

# AGENDA

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**Meeting:** Strategic Planning Committee  
**Place:** Alamein Suite, City Hall, Salisbury  
**Date:** Wednesday 19 June 2019  
**Time:** 10.30 am

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Please direct any enquiries on this Agenda to Roger Bishton, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 713035 or email [roger.bishton@wiltshire.gov.uk](mailto:roger.bishton@wiltshire.gov.uk)

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## Membership:

Cllr Fleur de Rhé-Philippe MBE (Chairman)		Cllr Sarah Gibson
Cllr Derek Brown OBE (Chairman)	(Vice-	Cllr Christopher Newbury
Cllr Ernie Clark		Cllr James Sheppard
Cllr Andrew Davis		Cllr Tony Trotman
Cllr Stewart Dobson		Cllr Fred Westmoreland
		Vacancy vice Cllr David Jenkins (resigned)

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## Substitutes:

Cllr Ian Blair-Pilling	Cllr Chris Hurst
Cllr Clare Cape	Cllr Nick Murry
Cllr Christopher Devine	Cllr Stewart Palmen
Cllr David Halik	Cllr Stuart Wheeler
Cllr Russell Hawker	Cllr Graham Wright
Cllr Ruth Hopkinson	

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## **Public Participation**

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

# AGENDA

## Part I

Items to be considered when the meeting is open to the public

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meetings** (*Pages 5 - 24*)

To approve and sign as a correct record the minutes of the meetings held on 20 March and 24 April 2019. (Copies attached)

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register by phone, email or in person no later than 10.20am on the day of the meeting.

The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice. The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered.

Members of the public will have had the opportunity to make representations on the planning applications and to contact and lobby their local member and any other members of the planning committee prior to the meeting. Lobbying once the debate has started at the meeting is not permitted, including the circulation of new information, written or photographic which have not been verified by planning officers.

### Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on **Wednesday 12 June 2019** in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on **Friday 14 June 2019**. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Planning Appeals and Updates** (*Pages 25 - 26*)

To receive details of completed and pending appeals, and any other updates as appropriate.

7 **The Maltings and Central Car Park, Salisbury Masterplan** (*Pages 27 - 196*)

A report by Alistair Cunningham, Executive Director, Growth, Investment & Place is attached.

8 **18/11957/FUL - 30 - 36 Fisherton Street, Salisbury, Wiltshire, SP2 7RG - Demolition of the existing building at 30-36 Fisherton Street, currently used as retail. Erection of new building for library, gym and 86 room hotel.**  
(*Pages 197 - 244*)

A report by the Case Officer is attached.

9 **Urgent Items**

Any other items of business, which in the opinion of the Chairman, should be taken as a matter of urgency.

### **Part II**

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

**None**



## **STRATEGIC PLANNING COMMITTEE**

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**MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 20 MARCH 2019 AT COUNCIL CHAMBER - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.**

**Present:**

Cllr Fleur de Rhé-Philippe (Chairman), Cllr Derek Brown OBE (Vice-Chairman), Cllr Ernie Clark, Cllr Andrew Davis, Cllr Stewart Dobson, Cllr Christopher Newbury, Cllr James Sheppard, Cllr Tony Trotman, Cllr Fred Westmoreland and Cllr Ruth Hopkinson (Substitute)

**Also Present:**

Cllr Nick Murry, Cllr Christine Crisp, Cllr Tony Jackson and Cllr Toby Sturgis

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11 **Apologies**

Apologies for absence were received from Cllr Sarah Gibson and Cllr David Jenkins, who was substituted by Cllr Ruth Hopkinson.

12 **Minutes of the Previous Meeting**

**Resolved:**

**To confirm and sign the minutes of the previous meeting held on 23 January 2019 as a correct record.**

13 **Declarations of Interest**

There were no declarations of interest made at the meeting.

14 **Chairman's Announcements**

There were no Chairman's announcements made at the meeting.

15 **Public Participation**

There were questions or statements submitted.

16 **18/10267/FUL: Sadlers Mead Car Park, Sadlers Mead, Chippenham, SN15 3QP - Construction of new HQ Office Building and erection of multi-storey and surface car park to provide replacement and additional public car**

**parking. Relocation of existing vehicle entrance from Sadlers Mead and associated groundworks, access improvements and landscaping.**

The Committee received a presentation by the Case Officer which set out the issues in respect of the application. He also reported that four further letters of objection had been received, the contents of which he summarised. The purpose of the report was to assess the merits of the proposals against the policies of the development plan and other material considerations and to consider the recommendation that planning permission should be approved subject to the imposition of planning conditions and a legal agreement under Section 106 of the Planning Acts.

Members then had the opportunity to ask technical questions after which they heard statements from members of the public as follows:-

- Ms Jennifer Rudd, representing Chippenham Civic Society, spoke in opposition to the proposal.
- Mr Chris Caswill, Chair of Friends of Monkton Park, spoke in opposition to the proposal.
- Mr David Roberts, a local resident, spoke in opposition to the proposal.
- Ms Charlotte Taylor, representing Avison Young, consultant to the project, spoke in support of the proposal.
- Ms Fran Woodward, representing Good Energy, spoke in support of the proposal.
- Mr Tim Martiensen, representing Wiltshire Council as one of the joint applicants, spoke in support of the proposal.

Members then heard the views of Cllr Nick Murry, the local Member, who considered that the location for the application was wrong and that it would be more appropriate to position the proposed new HQ office building on a site on Bath Road. He considered that the proposed access through the site might encourage vandalism and was in conflict with the Conservation Area Management Plan.

During discussion, Members acknowledged that Chippenham was in need of economic development which this application would boost. However, some Members did express some disappointment at the design of the building.

After further discussion, on the proposal of the Chairman, which was seconded by Cllr Tony Trotman,

**Resolved:**

To grant planning permission, subject to the prior completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) to deliver the following infrastructure:

- An indexed linked financial contribution of £125,000 towards the signalisation of New Road/Station Hill junction.
- An index linked financial contribution of £70,000 for upgrading the existing Monkton Park path, linking the existing shared use path east of the site to NCN 403 to a shared pedestrian/cycle path.

And the imposition of the following conditions:-

**Limits of permission**

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 the Planning and Compulsory Purchase Act 2004.

**Construction phase**

2. No development shall commence on site, until a Construction Method Plan, which shall include the following:
  - a) the parking of vehicles of site operatives and visitors;
  - b) loading and unloading of plant and materials;
  - c) storage of plant and materials used in constructing the development;
  - d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
  - e) wheel washing facilities;
  - f) measures to control the emission of dust and dirt during construction;
  - g) a scheme for recycling/disposing of waste resulting from demolition and construction works
  - h) measures for the protection of the natural environment (including measures to avoid impacts upon nesting birds, as recommended within the submitted Ecological Appraisal)
  - i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

**REASON:** To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

### **Highways and parking**

3. Prior to first occupation of the office development, the existing Sadlers Mead northern vehicular access shall be permanently closed with the existing lowered roadside kerbs replaced by full height kerbs, and the footway resurfaced to suit the revised levels.

**REASON:** In the interests of highway safety.

4. No part of each of the respective elements of the development hereby permitted shall be first brought into use/occupied until the accesses, all turning areas and parking spaces for that respective element have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

**REASON:** In the interests of highway safety.

### **Parking**

5. The Multi-Storey Car-Park (MSCP) shall be brought into full public usage no later than 6 months of the date of the office development being first occupied. The MSCP shall be made available for continuous use thereafter.

**REASON:** So as to ensure that both elements of the development take place and that a suitable quantum of parking space at the site is not rendered unavailable.

6. In complete accordance with the outline strategy annexed to the submitted Planning Statement, no development shall take place until a detailed Car Park Displacement Strategy has been submitted to and agreed in writing by the Local Planning Authority. Such a detailed strategy shall include evidenced agreements with alternative car park providers to accept displaced vehicles for the relevant time period. The development and, in particular the construction phase, shall be carried out in complete accordance with the approved strategy.

**REASON:** In the interests of ensuring that construction of the development will not result in the disorganised disgorging of parking cars on the locality to the detriment of highway safety and traffic flow.

7. Each element of the development hereby permitted shall not be first brought into use, until all bicycle and motorcycle parking facilities

shown on the approved plans and Security Measures assessment (SDLS-AHR-CP-XX-RP-A-A3-002) in relation to that element have been provided in full and made available for use thereafter. The bicycle and motorcycle parking facilities shall thereafter be retained for use for the parking of such in accordance with the approved details at all times.

**REASON:** To ensure that satisfactory facilities for the parking of motorcycles and bicycles are provided and to encourage travel by means other than the private car and to remain available for the parking of such thereafter.

