13 clarifies that this forms part of a wider area of land comprising 62 hectares for long term future development. The supporting information provided by the applicant indicates that currently 4.78 hectares (2.23 employment and 2.55 leisure) is developed, with a further 9.52 hectares (8.29 employment and 1.23 leisure) of land permitted but not implemented. It is noted that the remaining site area has an outline permission for B uses.

The proposed development is in line with the use envisaged for Solstice Park and taking into consideration its location adjoining the A303, a transport route of strategic and regional importance, the site can be seen as a good location for a RDC. The Planning Statement supporting the application indicates that between 1,000 and 1,200 jobs will be created. Amesbury is the second largest settlement in the District outside of Salisbury and has been subject of a period of housing growth which is probably set to continue in the new plan period. New employment development at Amesbury would therefore be in accordance with Policy DP3 of the adopted Wiltshire and Swindon Structure Plan 2016 that endorses appropriate opportunities for the growth of employment to enhance self containment in main towns.

Although the scale of the proposal is larger than anticipated within the time scale of Local Plan period to 2011, nevertheless there is residual land for the period identified beyond 2011 that is understood to have outline consent. Furthermore, Wiltshire County Council's Employment Land and Floorspace (April 2007) monitoring report indicates that only 5.23 hectares or 11.6% of strategic employment land has been developed in the period 1996 to 2016 compared to the Structure Plan requirement of 45 hectares (Policy DP4).

In conclusion therefore, the site forms part of an existing employment site identified in the adopted Local Plan that is likely to be brought forward in the emerging Core Strategy for South Wiltshire and forms part of Amesbury that provides the best potential to deliver sustainable growth in the district outside of Salisbury.

The benefits provided by employment on this scale will contribute to the local economy and help deliver employment growth.

In light of the employment and economic benefits to the Amesbury area that will be brought from this application, the County Council as Strategic Planning Authority does not wish to raise an objection to the proposed development. However, given the size and transport demands of the development, if the proposal is to be permitted, it will be particularly important to ensure that there are no adverse traffic impacts arising from the development. The comments of the Highways Agency and the County Council (as Highways Authority) are therefore of critical importance.

- *Highways Agency*

We had an opportunity to meet with the consultants who have been working on this application on 08 November 2007. At this meeting we went through the Transport Assessment, Travel Plan and the traffic modelling that underpins the work.

Having reviewed all the documentation that we have received in relation to this application we are content that the proposed development will have no adverse impact on the Strategic Road Network. We would however like to raise the following points about the application:- The Transport Assessment proposes fewer cycle parking spaces than the minimum standards set out in the Salisbury Local Plan. The argument put forward for this is that a distribution centre will have a lower level of employment density than a B1 land use. The Agency feels that the proposed parking levels will be sufficient at the year of opening but expects parking levels to be reviewed as part of the ongoing Travel Plan process.

The Solstice Park site currently operates a successful Travel Plan and we would wish the Regional Distribution Centre to fully sign up to the site Travel Plan if the application was to be successful. The Distribution Centre will be a central part of the Solstice Park site so the Agency expects the development to play a key part in the operation of the Travel Plan.

The Agency would also like to see a Construction Management Plan document to ensure impacts related to construction traffic are minimised.

In summary the Highways Agency has no objection to the above development obtaining planning permission as long as planning conditions relating to the Travel Plan and a Construction Management Plan are attached to any successful planning application. These are contained within the attached TR110 Form.

- *Wessex Water*

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 does have adequate capacity to serve the proposal.

There is sewerage treatment capacity available.
There is adequate capacity at the terminal pumping station.
There are no public surface water sewers in the vicinity of the site.
The planning application indicated the use of soakaways.
There are water mains in the vicinity of the site which have the capacity to serve this development.

- *Wiltshire Fire and Rescue*

No adverse comments to make regarding this application.

- *Environment Agency*

No objection to the proposed development subject to conditions and informatives (below) being included in any planning permission granted.

Flood Risk

We can confirm that the FRA is considered by the Environment Agency to meet the requirements of Planning Policy Statement 25 – Development and Flood Risk (PPS 25) and that the proposed development is in accordance with the guidance contained therein.

- South West Regional Assembly / Regional Planning Body (RPB)

The RPB assesses consultations on proposals for development on how far they would impinge on the delivery of the Regional Spatial Strategy (RSS) Under the Act the current RSS is RPG 10 (2001) however you will be aware that the new RSS is currently being produced The Examination in Public of the draft RSS closed on 6th July 2007 and the Panel Report was published on the 10th January 2008. As well as RPG 10 the evidence base behind the emerging RSS can also be considered as a material consideration and will carry greater weight the closer to publication the RSS gets

At the strategic level you will also know that policies in the Wiltshire and Swindon Structure Plan also carries weight

RPG 10 Policy SS3 states that the south eastern sub region should continue to exploit the economic growth potential of the area and to spread the benefits of economic growth to the more disadvantaged parts of the sub region Within the sub regions the Principle Urban Areas (PUAs) are the focus for growth The draft RSS builds on this by concentrating growth at the Strategically Significant Cities and Towns (SSCTs) as set out in Development Policy A. The Spatial Strategy in the draft RSS is complemented by Development Policies Band C, setting the requirements for development at Market Towns and Small Towns and Villages which are to be identified through an analysis of role and function of settlements

Amesbury is not identified as a PUA or an SSCT It is however for Salisbury District Council to define Amesbury s status in the emerging Local Development Framework in accordance with draft RSS Development Policies B and C.

Further to this I would like to refer you to draft RSS Policy SR30 requiring

To enable balanced growth of jobs and homes in the Salisbury Travel to Work Area (TTWA) between 11 000 and 13 500 jobs (total) and 250 dwellings per annum Here I would like to draw your attention to the recently published RSS EIP Panel Report 1 stating that Amesbury would need to maintain a continuing supporting role in relation to the Salisbury SSCT and that the position will need to be closely monitored with a view to ensuring balanced provision of employment and housing opportunities in the TTWA para 4 11 14 The Panel recognises the importance of existing commitments at Amesbury up to 2011 for expansive uses and some other specialist growth sectors being accommodated at Solstice Park and Porton Down para 4 11 13 The report further states that it will be for the LDF process to distribute employment growth across the District.

We note that the site is allocated for economic development in the adopted Salisbury Local Plan Policy E8A Outline planning consent was granted for the site in 2002 and parts of the site are already developed We also note the Development Brief and a Master Plan were prepared containing more detailed guidance on the phasing of development at Solstice Park We are also aware of that the proposal would exceed the employment land allocation identified in Local Plan Policy E8A by ca. 4ha (net). However as this is clearly a local matter we believe it is for the local authority to determine whether the above planning application is premature to the emerging LDF Core Strategy

With regard to freight transport I would like to draw your attention to draft RSS Map 5 1 The EIP Panel in its report recommended see new Policy TRANSii p C66 that the strategic network as shown on Map 5 1 will be promoted for use by HGV vehicles The A303 is identified as part of the inter regional road network From a regional perspective we find that the proposal would comply with the Panel s recommendation as the proposed development is in close proximity to the A303

Should the Council be minded to grant planning permission, I would like to refer you to Development Policy G and Policy RE5 in the draft RSS, which were amended due to further technical work commissioned by the SWRA in order to achieve zero carbon development in the South West

As the proposed development would fall within the definition of larger non residential development it should meet BREEAM Very Good Standard and the carbon reduction requirements in Table 2 of the amended policies.

- *South West of England Regional Development Agency (RDA)*

Salisbury district has seen relatively strong economic growth in recent years Spatial Planning Matters 1, an annex to the Regional Economic Strategy (RES) 2011 2015 identifies that the economy of Salisbury and its surrounding Travel To Work Area (TTWA) has the potential to grow by 13, 600 Jobs and GBP1.5Bn GVA between 2006 and 2026. This jobs potential has recently been reinforced and found to be “achievable” by the independent Panel who conducted the Examination in Public of the Regional Spatial Strategy.

Central to achieving the successful and competitive businesses that will drive the economy will be the provision of an appropriate supply of employment sites and premises to assist the district in meeting its full economic potential. The Spatial Annex to the RES recognises that Salisbury and its TTWA (which includes Amesbury) have a shortage of appropriate and deliverable employment space Furthermore evidence suggests that this is likely to continue over the coming twenty years As such the proposed regional distribution centre has the potential to help to deliver a key Strategic Objective identified in the RES that being to promote successful and competitive businesses. Notwithstanding this the evidence from regional and local sources suggests that around 10ha of land will be required for B8 storage and distribution uses in the Salisbury TTWA over the period 2006 2026. The proposed development clearly exceeds this quantum considerably proposing around 22 ha net .It also departs significantly from the approved Development Brief and Masterplan for the site as set out in the applicant s Planning Statement The District Council will need to be satisfied that this will not have a deleterious effect on the range and choice of employment land (B1 B2 B8 and non B - employment generating uses) required within the district to support the continued strong growth of its economy

Background;

The South West RDA s response is set in the context of a strong planning policy frame work identified in PPG4 draft PPS4, the Regional Spatial Strategy, Wiltshire and Swindon Structure Plan the Salisbury Local Plan and emerging Local Development Framework and the South West RDA make no further comment about This. However the application has been assessed on the ability of the proposals to help deliver the Regional Economic Strategy RES and it is within this context that our response should be considered.

Delivery of the Regions	Economic Strategy (RES) 2006 2015
Strategic Objective S01	Successful and Competitive Businesses
Regional Priority 1A:	Support Business Productivity
Delivery Activity 1A 7:	Deliver sustainable sites and premises for business growth
Confirmed activity:	Deliver a suitable supply of employment land and business premises to meet the needs of new or growing businesses at the market rate.

The RES Delivery Framework 2006 09 identifies the provision of a suitable supply of employment space to meet the needs of new or growing businesses as central to the achievement of more competitive and successful businesses in the South West Furthermore Spatial Implications Place Matters an annex to the RES indicates that a lack of employment land could pose a challenge to Salisbury meeting it’s full economic potential in the future

Research by Roger Tym and Partners states that in the Salisbury Travel To Work Area (TTWA): “Both in terms of inward investment and retention of existing businesses identified that the lack of available employment land is a key issue”. The South West RDA therefore supports measures to address the recognized shortfall in employment land supply relative to forecast demand. As such the proposed regional

distribution centre will contribute significantly to the provision of employment space in the Salisbury TTWA and the region.

In this vein the South West RDA welcomes the inclusion within the applicant's environmental statement of an analysis of the socio-economic issues related to the proposed regional distribution centre at Solstice Park. This includes for example estimates that the proposals will generate some 1,200 direct jobs together with a potential additional 400 jobs due to multiplier effects on local employment. It also reflects the significant job growth potential in the Salisbury TTWA identified in the RES (at least 13,600 jobs by 2026) and recently endorsed as achievable by the independent Panel scrutinising the Regional Spatial Strategy.

Research undertaken at the regional level translates these job growth forecasts into employment land requirements and usefully disaggregates land requirements into broad type of space under the categories of office other business space warehouse and non-B uses. This identifies that for Salisbury TTWA 10 hectares of land are likely to be required for warehouse uses between 2006 and 2026. These findings are reinforced by the Salisbury District Employment Land Review April 2007 which finds that 9 - 10 ha of land will be required for B8 storage and distribution uses in the Salisbury District in the period to 2026. This translates to a total of around 39,000 sqm. Notably it also finds that over half of the total employment land supply in the district will be required for B1 office uses to support the growth in service sectors.

The proposed regional distribution centre in providing around 22 ha net of land (around 88,000 sqm) for warehousing, considerably exceeds these forecast requirements. Moreover it represents a significant proportion of the overall Solstice Park scheme (over one third of the land area) and as such departs considerably from the approved Development Brief and Master plan for the site. The District Council needs to fully understand the implications of this and will need to be satisfied that it will not have a deleterious effect on the range and choice of employment land (B1, B2, B8 and non-B employment generating uses) required within the district to support the continued strong growth of the local economy.

- *South Wiltshire Economic Partnership*

Following recent discussions on the above proposal at the SWEP Board meeting, the partnership would like to record its support for this planning application.

It is the view of the partnership that this use fits the purpose of the business park. There was some discussion about the size of the scheme but it is understood that there will be residual land available for other economic uses and potential office developments. This development could also work to stimulate further interest in the site.

- *Natural England*

Under Regulation 48 (3) of the Habitats Regulations 1994 and based on the supporting information EIA provided Natural England is of the opinion that the proposals either alone or in combination with other plans or projects would not be likely to have a significant affect 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.

The inclusion of building energy and water efficiency measures and the drainage attenuation scheme is to be commended however I am disappointed that the developers considered and then rejected a proposal for a green roof. I think that this is a missed opportunity as a green roof on a development of this scale would have many benefits. It would provide an extensive area of valuable wildlife habitat especially in a business park setting on the edge of an area that is predominantly arable. It would reduce the visual impact of the scheme where the site is viewed from higher elevations including the World Heritage Site and possibly reduce the need for extensive blocks of woodland screening that contrasts with the open downland character of the landscape to the east of the site. It would also complement and form part of the drainage attenuation scheme.

I also wish to comment that views into the site need to be considered when reviewing the incorporation of non native amenity shrubs and trees In particular I would be concerned at the inclusion of the native trees Copper beech Aspen Wild Cherry Larch and Pine within either the naturalistic or amenity plantings I would also note that the native shrubs Grey willow and Rowan are not local to Wiltshire

Protected Species. Please note that if planning permission is granted the applicants should be informed that this does not absolve them from complying with the relevant law protecting species in particular bats including obtaining and complying with the terms and conditions of any licenses required as described in Part IV B of Circular 06 2005

If the application is amended Natural England should be re consulted for a further 21 days in accordance with Circular 08 2005

- *English Heritage*

No comments

The application s should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice

- *Defence Estates*

The Ministry of Defence has no safeguarding objections to this proposal provided that recommendations are carried over regarding Heights of buildings, Landscaping, Waste Disposal, Lighting to accord with Air Navigation Order, Noise from aircraft and the Airfield may be disturbing and existing routines will not be altered and claims for damages in respect of noise from the airfield / air craft will not be entertained.

- *WCC, Rights of Way*

Re: Public Path Diversion Order – Bridleway No. 29 Amesbury (Part)

WCC Regulatory Committee considered the above diversion order and objections, and resolved that a public path diversion order be made and advertised under Section 119 of the Highways Act 1080, to divert Bridleway 29 Amesbury (Part)

- *WCC Archaeology*

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

However, there is one archaeological feature on the site that has only been sampled through excavation. This is an extensive Bronze Age ditch which runs through the northern part of the site. I understand that there will be further ground works in the area of this ditch. I therefore recommend that prior to construction sections are excavated through the ditch and that a watching brief is carried out 200m either side of the feature to record any archaeological features which may be associated with the ditch.

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

'No development shall take place within the area of the application until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance

with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.'

REPRESENTATIONS

Advertisement	Yes:	expires 31/01/08
Site Notice displayed	Yes:	expires 31/01/08
Departure	Yes:	to policy E8A
Neighbour notification	Yes:	expires 09/01/08

Third Party responses Yes, as follows;

- *Salisbury & District Chamber of Commerce and Industry*

Fully support the planning application. The addition of a Regional Distribution Centre, it is felt, would have considerable benefits in ongoing employment opportunities for the local population and could continue to influence other businesses to locate to the area, further enhancing employment and opportunities for increased commerce.

- *Salisbury Cathedral Close Preservation Society*

At a meeting of the Committee of the Salisbury Cathedral Close Preservation Society held this morning attention was drawn to the traffic implications of the above application for a distribution centre at Solstice Park, Amesbury

Figures were quoted indicating the large amount of lorry traffic that will be generated and in particular the increase likely to occur on the southbound A345 A338 This traffic goes through Salisbury along Churchill Way. Vibration from heavy traffic on that route is already noticeable in the Cathedral Close with perceptible vibrations in some of the old houses an increase in heavy traffic could be potentially damaging and a serious nuisance to some residents particularly at night

In addition to our concerns about the impact on The Close and the Cathedral I understand that there are other reasons why the proposed location is considered not to be well sited for a major distribution centre I hope our particular concern can be added to wider voices and that the application will be turned down.