#### Travel Plan

8. No development of the office building shall commence above ground floor slab level until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

**REASON:** In the interests of road safety and reducing vehicular traffic to the development.

#### Landscaping

9. All on site soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion of the development; all shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

**REASON:** To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

10. Prior to the first use of the Multi-Storey Car-Park hereby approved, details of mature planting to be planted off-site within Monkton Park shall have been submitted and approved in writing by the local planning authority. Details shall include planting species, location, size and an implementation programme for the planting. The planting

shall be undertaken in complete accordance with the approved details prior within the first planting season following the first use of the Multi-Storey Car-Park. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.

**REASON:** To ensure a satisfactory landscaped setting for the development, particularly views of the MSCP from Monkton Park.

### Drainage

11. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. Neither element of the development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

**REASON:** To ensure that the development can be adequately drained.

12. The office development shall commence on site until details of the works for the disposal of sewerage including the point of connection to the existing public sewer have been submitted to and approved in writing by the Local Planning Authority. The office development shall not be first occupied until the approved sewerage details have been fully implemented in accordance with the approved plans.

**REASON:** To ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

### Contaminated land

13. Prior to the commencement of each phase of development approved by this planning permission a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

a) A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

- b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.**
- c) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

**Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.**

**REASON: To protect controlled waters, comprising but not necessarily limited to the underlying aquifer units and nearby surface water features. To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.**

- 14. Prior to each phase of development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.**

**REASON: To protect controlled waters, comprising but not necessarily limited to the underlying aquifer units and nearby surface water features. To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.**

- 15. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.**

**REASON:** To protect controlled waters, comprising but not necessarily limited to the underlying aquifer units and nearby surface water features. To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.

16. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**REASON:** To protect controlled waters, comprising but not necessarily limited to the underlying aquifer units and nearby surface water features. To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.

17. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

**REASON:** To protect controlled waters, comprising but not necessarily limited to the underlying aquifer units and nearby surface water features. To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.

### **Noise**

18. Prior to the commencement of building works of the office above ground floor level, full details of any internal and external plant equipment and trunking, including building services plant, ventilation and filtration equipment and commercial kitchen exhaust ducting / ventilation, shall have been submitted to and approved in writing by the Local Planning Authority. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the first use of the offices and shall thereafter be maintained in accordance with the manufacturer's instructions.

**REASON:** So as to protect the amenity and living conditions of existing and future residents from unacceptable levels of noise from new plant.



19. Prior to the commencement of building works of the office above ground floor level, an assessment of the acoustic impact arising from the operation of all internally and externally located plant shall have been undertaken in accordance with BS 4142: 2014 by a suitably qualified person. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed plant shall be less than background. The scheme shall be submitted to and approved in writing by the Local Planning Authority. A post installation noise assessment shall be carried out to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

**REASON:** So as to protect the amenity and living conditions of existing and future residents from unacceptable levels of noise from new plant.

#### Archaeology

20. No works shall commence on site until a watching brief for each element of the development has been arranged to be maintained during the course of the development. The watching brief shall be carried out in accordance with a written specification which shall have been first agreed in writing by the Local Planning Authority, by a professional archaeologist/building recorder or an organisation with acknowledged experience in the recording of standing buildings which is acceptable to the Local Planning Authority.

**REASON:** To safeguard the identification and recording of features of historic and/or archaeological interest associated with the fabric of the building.

#### Security

21. Prior to the first use of the MSCP hereby permitted, all security and safety measures set out within the Sadlers Mead MSCP - Assessment for Security Measures document (reference: SDLS-AHR-CP-XX-RP-A-A3-002) shall have been implemented and made ready for operation. Those measures shall be operated, maintained and retained in that condition thereafter unless otherwise agreed in the form of a separate planning permission in that regard.

**REASON:** In the interests of securing a form of development that provides for the safest practicable environment for users and surrounding residents whilst simultaneously reducing the potential for anti-social behaviour.

#### Permitted Development rights

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order) 2015 (or any Order revoking or re-enacting or amending this Orders with or without modification, the office development shall be used solely for purposes within Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment)(England) Order 2005 (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification) unless planning permission has been specifically granted following receipt of a planning application by the local planning authority.

**REASON:** The proposed use is acceptable but, in the context of an urban environment where factors relating to traffic movements, car parking and amenity would need to be carefully considered, the Local Planning Authority wish to reserve the right to insist upon the submission of a planning application.

**Approved plans and documents**

23. The development hereby permitted shall be carried out in accordance with the following approved plans:

**SDLS-AHR-SS-ZZ-DR-A-90-051 P03 Existing Site Plan  
SDLS-AHR-SS-ZZ-DR-A-90-052 P06 Proposed Site Plan  
SDLS-AHR-SS-ZZ-DR-A-90-053 P01 Site Location Plan**

**SDLS-AHR-B1-00-DR-A-20-051 P03 Office - Ground Floor Plan  
SDLS-AHR-B1-01-DR-A-20-051 P03 Office - First Floor Plan  
SDLS-AHR-B1-02-DR-A-20-051 P03 Office - Second Floor Plan  
Planning  
SDLS-AHR-B1-03-DR-A-20-051 P03 Office - Third Floor Plan  
SDLS-AHR-B1-04-DR-A-20-051 P03 Office - Roof Plan  
SDLS-AHR-B1-ZZ-DR-A-20-151 P04 Office Elevations - Sheet 1  
SDLS-AHR-B1-ZZ-DR-A-20-152 P04 Office Elevations - Sheet 2  
SDLS-AHR-B1-ZZ-DR-A-20-153 P04 Office Elevations - Sheet 3  
SDLS-AHR-B1-ZZ-DR-A-20-251 P03 Office Section - Sheet 1**

**SDLS-AHR-CP-00-DR-A-20-051 P08 Car Park - Ground Floor Plan  
SDLS-AHR-CP-01-DR-A-20-051 P07 Car Park - First Floor Plan  
SDLS-AHR-CP-02-DR-A-20-051 P07 Car Park - Second Floor Plan  
SDLS-AHR-CP-03-DR-A-20-051 P07 Car Park - Third Floor Plan  
SDLS-AHR-CP-04-DR-A-20-051 P07 Car Park - Fourth Floor Plan  
SDLS-AHR-CP-05-DR-A-20-051 P06 Car Park - Roof Plan  
SDLS-AHR-CP-ZZ-DR-A-20-151 P08 Car Park Elevations - Sheet 1  
SDLS-AHR-CP-ZZ-DR-A-20-152 P08 Car Park Elevations - Sheet 2  
SDLS-AHR-CP-ZZ-DR-A-20-251 P07 Car Park Section - Sheet 1**

**SDLS-AHR-SS-ZZ-DR-A-20-151 P06 Site Elevations - Sheet 1**

**SDLS-AHR-SS-ZZ-DR-A-20-152 P07 Site Elevations - Sheet 2**  
**SDLS-AHR-SS-ZZ-DR-A-20-251 P07 Site Section - Sheet 1**

**70043049\_LA\_HW\_001\_P06 Landscape Hardworks**  
**70043049\_LA\_SW\_001\_P07 Landscape Softworks**  
**70043049\_LA\_GA\_001\_P06 Landscape General Arrangement**  
**70043049\_LA\_DE\_001\_P06 Boundary Treatment Plan**  
**70043049\_LA\_TP\_001\_P03 Vegetation Retention and Removal**  
**70043049\_LA\_GA\_002\_P06 Rendered Masterplan**

**Design and Access Statement SDLS-AHR-XX-XX-RP-A-A3-001 (dated 28/01/19)**

**Planning statement (including Car Parking Displacement Strategy)(WYG, dated October 2018)**

**Transport Statement (WSP, dated October 2018)**

**Letter from God Energy regarding Travel Plan (dated 22/01/19)**

**Workplace Travel Plan (WSP, dated October 2018)**

**Sadlers Mead MSCP - Assessment for Security Measures SDLS-AHR-CP-XX-RP-A-A3-002**

**Detailed Arboricultural Report (WSP – dated August 2018)**

**Arboricultural Constraints Report (WSP, dated March 2018)**

**Tree Constraints Plan 3090-TCP-EV-001 Rev.P01**

**Heritage Assessment (Cotswold Archaeology, dated October 2018)**

**Proposed Utilities Diversion Plan 3049-UT-002 rev.P04**

**Energy Strategy (WSP, dated July 2018)**

**External Lighting Layout Site Plan 1203PDC-MET-ZZ-00-DR-E-70\_80-0001 S2 P02**

**Luminaire Specification (Relux, dated 17/08/18)**

**External lighting Lux plot (Relux, dated 17/08/18)**

**Preliminary Geo-Environmental and Geotechnical Risk Assessment (WSP, dated February 2018)**

**Preliminary Ecological Appraisal (WSP, dated February 2018)**

**REASON: For the avoidance of doubt and in the interests of proper planning.**

**Informatives:**

**This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated 17 April 2019.**

**The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.**

**Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the**

**site. You are advised to contact the Council's Public Rights of Way Officer.**

(Note: Cllr Ernie Clark requested that his vote against the motion be recorded.)

17 **18/08571/FUL: Land West of Bushton Road, Hilmarton, Calne, SN11 8TA - Change of use of land to use as a residential caravan site for one gypsy family with 5 caravans, including no more than one static caravan/mobile home, together with laying of hardstanding, improvement of access and erection of ancillary amenity building.**

The Committee received a presentation by the Head of Development Management, which set out the issues in respect of the application. The purpose of the report was to assess the merits of the proposals against the policies of the development plan and other material considerations and to consider the recommendation that permission should be granted subject to conditions.

Members then had the opportunity to ask technical questions after which they heard statements from members of the public as follows:-

- Mr Keith Roberts, a local resident, spoke in opposition to the proposal.
- Cllr Mel Wilkins, representing Hilmarton Parish Council, spoke in opposition to the proposal.

Members then heard the views of Cllr Christine Crisp, the local Member, who objected to the proposal. She expressed concerns regarding the increase in volume of traffic which would add to the problems already being experienced on a narrow and unlit road with no pavements. She was also concerned at the cumulative effect of light spill at night in the area and also the lack of essential services on the site at present.

During discussion, Members expressed their support for the objections expressed. On the proposal of Cllr Tony Trotman, which was seconded by Cllr Fred Westmoreland,

**Resolved:**

**To refuse planning permission for the following reasons:-**

**1. The proposal is contrary to policy CP47 of the Wiltshire Core Strategy, criteria (ii); (v) and (vi). With regard to criterion (ii), the site is not served by a safe and convenient pedestrian access, as there are no footways leading to the site. With regard to criterion (v), the site is in an isolated rural location and is not considered to be within a reasonable distance of a range of local services and community facilities. With regard to criterion (vi), the proposal has an unacceptable impact on the character and appearance of the landscape, with a permanent adverse impact. The**

proposal is therefore in conflict with the policies of the Development Plan and does not represent sustainable development.

2. The proposal does not protect, conserve or enhance the landscape character of the area, but has a harmful impact on it. As such, the proposal is contrary to policy CP51 of the Wiltshire Core Strategy.

3. The Council considers that the proposal is intentional unauthorised development and considers that this weighs against the grant of planning permission.

18 **Date of Next Meeting**

**Resolved:**

**To note that the next meeting of this Committee was due to be held on Wednesday 24 April 2019, starting at 10.30am at County Hall, Trowbridge.**

19 **Urgent Items**

There were no items of urgent business.

(Duration of meeting: 10.30 am - 12.30 pm)

The Officer who has produced these minutes is Roger Bishton of Democratic Services, direct line 01225 713035, e-mail [roger.bishton@wiltshire.gov.uk](mailto:roger.bishton@wiltshire.gov.uk)

Press enquiries to Communications, direct line (01225) 713114/713115

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## STRATEGIC PLANNING COMMITTEE

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**MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 24 APRIL 2019 AT COUNCIL CHAMBER - COUNTY HALL, TROWBRIDGE BA14 8JN.**

**Present:**

Cllr Fleur de Rhé-Philippe (Chairman), Cllr Derek Brown OBE (Vice-Chairman), Cllr Andrew Davis, Cllr Sarah Gibson, Cllr James Sheppard, Cllr Tony Trotman, Cllr Fred Westmoreland, Cllr David Halik (Substitute), Cllr Ruth Hopkinson (Substitute) and Cllr Stuart Wheeler (Substitute)

**Also Present:**

Cllr Tony Jackson, Cllr Bob Jones MBE and Cllr Jacqui Lay

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20 **Apologies**

Apologies for absence were received from:-

- Cllr Ernie Clerk
- Cllr Stewart Dobson, who was substituted by Cllr Stewart Wheeler
- Cllr David Jenkins, who was substituted by Cllr Ruth Hopkinson
- Cllr Christopher Newbury, who was substituted by Cllr David Halik
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21 **Declarations of Interest**

There were no declarations of interest made at the meeting.

22 **Chairman's Announcements**

There were no Chairman's announcements made at the meeting.

23 **Public Participation**

There were no questions or statements submitted.

24 **The Committee received a presentation by 15/00401/WCM - Parkgate Farm Waste Management Facility, Purton, Swindon, SN5 4HG - Retention of existing composting facility and associated access, and increase throughput**

The Committee received a presentation by the Case Officer which set out the issues in respect of the application. The purpose of the report was to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider a recommendation that the application be approved.

Members then had the opportunity to ask technical questions after which they heard statements from members of the public as follows:-

- Mr John Harmer, a local resident, who spoke in opposition to the proposal.
- Professor Richard Pagett, a local resident, who spoke in opposition to the proposal.
- Mr Simon Allen, Waste Operations Manager, Hills Waste Solutions, the applicant, who spoke in support of the proposal.
- Cllr Mark Clarke, Chairman, Cricklade Town Council, who spoke in opposition to the proposal.
- Cllr Chris Hodgson, Chairman of Planning, Conservation & Transport Committee, Cricklade Town Council, who spoke in opposition to the proposal.
- Cllr Emma Brook, Chair of Braydon Parish Council, who provided a statement opposing the proposal which was read out by Cllr Jacqui Lay.

Members then heard the views of Cllr Jacqui Lay, the local Member, who set out her objections to the proposal. She was particularly concerned about the increase in traffic which this proposal would generate and did not consider that the current road network would adequately cope with this increase. Cllr Lay considered that this would have an adverse effect particularly on Cricklade. She also objected on account of the increase in foul smelling odours emanating from the vehicles transporting the waste and considered that an odour management plan was required.

Cllr Bob Jones, Member for Cricklade, expressed his opposition to the proposal, stating that he was particularly concerned about the number of Heavy Goods Vehicles which would result if this application was approved.

The Traffic Engineer had stated that the increase in traffic would amount to no more than 1% which the current roads should be able to accommodate.

After some discussion, on the proposal of the Chairman, which was seconded by Cllr Tony Trotman,

**Resolved:**



To grant planning permission subject to the following conditions –

- 1 The development to which this permission relates shall be begun not later than the expiration of 3 years beginning with the date of this permission. Written notification of the date of commencement shall be sent to the Local Planning Authority within 7 days of such commencement.

**REASON:** To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted relates to the following submitted plans:

No. 3141/1A dated 12/2014 (red-edged site plan)

No. PGF/COMP/PP2/001 dated 10/06/13 ('Planning Boundary' plan)

**REASON:** For the avoidance of doubt and in the interests of proper planning.

- 3 The waste material to be processed (composted) at the site shall comprise 'green waste' only.

**REASON:** To comply with the terms of the application (which seeks to process green waste at the site only, and not other waste categories, including tyres), and other waste materials raise environmental and amenity issues that would require consideration afresh.

**INFORMATIVE:** For the purposes of this condition 'green waste' is defined as those materials listed in Table 3-1 of the Parkgate Farm Composting Facility Odour Management Plan, ref: EPR/AP3196EK, and dated 08.01.2015 prepared by Hills Waste Solutions Limited.

- 4 The total tonnage of green waste delivered to the site shall not exceed 50,000 tonnes in any twelve month period.

**REASON:** To comply with the terms of the application and to ensure that the development substantially accords with the terms of the Transport Assessment Update dated January 2019 which accompanies the planning application and its conclusion that this scale of operation would not pose highway safety or capacity issues in the locality.

- 5 A record of quantity (in tonnes) of waste materials delivered to the site and all the waste-derived products despatched from the site shall be maintained by the operator of the site and made

available to the local planning authority on request. All records shall be kept for at least 36 months.

**REASON:** In order that the local planning authority can monitor the approved development.

- 6 No vehicle shall enter or leave the site and no working or operations shall take place at the site except between the hours of:

07:30 - 18:00 Monday to Friday

07:30 - 12:00 Saturdays

07:30 - 18:00 Bank Holidays

No working shall take place at any time on Sundays or on Christmas Day, Boxing Day or New Year's Day

**REASON:** For the avoidance of doubt and in the interests of local amenity

- 7 The plant associated with the development hereby approved shall be permanently sited and/or screened to ensure that noise emissions shall not exceed a Rating level of 40dB (over any 15 minute period) when measured free-field in any residential garden. Measurements and assessments shall be carried out in accordance with BS4142:1997.

**REASON:** To safeguard the amenity of the area and local residents.

- 8 The haul roads, stockpiles, processing areas shall be watered down or treated with an approved dust laying agent at times as may be necessary to prevent dust nuisance arising from the site.