- *A36/A350 Corridor Alliance*

This application has likely serious implications for traffic particularly HGV movements on the A36 for Salisbury and communities southwards into Hampshire The analysis of the likely traffic effects of a scheme is implausible considering that no specific end user is defined that might have indicated either how many HGV trips would occur or where the likely ends of trips generated by the development might be located The application ought to have taken account of the Stonehenge decision which implies that any new generation of traffic on the A303 should be avoided

- *Salisbury Campaign for Better Transport*

Members are advised that a further letter has been received from the above since the NAC meeting. The letter is included within the attached appendices

Salisbury Campaign for Better Transport formerly Salisbury Transport 2000 wish to object to the above planning application for a Regional Distribution Centre at Solstice Park Amesbury because of the unacceptable traffic impact on both the A303 and the local road network and because it is contrary to the Stonehenge Management Plan.

We contend that the cancellation of the Highways Agency A303 Stonehenge scheme in December 2007 is a material consideration. The de facto removal of this policy from the local development plan has implications

on a number of other policies which were implicitly linked to this scheme including the nature and scale of developments at Solstice Park

We also have concerns about the combined effects of these proposals in conjunction with other proposed developments notably the Andover Airport proposals which include a major retail distribution centre.

78 neighbour letters have been received of which 65 are objections, 10 give no particular opinion but raise issues generally and 3 support the proposal. 88% of these raised concerns related to traffic issues.

Member's attention is drawn to a report submitted by the applicants specifically to deal with the issues raised. This report includes appendices that cover the following issues;

- Appendix 1 Summary of public responses by address and issue
- Appendix 2 Summary of comments by issue. Expressed numerically and as a percentage of all respondents.
- Appendix 3 Location of despondence
- Appendix 4 Summary of comments raised by despondence and responses on behalf of applicant.
- A plan summarising the location of respondents.
 - *Amesbury Town Council*

Amesbury Town Council has reviewed the application S 2007 2518 Regional Distribution Centre Solstice Park and wish to draw officers attention to the following

1. Positioning

The position of the site is not far from the boundaries of residential properties to the South of Solstice Park It was felt that it should be located further north to the border line along Solstice Park Avenue This to lessen the impact on the residential area Alternatively if this is not possible and should the application be granted then ATC would wish to have a discreet sound proofing barrier erected through a copse of trees along the boundary of the site

2. Size

The size of the two buildings is completely out of context with anything within the Council area and as such gives the appearance of an industrial area rather than a business park It is felt that this one development is out of scale and can be considered as overdevelopment of the site The Council feel that Solstice Park would be better served and look much more attractive if smaller business units were built

3. Design

The proposed buildings are similar to those built on the site especially the shapes of the roofs whilst there is no objection to this the Council is concerned on the lack of colours both with this proposal but that of others already built There is an awful lot of grey It is felt that the developers could do more to mitigate the size of the building by the use of colours to blend it a little more with the background

4. Traffic

The Council accepts that a Business Park will attract higher volumes of traffic However there are considerable concerns that this proposal will generate large volumes of heavy goods traffic along roads that are not really suitable these being Porton Road through to the Southern Distributor Road and on to the A345 South toward Salisbury indeed there is some doubt that parts of Porton Road meet the current highways standards for HGVs to pass and London Road through to Amesbury Town Centre

The Regional Distribution Centre will inevitably impact on volumes of traffic going to the west Officers will be well aware of the traffic delays caused by the volumes of traffic using this route now when queues build up as far back as the top of Beacon Hill at weekends and regularly cause problems on Countess Roundabouts on

weekdays The recent cancellation of the A303 West improvements has meant this application will compound the problem

The A345 South through the Town Centre is restrictive to HGVs following the recent creation of mini roundabouts The A345 North is in parts narrow and again really unsuitable for a large increase in HGV traffic This then leaves the A303 East Both the A345 North and South Porton Road, Underwood Drive and London Road are residential areas and the volume of traffic predicted will bring problems to residents not only from noise but fumes and dust

The Council is also minded to consider other areas that will be similarly affected Winterbourne Stoke Netheravon Enford Pewsey and indeed Salisbury

For this application to be considered acceptable at the scale and volume of operational activities described predicted the Town Council would like to see road infrastructure improvements which address the issues within this proposal

Concerns are also expressed over driver rest time There does not appear to be any facilities to enable drivers to take their required breaks from driving There is nothing in the proposal that provides the local area adequate parking areas or refreshment outlets should drivers run out of driving time

5. Employment

The Council have always been keen that Solstice Park would bring employment to the Town and the Local area However whilst this proposal indicates there will be a large number of vacancies it is felt that the vast majority will be in the semi skilled or unskilled sectors of employment It is clear that there will be little opportunity for generation of employment in other sectors or indeed for enhancement It is felt that smaller business units would provide better employment prospects for the local population

6. Noise Vibrations and Air Quality

The Council takes note of all the reports submitted by the developers but accept that members are not experts in this area there are concerns on this subject and it is asked that the Development Control make note of this and be assured that more than minimum acceptable legal standards within the United Kingdom are applied

7. Lighting

It was felt that such a large application would require a lot of lighting which could cause annoyance to residents in the local area thus it suggested that the application if approved be made conditional that all lighting 1, Be designed to reduce night sky pollution with adequate reflectors to provide safe low level lighting only 2, Spread of lights not be permitted to point or extend toward residential properties 3, Maximum use be made of timers and movement sensors

8. Road Layout

A condition be made that the current proposed extension of Equinox Drive may not be at any time in the future be permitted to connect with Sunrise Way and or Meridian Way This to prevent movement of all vehicles along the Southern Boundary where residential properties are located

Amesbury Town Council wishes to object to this planning application on the grounds given in paragraphs 1. 2. 3. 4 and 5.

MAIN ISSUES

The main planning issues in this case are;

Planning Policy Context

Principle of Development

Environmental Statement (ES) issues including;

- Socio Economic Issues
- Landscape and Visual Issues
- Transport
- Noise and Vibration

- Air Quality
- Hydrology and Drainage
- Archaeology

Additionally main planning issues in this case centre on, inter alia, a consideration of whether the proposal will provide a same, or a very similar, number of employment opportunities that the site is capable of providing / achieving with a mix of smaller employment uses. This proposal must also be capable of providing jobs that meet the skills of the likely employee base in the Amesbury Area.

Clearly with a proposal such as this additional material planning considerations will also centre on the likely demonstrable wider environmental impacts of the proposal.

This application is subject to an Environmental Impact Assessment (EIA) and as such the headings contained within the resultant 3 volumes “Environmental Statement” form the basis of the main material planning considerations / planning issues. This provides a very extensive and detailed analysis of the likely immediate and wider environmental impacts of the proposal.

POLICY CONTEXT

The Development Plan relevant to this Application is comprised of;

RPG 10 (September 2001, to be replaced by RSS 10).

The adopted Wiltshire and Swindon County Structure Plan 2011 (2001)

The adopted Wiltshire and Swindon Waste Local Plan 2011.

National Planning policy guidance;

PPS 1 – Delivering Sustainable Development

PPG 4 – Industrial and Commercial Development and Small Firms

PPG 13 - Transport

PPS 10 – Sustainable Waste Management

Local planning policy;

- Adopted Salisbury District Local Plan June 2003 – particularly policy E8A
- Other Material Planning Considerations include;
- The emerging Salisbury District Local Development Framework
- The approved Development Brief for Solstice Park
- The Amesbury Market Towns Partnership “Community Action Plan”

PLANNING CONSIDERATIONS

Planning Policy Context / Principle of Development;

Section 54A of the Town and County Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that when in making a determination under the planning acts regard must be had to the provisions of the development plan unless material considerations indicate otherwise.

Planning Policy context;

The application forms part of a proposed employment site as identified on the Salisbury District Local Plan (adopted June 2003) Proposals Map. Policy E8A of the plan identifies 18 hectares of land on this site to come forward by 2011. Paragraph 5.13 clarifies that this forms part of a wider area of land comprising 62 hectares for long term future development. The supporting information provided by the applicant indicates that currently 4.78 hectares (2.23 employment and 2.55 leisure) is developed, with a further 9.52 hectares (8.29 employment and 1.23 leisure) of land permitted but not implemented. The remaining site area has an outline permission for B uses.

Policy E8A states;

“Land to the east of Porton Road is allocated for employment development. Extensive landscaping will be required on the eastern boundary. The development of the site will be phased with development limited to 18 hectares (net) of employment land during the lifetime of this Local Plan. Provision will be made within the site for a link road to the E8B at Boscombe Down. Proposals for leisure development will also be permitted on the site subject to their being no adverse effect on the vitality and viability of Amesbury Town Centre. This site is subject to a provision of an all- movements junction with the A303 at Folly Bottom” As members will be aware the all – movement roundabout has been completed and is currently in operation.

Principle of Development;

Notwithstanding the issues related to the areas from which this proposal departs from policy, it is considered by officers that because the material considerations set out in this report outweigh the very specific requirements of the policy relating to the phasing of the site it is considered that the proposal adheres to the spirit of the objectives behind the policy. It can be argued therefore that “in principle” this proposal is acceptable.

Environmental Statement

This proposal is submitted with an Environmental Statement (ES)

The ES is set out under the following headings / sections;

- Introduction
- Planning Policy Context
- Socio Economic Issues
- Landscape and Visual Issues
- Transport
- Noise and Vibration
- Air Quality
- Hydrology and Drainage
- Archaeology
- Summary

The following section of the report will comment on each section of the ES in the order set out above. However, as planning policy context is set out above the comments will commence with Socio Economic Issues.

Socio Economic Issues

This part of the ES assesses the social and economic implications of the proposed Regional Distribution Centre in relation to the impacts on the supply of land for employment; the numbers of jobs the RDC will accommodate; the labour force arising from the surrounding area’s population; future growth in the local labour supply; and the implications for employment structure, commuting and housing demand.

Members are advised that a full detail relating to these issues are included within the Environmental Statement Volume 1. However the following concluding summary of the points and issues covered within the ES is set out below.

Summary;

The applicants state that the proposed Regional Distribution Centre will provide some 94,144 sq metres of floorspace, including 6% ancillary offices (6,065 sq metres).

The employment potential of the RDC is some 1,200 jobs (similar to the potential of proposals at Porton Down) and there could be additional indirect and induced employment of as many as 400 jobs.

The allocation of employment land at Solstice Park supports the aim of the Local Plan and the Community Strategic Plan to diversify the employment base of Amesbury which is currently highly dependent on the Ministry of Defence and related activities. Additional employment will also help to reduce the relative deprivation of employment and income in some surrounding rural areas.

Employment land supply in Salisbury District is highly dependent on land at Solstice Park, Amesbury. The applicants surmise that In the City, provision of employment land lags behind other parts of the District and County in relation to Structure Plan targets. The proposed RDC could result in employment land commitments in excess of the local plan phasing policy for Solstice Park to 2011, by 6.47 ha or more, but not all outstanding consents are expected to be implemented in full by 2011. Any breach of the local plan phasing policy would be towards the end of the plan period and it is likely that the local plan will be rolled forward (to 2021) well before then in a new local development document.

The Local Plan target is intended to provide some flexibility and to promote economic development in Amesbury. County Council officers have also confirmed that the structure plan targets are not meant to be interpreted as rigid floorspace limits. The Structure Plan recognises the need for a liberal scale of provision, to allow for a choice of sites and variations in employment densities

The Regional Economic Strategy includes expectations of substantial job growth potential in Salisbury District, but warns about the possibility of shortages of labour, employment land and affordable housing, especially in the City where there are capacity and environmental constraints.

The draft Regional Spatial Strategy focuses job and housing growth in the City, but its housing target is low in comparison with job forecasts and household projections and is likely to have to increase following the report of the Panel for the Examination in Public.

Much of the additional housing and job growth required will have to take place outside the City. Amesbury is an obvious focus for additional growth, as the next largest town with good communications, an abundant supply of employment land and opportunities to boost the supply of housing land.

The growth in jobs and housing and the balance between them would logically be seen at Housing Market Area level, which covers the whole District. At this level – or even just taking the Amesbury and Salisbury Community Areas – labour force projections indicate that the growth in economically active population could accommodate the expected job growth at the RDC and Porton Down, especially when the expected requirement for more housing through the RSS and the possibility of reducing outward commuting flows are considered.

The opportunity for reductions in journey lengths and the scope for green travel plans related to the new developments help to improve the sustainability of journeys to work in the area.

It is concluded that the proposed RDC will contribute to the overall balance of housing and jobs within the District and, more importantly within the Amesbury Community Area. This development will also help to achieve more sustainable patterns of development by underpinning the delivery of retail, social and community initiatives for Amesbury, as set out in the Community Action Plan.

Landscaping and Visual Issues

The proposed landscape scheme has been worked up following close liaison with the case officer and the councils tree officer. The proposal is the subject of a comprehensive landscape scheme, which would create a new setting of native trees and shrubs to the units, provide enclosure to activity on the site, filter views in, break up the built form of the development, and create habitats of nature conservation value. Members attention is drawn to the landscape “master plan” which is contained at Appendix 4.3. of the Environmental Statement.

As a point of fact the landscaping scheme will conflict with the requirements set out in the Master Plan regarding the ‘Strategic Landscaping’. The requirement within the master plan was that the planting is carried out before buildings are constructed on the site. The Development Brief at page 29 4.66 states

“The open space as identifies on the master plan will form part of the strategic landscaping required as a prerequisite to early development of the site”

Clearly this requirement of the master plan has been carried out as the landscaping is proposed to be removed and replanted to accommodate the larger of the two proposed building. However, It is considered that as the proposed replanting will achieve the same objective as was originally intended in particular, in providing screening for the residential properties adjacent to this part of the site, this conflict with the Master Plan is minimal and is easily mitigated. This issue will also be dealt with via the section 106 Agreement for this application,

Members are advised that an application to vary the Section 106 Agreement is being dealt with in conjunction with this proposal.

The landscape scheme has proposed that a group of copper beech trees at the end of Solar Way would create visual interest in the view along Solar Way. However, whilst when mature, such trees would create an attractive visual stop at the end of Solar way, the use of beach has been subject to failer at Solstice Park in the past. Probably due to the chalk ground. As such it is considered that an alternative species should be agreed and as such a condition will be imposed to secure this element of the landscaping scheme. Woodland blocks would also create visual separation between the two units. This planting would supplement existing woodland planting on the southern boundary of Solstice Park, on the eastern boundary adjacent to Amesbury Road and around the setting of Ratfyn Barrows (SAM), which would be retained.

Overall, 6,530m² of structural woodland planting outside of the development plot would be removed as a result of the development, but it is proposed to plant 10,100m² of new woodland, a net gain of 3570m². A further 9.050m² of structural woodland planting, which is already starting to provide screening to Solstice Park, is retained. Planting within the development plot would be in addition to this figure.

Other planting treatments that are incorporated in the landscape master plan include shrub and tree mix planting, which would create dense native shrub cover with a reduced tree density, amenity shrub planting, to create areas of seasonal colour and interest around the development, and planting of multi stem and parkland trees in mainly grassed areas. The surface water drainage system for the development would incorporate SUDS features, including grassed soakaways which would form semi wet meadows between the units and to the east of Unit D3A, with surrounding areas of naturalistic marginal and shrub planting. The peripheries of the buildings and roads / parking areas would comprise amenity grassland.

It is clearly the case that landscaping has been very thoroughly considered as part of this proposal overall and that when mature, the park will benefit significantly from the planting and open spaces etc. However, it is considered that plant species both trees and shrubs should not be those that produce berries. The reason for this is that berries attract birds sometimes in flocks, which may pose an airfield safety issue for Boscombe Down Airfield. Clarification that such berry baring species will not be used will be sought and will be a conditional if approval is granted.

The Environmental Statement at the ‘Landscape and Visual Issues’ section (ES Volume 1) sets out the following summary of landscape and visual issues:.

The topography of Solstice Park forms a sloping bowl with flowing contours, set against the rising backdrop of Boscombe Down to the south, and Earls Farm Down to the east. The wider context of the site is of open rolling chalk downland, which extends for some miles. Views into the site are limited by local topography, vegetation and built form. A ridge of land to the south of Bulford limits views from the north. Beacon Hill and adjacent high land curtails views from the north east. Views from the southwest, south and south east are blocked by the built form of Amesbury, and high ground on Boscombe Down and Earl’s Farm Down. From the west and North West, woodland in the Avon valley and around Solstice Park junction on the A303 limits visibility.