**REASON:** To safeguard the local environment

- 9 No floodlighting shall be erected at the site until a scheme of floodlighting has been submitted and approved in writing by the Waste Planning Authority. The scheme shall include details of the height of the lighting posts, intensity of the lights (specified in lux levels), spread of light, including approximate light spillage to the rear of the lighting posts, any measures proposed to minimise the impact of floodlighting or disturbance through glare and the times when such lights will be illuminated. Any floodlighting/external lighting shall be used only in accordance with the Michael Woods Associates Bat Survey dated October 2007.

**REASON:** To safeguard the amenity of the area.

- 10 Any above ground storage tank(s) shall be sited on an impervious base and surrounded by a suitable liquid tight bund. No drainage outlet shall be provided. The bunded area shall be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gages shall be enclosed within its curtilage. The vent pipes shall be directed downwards into the bund.

REASON: To minimise the risk of pollution of groundwater.

- 11 All waste tipping, handling, sorting, storage and composting shall be carried out upon an impervious concrete base which shall drain to the surface water lagoon.

REASON: To minimise the risk of pollution of watercourses

- 12 The height of any stockpile shall be restricted to a maximum of 4 metres.

REASON: In the interests of visual amenity.

- 13 In order to protect the existing habitats, all existing trees and hedges shall be permanently fenced off to prevent encroachment and damage from site operations in accordance with the details shown on Drawing number 3141/Hedges/16 02 09/V6 dated 16 February 2009. No placement of goods, fuel or chemicals, soils or other materials shall take place in the fenced area.

REASON: To ensure that the development does not encroach on existing planting causing root damage and to conserve the habitat at the woodland/hedge edge as a feeding/refuge corridor for wildlife.

- 14 Vehicular access to the application site shall be via Mopes Lane and the existing haul road and railway bridge only. There shall be no access to the site via any other routes.

REASON: To comply with the terms of the application and to ensure that the amenities of residents within the wider area are protected.

25 **Date of Next Meeting**

Resolved:

To note that the next meeting of this Committee is due to take place on Wednesday 22 May 2019 at County Hall, Trowbridge, starting at 2.00pm in order to facilitate a special meeting of Cabinet meeting that morning.

26 **Urgent Items**

There were no urgent items of business.

(Duration of meeting: 10.30 am - 11.30 am)

The Officer who has produced these minutes is Roger Bishton of Democratic Services, direct line 01225 713035, e-mail [roger.bishton@wiltshire.gov.uk](mailto:roger.bishton@wiltshire.gov.uk)

Press enquiries to Communications, direct line (01225) 713114/713115

**Wiltshire Council  
Strategic Planning Committee  
20<sup>th</sup> June 2019**

Planning Appeals Received between 08/02/2019 and 07/06/2019 relating to Decisions made at Strategic Committee

<b>Application No</b>	<b>Site Location</b>	<b>Parish</b>	<b>Proposal</b>	<b>DEL or COMM</b>	<b>Appeal Type</b>	<b>Officer Recommend</b>	<b>Appeal Start Date</b>	<b>Overturn at Cttee</b>
17/01798/FUL	Valley View, Dean Road East Grimstead Salisbury, Wiltshire SP5 3SD	GRIMSTEAD	Change use of land for the stationing of one mobile home, one touring caravan, and a day/utility room building for residential purposes, together with the formation of hardstanding, and landscaping and erection of maximum 2.8 fence (retrospective)	SPC	Hearing	Approve with Conditions	11/04/2019	Yes

There are no Planning Appeals Decided between 08/02/2019 and 07/06/2019 relating to Decisions made at Strategic Committee

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**Wiltshire Council**

**Strategic Planning Committee**

**19<sup>th</sup> June 2019**

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## **The Maltings and Central Car Park, Salisbury Masterplan**

### **Purpose of Report**

1. To:

Endorse the Maltings and Central Car Park, Salisbury masterplan shown at **Appendix 1** to this report as a relevant material planning consideration to be taken into account when making decisions on planning applications on any proposals for the Maltings and Central Car Park site, subject to the recommended changes summarised in paragraph 25 of this report.

### **Relevance to the Council's Business Plan**

2. A Masterplan to show how the area will be developed is required by Core Policy 21 of the adopted Wiltshire Core Strategy (WCS) and is central to the strategic regeneration of Salisbury.
3. The Masterplan sets out a flexible strategy for a new development including its general layout, scale and other aspects that will need consideration. The process of developing the Masterplan has tested options and considered the most important parameters for the area such as the environmental constraints/opportunities; mix of uses; requirement for open space; transport infrastructure; the amount and scale of buildings; and the quality of buildings. Importantly while appropriate City Centre uses are identified (taken from national policy), the framework is deliberately non-prescriptive of the potential quanta of any given use or indeed its location. This is to reflect the fluid nature of the economy and uncertainty being faced by investors and traditional city centre uses
4. Endorsement of the masterplan will contribute towards the Business Plan's priority of boosting the local economy by helping to stimulate economic growth.

### **Background**

5. The Maltings and Central Car Park site is allocated for strategic redevelopment by Core Policy 21 of the WCS, which is supported by an appended Development Template setting out the broad intentions for the

site. Applications for Planning Permission will be determined against planning Policies set out by the WCS underpinned by material considerations set by National Planning Policy and guidance.

6. This Masterplan sets out Wiltshire Council's broad requirements for the redevelopment of The Maltings and Central Car Park, Salisbury. This Masterplan has been prepared to fulfil the WCS requirement for a Strategic Masterplan for the whole site<sup>1</sup>, and to provide site specific guidance for the development of the site, using a baseline of the WCS Development Template.
7. The WCS is now several years old, and it is important to recognise that the role and function of town centres has shifted in the past few years. Accordingly, the Masterplan has been prepared with recognition that the long-term role of the town centre may be subject to change and there is a need to respond flexibly to the unknowns surrounding this. The Masterplan is designed to respond to the requirements of WCS allocation, but with allowance for flexibility for subsequent planning applications to respond appropriately to market conditions. The Masterplan led redevelopment of the Maltings and Central Car Park was also set out in the Salisbury Vision document adopted by Salisbury District Council.
8. The Masterplan shows the preferred distribution of land uses in an indicative layout, where the shape and position of buildings, streets and parks is set out. Indicative is a key word here, as it should be emphasized that proposals that depart from the Masterplan but can demonstrably deliver the majority of the outcomes sought will be acceptable providing the basic framework is adhered to.
9. Importantly the Masterplan is designed to create a permissive planning context within which viable and deliverable proposals can emerge. For these reasons, while it clearly sets out where commercial opportunities are on the site, it is non-prescriptive over those specific end uses. This is due to the fast-changing nature of City Centre uses, especially the changing retail environment and hence the plan is deliberately conceived to keep options open to underpin commercial viability. Whilst Core Policy 21 is explicit in stating the quanta of specific end uses it is considered appropriate to consider up to date market factors in determining how any future development proposals meet policy requirements. It is intended that the Masterplan will be a material consideration in making such determinations.
10. It is acknowledged that the site has significant constraints and known issues (such as abnormal ground conditions) that have prevented viable schemes coming forward on the site in the past. The intention here is to create a positive framework for investment and as supportive a policy framework as can be created to achieve this – acknowledging that public investment may be needed alongside private investment to enable phases, particularly some of the more infrastructure heavy early phases, to come

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<sup>1</sup> In light of up to date information regarding land ownership and availability, the site boundary for the masterplan site is slightly different to the boundary depicted by Core Policy 21.



forward.

11. The graphical impressions of what the development could look like are indicative and are intended to illustrate the art of the possible. Any detailed plans will be subject to further consultation through the statutory planning process and will be expected to reflect the character of Salisbury and respect the unique sense of place.

### **Key Elements of the Master Plan**

12. There are 4 main character areas identified within the master plan. These are as follows.
13. **Character Area 1 – Market Walk and The Maltings**
  - Transformational realignment and remodelling of a new double story height arcade through the central arch of Market Walk, creating a key gateway entrance to the development site.
  - Creation of a new pedestrian boulevard, creating a linear and direct link through the site from Market Walk to the Cultural Quarter.
  - Public realm enhancements to the Cheese Market to create a sense of place and improve legibility to and from The Maltings.
  - Opening and enhancement of the public realm at the key pedestrian node from Market Walk and St Thomas's Square. Enhancements to improve the pedestrian environment.
  - Enhancement of the riverside experience along The Maltings shopfront.
  - Shopfront refurbishment and modernisation of The Maltings to enhance its appearance as an attractive shopping and leisure area.
  - Introduction of public art to create interest and wayfinding.
14. **Character Area 2 – Cultural Quarter**
  - Build upon the existing strengths by establishing a reimagined 'Cultural Quarter, encompassing the City Hall and Playhouse and a relocated library and art gallery, developing potential synergies between these uses.
  - Improvements to the public interface of the area by prioritising the Cultural Quarter for pedestrian and cyclist use. This should address potential for improvements to the pavement areas to the front of the remodelled library and United Reformed Church on Fisherton Street.
  - Utilise the open area between the Playhouse and City Hall.
  - Enhance the setting of the Conservation Area through sensitive redevelopment.
  - Consideration of how future operational needs of The Playhouse can be accommodated.
  - Development of a hotel.
  - Improvements to Priory Square as an important interface between The Maltings, City Hall and Playhouse, and Fisherton Street. Enhance the gateway function of this space, encouraging pedestrian and cyclist flows to and from the site from Fisherton Street.
15. **Character Area 3 – Commercial and Residential Core**

- Transformational redevelopment to establish a new group of commercial/leisure premises to replace the existing supermarket and dual level car park. Uses could include a range of commercial units, a cinema (etc.) Office/residential uses will be located on upper floors.
- Respond appropriately to the context of the site and create a sense of place that will endure. The development will be responsive and appropriate to locally distinctive patterns of development and address the river frontage.
- Buildings will be interspersed with features of interest and arcades, which form links to and from the Cultural Quarter and areas of green infrastructure, including a green link between the watercourses.
- Produce a high-quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all.
- Safeguarding the existing 'Shopmobility' scheme, within the Maltings redevelopment (not necessarily the same location as now)
- The Council will work closely and proactively with the existing occupiers, including the Job Centre (Summerlock House) and Sainsbury's to explore potential opportunities for relocation.
- The redevelopment will be framed by significant green infrastructure, including new tree planting and landscaping, with creation of new biodiversity corridors within the urban form of the development.
- The existing surface level parking area will be redeveloped to deliver car parking in a more consolidated form (decked parking) which could be 'wrapped' by commercial/residential development to maximize the availability of space and minimise visual impacts.
- The quantum of car parking to be delivered will be determined having regard to the Council's adopted parking standards.
- Access to car parking will be from Churchill Way and Summerlock Approach
- Car parking areas will provide ample space for electric vehicle charging points.
- Developers will be expected to demonstrate how they will help facilitate reduction of parking demand and maximise parking facilities during construction.

16. **Character Area 4 – Riverside and Coach Park welcome**

- Enhance the public interface with the river environment along all river flanking footpaths within the site. Portions of the river frontage will be remodelled to form casual public areas, while other areas will be left to form wildlife refuges.
- Provision of approximately 40m width of green infrastructure through the development to make space for essential channel capacity improvements allowing access to the river during times of low water levels, while providing increase river capacity to help reduce flood risk on the site and in the city centre.
- The corridor of green infrastructure will greatly enhance the public realm and riverside experience, while providing opportunities for biodiversity gain. If possible, this will include opening the culvert on the main River Avon channel at the Maltings.
- Explore opportunities to link the river fronting footpaths around The Boathouse Public House at Millstream Approach.

- Deliver renovation of the open space and play area immediately north of The Maltings
- Hard and soft landscaping will be introduced as screening around the electricity sub-station at the northern end.
- Modern, fit for purpose toilet facility and changing facility located in the best position for residents and tourists
- The potential need to widen the bridge at Mill Stream Approach will be investigated.
- Transformational redevelopment of the coach park to deliver a positive and welcoming first impression of Salisbury for arriving tourists, with a defined tourist welcome experience area/structure.
- The coach park and arrival zone will be framed with green infrastructure and seamlessly linked to legible pedestrian routes to the town centre, and to the riverside path to the north.
- Delivery of a Health and Fitness Zone based around the surgeries and surrounding green infrastructure links. This could include outdoor gym equipment at the riverside.

## 17. Design Principles

### **Active frontage**

The Masterplan is based on delivering an outward looking development which adds to the attractiveness and vibrancy of the City. Well-defined streets and spaces are created by relatively continuous building frontage. Active frontages made up of shopfronts, commercial premises, front doors and windows (especially to ground floor habitable rooms) create lively and well-supervised streets. This is a key requirement for creating safe and attractive public spaces.

### **Urban structure**

The Masterplan shows clearly the relationship between new development and existing buildings, through the framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another. The masterplan recognises these long-term aspirations and provides an indicative urban structure within these core principles. There is also an acknowledgement that existing urban grain may need to remain for sustained periods of time if viable development along the lines envisaged cannot be achieved. There is flexibility built into the plan to allow this.

### **Density and mix**

The Masterplan shows the potential for a high-density development to make optimum use of the site, but in a manner appropriate to its wider historic setting. Salisbury is characterised by a high density, but human scale urban core and proposals should use this as a design cue.

### **Height and massing**

The development will need to demonstrate how the scale of a building relates to:

- The arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces
- The development to be reflective of the human scale cityscape, which characterises Salisbury
- The impact on views, vistas and skylines, including compliance with the adopted Salisbury Skyline Policy

### **Building type**

There is no prescribed right or wrong building type. The key is high quality design whatever the approach, however the site does lend itself to the creation of a bold modern development that takes inspiration from its historic setting and gives it a fresh approach.

### **Facade and interface**

The rhythm, pattern and harmony of its openings, relative to its enclosure, characterises much of what makes Salisbury so attractive. Proposals should demonstrate how they have drawn on the success of the past to realise the new designs. Buildings lines fronting hard onto the public domain are a strong characteristic of Salisbury City Centre, as are the architectural expression of entrances, corners, roofscape and projections.

### **Details and materials**

Proposals will be required to choose a palette of materials which sit comfortably within the city through:

- The texture, colour, pattern, durability and treatment of its materials
- Materials sourced from local and/or sustainable sources, including recycled materials where possible
- The lighting, signage and treatment of shopfronts, entrances and building security

Not be afraid of a bold use of materials which forms an eye-catching contrast to the wider townscape in an effective manner.

## **Consultation**

18. The council undertook a period of public consultation on a draft masterplan from **Monday 15<sup>th</sup> April to Friday 24<sup>th</sup> May 2019** and invited comments during that period.
19. During the consultation period, the master plan could be viewed at: [http://consult.wiltshire.gov.uk/portal/major\\_projects/mccp/the\\_maltings\\_and\\_central\\_car\\_park\\_masterplan\\_consultation](http://consult.wiltshire.gov.uk/portal/major_projects/mccp/the_maltings_and_central_car_park_masterplan_consultation)
20. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:
  - A notice placed in the Salisbury Journal newspaper
  - Posters placed in various locations in and around the site
  - Announcement on local radio station Spire FM
  - Announcements on various pages of Wiltshire Council's website

- Communications via Facebook and Twitter
  - Press releases about the consultation
  - Communications via the council's Elected Wire
  - Notifications via parish and town council newsletters
21. Through these various means, consultees were informed that the consultation material was available to view throughout the consultation period at the following locations:
- In electronic format on the council's website
  - In paper format at the following locations:
    - Salisbury Library (including exhibition board display)
    - Wilton Library
    - Downton Library
    - Amesbury Library
    - Durrington Library
    - Five Rivers Leisure Centre, Salisbury (including exhibition board display)
    - Wiltshire Council Bourne Hill offices in Salisbury
    - Wiltshire Council County Hall offices in Trowbridge
- (i) In addition, the Major Projects team hosted a public exhibition about the masterplan at the Salisbury Guildhall on Tuesday 23<sup>rd</sup> April, from 9:30am-6:45pm. A series of exhibition boards were on display, and Wiltshire Council officers from the Major Projects team and Library Services were in attendance for the whole day to answer questions from members of the public. In addition, representatives from the Environment Agency were also in attendance to respond to questions regarding flood risk. The exhibition was very well attended by a wide range of people.

### **General Summary of Comments and Issues Arising**

22. The schedule of responses received during this consultation can be found at **Appendix 2**. This provides details of all of the representation received, along with a response from officers.
23. Overall representations were received from some 209 parties. These raised more than 350 separate issues. There were more representations expressing general support for the Master Plan than objecting to it. 23 in support and 17 objecting.
24. The common themes arising from the consultation responses can be summarised as follows, (based on the highest number of representations on single issues):

#### **Relocation of the library**

This issue produced the most single number of comments with 71 objections. In general, the concerns were that the existing library is in a better location, is

a good facility and large. There were concerns that all of this would be lost through relocation

### **Green Corridor**

There was strong support for the creation of a green corridor (63 respondents) around the River Avon to create a new urban park, to create new walking and cycling routes into the city (including from the coach park), to enhance ecology and to mitigate flood risk to the City

### **New Retail Development**

There were 50 objections based on the views that Salisbury had enough retail or that the master plan wasn't realistic in the current economic environment.

### **Coach Park**

There was strong support for the retention and enhancement of the tourist coach drop off point to include new welcome centre, enhanced walking route into the City and designated picnic area (37 respondents)

### **Reduction in city centre car parking**

Concerns were expressed by 32 respondents over any reduction in City Centre car parking.