Close and medium distance views from within the Estimated Primary Zone of Visual Influence include those from roads within Solstice Park and other local roads, and views from public rights of way. There are also

limited, glimpsed views from public open spaces and from some employment areas. Residential areas lie close to the southern and western boundaries to Solstice Park, but due to the screening effects of vegetation and built form, only a limited number of local residents have views into the site.

Long range viewpoints include some within the World Heritage Site to the north west of the application site, and more distant views from residential areas to the north and east, including parts of Durrington and Countess.

The proposed development would comprise two buildings, up to 19.3m in height, and of large scale. However, the impact of the proposed development would be mitigated by terracing of the existing sloping landform to create development platforms, and through the design of the buildings, including elevation treatments which would break up the form of the buildings and minimise their impact in the local landscape. Undulating roof forms are also proposed which would echo the local context of rolling downland.

The development would also be the subject of a comprehensive landscape scheme, which would create new woodland setting to the units, provide enclosure to activity on the site, screen views in, and create habitats of nature conservation value. A recently planted area of woodland at the southern corner of the development would be removed, but new compensatory and additional woodland planting would create a backdrop to the development and filter views of the western boundary.

Other landscape treatments would include shrub and tree mix planting, amenity shrub planting, planting of multi stem and parkland trees in mainly grassed areas, grassed soakaways to form semi wet meadows and surrounding areas of naturalistic marginal and shrub planting. This planting would supplement existing woodland planting on the southern boundary of Solstice Park, on the eastern boundary adjacent to Amesbury Road and around the setting of Ratfyn Barrows SAM, which would be retained.

Whilst there would be some impact to local landscape character from the introduction of large-scale buildings to the site, Solstice Park is already designated for employment uses, and the new buildings would be seen in the context of other existing medium to large-scale development on the Park, and to the west of Porton Road, which have been constructed on similar terraced landforms.

To the south of the site is Boscombe Down Airfield, with high buildings that dominate the horizon. The proposed development would therefore not be out of character in the context of existing nearby and adjacent buildings.

Most close and medium distance views towards the development would be mitigated to an extent by the comprehensive landscape scheme proposed as part of the development. The most significant residual impacts at Year 15 following completion of the development are to those views from public rights of way in close proximity to the development, including Amesbury Road (Byway AMES1) and Bridleway AMES29 which crosses Solstice Park, and rights of way to the north of the A303. However, although there would be a notable change to views from (what is referred to in the ES) these sensitive receptors, the general context of the views are of an area on the urban fringe of Amesbury, which already include other large scale built form. Views from the few residential properties which look onto the site would also be mitigated by the proposed planting scheme. The proposed landscape scheme would provide less mitigation to long range views of the development, as the tops of buildings would generally remain visible in the medium to long term.

The applicants surmise that there would be no conflict with county and local planning policies relating to landscape issues. The settings of Stonehenge SAM would not be affected by the proposed development. The development would only be partially visible from viewpoints within the World Heritage Site, where topography and vegetation permit. Although the development would be visible from parts of the World Heritage Site, resulting in impacts ranging from slight to moderate adverse impact, in practice, the development may not be apparent to the casual whose attention may be focussed on the more immediate environment of the World Heritage Site. It is considered that there would be no additional impact to the setting of Ratfyn Barrows (SAM) resulting from the proposed development.

In conclusion, taking into account the scale and height of the proposed buildings, it is considered that the development can be accommodated on the application site within Solstice Park without giving rise to unacceptable landscape and visual impacts. The ground modeling proposed on site, the design of the

buildings and the comprehensive landscape scheme proposed would all assist in mitigating the impact of the proposed development. The overall scheme design, combined with the scale and low sensitivity of the local landscape character, and the enclosure provided by existing topography, vegetation and built form, means that impacts to landscape character and visual amenity would be minimised.

Transport

The transport section of this report covers the potential significant impacts of the proposal in terms of traffic and transport. Members attention is drawn to the entire transportation sections of the application made up of the Transport section of the “Environmental Statement” Volume 1, and the “Transport Assessment” Volume 3 and the accompanying Appendices.

Members will be aware of the high numbers of consultation responses from members of the public to this proposal which mostly centre on traffic related impacts and issues. As part of the ongoing planning application the applicants have produced a complete breakdown of the public responses in the form of a supplementary document prepared to specifically deal with public concerns. In the interest of clarity this document is appended to this report.

The “Traffic Assessment” document “Volume 3” of the Environmental Statement provides the detailed modelling and assessment carried out in relation to traffic and is set out under the following headings:

Existing Transport Network
Solstice Park Development
Sustainability and the Solstice Park Travel Plan
Traffic Modelling
Impact on the Highway Network
Construction traffic.

The TA is an extensive document and members attention is drawn to it should further clarification of the transport issues be required. However, the following section is a summary and is intended to provide members with an overview of the transportation issues covered within the ES.

As members will be aware and as the applicants refer, ASDA has recently received support for a store at Solstice Park in place of the Aurora office development. Whilst this application was the subject of a separate Transport Assessment a single model has been used to assess the impact of both the proposed RDC and ASDA. Account is taken in the model of the housing on land South of Boscombe Down at Amesbury, allocated in the Salisbury District Local Plan, as well as those elements of Solstice Park which are not yet occupied.

The key objectives of government policy in relation to transport are summarized in Planning policy Guidance Note 13 – Transport, published in March 2001. The aim is to integrate planning and transportation at the national, regional and local level in order to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car

The Regional Transport Strategy is set out in Chapter 8 of RPG10. It suggests that agencies should work together towards reducing the need to travel by private motor vehicle through the appropriate location of new development. Agencies should also aim to locate major freight generating development close to the regional road and rail networks.

Wiltshire and Swindon Structure Plan 2016 reinforce this. It says that away from Swindon there is a need to give greater emphasis to job creation, to avoid the need to travel long distances to work. Employment uses

which attract significant movements of freight should be located away from central areas with good access to the road network, and accessible by public transport, cycling and walking.

Solstice Park is adjacent to the A303 trunk road on the north east side of Amesbury. A grade separated junction on to the A303 here was a requirement of the Solstice Park development in the Salisbury District Local Plan, and was opened to traffic in April 2004. Access to the RDC for cars will be from Meridian Way, and access for HGVs will be from Equinox Drive.

Porton Road runs along the western side of Solstice Park. Southwards it leads to residential areas and to Boscombe Down. It will form part of the proposed Amesbury Link Road between the A303 and A345 to Salisbury, avoiding Amesbury town centre. London Road leads westwards from the Solstice Park Avenue/Porton Road junction to Amesbury town centre, a distance of around 1.5 km.

A Green Transport Plan for Solstice Park was prepared under the terms of the outline planning consent, and this will cover the RDC. The road system for Solstice Park has been designed to include a network of footways and cycle ways. A number of bus routes serve the area as and a shuttle bus service between Solstice Park and Amesbury Bus Station commenced in November 2007

As part of the Green Transport Plan, the travel patterns of employees are monitored regularly. The modal split of Solstice Park employees in spring 2007 is set out in Table 9.1 of the TA and compared with the modal split for travel to work in Amesbury East from the 2001 Census. This shows that Solstice Park employees have a good record for the use of sustainable modes of transport.

The impact of the proposed Regional Distribution Centre on the local road network has been assessed during the weekday AM and PM peak hours using the S-Paramics model. Peak traffic surveys were carried out during June 2007 at the following locations to form the base data for the model:

1. A303 westbound/Solstice Park Avenue/Equinox Drive
2. Solstice Park Avenue/Mid Summer Place/Meridian Way
3. A303 eastbound/Porton Road/Salisbury Road
4. Solstice Park Avenue/Porton Road/London Road
5. Porton Road/Sun Rise Way
6. Porton Road/Raleigh Crescent/Amesbury Link Road/Butterfield Drive
7. London Road/Countess Road/High Street

In addition a week's automatic traffic count (ATC) was carried out on Porton Road, again during June. Details of the findings are contained in the Appendices to the TA.

Weekday peak hour trip generation was estimated based on the TRICS database. Predicted weekday trip generation by the RDC alone is set out in Table 9.2. of the TA

Whilst it is recommended that the full details of the TA are read in conjunction with this report, within the TA the applicants surmise that the data and findings of the TA confirm that the traffic generated by the proposed Regional Distribution Centre at Solstice Park can be accommodated on the surrounding road network without causing unacceptable increases in queues, delays or journey times.

Furthermore, within the TA the applicants surmise that the existing Green Transport Plan for Solstice Park, which has a good record in encouraging the use of sustainable forms of transport, will also cover the RDC. The proposals for the RDC meet policy guidance which suggests that employment uses attracting significant movements of freight should be located away from central areas with good access to the road network, and accessible by public transport, cycling and walking. It is concluded that there is no reason in transport terms why the planning application for a Regional Distribution Centre at Solstice Park should not be permitted.

Lorry Routeing Agreement;

Members may also be aware that the Section 106 agreement for this proposal will include a transport / lorry routing requirement. The purpose of this requirement is to manage the lorry movements derived from the

development in terms of ensuring that wherever possible, the routes to and from the RDC do not unreasonably, or unnecessarily utilise local residential roads but, stick to the main routes. This agreement will include for example, “Barred routes” where lorries will not be permitted access.

The routing agreement will set out how lorry movements will be controlled and will be consistent with the following objectives;

To prevent lorries using the C11, C32 (north of the A303) the B390, B3083, B3086 and London Road, Amesbury.

To restrict the number of lorries using the A345, North of Countess Road Junction and South of Stock Bottom junction.

Traffic Regulations on local roads where considered necessary by the Highways Authority.

Establishing a Local Forum for dealing with concerns and issues raised by local people regarding lorry movements as a direct result of the development

To set up a data scheme to enable lorry movements to be recorded and monitored.

To develop an effective means of enforcing the restrictions placed upon lorry movements.

To make a payment to ensure the delivery of a Toucan Crossing

WCC Highways have confirmed that the use of such agreements is considered to be affective and enforceable; WCC highways are negotiating the agreement with the applicants and SDC Officers. WCC Highways have confirmed that the case officer for this application will be informed of the WCC Highways final comments as soon as the agreement is finalised. An oral update will be given at the meeting.

It is concluded that in transport terms the proposed Regional Distribution Centre at Solstice Park will be constructed and operated in an appropriate responsible manner, and in combination with the routing agreement, will avoid significant negative effects on the local and regional transport networks.

Members are reminded of the comments of the Highways Agency who have not objected to this proposal on highway grounds.

Noise and Vibration;

Members are advised that the comments of the Environmental Health Officer were not available for inclusion within the report to the Northern Area Committee. However, the comments have been set out in this updated report in the consultations section above. Whilst the comments of the EHO do not conclude with an objection to the proposal, they do state under the heading of ‘Noise Control from Operations’, that;

“The impact of the scheme has not been adequately assessed. It is noted in paragraph 6 5 and 24 that night time noise will be 8dB above background. A caravan is not likely to provide the level of noise insulation that a conventionally built property will give”.

Whilst these comments recognise an important issue in relation to residential property adjoining the site, the EHO has considered that these inadequacies of the assessments made, can be mitigated through agreement of noise reduction measures required by a planning condition. Members will note that the recommended condition is included within the list of conditions at the end of this report.

Members are further advised that the EHOs comments recommend ‘Hours of operation, to be imposed. These hours are considered reasonable and have the objective of protecting neighbouring properties from ‘Construction Noise’. The hours of operation do not apply to the internal fitting out and decoration of the buildings as these activities are not considered to be unreasonably noisy.

Furthermore, it is considered that during the construction process, on occasion the hours of operation may require an element of flexibility. This will be for example, during concrete pouring when completion of the job cannot be left to the next day. These processes are often reliant on arrival times of mixer lorries and, or, weather conditions (amongst other things). In order to cater for such unavoidable occasional works outside the agreed hours, it is considered reasonable to agree via the Construction Management Plan (condition) an element of flexibility. The developers will be required to notify the LPA of likely works and of the duration of the works outside the agreed hours. This will assist the LPA in allaying concerns that may be raised by local residents.

The noise and vibration effects of the construction and operation of the proposed RDC have been assessed. The findings of the assessments are provided in the ES "Noise and Vibration" Volume 1.

In order to assist members the following is a Summary from the ES:

Baseline noise measurements have been undertaken at three representative locations around the site. Noise levels are typical of this urban fringe location. Committed and consented developments across parts of the Solstice Park site are likely to change the noise environment experienced by Noise Sensitive Receptors (NSRs) near the site.

The significance of the construction noise effects have the potential to be of Major Adverse significance and would be of temporary duration. However, with the implementation of the mitigation measures described in Section 6.6, this would reduce to Minor Adverse.

The significance of the construction vibration effects are likely to be of negligible significance and of temporary duration.

The significance of the construction traffic noise effects are considered to be of negligible significance and of temporary duration.

The change in existing ambient noise levels due to on-site HGV movements is predicted to be of negligible significance.

External maximum noise levels from HGV movements, including reversing alarms and pulling up to service bays, are predicted to be less than the LAmax criterion for sleep disturbance published in the World Health Organisation's (WHO) Guidelines for Community Noise.

With open windows, predicted internal noise levels from on-site HGV movements range from good to reasonable within the BS 8233 design criterion for sleeping and resting during the day and night.

During the busiest hourly daytime period, noise from HGVs with refrigeration plant would result in a level that is below marginal significance, under the guidance provided in BS 4142.

During the busiest night-time period, noise from HGVs with refrigeration plant would result in a level that is below that which complaints would be expected, under the guidance provided in BS 4142.

The change in existing ambient noise levels due to HGVs with refrigeration plant is predicted to be of negligible significance.

With open windows, predicted internal noise levels from HGVs with refrigeration plant would achieve the BS 8233 good design criterion for sleeping and resting during the day and night within any habitable rooms at the nearest NSR.

The change in existing ambient noise levels due to the combined level associated with HGV movements and HGV refrigeration plant is predicted to be of negligible significance.

With open windows, predicted internal noise levels from the combined level associated with HGV movements and HGV refrigeration plant would range from good to reasonable within the BS 8233 design criterion for sleeping and resting during the day and night.

The noise effects from the HGV wash and fuel points are predicted to be of negligible significance.

The noise effects from the loading and unloading of HGVs are predicted to be of negligible significance.

Taking all on-site activities into account, the noise effects at the proposed RDC are considered to be of Minor Adverse significance.

Noise effects from mechanical plant associated with the operational RDC are considered to be of negligible significance.

Noise effects due to the change in road traffic associated with the proposed RDC are considered to be of negligible significance, therefore no mitigation is required or proposed.

The results of the vibration assessment detailed in Appendix 6.5 indicate that:

There is no evidence to suggest that HGV movements on Equinox Drive would give rise to measurable or humanly perceptible vibration within a park home at Beverley Hills Park;

The operation of the proposed RDC would not give rise to VDVs within a park home that exceed the level at which BS 6472 suggests is commensurate with a 'Low probability of adverse comment';

The levels of re-radiated ground borne noise arising from HGV movements on Equinox Drive would not be measurable or humanly perceptible;

The levels of re-radiated ground borne noise arising from HGV movements within the proposed RDC would not be expected to be significant; and

There is no evidence to suggest that HGV movements on Equinox Drive, or within the proposed RDC, would be expected to give rise to significant low-frequency noise effects, such as sleep disturbance, within a park home at Beverley Hills Park.

Conclusions;

It is considered that, with appropriate mitigation and good practice, the proposed RDC at Solstice Park, can be constructed and operated without significant noise or vibration effects. For clarity the mitigation measures are set out as follows.

Construction Phase;

Construction Noise;

Construction works would follow Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 (CoPA), to minimise noise and vibration effects. The construction programme and activities would be discussed with the local authority once a contractor has been appointed. Noise levels may be controlled and consent sought from the local authority under Section 61 of the CoPA to minimise construction noise effects on NSRs.