### **Temporary Nature of the library**

30 respondents raised objections to this element of the master plan

### **Art Gallery**

While concern was expressed over the implications for the Young Gallery (26 respondents citing this issue), the idea of a new, larger art gallery to accommodate the former but also attract travelling exhibitions, located around the Cultural Quarter was suggested.

## **Overview of changes made to the Master Plan**

25. As a result of the consultation responses, the Master Plan has been amended and the revised draft is attached to this report as Appendix A. The main revisions are as follows:
  - More detailed assessment of the existing townscape and the important buildings, views and spaces that any new development should respect.
  - New section added on ecological protection and need for an assessment under the Habitat Regulations
  - New access plan added
  - New section added on the planning process including list of required assessments
  - New section on the pre-application support the Council will offer to prospective developers
  - New section setting how voluntary groups can contribute to the management and enhancement of the green corridor.
  - Delivery and phasing section revised to be more realistic.

- Text amended to make it explicit that the new library will be fully accessible to the mobility impaired
- Reference added to increased number of electric vehicles charging points
- Plans revised to make designated parking spaces for blue badge holders an explicit requirement in a location to be agreed when detailed plans come forward.
- Plan revised to make it explicit that that the development will only come forward as part of specific proposals that will need to be worked up either by or in partnership with the private sector. These will all be subject to appropriate consultation at this stage including with residents whose homes may be affected. Additional uses added to Master Plan to reference activities for younger people including climbing walls, bowling and trampolines
- Additional uses added to Master Plan to include activities for young people, educational facilities for people of all ages and medical services
- More explicit reference made to flexible use of new public space including performance areas and informal meeting spots
- Amendments made to emphasise that majority of green corridor will be natural and native species planting with more urban treatment located at the southern end to complement the Cultural Quarter and boost the night time economy
- Potential of a sustainable energy scheme subject to agreement with all necessary parties
- Reference added to designing in Swift nesting in designs
- Stopping spots with access to the water added within green corridor, but controlled to protect ecology
- River loafing areas for wild fowl added
- Lighting design mentioned so that it is designed to reduce impact on wildlife
- Pedestrian linkages throughout the scheme have been reviewed and optimised
- Nature of the pedestrian friendly boulevard from Market Place to Maltings has been clarified
- Connection to existing cycle routes entering the site have been added to the plan
- Provision of public changing facilities added to ensure easier city centre usage for all, including the infirm.

### **Safeguarding Implications**

26. There are no direct safeguarding implications arising from this report.

### **Public Health Implications**

27. Public health bodies will continue to be consulted on planning matters, including in relation to any subsequent planning applications that come forward, where appropriate.

## **Environmental and Climate Change Considerations**

28. Statutory bodies including the Environment Agency, Natural England and Historic England have been consulted on the draft masterplan, and their comments, along with officer responses, are set out in full at **Appendix 2** of this report. Consultation with environmental bodies will continue to take place on planning matters in any subsequent planning applications.

## **Risk Assessment**

29. By endorsing the master plan, this helps to build consensus and to have a shared vision for the future of the Maltings and Central Car Park. The master plan includes many projects that will involve some significant planning matters which will need careful management and the master plan will provide a shared framework for considering how the area will develop in the future.

## **Financial Implications**

30. There are no financial implications to the Council at this time.

## **Legal Implications**

31. Once the masterplan has been endorsed by Committee, full regard must be had to its content in decision making, including as a material consideration in determination of planning applications. However, endorsement will not predetermine any such applications, which will still have to be considered on their own merits, taking account of the issues identified in the masterplan.

## **Options Considered**

32. The master plan sets out proposals that can form an agreed basis for decision making in future years. It complements the WCS and endorsement of the Master Plan by Committee gives the document weight in this future decision making.

## **Conclusions**

33. The area strategy for Salisbury as set out in the WCS recognises the contribution that the regeneration of the Maltings and Central Car Park will make to the economic vitality and resilience of the City. It enhances its natural assets and upgrades the physical environment. The WCS aims to ensure that Salisbury continues to be vibrant in order that it continues to make an important contribution to Wiltshire's economy, environment and quality of life. The preparation of proactive strategies for Wiltshire's principal settlements are to be encouraged to support policy delivery.
34. The endorsement of this master plan will guide the future development



of the Maltings and Central Car Park and therefore complements the WCS.

35. The draft masterplan at Appendix 1 has been subject to public consultation with members of the public, stakeholders and statutory bodies. Subject to the changes that are recommended at paragraph 25 of this report, the masterplan represents an agreed basis for decision making in future years.

### **Recommendation**

36. It is recommended that the master plan for the Maltings and Central Car Park, as attached at Appendix 1, as amended as described paragraph 25 of this report, and any other minor alterations required to improve its clarity, is endorsed as a material planning consideration for the purposes of development management.

**Alistair Cunningham**  
**Executive Director Growth, Investment and Place**

Report Authors:

Dave Milton  
Team Leader, Major Projects  
Housing and Commercial Development

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The following documents have been relied on in the preparation of this report:

Wiltshire Core Strategy

### **Appendices**

Appendix 1 – Maltings and Central Car Park Master Plan  
Appendix 2 – Consultation Methodology and Output Report including schedule of comments received and officer responses

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# The Maltings and Central Car Park Masterplan



## Opportunities and Development Principles June 2019



## 1 Layout of this document

Section 2 – Purpose of the Masterplan (page 2)

Section 3 – Planning Policy Context (page 3)

Section 4 – The Site and Surroundings (page 4)

Section 5 – Broad Development Principles (page 11)

Section 6 – Area Based Development Principles (page 28)

Section 7 – Community Input into Managing Green Spaces (page 40)

Section 8 – Indicative Phasing and Delivery Plan (page 40)

Section 9 – The Planning Process and Requirements (page 42)

Section 10 – Pre-application Support for Prospective Developers (page 43)

Appendix A – Planning Policy Summary (page 44)

Appendix B – Wiltshire Core Strategy - Core Policy 21 (page 47)

Appendix C – Maltings and Central Car Park Development Template (page 48)

Appendix D – Urban Design guidance for a high standard of design and place shaping (page 53)



## 2 Purpose of the Masterplan

This masterplan sets out Wiltshire Council's broad requirements for the redevelopment of The Maltings and Central Car Park, Salisbury. The site is allocated for development by Core Policy 21 of the Wiltshire Core Strategy (WCS)<sup>1</sup>, which is supported by an appended Development Template setting out the broad intentions for the site. This masterplan has been prepared to fulfil the WCS requirement for a strategic masterplan for the whole site, and to provide site specific instructions for the development of the site, using a baseline of the WCS Development Template.

The masterplan is a material consideration in the determination of planning applications for the strategic development of The Maltings and Central Car Park. The document provides developers, Wiltshire Council's planning officers, and the local community with a prospectus of how the development will be delivered.

The masterplan sets out the strategy for a new development including its general layout, scale and other aspects that will need consideration. The process of developing the masterplan has tested options and considered the most important parameters for the area such as; the environmental constraints/opportunities, mix of uses, requirement for open space, transport infrastructure, the amount and scale of buildings, and the quality of buildings.

The masterplan shows these issues in an indicative layout, where the shape and position of buildings, streets and parks is set out.

Importantly the masterplan is designed to be viable and deliverable. For these reasons, while it clearly sets out where commercial opportunities are on the site, it is non-prescriptive over those specific end uses. This is due to the fast-changing nature of city centre uses, especially the changing retail environment and hence the plan is deliberately conceived to keep options open to underpin commercial viability. While Core Policy 21 is explicit in stating the quanta of specific end uses this has been superseded by the changing markets, and the brief responds positively to this.

The graphical impressions of what the development could look like are indicative and highlight the art of the possible. Any detailed plans will be subject to further consultation through the statutory planning process and will be expected to reflect the character of Salisbury and respect the unique sense of place.

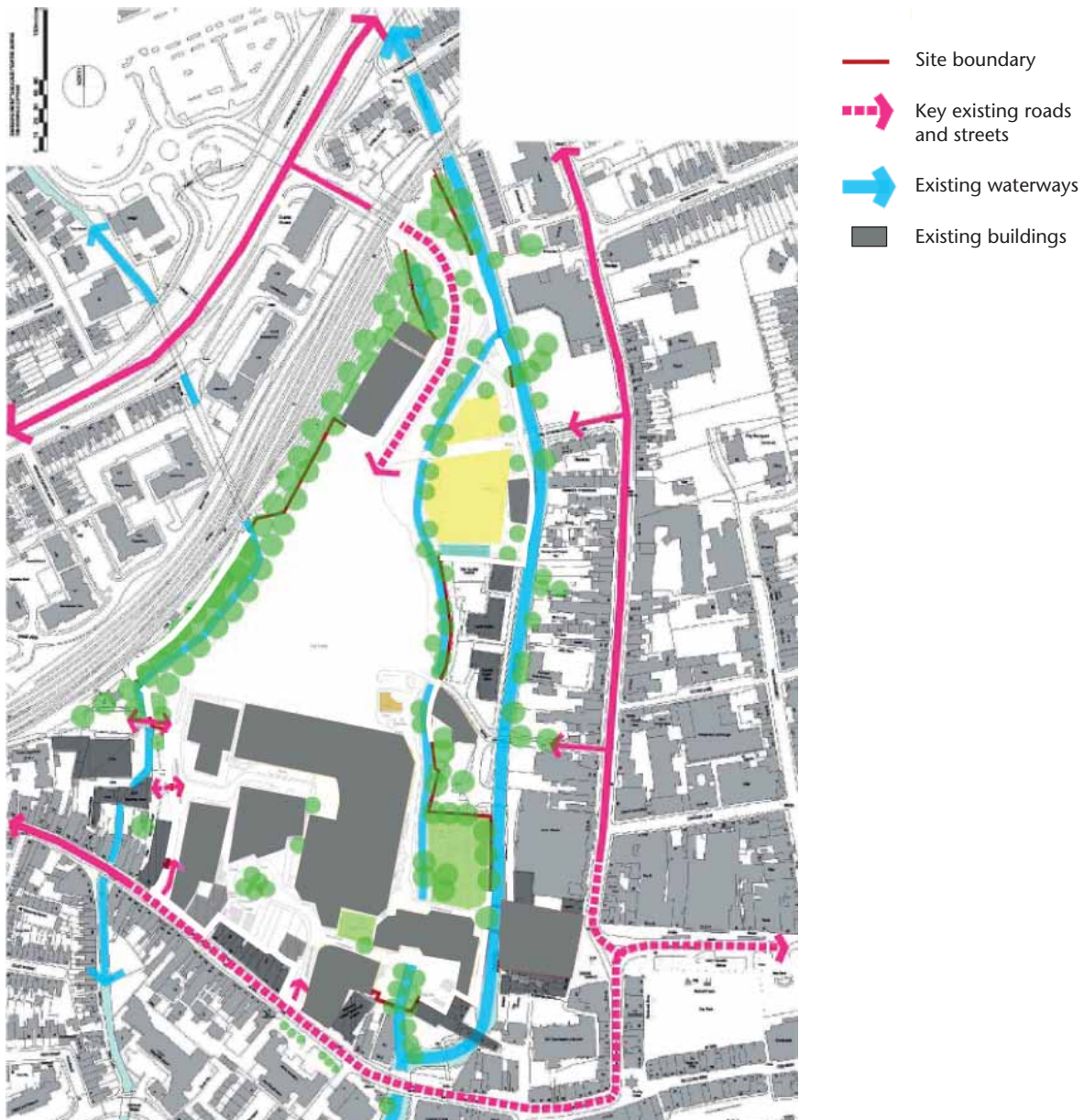
<sup>1</sup> Wiltshire Core Strategy, January 2015 – available at: <http://www.wiltshire.gov.uk/wiltshirecorestrategy.htm>



### 3 Planning Policy Context

The Maltings and Central Car Park site is allocated for strategic redevelopment by Core Policy 21 of the WCS. Applications for Planning Permission will be determined against planning Policies set out by the WCS underpinned by material considerations set by National Planning Policy and guidance. A summary of the Planning Policy context for the site is set out at Appendix A.

The WCS is now several years old, and it is important to recognise that the role and function of town centres has shifted in the past few years. Accordingly, the masterplan has been prepared with recognition that the long-term role of the town centre may be subject to change and there is a need to respond flexibly to the unknowns surrounding this. The masterplan is designed to respond to the requirements of WCS allocation, but with allowance for flexibility for subsequent planning applications to respond appropriately to market conditions. The masterplan led redevelopment of The Maltings and Central Car Park was also set out in the Salisbury Vision document adopted by Salisbury District Council.



## 4 The site and surroundings

The Maltings and Central Car Park site is located within the Salisbury city centre, to the west of the established shopping area.

The map below shows five broad areas within the site that are identified for a range of development opportunities:



### The Maltings and Central Car Park – Broad Areas

**Key:**

- Area 1 - Market Walk and The Maltings
- Area 2 - Cultural Quarter
- Area 3 - Commercial and Residential Core
- Area 4 - Riverside and Salisbury Coach Park welcome
- Area 5 - Land between Fisherton Street and the railway line



## Area 1 - Market Walk and The Maltings

Area 1 includes The Maltings shopping precinct which extends along the riverside walk leading to St Thomas's Square, and the Grade I Listed St Thomas's Church. The shopping frontage at the north of Area 1 faces out across public open space and a children's play area. Area 1 also includes commercial units, with service area and private car parking to the rear. The existing Salisbury Library and the Young Gallery are currently accessed from two entrances, one fronting Castle Street and the other via Market Walk pedestrian arcade, leading to The Maltings from the Cheese Market and crossing the River Avon via a footbridge.

One of the most well used pedestrian links to the site is taken from the Cheese Market through Market Walk, leading to a bridge crossing to The Maltings. This is a busy crossing point coinciding with the north/south pedestrian route, which together create a lively node of activity.

St Thomas's Square leads to pedestrian links into The Maltings riverside precinct. The route through St Thomas's Square opposite the High Street is of high quality and interest but is indirect.

An attractive, but indirect access to The Maltings can also be obtained crossing the bridge to Bishop's Mill.



View of the Maltings riverside precinct looking south





View of the Maltings riverside precinct looking north

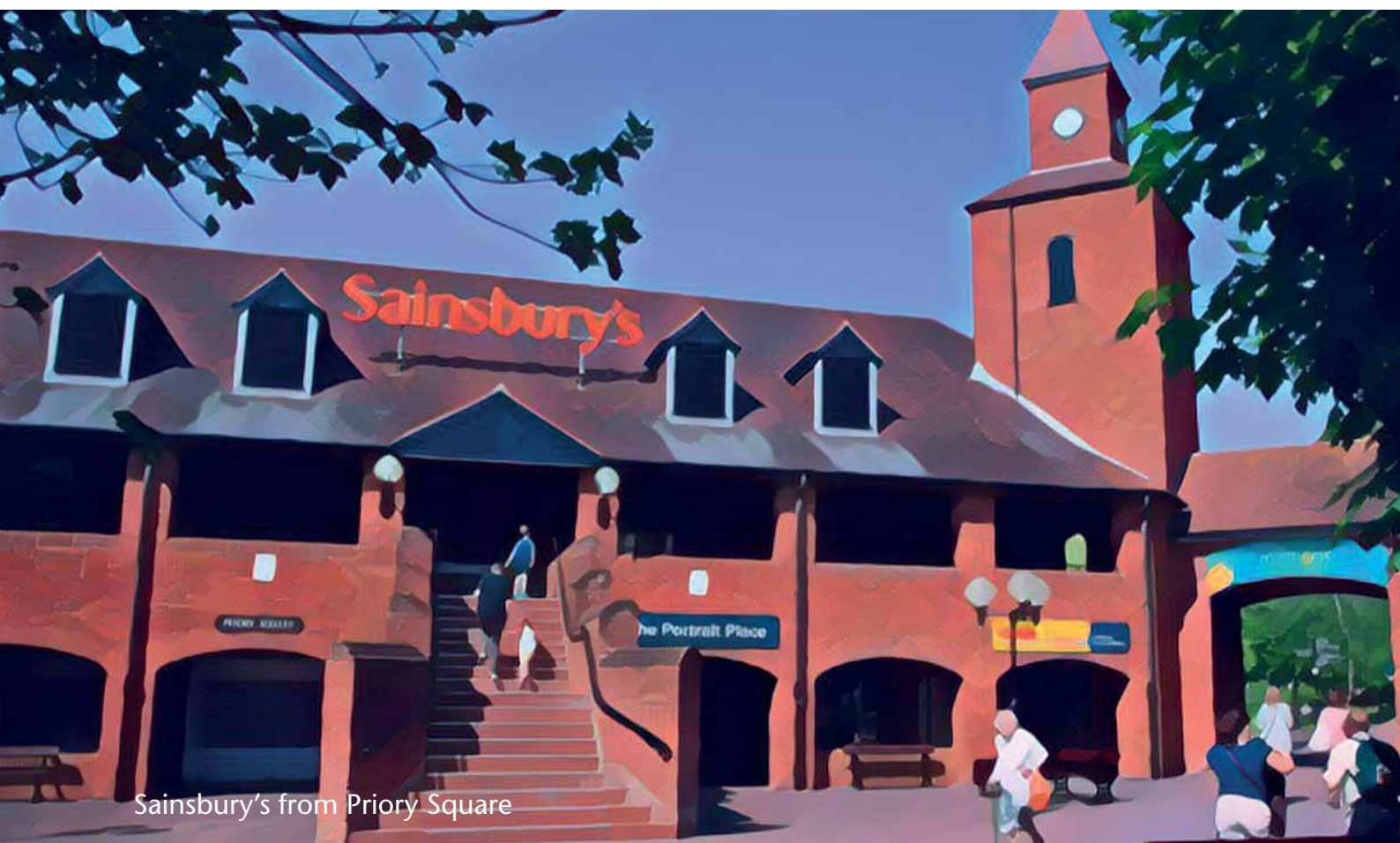
## Area 2 - Cultural Quarter

Area 2 comprises land including Salisbury City Hall, Salisbury Playhouse and Priory Square, which are accessed from Malthouse Lane. Priory Square lies to the south of the existing Sainsbury's supermarket, comprising shop units set around a hard-surfaced public area, and the United Reformed Church in Fisherton Street. There are also several courtyards/servicing areas to the rear of shops and residences along Fisherton Street. There are several heritage assets in the area, which contribute to the character of the Salisbury Conservation Area.