Standard construction working hours are Monday to Friday, 07:00 to 19:00 hours, Saturdays 07:00 to 13:00 hours, with no noisy working on Sundays, Bank or Public Holidays. The principal contractor would adhere to these standard working hours as far as reasonably practicable. However, for certain activities, it may be necessary to work outside these hours and in this instance, the principal contractor would apply to the local authority for written consent prior to work commencing.

Site hoardings and portable acoustic barriers may be used to reduce construction noise emissions from the site. The acoustic performance of these barriers would depend on their siting, height, topography of the area and the character of the works required.

Where practicable, plant, equipment, site offices, storage areas and worksites would be positioned away from NSRs, both on and off-site.

The principal contractor would ensure that all vehicles, mechanical plant and equipment are maintained and operated in an appropriate manner, to minimise extraneous noise from mechanical vibration, creaking and squeaking. The principal contractor would ensure that all plant complies with the relevant statutory requirements.

Construction Vibration;

Equipment would be located away from NSRs, where possible, as highlighted in BS 5228 Part 1.

Construction Traffic;

Delivery movements would only take place during the working hours and no mitigation is necessary.

General On-Site Operational Noise;

The assessment has indicated that noise effects from general on-site activity are acceptable and hence no further mitigation measures are required.

Mechanical Plant;

The following best practice measures would be adopted where practicable:

- All externally mounted fixed mechanical plant should be assessed in accordance with BS 4142;
- The specification of all mechanical plant should be agreed with SDC prior to installation;
- Mechanical plant should be located away from NSRs; and
- Regular maintenance would be undertaken on all mechanical plant to ensure the units are
- Operating efficiently and do not generate undue noise.

A suitably worded planning condition can be used to control noise from mechanical plant, e.g. 'No development shall not commence until full details of proposed plant systems have been submitted to and approved in writing by the local planning authority. Details shall include proposed noise control measures, fan location, duct-discharge positions and supplementary ventilation systems. The development shall take place in accordance with the approved details without variation unless otherwise agreed in writing by the LPA. Reason: to protect residential amenity'.

Road Traffic Noise;

Due to the minimal predicted increase in traffic noise that would occur as a result of the predicted increase in flows attributable to the fully operational RDC, no mitigation is required or proposed.

Air Quality;

Members will recall that this site has in the past been the subject of concern regarding dust being created during excavation work. The area is known to have a very high chalk content that can easily become airborne particularly in dry weather. As such this issue has been of significant importance in relation to this proposal and is dealt with within the "Air Quality" section of the ES Volume 1. The Air Quality assessment section of the ES identifies that (amongst other things) the site is concluded as being at 'high risk' of causing air quality impacts and emissions during the construction phase. Whilst this is identified within the assessment the conclusions for this development overall are clear that only extremely small or negligible impacts will result. However, the assessment has recommended a range of mitigation measures "Mitigation of Effects"

(see below) to ensure that even in the unlikely event of any adverse affects occurring, the mitigation will have prevented the effects from being harmful and unreasonable.

Mitigation - Effects:

1. *Construction Phase;*

Site Planning

- No bonfires would be permitted on the site
- Machinery and dust causing activities would be located away from sensitive receptors, where practicable.
- Site personnel would be trained in appropriate dust minimization techniques.
- Trained and responsible manager on site during working times to maintain logbook and carry out site inspections.
- Hard surface site haul routes where practicable.

Construction Traffic

- All vehicles to switch off engines – no idling vehicles.
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down of haul routes.
- All loads entering and leaving site to be covered.
- No site runoff of water / mud.
- On-road vehicles to comply to set emission standards.
- Non Road Mobile Machinery (NRMM) to use ultra low sulphur diesel (ULSD) where practicable and be fitted with appropriate exhaust after-treatment from the approved list where practicable.
- Minimise movement of construction traffic around site.
- Hard surfacing where practicable and effective cleaning of haul routes and appropriate speed limit around site.

Site Activities

- Cutting equipment to use water as suppressant or suitable local extract ventilation.
- Use enclosed chutes and covered skips.
- Minimise dust generating activities.
- Use water as dust suppressant where applicable.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Re-vegetate earthworks and exposed areas.

Additional Measures

- in addition to the above listed mitigation measures, and in response the SDC's concerns with respect to the potential for construction dust due to the topography and geology of the area, the following specific measures should be implemented by any contractor on site during the civil engineering work and construction phase:
 - Water spraying by site bowser.
 - Compaction, grading and maintenance of haul routes.
 - Adherence of a site speed limit of 10mph.
 - Use of upswept exhausts on plant.
 - Evenly loading vehicles to avoid spillages.
 - Regular removal of spilled material from haul routes.
 - Minimal number and length of designated haul routes.
 - All site operatives and management staff should be briefed with respect to good practice for dust control as outlined above.

2. Operational Phase;

Mitigation measures are not required for the operational phase of the development as air quality effects are concluded to be of negligible significance according to the criteria adopted for this assessment.

Cumulative Effects;

The air quality effects associated with all committed developments in the area have been quantified in both the 'With' and 'Without Development' scenarios. Consequently, the pollutant predictions include cumulative effects.

The UK development control system considers each proposal on its own merits within the confinements imposed by the relevant planning policies. If a further series of unrelated potentially low polluting developments are permitted, the cumulative impact may result in a worsening of local air quality.

The Air Quality section of the ES is summarised as follows;

Summary from ES;

SDC has designated five Air Quality Monitoring Areas due to high levels of NO₂ attributable to road traffic emissions. The site is not located within a designated AQMA. The nearest AQMA is located approximately 12km from the proposed development.

During the construction phase, dust generation due to construction activities would be controlled and minimised through the use of standard mitigation measures and best practice employed during construction.

Concentrations of the key traffic related pollutants, NO₂ and PM₁₀, have been predicted in the opening year, with and without the proposed development. Predicted NO₂ and PM₁₀ concentrations are well below the relevant objectives. Air quality effects associated with the operation of the proposed development, due to increased road traffic emissions are considered to be of negligible significance.

As such it is concluded that there are no air quality constraints to the proposed development and the overall impact of the development with respect to air quality is of negligible significance.

Hydrology and Drainage / Appropriate Assessment

The ES provides extensive and details information on the matter of Hydrology and Drainage. Attention is drawn to the ES for clarification of points of detail. The Assessment recommends that the mitigations forming part of the application are implemented as set out in the appendices to the ES. The ES Commitment to Mitigation" states the following

"The mitigation measures proposed for the construction phase would be implemented upon commencement of site works and maintained throughout the construction phase, in accordance with the proposed Construction Environmental Management Plan/Code of Construction Practice (CoCP) adopted. The majority of measures relate to standard good working practices that should always be adopted by developers. Other measures are site specific including the accidental pollution action plan and interceptor soakaways.

Mitigation measures relating to the installation of water-efficient systems including toilets, taps and appliances will be discussed and agreed with the Local Authority prior to the commencement of construction."

The following is a brief summary of the Hydrology and Drainage section of the ES

Summary;

It is considered that the Proposed Development will not impact on the River Avon Special Area of Conservation. In addition, the development is considered to have a negligible impact on the existing groundwater resource in the underlying chalk aquifer.

With the benefit of the proposed mitigation measures, the residual impact of the Proposed Development upon water resources is considered to be low.

The proposed on-site soakaways will result in an improvement in the management of surface water run-off compared with the existing site. Consequently, there will be a reduction in the volume of surface water run-off during high intensity rainfall events, and a reduced risk of surface run-off affecting neighbouring sites. The residual effect of the Proposed Development will therefore be a slight reduction in the potential for flooding of the area surrounding the Proposed Development.

With the benefit of the proposed mitigation measures, the flood risk to the Proposed Development is considered to be low. The impacts of the Proposed Development upon flood risk beyond the boundaries of the Application Site are considered to be low.

Need for an Appropriate Assessment

Under Regulation 48 (3) of the Habitats Regulations 1994 and based on the supporting information EIA provided Natural England is of the opinion that the proposals either alone or in combination with other plans or projects would not be likely to have a significant affect 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 clear from the above consultation response from Natural England, that this proposal is not likely to have a significant affect on the River Avon "Special Area of Conservation" SAC. Whilst this is clearly the view of the principle consultee regarding these matters, it is the LPA as the "competent Authority" to assess whether an appropriate assessment should be carried out. This assessment must be based on the extent to which the information provided by the applicants is adequate to assess SAC issues, and on the consultation responses received from the principle / statutory consultees.

Conclusion;

It is the view of the LPA as the competent authority in this case, that an appropriate assessment is not required as the proposed development either by itself or in combination with other developments is unlikely to have a significant affect on the SAC.

Archaeology

Members will be aware of the significant importance of this site and in particular the general surrounding are in archaeological terms. As such this proposal has been the subject of a great deal scrutiny regarding archaeological issues.

An extensive programme of archaeological work has previously been carried out for the Solstice Park development, including field surface collection, geophysical survey, and test-pitting, trial trenching and open-area excavation all within the proposed Solstice Park Regional Distribution Centre development site. This programme, developed in co-operation with Wiltshire County Council Archaeology Service, has established the archaeological content of the development area and undertaken mitigation works by means of excavation of the major sites and deposits within the development area.

The potential effects on the setting of the Stonehenge World Heritage Site are discussed in the Landscape and Visual Issues chapter (Chapter 4) of the ES Volume 1.

The major features of interest within the area have already been removed by archaeological excavation. Those that survive comprise a series of linear ditches which are the least well-preserved remains of a prehistoric field system extending eastwards outside the development area. The largest of these ditches is assessed as being of Moderate Importance, and the others of Low to Moderate Importance. All have previously been sampled by archaeological excavation; further observation and recording of the most significant of these ditches during development would allow a better understanding of this feature. As a result

of work already carried out, the development is assessed as having a Neutral to Minor Effect on the cultural heritage overall.

However, notwithstanding the conclusions of the ES relating to archaeology the consultation response from WCC Archaeology is clear that further excavations may result in findings related to the Bronze Age ditch. As such a condition is recommended to secure a watching brief in order to evaluate any finds that may result. The condition as set in the comments from WCC Archaeology in the "Consultations" section of this report will be imposed.

Conclusion to Environmental Statement;

This submitted Environmental Statement (ES) is considered, to have extensively covered all the relevant material planning consideration / issues related to this proposal. The ES together with its appendices has provided a clearly set out evidence base to support the findings and conclusions of each respective section. Whilst it is considered that the ES has extensively covered all the relevant issues and material planning considerations appropriate to this proposal and thus most of the mitigation forms part of the application itself, should the proposal be approved, where relevant conditions will be imposed to secure the mitigations set out in the ES and where advised by consultees.

Design / Materials / Scale / Layout.

This proposal has been subject to a very thorough and lengthy design process with SDC over several months prior to the design being worked up into the form presented as part of this proposal. The case officer and the councils design adviser and the Design Forum have considered several draft designs and have made observations on how to improve them. It is clear that the proposal has taken into account the advice given by SDC and the resultant buildings design is as advised.

Whilst it is considered that the above process has brought about relative success in terms of the design of these building being appropriate , it is important to consider the significant limitations on design resulting from the end use as is set out in the applicants Design and Access Statement in Section 5 Design,

"Regional Distribution Centres (RDC) are storage buildings for businesses to distribute their products to outlets within a region. They act as storage hubs to reduce long distance delivery traffic movements".

This suggests that with proposal for buildings such as these, in order that the proposed uses can be successfully carried out, it is reasonably expected therefore that design will primarily be the result of the function.

However, whilst this is reasonable, the applicants have pursued a design approach that utilises appropriate materials particularly in terms of colour and finish. Colour and finish has been important throughout the pre-application design discussions where it was considered that a mixture of colour and finishes should be used to avoid the large shed like buildings seen elsewhere in similar developments. In the case of Solstice Park, materials are subject to the requirements of the Development Strategy Submission 1 document that has also guided all other development at the site in design and materials terms. Page 37 of the strategy states "Material choice will depend upon building use, budget and programme and may range from local flint to aluminium cladding panels encompassing everything in between."

This building will be seen from several vantage points including areas where the surrounding land is significantly higher than the site itself. As such it was considered that a highly visible feature of these buildings will be the roofs. As a result the roofs have been designed to include ridged sections positioned to break up the roof form. The sections will be a different colour than the larger vaulted sections in between them. The design objective is to give the visual impression of several small units particularly when viewed from the surrounding area.

The design and access statement clarifies that "Two simple roof forms have been created and repeated along the length of the building, the larger of the two roof forms is a curve with the smaller form being a pitched roof.

These forms help to break down the overall mass of the building; a high level feature band helps to visually reduce the height of the buildings further”

The positioning on the site of the buildings has also been carefully considered resulting in the proposed layout and juxtaposition. The design and access statement refers:

The typical efficient operation of a RDC dictates how the building and yard are laid out. The layout of the development will be such as to optimise and efficiently use the available space on site. Consideration has also been given to minimizing the mass of the development and this has generated a design approach which ensures that the buildings should not be parallel to each other.

It is the intention to provide a dedicated but segregated access and parking areas for HGVs and cars. Car parking will be adjacent to the main office areas situated on the southwest side of the plot in order to respect the existing residential amenity and create an enhanced visual aspect. The yard areas will be shielded by a combination of building, car parking and landscape planting. The main lorry access to the yards will be on the eastern boundary away from the residential area.

The buildings fan out from east to west to generate a softer edge along the western boundary and to assimilate the scheme into Solstice Park. The juxtaposition of the buildings allows the landscaping to penetrate deep within the site and views across are also maintained. Other significant landscape zones will be present around the perimeter of the development particularly along the western boundary, where this will be as much as 70m wide in places.

The car parks are laid out so that accessible parking spaces, including disabled, are positioned close to the entrance to the offices. There will also be the provision of cycle and motorcycle shelters adjacent to the office entrances. There will be a gatehouse close to the entrance of the yard on both units and potential areas set aside on the larger unit's east side for a fuel island and a vehicle wash.

In terms of scale, the buildings have been designed to limit scale as far as is possible for example in the roof design (as explained above), but also in the positioning of the buildings on the lowest parts of the site and through the proposed excavation of the site further reducing overall impact. The design and access statement refers,

Building DC1 is 320m long and 170m wide whilst building DC2 is 285m long and 126m wide. Both warehouses have a clear internal height of 15m, enabling the accommodation of modern racking systems, product handling equipment and high level sprinklers. The highest part of the curved roof is 19m. It is recognized that buildings of this scale need to be carefully considered for their visual impact and therefore the general design utilises several devices to reduce the perceptible scale and visual impact.

In conclusion it is considered that the design has been conceived in general accordance with the spirit of the development Brief and the Development Strategy Submission 1 May 2002.

ROW issues / footpaths

Members will be aware of the significant local concern raised regarding the affects of the proposal in relation to existing footpaths and rights of way. The ROW materially affected by this proposal is Bridleway 29 which crosses the site from Amesbury Byway 1 in a north westerly direction. The existing route of the ROW is such that it would be blocked by the northern corner / end section of the larger of the two proposed buildings.

A public path diversion order has been made pursuant to section 119 of the Highways Act 1980. This effectively repositions the route of the path further to the north east running alongside Equinox Drive and thus, providing an un-obstructed path route. Whilst the effects of development on public rights of way is a material planning consideration, it is considered that subject to this diversion (currently subject to appeal) being fully implemented, no unreasonable detriment should result to users of the diverted path as a result of this development. As such there are no clear planning reasons to object to this diversion however, it is considered to be necessary to condition that the ROW shall at all times be kept free of any form of obstruction blocking its path.

Local Centre / issues

This proposal will result in the loss of the area originally allocated within the adopted master plan as a Local Centre. In respect the existing Legal Agreement the Section 106 relating to Solstice Park provision 7.1 states

The Developer hereby covenants with the Council not to undertake the commencement of development within the SDA as shown on the Master Plan until details of the timing phasing and provision of the Local Centre has been agreed and not to develop the SDA otherwise in accordance with the agreed details

The applicants consider that circumstances have now changed on Solstice Park such that they submit that this provision should be removed from the legal agreement but by so doing no harm will arise to its function and purpose given the scale and range of services normally provided in a Local Centre now being provided elsewhere on Solstice Park

To provide a context members will be aware that the basis of this S106 provision was to provide a Local Centre within and to serve Solstice Park and its central location as shown on the approved Master Plan was felt to be most appropriate at the time to meet the Park's needs

The Local Centre has its roots in the Development Principles (DP) set out in the Approved Master plan for Solstice Park referred to at that time as

The Amesbury Business Park specifically DP 10 which states

"The Master Plan should identify a Local Centre to act as a focus for the Development"

The Local Centre was proposed to fall within the Special Development Area Group (SDA) which comprised an employment zone within Solstice Park which would offer an alternative type of employment use to the larger scale mixed

B1 B2 and B8 uses shown on zones on the Master Plan now known as Zones A B C and D. This use was to maintain one of the principle objectives of the Development Brief to afford maximum flexibility of employment uses to meet possible market needs bearing in mind the location of Amesbury as a secondary location in commercial terms for employment uses. The SDA was not the driver for the Local Centre location but simply an employment zone which had some affinity with a local centre in terms of scale and layout which would have more of a domestic feel of the sort of offices that might be a feature in a high street (see paragraph 4.33 and 4.39 of the approved Development Brief).

For the reasons which have been explained elsewhere in the RDC application the market for the type of employment uses which might have been attracted to the SDA has not manifested itself and where demand for smaller office needs has arisen on the site these have been taken up on Zone C2 close to the Porton Road which has now been partly constructed and where further scope exists to meet such office needs.

At the time the outline permission was granted it was only possible to demonstrate the need for a hotel on the "L1" land within the business park (now known as Zone B) Any other leisure developments needed to demonstrate that they would not adversely affect the vitality and viability of Amesbury Town Centre and therefore it was not possible to grant D2 uses in outline. Subsequently, 2 restaurants, a public house, a filling station with associated shop and a leisure centre have been permitted on this site and all save the leisure centre have been built and are operative (see planning history above) .

Therefore many of the facilities which would have been provided within atypical Local Centre are now being provided within Zone B at Solstice Park where hotel, conference, restaurant, pub, and petrol sales uses have now been developed very successfully. So that this area has now become a major focus not only in serving Solstice Park s growing needs (and aiding its commercial attractiveness) but those arising from the A303 and the wider community needs of Amesbury

It can be argued that the effect of the above is that the need for a 'separate' Local Centre within Solstice Park and its function in meeting the Park' s needs have been usurped by the successful development of Zone B which now serves in effect as the Local Centre for Solstice Park. There is thus no likelihood that Solstice Park could generate the commercial need for two Local Centres neither is there a need to. It is thus considered that

the requirements of provision 7.1 of the Section 106 agreement and approved Development Brief PD 10 have been met both in real and functional terms

As such it can be reasonably argued that the implementation of such 'Local Centre' uses on Zone B, albeit contrary to the development brief, has not been at the expense of the SDA as clearly these uses have been, and will continue to be provided in other areas on Solstice Park. For these reasons it is considered that the continued requirement within the section 106 for Solstice Park, to provide a local centre as originally envisaged, is unreasonable. As such the section 106 agreement amended to encapsulate this application should be without such a requirement and thus provision 7.1 will be removed.

'Material considerations indicating that the proposal should be refused'.

The original outline consent for this site was the subject of a section 106 agreement, which limited the development of this site to 18ha.

Para 5.1.2 of the 106 also goes on to say

"That at the date of publication of the next deposit draft local plan the council shall review the extent to which it is appropriate to vary this restriction in the light of policies contained in such draft plan and shall review the requirements in relation to infrastructure and sustainable transport and shall assess additional requirements in respect of any further development") As members will be aware the old system of local plans has now been replaced by the local development framework, and the preferred options document does earmark the remainder of Solstice Park for employment use and that a revised masterplan and development brief will be prepared. It is thus the view of Forward planning that as such allowing development on the future development area at this time is considered to be contrary to the 106, and if allowed would be circumventing the LDF process.

Potential for job creation;

As stated in the Non-Technical Summary to the Environmental Statement, the proposed RDC is anticipated to provide 'some 97,027 sqm of floor space, including 6% ancillary offices'. In terms of job creation, this equates to:

B1 office (5995 sqm) @ 18.5 sqm per job = 324 jobs

B8 distribution (88,078 sqm) @ 65 sqm per job = 1355 jobs

This is a total of some 1679 jobs. The application suggests that the RDC could generate some 1200 jobs. This is a shortfall of some potential 500+ jobs based on the above. If the whole of the proposed RDC floorspace of 97,027 sqm were used for B1 office space, this could provide 5244 jobs. Clearly, the site would not be developed in the same style for a B1 occupier; however this calculation is useful to illustrate the huge difference between employment generation for this amount of floorspace for predominantly B8 use. Or rather, it highlights the relatively low density of employment generated by covering such a large floorspace with B8 use.

Original proposed site use;

In the interest of fairness, it is considered appropriate to estimate the maximum number of potential jobs that could be created on this area of Solstice Park.

The proposed development site for the RDC was originally known as 'Zone D' and promoted as one of the largest relocation opportunities in central southern England, providing a 24 ha site for 'Major Users and Headquarters'. The marketing brochures for this site depict illustrations of modern, multi storey, glass panelled offices.

Whilst it is fair to say that a potential single occupier for the RDC would be a 'major user', the PLA from a policy standpoint has surmised that it is potentially out of step with the original vision of high end users for the Solstice Park development.

B1 office use provides the optimum density of employment, at 18.2 sqm per job. The standard development density for B1 office use is 70%, which accounts for a mix of development styles plus a mixed number of storeys. The 22.2ha piece of land proposed for the RDC would therefore actually have a potential to provide 8,538 jobs if it were to be developed entirely for B1 use.

The Master Plan;

The original Masterplan sectioned Solstice Park into four zones. The zones provided for 44.5ha of developable space for business use – plus roads, landscaping etc bringing a total of 62ha. Zone A, industrial and distribution provided 8 ha of land, of which some is already constructed and occupied, with consent for more.

Zone B provided 4.5ha of roadside and leisure uses, which have been mostly developed and are operating, including a hotel, several restaurants and a filling station.

Zone C provided 8ha for an office park. As members will be aware a recent resolution of the NAC supported the proposal for the Asda superstore. Members will also be aware that this application has been called in for determination by the Secretary of state for the Environment. If the Secretary of State is minded to approve this proposal it would cover approximately a quarter of this area, contrary to the original Masterplan provision for office use.

The 24ha site at Zone D remains undeveloped. However, should the RDC proposal proceed, the amount of remaining land for employment development will be it is considered, seriously reduced. The proposed 22.2ha RDC development also clearly goes beyond the limited initial development of 18ha for the whole Solstice Park site, as set out in the Local Plan for the period of the plan up to 2011.

It could be argued that, should the RDC secure planning permission, by the time development has begun and the site is occupied, it is likely to be beyond 2011. However this is considered to be a short-sighted view as it fails to take account of the wider issue of employment land supply in the Salisbury district.

Employment land supply;

The Employment Land Review forecasts up to an additional 13,800 jobs for the district by 2026. This equates to a requirement of up to 30ha of employment land by 2026, over and above that already provided. It is estimated that about 50% of all this new employment floorspace is required for B1 office use.

Furthermore, the recently published proposed changes into the Regional Spatial Strategy have recommended that this be increased to 37ha of employment land for the Salisbury travel to work area.

Solstice Park currently provides the largest employment opportunity in the Salisbury district. The current Local Plan envisaged that, post 2011; a further 44 ha of land at Solstice Park could be released for employment development. This would have helped provide some of the new 37ha of employment land required up to 2026, as identified by the Employment Land Review (ELR) and the South West EIP.

However, should the RDC proposal be successful, the amount of remaining land for long term future development at Solstice Park will be significantly reduced. Indeed, development of the RDC is likely to require new employment land allocations to be identified at alternative sites in the district, in order to provide for forecast economic growth to 2026.

Loss of public open space;

The application is also considered to be at odds with the adopted development brief which shows a significant area of public open space to the south east of the site. The land take for all the open space was taken into account when the brief was prepared and ensures that there is an adequate buffer between the employment land and neighbouring houses off Raleigh crescent. There appears to be scope within the proposal to move it northwards onto the land that is shown vacant within the red line and still maintain the open space. The LPA

comment that the open space OS should not be eroded and therefore increase the net land allocated for employment use.

Conclusions;

This application raises significant concerns relating to the following issues

- Number of jobs potentially being provided,
- The phased release of this land,
- The scale of the proposal for one use class over and above what is needed for the district as a whole
- Lack of choice of different employment types that the allocation was intending to deliver.
- The loss of the Open Space is also of concern as it is contrary to the development brief which was consulted upon with the public, who will have an expectation that development is carried out in accordance with the brief.

However, should the application be approved, given the above concerns it is worth raising the issue of the additional land in the applicants ownership, and whether the applicants would be willing to enter into an agreement to ensure that this land comes forward for B1 and B2 uses only, to help with the mix of development on site, and help mitigate towards the impact of their development.

Analysis of Planning Issues and Material Planning Considerations indicating that the proposal should be approved.

A policy objection has been raised to this proposal for the reasons set out in the above section. The issues have been carefully considered

The objections in principle are made from the adopted local plan point of view and thus the most relevant planning policy is E8A. Policy E8A of the Local Plan, was saved by Direction of the Secretary of State to continue beyond 27th September 2007, thus this policy must form the starting point for consideration. However, the analysis must then take into account all material planning considerations to assess whether they outweigh this policy.

'E8A Employment development is proposed on the following sites in Amesbury:

Land to the east of Porton Road. Extensive landscaping will be required on the eastern boundary. The development of the site will be phased with development limited to 18 hectares (net) of employment land during the lifetime of this Local Plan. Provision will be made within the site for a link road to the E8B at Boscombe Down. Proposals for leisure development will also be permitted on the site subject to their being no adverse effect on the vitality and viability of Amesbury Town Centre'

The District Council's reasoning behind this allocation, which is described in paragraphs 5.1 and 5.2 of the plan, is that 'Salisbury District Council believes the promotion of economic development in the District is important to the future well being of the local residents. The main employment area in the District is Salisbury City, which offers a range of employment opportunities. Amesbury, the second largest settlement in the District, has traditionally relied heavily on the Ministry of Defence for local employment. Recent changes in the nations defence requirements has resulted in the rationalisation of services and changes in working structures within the MOD, with a resultant reduction in local employment opportunities. The town has good road access to major centres to the east via the A303, and is considered to offer potential for major new employment growth to support the existing local population and future planned growth. The District Council will therefore promote economic development in Amesbury through this Local Plan with the identification of significant areas of land for employment development'.

The Adopted Wiltshire & Swindon Structure Plan (2016) requires that 'about' 50 hectares of additional employment land should be provided in Salisbury District between 1991 and 2011. By April, 1999, 21.16 hectares had either been developed or was committed for development (through the granting of planning consent). The Local Plan is therefore required to identify land to meet the remainder of the Structure Plan requirement. In meeting the requirement, the District Council is mindful of both the word "about" in relation to

the Structure Plan requirement (which is intended to provide some flexibility for provision across the district) and also the desire to promote economic development in Amesbury.

Wiltshire County Council's response on the strategic planning implications of this application is set out above in the consultations section of this report. The County Council has concluded that the proposal offers significant benefits for the local economy and employment; that it accords with Policy DP3 of the Structure Plan; that there is no cause for concern about the continuing supply of employment land and; that there is no reason for a strategic planning policy objection.

Other planning objectives and policies that are relevant to this application include those of the emerging Regional Spatial Strategy (RSS) and the regional economic strategy (RES).

The consultations section of this report also records the view of the Regional Assembly that there is no regional planning objection to the Regional Distribution Centre and that the proposal complies with the RSS Panel's views on the role of the economic role of Amesbury and development linked to the A303 strategic route corridor.

Similarly the consultations section of this report records the view of the Regional Development Agency that the proposed Regional Distribution Centre has the potential to deliver a key strategic objective of the Regional Economic Strategy and that the Agency supports the proposal 'subject to the District Council being satisfied that the proposed development will not have a deleterious effect on the range and choice of employment space available in the district to meet the needs of business.'

The LPA considers that the Local Plan allocation at Solstice Park extends to some 64 ha gross or 39.36 ha net in total; that 10.52 ha are currently developed or committed; that the proposed Regional Distribution Centre would cover a net area of 22.2 ha; and that a net site area of 6.64 ha would therefore be left.

The current Master Plan for Solstice Park provides some 44.52 ha of developable plots on a total gross area of 64.75 ha. SDC Forward Planning officers calculates that the combined areas of the proposed development (22.2 ha) and the areas already developed or committed at Solstice Park (10.52 ha) will exceed the local plan allocation (18 ha) by 14.72 ha. Whilst these calculations are considered to be accurate, it is important to also note that the Local Plan allocation is for the period up to 2011 only and the economic objectives for Amesbury and the District as a whole are weighty considerations.

The LPA has carried out further calculations relating to the Employment Land Review forecast that 25 to 30 ha of employment land are required to 2026 and the RSS Panel's recommendation that this figure should be increased to 37 ha. And clarify that these figures are in addition to the 64 ha (gross) already allocated at Solstice Park.

The calculation of employment land requirements in the Employment Land Review is based on two scenarios of job growth between 2006 and 2026 ('central' and 'growth') of 10,800 to 13,600, which are translated into land-use categories, floorspace requirements and site areas for Class B1, B2 and B8 activities. Job gains of 6,490 to 7,750 in the Class B uses are translated into gross floorspace requirements of 158,795 to 184,910 square metres from which are subtracted jobs and areas of Class B floorspace in sectors where job losses are forecast. The resulting net changes are expected to be 5,765 to 7,225 jobs and 138,430 to 168,380 square metres of floorspace in Class B uses. These floor areas are then translated into employment land requirements, based on assumptions about plot ratios of 70% for B1 and 40% for B2 and B8. The resulting site areas are 25 to 30 ha.

The calculation of 25 to 30 ha therefore leads to the 'requirement' for a net addition of Class B floorspace, between 2006 and 2026. It incorporates no assumptions about committed or planned land supply at Solstice Park or anywhere else.

The supply estimate includes 18 ha at Solstice Park, which is the area allocated in the Local Plan for development before 2011 and significantly less than the actual supply available for development between 2006 and 2026, which includes land committed, but not developed. The applicants surmise that Land at Boscombe Down is also more likely to be developed after 2011 than within the local plan timescale.

It can be argued therefore that with this reasoning the RDC proposal does not result in a shortage of employment land supply. It could further be argued that there is a healthy supply of employment land in the district available for development between 2006 and 2026 of at least 16 ha in excess of the forecast requirement of 37 ha in the Panel's Report. This does not take into account 8.6 ha that are committed, but not yet developed at Solstice Park (e.g. Plot A600) or other opportunities that are likely to arise (such as the redevelopment at higher densities of vacated sites in Salisbury).

A significant and very important issue raised throughout this proposal is whether the area of land devoted to B8 use that would result from this application would be too great a proportion of the total land supply. Whilst it is acknowledged that this is a highly significant issue, 'The forecast 'requirement' in the Employment Land Review of 10 ha for B8 uses is considered,' the applicants are claiming', to be potentially flawed for a number of reasons (as follows), including the reliance on one set of economic forecasts;

- The doubtful assumptions used to translate employment growth by industrial sectors to employment by land use categories;
- The absence of any analysis of changing trends in distribution and other industry sectors;
- And the lack of regard of market evidence of the demand for B8 floorspace in the District, including the effect of its strategic location on the A303 corridor

Furthermore the allocation policy only talks about 'Employment Land' and the land is subject to outline permission which itself does not restrict uses other than generally to within the range of uses approved with the master plan. This is considered to be a significant point of fact with the resultant affect of the site being subject to a fall back position. SDC has not limited through this outline permission the extent to which certain use classes within the agreed range, come forward. The only limitation is use classes within Zones. As such it is considered to be unreasonable to present an argument that development proposals should be limited to a maximum floor space within a particular use class, at this late stage. Such an argument would be very difficult to sustain at appeal.

The above section of this report and Chapter 3 of the Environmental Statement (ES) have assessed the employment potential of the proposed RDC as ranging from 1,200 on conservative assumptions to over 2,000 on the basis of information from other similar developments,. This section of the report together with other documentation submitted with the application, also notes how changing trends are affecting job densities, value added, wage and salary levels and the skills mix in the distribution industry. However, it is stressed that these are, of course, only estimates. The suggestion that the RDC proposal will result in a potential shortfall of jobs because of a difference between two estimates is potentially unjustified and would be difficult to sustain...

As can be seen in the consultations section, in particular with regard to the comments of the South West of England Regional Development Agency (SWERDA), it is a matter for SDC to be satisfied that the proposal will not result in a deleterious effect on the range and choice of employment land (B1, B2 and non B employment generating uses) required within the district to support the continued strong growth of the local economy. Whilst it is clear that from a policy standpoint, the PLA is not satisfied with regard to this matter, it is also clear that the development of the site has not happened to the extent that was envisaged. This raises the question of whether the result of changes within the market for employment land take - up (particularly in the current economic slump) requires that the allocation under Policy E8A should be interpreted flexibly. As stated previously, policy E8A is not specific regarding land uses but refers to Employment Development. As such it would be difficult to defend a case that restricts the site for certain uses particularly when such a defence would preclude the bringing forward of 'employment development'.

Arguably this is borne out when considering the potential of this proposal to deliver employment in relation to the principle objective of the regional special strategy (RES). The RES is itself a very weighty material consideration and it is clear that Salisbury District is lagging behind in terms of bringing employment sites to fruition.

WCC as strategic planning authority has confirmed its view that the proposal offers significant benefits for the economy and employment. WCC also state that the proposal accords with policy D5 of the Structure Plan and that there is no cause for concern about the continuing supply of employment land. As such there is no demonstrable planning reason for a strategic policy objection.

Similarly the Regional Assembly confers that there is no regional planning objection to the proposal and that in their view, it complies with the RSS Panels view on the economic role of Amesbury and development linked to the A303.

Furthermore the fact that SDC is going through the process of replacing the adopted local plan with the Local Development Framework, and that as the current development brief has a requirement to be updated as a result, it can be argued that the opportunity exists to reassess the aims and objectives and the provision of employment land at Solstice Park.

It is thus highly significant in determining this proposal that a proper and thorough consideration is given to the previously mentioned material considerations as it is these and others that will form the basis of any defence at appeal. As such with this in mind and in combination with the full application and all the accompanying documentation and evidence presented within it, it is considered that the economic benefits that will result from this proposal and the wider materials planning considerations outweigh the objections to it based on policy E8A of the adopted Local plan. Opposition to this proposal could be refuted and that as such a policy objection is unjustified and the proposal should be approved.

Loss of / Variation to open space provision;

As part of the landscape proposals for the site a recently planted area of woodland at the southern corner of the development site, designated as open space on the master plan, would be removed. Whilst this area was designated as open space on the Master Plan and as such its loss is potentially regrettable, new open space and woodland planting comprising predominantly ash and field maple, with an edge / under-storey of hazel and hawthorn with holly would create a backdrop to the south east and south west of unit D3B, and also screen the western end of Unit D3A. As such it is considered that the proposed landscape scheme will have the same desired effect of this original planting in screening the site from nearby residential properties. Thus this loss will be mitigated as part of the extensive additional landscaping proposed. However, due to the fact that this area was subject to the outline application and the Master Plan, the implications of its loss are that the existing Section 106 Agreement will require modification to account for this difference.

CONCLUSION

It is clear from the above report that this proposal would result in a significant very large development likely to result in substantial benefit in terms of high numbers of employment and subsequent knock on employment (amongst other benefits) to the area.

The report has set out the opposing arguments which predominantly centre on a difference of opinion on the issue of employment and employment land supply (amongst other things). The LPA from a policy point of view has presented that the proposal would result in a significant overdevelopment in terms of land use for the proposed use class resulting in a dominant single use at the expense of other smaller / mixed uses. However, the material considerations forming this stance centre on Policy E8A and a presumption that land allocated for other mixed uses at the outline application stage (when the land was originally allocated in the adopted local plan), should continue to be available for the original uses (namely small business units).

The LPA consider that ideally small business units would be preferable on the site and that such an approach to developing the allocated site would result in a higher level of employment than the proposed development. However, notwithstanding the comments made, whilst the LPA is opposed to this development from a Local Plan policy standpoint, the comments from Forward planning conclude that if a range of issues can be addressed within the application and if the case officer is satisfied that the issues have been addressed then approval would be an option.

These issues are set out above in the section entitled 'Material Planning Considerations indicating that the proposal should be refused' and have been addressed in the section entitled 'Analysis of planning Issues and Material Planning considerations'.

In considering the arguments presented in this report Section 54A of the 1990 T&CP Act makes clear that decision must be made in accordance with the development plan unless material planning considerations indicate otherwise.. It is therefore correct that Policy E8A is the starting point for consideration of this proposal.

However it is considered that in terms of material planning considerations both cases are compelling. It is essential that when attributing weight to the material planning considerations in this case, the comments of all consultees and particularly statutory consultees have been highly significant.

As is set out above from a strategic planning standpoint the proposal has support from WCC as Strategic Planning Authority In addition to these comments WCC Highways have not raised objection subject to the implementation of a traffic / Lorry routeing agreement. This has been worked up and will form a key part of the “heads of terms” within any proposed Section 106 Agreement.

It is also clear that the Highways Agency do not object to the proposal having considered the implications and affects of the proposal on the A303. The Highways Agency have considered that the proposal will not have an adverse impact on the strategic road network and have raised some issues relating to cycle parking, the green travel plan and have expressed a desire that a construction management plan be provided. The Highways Agency has recommended that conditions be attached to cover these issues.

The South West of England Development Agency SWERDA have also considered that subject to SDC being satisfied that the proposal will not have a deleterious effect on the range and choice of employment space available in the district to meet the needs of business. It is arguably this issue that is paramount with this proposal and notwithstanding the issues related to transportation, it is this issue that has proved the most challenging from a local planning standpoint. However, given the considerable weight that must be attributed to the strategic and regional planning consultation responses, it is considered that the balance of considerations weighs in favour of the proposal.

The proposal is on the face of it, contrary to the local plan and policy concern the local plan that is itself undergoing significant scrutiny in relation to the LDF that will replace it. It is relevant to carefully consider the implications of this as the principle influences guiding the LDF process include the RSS and the RES and the evidence on which these strategies are based, also appear to support the proposal.

Issues related to these matters are set out above in the report particularly in the comments of the South West Regional Assembly. These comments are clearly comprehensive in relation to all relevant planning policy matters / material planning consideration.

Members will be aware of the issues and concerns raised locally in relation to this application and are advised that the application provides as far as is possible and reasonable, mitigation of these concerns. It is further considered that the considerations of the statutory consultees set out in the report are very weighty material planning considerations and mostly support the proposal. Whilst it is clear that this support is not in line with the approach adopted by the LPA from a policy point of view, it is considered that this issue has been addressed in the report. It is further considered that in the face of such clear support for the proposal and as the application will mitigate as far as is possible the concerns raised locally, a refusal of the proposal would be difficult to defend.

It is important to consider that whilst the site forms part of the allocation intended for smaller mixed business uses under policy E8A of the adopted local plan, take up of this allocated site for the preferred range of employment uses has been very slow. The proposal will provide a significantly high number of jobs for Amesbury both on site as a direct result of the proposal and around the site as many more knock on jobs. As such the proposal will result in significant benefit locally and will result in the development of a large parcel of employment land that to date has not delivered the employment opportunities as originally intended.

In combination with the significant affects that this proposal will have on the allocation of the site under policy E8A, the Development Brief and Master Plan, it is also necessary that the section 106 Agreement covering the site, is modified to accommodate this proposal. A separate application has been made to vary the existing

Section 106 agreement and progress on this application will be orally reported to members at the meeting. The heads of terms will be set out later in the recommendation section below.

Whilst having regard to all the documentation contained within the application, the Environmental Statement (ES) and to all material planning considerations and consultation comments received this proposal is considered to be acceptable from a Town & Country Planning standpoint.

As members will be more than aware this proposal will impact upon a wider area than covered by SDC. As such following the decision of NAC, the application will be presented to the Planning and Regulatory committee for their resolution at the next available opportunity. However, as this proposal will result in a material departure from the adopted local plan, the application will be referred to the Secretary of State where the final decision will be made.

RECOMMENDATION: APPROVE SUBJECT TO S106

Approve for the following reason:

Whilst the proposal will result in a large scale development resulting in a material departure from the approved Master Plan / Development Brief for Solstice Park, and from policy E8A of the adopted Salisbury District Local Plan, it is considered that 'on balance' and in combination with the implementation (subject to conditions) of the full details of the application and the Environmental Statement (ES) and when having had regard to all relevant material planning considerations in particular the Regional Economic Strategy (RES) and consultations, that a local planning policy objection to the proposal based on policy E8A of the adopted Salisbury District Locals Plan is outweighed by the wider economic considerations for the district and its surrounding environs. As such the proposal is considered to be acceptable from a Town & Country Planning Standpoint.

Subject to the completion and signing of a Section 106 Agreement to provide;

1. To apply the provisions of the section 106 Agreement dated 20th January 2000 (as varied) to this application.
2. To vary the section 106 as follows-
 - a. To increase the limit of land to be developed before 2011
 - b. To vary the areas of open space / Strategic Landscape areas, to take account of this application and any consequential amendments to the landscape management plan.
 - c. To vary the location of the main Off road / Cycle way
 - d. To remove the local centre provision
 - e. To enhance the Travel Plan
 - f. To amend the approved Landscape Management Plan
3. To secure the Lorry Routeing Agreement provisions under the following Heads of Terms;
 - a. To prevent lorries using the C11, C32 (north of the A303) the B390, B3083, B3086 and London Road, Amesbury.
 - b. To restrict the number of lorries using the A345, North of Countess Road Junction and South of Stock Bottom junction.
 - c. Traffic Regulations on local roads where considered necessary by the Highways Authority.
 - d. Establishing a Local Forum for dealing with concerns and issues raised by local people regarding lorry movements as a direct result of the development.
 - e. To set up a data scheme to enable lorry movements to be recorded and monitored.
 - f. To develop an effective means of enforcing the restrictions placed upon lorry movements.
 - g. To make a payment to ensure the delivery of a Toucan Crossing
4. To make any further consequential amendments found to be necessary.

APPROVE for the following reason:

Whilst the proposal will result in a large scale development resulting in a material departure from the approved Master Plan / Development Brief for Solstice Park, and from policy E8A of the adopted Salisbury District Local Plan, it is considered that 'on balance' and in combination with the implementation (subject to conditions) of the full details of the application and the Environmental Statement (ES) and when having had regard to all relevant material planning considerations in particular the Regional Economic Strategy (RES) and consultations, that a local planning policy objection to the proposal based on policy E8A of the adopted Salisbury District Local Plan is outweighed by the wider economic considerations for the district and its surrounding environs. As such the proposal is considered to be acceptable from a Town & Country Planning Standpoint.

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) Surface water shall be disposed of via a suitable infiltration system (Designed and constructed as recommended in CIRIA report 156 "Infiltration drainage, Manual of Good Practice" and to ensure that there is no surface water runoff from the site for all events up to 1 in 100 year storm (including an allowance of 10% increase in peak rainfall intensity to take account of climate change in accordance with Planning Policy Statement 25.)).

Reason: To ensure that satisfactory provision of drainage facilities to serve the proposed development.

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

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

(4) Oil or chemical storage facilities should be sited in bunded areas The capacity of the bund should be at least 10 greater than the capacity of the storage tank or if more than one tank is involved the capacity of the largest tank within the bunded area Hydraulically inter Linked tanks should be regarded as a single tank There should be no working connections outside the bunded area.

Reason: To prevent pollution of the water environment

(5) 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

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

Reason: In the interest of the archaeological importance of the site.

(7) The development hereby permitted shall not be commenced until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Secretary of State for Transport and Wiltshire County Council). The plan will include construction vehicle movements, construction operating hours (which shall be in accordance with those set out in condition 21 of this decision), construction vehicle routes to and from the site, construction delivery hours, expected numbers of construction vehicles per day, car parking for the contractors, specific measures to be adopted to mitigate construction impacts in pursuance of Environment Code of Construction Practice and details of a scheme to encourage contractors to use alternative means of transport to the private motor vehicle. Construction works shall be carried out strictly in accordance with the Construction Management Plan.

Reason: To ensure that a best practice approached to the construction management of the site is adopted.

(8) The development hereby approved shall be carried out in accordance with the Materials schedule as set out on page 19 of the Design and Access Statement and shall be subject to final confirmation following the provision of samples of materials to illustrate texture, colour and finishes, to be used for the external wall's] and roofs] of the proposed development. Development shall be carried out in accordance with the approved details.

Reason: To secure a harmonious form of development.

(9) The finished floor levels] of the proposed buildings] shall be in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority before development is commenced.

Reason: To ensure the exact finished floor levels] of the buildings].

(10) No development shall take place until details of the treatment to all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the details as so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity and the environment of the development.

(11) The details of the landscaping proposals shall be as illustrated within the RPS "Landscape Master Plan" JSL Drawing No / Job ref: JSL_1615 Rev F and the "Landscape Master Plan, Indicative Sections", set out in the Environmental Statement Supporting Appendices Volume 1. The details shall include the "Planting Schedule" dated 4/10/07 Revision: B other than where this schedule includes Beech Trees and plant species that produce berries. Notwithstanding the comments within the Design and Access Statement, 'Landscaping' page 16, para 5.19, details of replacement species (if considered appropriate in consultation with Boscombe Down Airfield), shall be agreed in writing by the LPA prior to any development being commenced.

Reason: in the interest of the visual amenity of the landscape and airfield safeguarding.

(12) No development shall commence until exact details of the 1.8 metre high Chain Link security fence to the southern boundary of the site to include colour, shall be agreed in writing by the LPA. The fence shall be erected in its entirety in accordance with a timing schedule to be agreed by the LPA.

Reason: In the interest of visual amenity and the security of the site and nearby residents.

(13) No development shall commence until full details of the implementation (including an implementation programme) of the landscape scheme specific to this development, shall be agreed in writing by the LPA. The implementation shall be carried out in complete accordance with the approved details unless the LPA agrees to any variation.

Reason: In the interest of the visual amenity of the landscape and the continuity of the landscaping provisions of the approved Master Plan for Solstice Park.

(14) Notwithstanding the provisions of the Approved Master Plan for Solstice Park, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, within the site shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

(15) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in strict accordance with the approved implementation programme and any trees or plants which within a period of 10 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.

Reason: In the interests of the amenity and the environment of the development.

(16) The development hereby approved shall be carried in accordance with the amended plan entitled "Proposed Site Plan" Drawing No: 14976 / AO / 001 Rev H, annotated with "Proposed Farm and Pedestrian Access".

Reason: For the avoidance of doubt as to the approved plans.

(17) No development shall commence until details of all external lighting to be installed and operated in accordance with the proposed development has been approved in writing by the Local Planning Authority. The approved details will thereafter be retained and maintained in accordance with the approved details unless the LPA agrees to any variation.

Reason: in the interest of visual amenity and to avoid unnecessary light usage and spillage.

(18) No development shall commence until details of the proposed Mechanical Plant systems have been submitted to and approved in writing by the Local Planning Authority. Details shall include proposed noise control measures, fan location, duct- discharge positions and supplementary ventilation systems. The development shall be carried out in accordance with the approved details without variation unless otherwise agreed in writing by the LPA.

Reason: In the interest of residential amenity.

(19) None of the buildings shall be occupied until works for the disposal of foul and surface water, have been provided on the site to serve the development hereby permitted, in accordance with details contained within the Environmental Statement Volume 1, Hydrology and Drainage and the 'Commitment to Mitigation Measures'.

Reason: To ensure that the development is provided with a satisfactory means of drainage.

(20) With regard to condition (18) above, six months from the first use of the site an independent noise survey shall be carried out of the development (the parameters of which shall be determined by the LPA) and if the results of such a noise survey show that noise nuisance that would result in a level above noise levels set out within statutory noise level guidance and legislation, is occurring from the development and significantly affecting neighbouring residential properties, further soundproofing measures (the details of which shall be submitted to and agreed in writing by the LPA) shall be implemented to the satisfaction of the local planning authority at the development site.

Reason: in order to ensure that the scheme of noise reduction is effective in relation to neighboring residential properties.

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

Monday to Friday: 8.00am- 6pm

Saturday: 8.30am- 1pm

Sundays & bank holidays: No construction or ground working.

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

Reason: to protect the amenity of nearby residential property

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

Reason: In the interests of highway safety

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

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

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

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

INFORMATIVE:

The development should include water efficient appliances fittings and systems in order to contribute to reduced water demand in the area These should include as a minimum dual flush toilets, water butt, spray taps, low flow showers (1) and white goods where installed with 11 maximum water efficiency rating. Grey water 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 www.environmentagency.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 www.savewatersavemoney.co.uk.

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 green house gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

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.environmentagency.gov.uk/business/444251/444731/ppgversion1&ang=e

INFORMATIVE:

The PLA should confirm that a design life of 40 years as stated in paragraph 5.4 of supporting appendix 8 is appropriate to this form of development. The LPA should also confirm with their building control section that and the adopting Highway Authority if relevant that this will be acceptable to them. We do not accept any liability for the detailed calculations contained in the FRA. This letter does not constitute approval of those calculations nor does it constitute the Environment Agency's consent or approval that may be required under any other statutory provisions, bylaw, order or regulation.

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

INFORMATIVE:

Any oil storage facility of 200 litres or more must include a bund and comply with the Oil Storage Regulations. The Control of Pollution Oil Storage England Regulations 2001 a copy of which has been forwarded to the Applicant Agent

INFORMATIVE:

Protected Species; If planning permission is granted the applicants should be informed that this does not absolve them from complying with the relevant law protecting species in particular bats including obtaining and complying with the terms and conditions of any licences required as described in Part IV B of Circular 06 2005.

If the application is amended Natural England should be re-consulted for a further 21 days in accordance with Circular 08 2005

APPENDICES

Appendix 1.

Letter from Salisbury Campaign for Better Transport

Appendix 2.

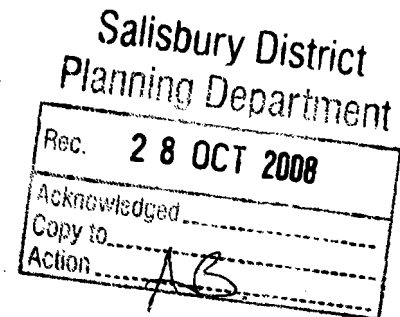
email and attachment with plan entitled 'Objection on Grounds of Night Traffic Noise'

Appendix 3

email from Solstice Park and attachment entitled 'Sustainable Transport Plan'

Katherine Ashley

From: Margaret Willmot [margaret@willmot.eclipse.co.uk]
Sent: 28 October 2008 10:09
To: Development Control
Cc: jacqui.ashman@highways.gsi.gov.uk; Tilley, Phil
Subject: Planning Application Ref: S/2007/2518, RDC Solstice Park



By Email only

FAO: Development Control
CC: Phil Tilley, WCC
Jacqui Ashman, Highways Agency

Subject: Planning Application Ref: S/2007/2518

I have some further comments on the above planning application based on points arising from the officer's report to the Northern Area Committee meeting on 25.9.08 and the minuted record of that meeting including conditions attached to the recommendation for approval. There is also an additional point re HGV parking which has arisen from the very similar application being considered for Andover Airfield in Hampshire.

1. Initial objection/officer's report

Various of the items raised in my initial objection letter on behalf of Salisbury Campaign for Better Transport dated 21.8.08 have been dealt with inadequately in the officer's report and the response from the Applicants (Appendix 4) which was attached to that.

1.1 Regarding the issue as to whether traffic modelling has shown that there will be **"no adverse impact on the Strategic Road network"** (which is what the Highways Agency stated in their letter dated 7.1.2008). You will be aware that I do not believe that there is any evidence to back this up, since traffic modelling conducted when outline consent was given in 1999 assumed improvements to Countess Roundabout & dualling further west, and there is now no prospect of these. See my letters to the Highways Agency dated 14.1.08, 3.2.08 and 27.2.08, and their responses dated 23.1.08, 11.2.08, 17.3.08 (all copied to Development Control). The truth of the matter is given more accurately by the statement in the HA letter of 11.2.08 – that the HA *"are unable to object to this application based on the future capacity of the A303 when the principle of development on this site has already been approved"*. It is unclear how the HA feel able to make any pronouncement on the impact on the strategic road network when the Transport Assessment supplied with this detailed application only extends to the A303 slip roads – the HA themselves say this assessment *"did not consider the effect on the Countess and Longbarrow roundabouts. This was not considered necessary and the Highways Agency has not undertaken this work"*. (HA letter dated 17.3.08).

Despite that fact that the Highways Agency have not modelled the effect of the RDC development on an unimproved A303 the District Council's officer's report and Wiltshire County Council are both happy to quote their unsubstantiated conclusion regarding the lack of an adverse impact on the strategic road network. They have accepted without question the statement by the applicant (Appendix 4 page 13) that *"there will be no material impact at Countess and Longbarrow roundabouts"* when the reality, as the Highways Agency have admitted (see above) is that the effect on these roundabouts has not been considered.

1.2 Regarding the special status of the **World Heritage Site**, the applicant has brushed aside the notion that generating an estimated 1437 vehicle movements a day through the WHS (including an estimated 545 HGVs) is contrary to the Stonehenge Management Plan. However the District Council must surely take a different view on this, as they have adopted

the Management Plan as Supplementary Planning Guidance. Both the existing and the evolving Management Plan refer to the need to reduce the impact of roads and traffic on the WHS. Since A303 improvements have been cancelled, this **must** involve a close look at the traffic impacts of developments on the periphery of the WHS. It is unacceptable that SDC have not even mentioned traffic impacts on the World Heritage site in their officer's report.

2. Minuted records of Northern Area Committee 25.9.08 & conditions attached to recommendation for approval

- 2.1 There is reference to the Lorry Routeing Agreement in para (3). I am concerned that this is not very specific, and feel that the lack of involvement of a named end-user for the proposed RDC is leading to an unacceptable lack of detail here.

You will see an item on Sir George Young's website at <http://www.sirgeorgeyoung.org.uk/news/Cnewsitem.cfm?newsid=3364> where he encloses the text of a letter from Tesco's (the end user for the proposed RDC at Andover Airport). Their objection to the proposed end user conditions being proposed at that site include the following in respect of supplier vehicles:

"The issue: Tesco have explained previously that we have no explicit control over the routeing of our third party suppliers' vehicles, the majority of the vehicles which will be making deliveries to (not from) the proposed Distribution Centre. Approximately 300 different hauliers and/or local suppliers will supply a facility such as that proposed.

Our contracts with suppliers do not and cannot govern the routeing of their preferred hauliers to the proposed site. The issue is often that these suppliers or hauliers are en route between different customers located throughout the country. i.e. a local supplier or haulier may deliver to us, then to another company's distribution centre such as Morrisons or ASDA that is quickest to get to on barred routes. How would this be controlled, what would we do, who is responsible?

Our suggested solution: We can use our reasonable endeavours to guide, recommend and propose the routeing that supplier vehicles take to the proposed site, which will work in most instances. But we cannot dictate routeing. Should Tesco or any other business be held responsible for another company's actions?" [Letter from Tesco Corporate Affairs Manager to Test Valley Borough Councillors].

Councillors at SDC's Northern Area Committee meeting on 25.9.08 rightly expressed the desire to see strictly enforced conditions on routing attached to any RDC. The predicament expressed by Tescos would however surely apply to any operator of a distribution centre – they simply would not be able to control the routing of lorries which are not their own. Bans on certain roads, and restrictions on others as proposed (page 5 of minutes of NAC 25.9.08) would therefore be unenforceable.

Tescos in their letter to Test Valley councillors have also declined to accept barring on one particular route (A338 northbound) because they wish to use it to service their Swindon store from Andover. Again, this illustrates the point that routeing arrangements will be client specific and cannot meaningfully be agreed until the end user of the RDC is identified.

The letter from Tescos quoted above concluded in respect of routeing agreements at the proposed Andover Airport RDC that **"Much work needs to be done by the Council on whether this is practical and workable."** This conclusion surely applies even more at Solstice Park, because of the likelihood of congestion on the A303 and the need to control HGVs on unsuitable alternative routes. **It is impossible to agree the right level of detail unless the end-user company is directly involved in the development of routing agreements, and it is not acceptable to leave this crucial area open, to be resolved at a later stage, which seems to be what is currently proposed.**

- 2.2 A similar concern to the above would attach to the suggested condition that *"in the event of*

an accident causing heavy traffic on local roads, RDC traffic should be held at the site until it clears so as not to exacerbate the problem." Where time-critical deliveries are scheduled, and where the working hours of drivers are subject to strict controls, it seems unlikely that this would be practical even for the distributor's own fleet and for suppliers' lorries this surely would be unenforceable?

- 2.3 Concern was expressed at the Northern Area Committee meeting on 25.9.08 about the 24-hour a day noise of lorries reversing. These concerns do not seem to have been translated into any specific conditions to be attached to the planning application, yet it must be of the utmost concern especially given the close proximity of housing (including mobile homes) to the Solstice Park proposals.

Tescos have indicated in their letter to Test Valley quoted above that they do have Distribution Centres near housing where they operate with reversing beepers switched off between 11pm and 7am. They have not confirmed whether or not they can oblige suppliers' lorries to switch off their beepers as well though.

Should the planning application be approved a condition on the night time use of reversing alarms should be added.

3. Other

- 3.1 **HGV parking areas** – there seems to have been no consideration given as to where HGVs destined for the proposed RDC may park up for driver's rest breaks. It is understood that the usual procedure at a distribution centre is that suppliers have a narrow time window in which to deliver and supplier parking may not be allowed on the distribution centre premises outside their delivery window,

Members of the "STOP" Alliance in Andover conducted a survey of parking along the A303 earlier this year and a summary of their results was as follows:

"The A303 from the end of the M3 (J8) to Stonehenge (approximately 60 miles) was examined both eastbound and westbound. There are 15 lay-bys in each direction. The eastbound carriageway provides approximately 52 HGV spaces, and the westbound carriageway approximately 48 spaces for HGVs.

The survey was carried out during March 2008 between 1900 hrs and 2100 hrs by two teams. At this period the Countess Service station near Amesbury had 10 HGVs tightly packed in. Solstice Park, Amesbury, had approximately 36 HGVs parked around the incomplete development. The teams carrying out the survey live around Andover and are regular users of the A303 and it is a matter of their common observation that the lay-bys are very often filled with HGV." [Supplied by STOP Alliance].

Parking alongside the A303 is limited and many of the existing lay-bys are not separated from the carriageway. Some are on hills which makes the exit speed onto the carriageway very slow for HGVs. There appear to be no facilities for drivers such as lavatories or even basic information on the area and the parking is not secured or lit. If HGVs turn off the A303 to find somewhere to pull over for a rest they are likely to be on totally unsuitable narrow roads.

No consideration seems to have been given to the additional HGV parking which would be needed in the area should this proposal go ahead, and a shortfall on parking spaces will result in lorries parking in inappropriate locations.

I would be grateful if the above comments could be taken into consideration by Development Control and made known to the members of the Council's Planning & Regulatory Panel who will be considering this application.

Regards

Margaret Willmot
Salisbury Campaign for Better Transport

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Salisbury Campaign
Plan

Rec.	28 OCT 2008
Acknowledged	
Copy to	
Action	

Louise Porter

From: John Moon
Sent: 30 October 2008 13:42
To: Development Control
Subject: Planning application S/2007/2518 - Objection

Attachments: Solstice Park Noise Obj.doc



Solstice Park Noise
Obj.doc (5...

Dear Sir,

Please find the attached note which details an objection to the proposed Solstice Park RDC and is written on behalf of the many hundreds, if not thousands, of people affected by A303 noise.

Since the objection is based on consideration of traffic noise alongside the A303, I would be grateful if you could also bring it to the attention of the Highways Agency who have a statutory duty to consider the noise implications of traffic-generating developments along the trunk road network.

Yours sincerely,

J R Moon, Norfolk House, Abbots Ann, Andover, Hampshire SP11 7AY tel 012

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Salisbury District Planning Department	
Rec. 31 OCT 2008	
Acknowledged	-----
Copy to	--- AB ---
Action	-----

S/2007/2518 REGIONAL DISTRIBUTION CENTRE AT SOLSTICE PARK

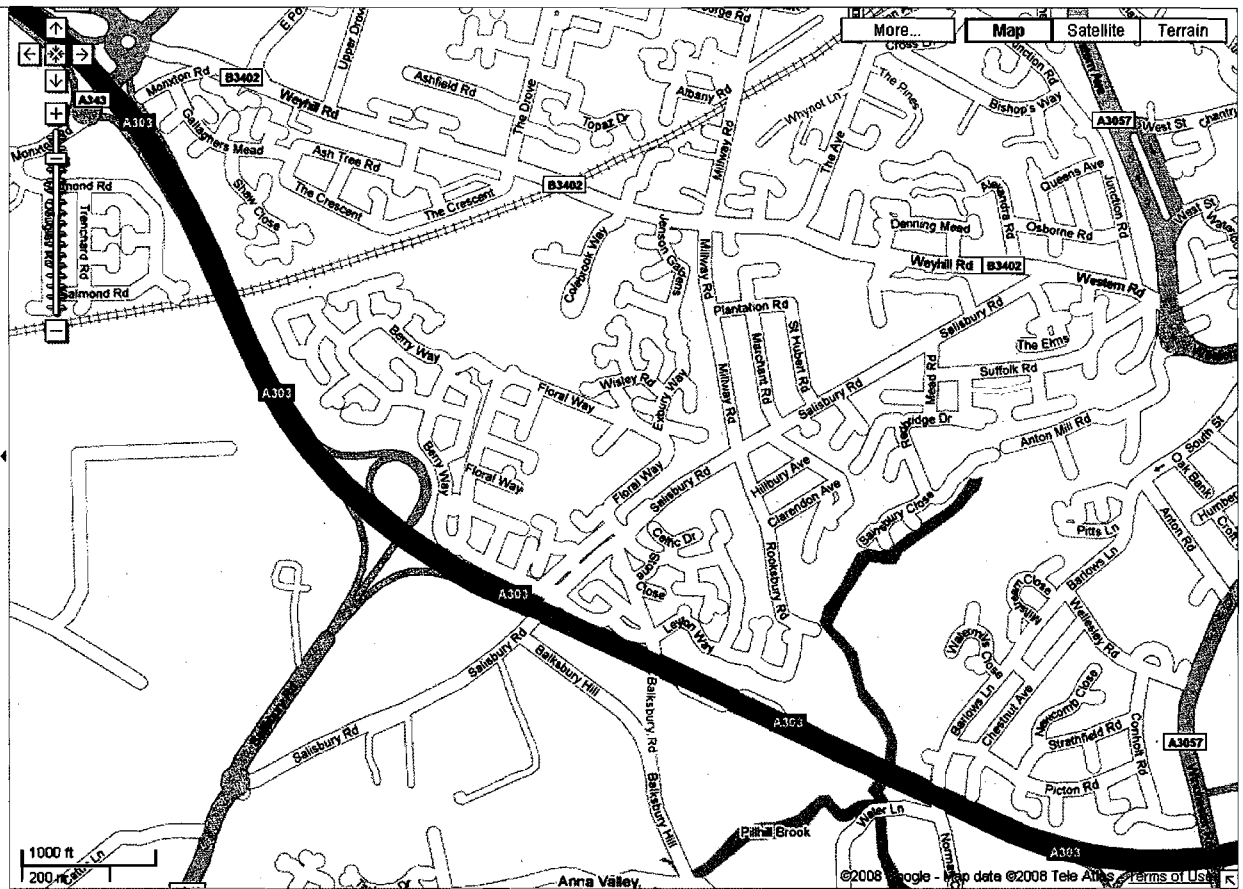
OBJECTION ON GROUNDS OF NIGHT TRAFFIC NOISE

1 Introduction

1. The increase in night-time HGV traffic from the distribution centre and travelling east on the A303 will add to the night noise problems already experienced by hundreds of households along the southern edge of Andover. However the impact of this additional noise on these communities has not been assessed. This letter makes an assessment and shows that the impact is unacceptable.

2 Andover properties adjacent to the A303

2.1 A large swathe of Andover borders the A303 east of the 100-Acre junction, as is shown by the figure below.



Over the 3.3km stretch between the 100-Acre and Winchester Road junctions there are several hundred homes within a few hundred metres of the A303, and for the occupants of these houses any increase in A303 noise will be unwelcome. However, the developer has made no assessment of the increase in noise along this stretch due to the Solstice Park RDC.

3 Existing traffic and noise levels

3.1 The existing A303 traffic and resultant noise for properties close to the A303 has been analysed as part of the Environmental Statement for a proposed Andover Business Park (ABP) at Andover Airfield. See Chapter 10 of the ES, April 2008 viewable at

<http://idoxwam.testvalley.gov.uk/WAM/showCaseFile.do?appType=Planning&appNumber=07/01951/OUTN>

The existing traffic levels on the A303 past Andover have been taken from DfT's Matrix database and are as follows:

	24-hours	Night 11pm-7am
All traffic	40427	2021
HGVs (7.4%)	2992	150

7.4% HGVs is the 24-hour proportion; it is assumed that this also applies at night. We note that the Solstice Park RDC ES quotes existing A303 traffic figures (presumably from HA's TRADS2 database) that quantify the no. of vehicles > 5,2m in length. However, these cannot be equated to HGVs as there is (usually) at least a factor of two between counts of the two classes of vehicle.

- 3.2 The ABP ES gives the existing noise levels for two properties close to the A303. These are receptor 5 at 19, Monxton Road (grid ref. SU339458) and receptor 6 at Harboro, Weyhill Road (SU331462). The noise levels have been calculated by straightforward application of CRTN procedures and the night noise levels due to the A303 alone (detailed in Appendix 10.2 of the ABP ES) are as follows where a mean traffic speed of 112km/hr has been assumed:

location	Distance of façade from nearside carriageway	Night 11pm-7am noise level L _{A10} dB
19 Monxton Road	40m	63.7 dB
Harboro, Weyhill Road	41m	63.6 dB

4 With-development traffic and noise levels

- 4.1 The Solstice Park ES states that the RDC will give rise to 1454 HGV movements/day. Assuming that the movements are roughly equally spread throughout the 24hr day, this would imply 485 HGV movements during the 8 hour night. Assuming 50% travel east on the A303 then this implies 242 additional night-time movements on the A303(E). So ignoring the additional light vehicle movements due to the RDC the with-development traffic flows will be as follows

	Night 11pm-7am traffic on A303(E)
All traffic	2263
HGVs	392 (17.3%)

i.e. the RDC will cause a 161% increase in the night HGV traffic along this stretch of the A303.

- 4.2 The corresponding noise levels at the two example receptors, again using the CRTN procedure to account for the revised HGV % are:

location	Night 11pm-7am noise level L _{A10} dB	Increase (dB)
19 Monxton Road	65.5 dB	1.8 dB
Harboro, Weyhill Road	65.4 dB	1.8 dB

Because of the unquantified additional car traffic due to the early morning shift change at the RDC, this could be an underestimate of the increase likely to be experienced.

5 Significance of the noise increase

- 5.1 The noise increase is not large in absolute terms, however the increase has to be seen in context of the World Health Organisation recommended night noise limit of 45dB outside bedroom windows (or 30dB inside) for avoidance of sleep disturbance and the various detrimental effects that go with it. The night noise experienced by the example residents above already considerably exceeds the WHO limit. So for these residents we question whether it is right to exacerbate these effects by further adding to their night noise levels, and likewise question whether, for another group of residents, it is right to increase night noise levels that are currently just below WHO limits such that they become above the WHO limits. These points are amplified in the following paragraphs.
- 5.2 The WHO 45 dB [1] limit applies essentially to background noise (although the sleep disturbing effects of discrete noise events in excess of the background is also recognised) and as such it would be more appropriate to compare with L_{A90} levels rather than L_{A10} levels. Since, for traffic noise, there would normally be expected to be around 7 dB difference between these two measures it is apparent that without the RDC development the two example residences experience night noise that is 12 dB above the WHO limit. These two residences are 40m from the A303, but allowing for the normal 3dB drop in level with every doubling of distance from a line source, it can be appreciated that all houses within 640m of the A303 are likely to experience night noise in excess of the WHO limits i.e. a considerable swathe of the housing development on the southern edge of Andover illustrated in section 2.
- 5.3 The night-time Solstice Park RDC traffic will increase the width of this swathe by approximately 51% (i.e. $100 [A \log(0.18) - 1] \%$) thus bringing unacceptable night noise to hundreds of additional houses near the A303. For houses further from the A303, additional traffic noise from this development will represent a loss of amenity, although not an actual health risk.

6 WHO guidelines

- 6.1 Although they do not have statutory force within the UK, the 2000 WHO noise guidelines [1] should be a material consideration when making planning decisions. The key summary from [1] of the effects of noise on sleep is given below:

Sleep disturbance is a major effect of environmental noise. It may cause primary effects during sleep, and secondary effects that can be assessed the day after night-time noise exposure. Uninterrupted sleep is a prerequisite for good physiological and mental functioning, and the primary effects of sleep disturbance are: difficulty in falling asleep; awakenings and alterations of sleep stages or depth; increased blood pressure, heart rate and finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and increased body movements. The difference between the sound levels of a noise event and background sound levels, rather than the absolute noise level, may determine the reaction probability. The probability of being awakened increases with the number of noise events per night. The secondary, or after-effects, the following morning or day(s) are: reduced perceived sleep quality; increased fatigue; depressed mood or well-being; and decreased performance.

- 6.2 Annex D to the WHO report (by Bergland et al [2]) gives further detail on this topic.

If negative effects on sleep are to be avoided the equivalent sound pressure level should not exceed 30 dBA indoors for continuous noise. If the noise is not continuous, sleep disturbance correlates best with L_{Amax} and effects have been observed at 45 dB or less. This is particularly true if the background level is low. Noise events exceeding 45 dBA should therefore be limited if possible. For sensitive people an even lower limit would be preferred.

If noise is not continuous then sleep disturbance correlates best with L_{Amax} and the number of events above 45 dB should be limited. This is of relevance for locations very close to the A303 where passing lorries will be experienced as discrete noise events. The interesting topic of habituation to high noise levels is also mentioned by these authors and they report that, so far, habituation has been shown to occur for awakenings but not for physiological affects that do not involve waking or for after effects such as perceived sleep quality, mood and performance.

7 CONCLUSIONS

This note has demonstrated that (a) the Solstice Park RDC HGV traffic will cause night noise levels to exceed recommended limits at hundreds of houses near the A303 where these limits are not currently exceeded, (b) it will exacerbate the night noise problem for those homes where the WHO limits are currently exceeded, and (c) that the WHO night noise guidelines are based on real health concerns and therefore constitute a material planning consideration.

The consequences of this analysis are that the RDC developer should

- (a) be required to pay for acoustic fencing along the A303 to protect all affected homes, or
- (b) be prohibited from operating vehicles between the hours of 11pm to 7am.

The final comment to make is that this note has only considered houses in the vicinity of Andover because this is where so many will be affected; however similar conclusions may apply for other stretches of the A303.

8 REFERENCES

[1] WHO Guidelines for Community Noise, Executive Summary, 2000.
http://www.ruidos.org/Noise/WHO_Noise_guidelines_summary.html#3

[2] Birgitta Berglund, Thomas Lindvall, Dietrich H Schwela (eds), "Sleep Disturbance", World Health Organization 1999 (Annex D to the full report of [1]).

J R Moon, BA, MSc, PhD, CPhys, CMath
Norfolk House, Abbots Ann, Andover, Hampshire, SP11 7AY

Andrew Bidwell

From: Leena McCormick [leena.mccormick@solsticepark.com] on behalf of Cliff [cliff.whitley@solsticepark.com]
Sent: 30 October 2008 15:55
To: Andrew Bidwell
Cc: Judith Howles; Ann Beard; Martyn Smith; Graham Eves; Matthew Mainstone; david.fahie@wanadoo.fr; alexandra.spencer@solsticepark.com
Subject: Application S/2007/2518 Regional Distribution Centre
Attachments: Planning Application RDC 30.10.08.doc

Dear Andrew

At the meeting on the 23 October 2008, SDC and WCC expressed the view that the Sustainable Transport fund should be increased, as this RDC application will breach the restrictions set out in Clause 5.1.2 of the Section 106 Agreement.

Given that there will hopefully be a planning application submitted in the near future for plots C4 and C6 (new data centre), we are of the view that agreement should be reached now in relation to all future development areas.

The suggestion by yourself and Phil Tilley was, that any increase should relate to the original S106 Agreement and a pro-rata method of calculation be adopted.

Using these guidelines, I have produced the attached sheet, which calculates the additional sum due for all future development areas to be £119,030.

The agreed figure needs to be auditable and transparent, by using the existing Section 106 Agreement and approved masterplan I believe this to be the case.

I hope you will be able to agree my approach and the resultant figure, to enable our respective legal advisors to draft the appropriate, new, Section 106 conditions.

I look forward to hearing from you.

Kind regards

Cliff

Solstice Park Project Office
18 Boscombe Down Business Park
Porton Road
Amesbury
SP4 7RX

Tel: 01980 676480
Fax: 01980 676485

www.solsticepark.com

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31/10/2008

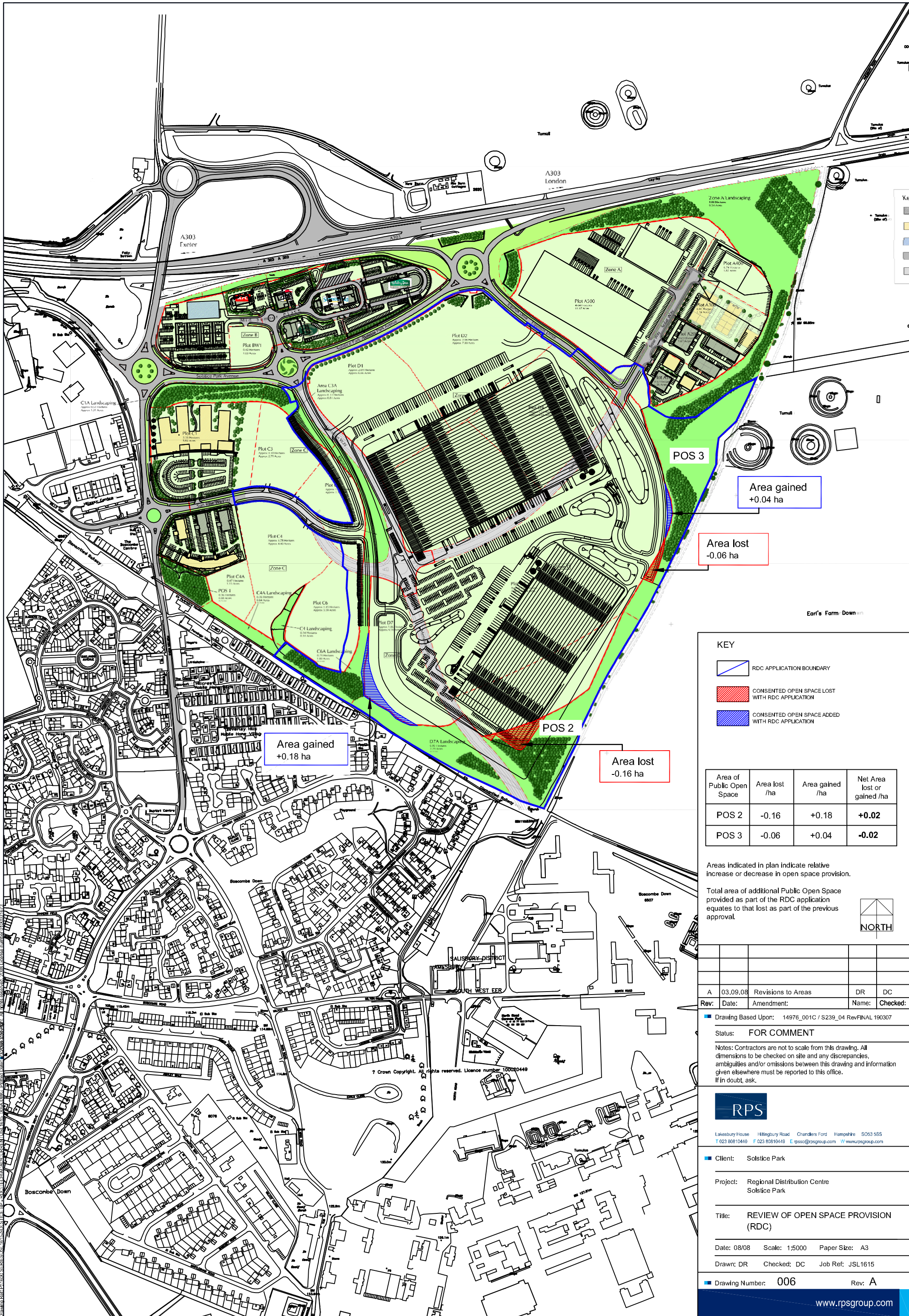
SOLSTICE PARK

SUSTAINABLE TRANSPORT ACCOUNT

- 1) Section 106 clause 5.1.2 restricts development at Solstice Park to no more than 18 hectares (net) for employment and no more than 4.75 hectares (net) for leisure / hotel purposes; before 1st January 2011, this date is, however, subject to review, as are the requirements in relation to infrastructure and sustainable transport.
- 2) Salisbury District Council and Wiltshire County Council, therefore, consider that the £200,000 for Sustainable Transport referred to in S106 clause 6.3, needs to be increased on a pro-rata basis for any planning consents granted that breach the 22.75 hectares (net) referred to in Clause 5.1.2.
- 3) The £200,000 referred to in Section 106 Clause 6.3 relates to the 18 hectares (net) development area for employment and the 4.75 hectares (net) for leisure / hotel purposes referred to in Clause 5.1.2.
- 4) In simplistic terms, the £200,000 therefore relates to 22.75 hectares (net) (18 + 4.75), which equates to £8,791 per hectare (net) ($£200,000 \div 22.75 \text{ ha}$).
- 5) The approved masterplan shows the (FDA) future development (post 1 January 2011) areas to be:-

FDA1	1.68 ha
FDA2	1.56 ha
FDA3	1.43 ha
FDA4	8.87 ha
TOTAL	<u>13.54 ha</u> net

- 6) This 13.54 hectares @ the rate of £8,791 (as 4 above), equates to a further capped sum of £119,030 that is required to be paid into the Sustainable Transport account for all the land that can be developed post 1 January 2011.
- 7) Such £119,030 payment is, however, only due upon the occupation of Built Floorspace, at a rate of £4 per sq metre, as S106 clause 6.3 dictates.
- 8) Clause 6.4 (a) of the Section 106 requires the Green Transport Plan co-ordinator's appointment to be continued, until such time as monies in the Sustainable Transport account are expended. The employment of the Green Transport Plan co-ordinator will need to be extended to cover this additional £119,030.



KEY

- RDC APPLICATION BOUNDARY
- CONSENTED OPEN SPACE LOST WITH RDC APPLICATION
- CONSENTED OPEN SPACE ADDED WITH RDC APPLICATION

Area of Public Open Space	Area lost /ha	Area gained /ha	Net Area lost or gained /ha
POS 2	-0.16	+0.18	+0.02
POS 3	-0.06	+0.04	-0.02

Areas indicated in plan indicate relative increase or decrease in open space provision.

Total area of additional Public Open Space provided as part of the RDC application equates to that lost as part of the previous approval.

Rev: A 03.09.08 Revisions to Areas DR DC
Date: 03.09.08 **Amendment:** **Name:** **Checked:**

Drawing Based Upon: 14976_001C / S239_04 RevFINAL 190307

Status: **FOR COMMENT**

Notes: Contractors are not to scale from this drawing. All dimensions to be checked on site and any discrepancies, ambiguities and/or omissions between this drawing and information given elsewhere must be reported to this office. If in doubt, ask.

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Client: Solstice Park

Project: Regional Distribution Centre Solstice Park

Title: REVIEW OF OPEN SPACE PROVISION (RDC)

Date: 08/08 Scale: 1:5000 Paper Size: A3
 Drawn: DR Checked: DC Job Ref: JSL1615

Drawing Number: 006 Rev: A

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