Summerlock Approach feeds into the Central Car Park from Fisherton Street, to the rear of the City Hall and Summerlock House (a utilitarian 1970s office block). This approach serves as one of the principal access routes to the Central Car Park and is car dominated, lacking pedestrian legibility. Pedestrian only access via Chapel Place also leads from Fisherton Street to Summerlock Approach.

### Area 3 - Commercial and residential core

Area 3 is defined largely by the Central Car Park and Sainsbury's supermarket. The supermarket is at first floor level, with stairway and ramped pedestrian access and parking beneath.



Sainsbury's from Priory Square

The Central Car Park occupies a significant area of land within the site and is a large surface level car park owned and operated by Wiltshire Council.

### Area 4 - Riverside and Salisbury coach park welcome

The masterplan site benefits from three river channels passing through it. These are the River Avon, Summerlock Stream and Mill Stream, the latter of which are tributaries of the River Avon. All channels are of great ecological importance, being designated as a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC). The river environment is currently undervalued and underutilised, and there is an opportunity to make much more of the riverside experience.

In extreme weather events any of these watercourses could breach their banks, leading to the flooding of part of this site and other parts of the city centre. It is important that this flood risk is addressed as an integral part of redevelopment to enable the site to be developed safely, be compliant with planning policy, and reduce flood risk to existing properties. This includes ensuring safe access to the site during a flood event.

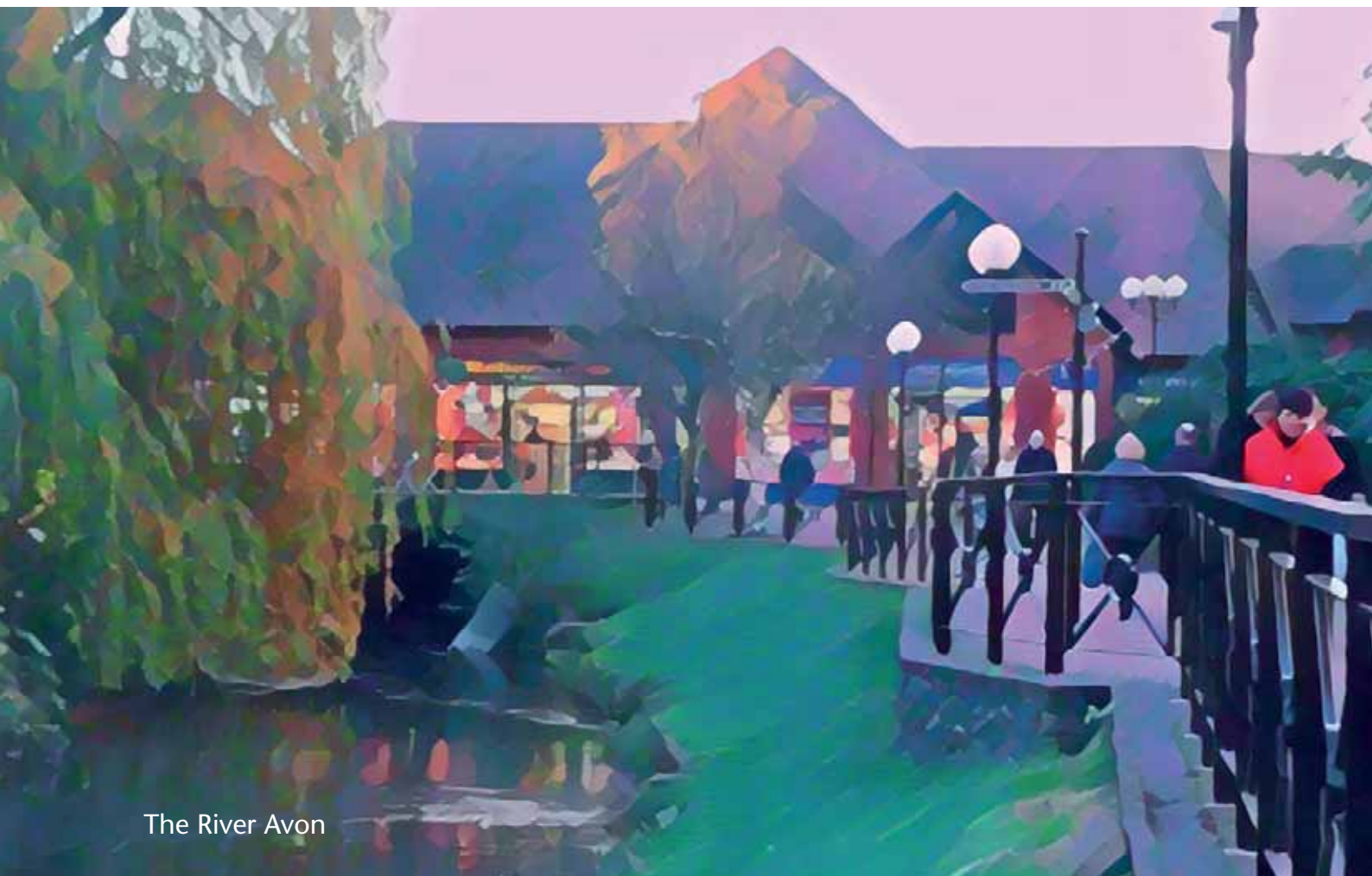


The public open space and play area north of The Maltings, together with the whole of the 'blue and green corridors' of the River Avon and Summerlock Stream and their banks, form important features within the masterplan area.

Towards the north of the site, close to the vehicular entrance from Churchill Way is an electricity sub-station.

Vehicles accessing Central Car Park direct from the nearby Churchill Way ring road enter the site beneath the railway bridge at the northern end of the site. Pedestrian access can also be gained although the presence of traffic and the restricted footway width beneath the railway arches make this relatively unattractive. A riverside footpath runs the length of the eastern edge of the site, entering the site from beneath the railway line.

The coach park to the north-east of the site lies to the east of the River Avon and is a utilitarian tarmac area with little in the way of embellishment. It is a first impression many visitors have of Salisbury, being the principal drop-off point for tourist coaches visiting the city.



The River Avon

The eastern boundary is occupied by office and community buildings, including probation offices, the Millstream Surgery and a walk-in clinic.

From the east pedestrians and vehicles can access the site from Castle Street via Avon Approach. Pedestrians and vehicles can also access the site from Castle Street via Mill Stream Approach, which serves as one of the key vehicular access points to Central Car Park and also serves the coach park. Access is via a bridge.

### **Area 5 - Land between Fisherton Street and the railway line**

Area 5 comprises a variety of commercial and residential units fronting Fisherton Street and the Sports Direct Gym. This part of the site is well used and in fragmented private ownership. There are no current aspirations for the redevelopment of this part of the site.

# The Maltings and Central Car Park – Indicative masterplan



- |  |   |   |  |
|--|---|---|--|
| Mixed use development opportunity (commercial/residential) | Existing building line                    | New Salisbury Welcome Experience. Coach park, WC's, TIC Kiosk | Future public realm enhancement opportunity  |
| Public Realm enhancement                                   | Integrated cultural quarter               | Salisbury City Hall and Salisbury Playhouse                   | Easy-in/Easy-out kiosks                      |
| New major Pedestrian friendly avenue                       | Arcade opportunities                      | Enhanced Riverside Route to City Centre - Pedestrian/Cycle    | Re-engineered culvert - Long term aspiration |
| Car parking  | Upgraded boundary treatment and screening | Active frontages (Shops, restaurants and bars)                | Taxi drop off point for Cultural Quarter     |
| Enhanced streetscape                                       | Trader's layover parking                  |   |  |
| Potential link to platform 6 of train station              |   |   |  |



## 5. Broad development principles

This section sets out the broad requirements for redevelopment of the site.

### Uses

The WCS sets out that the site has potential to deliver 40,000 sqm retail and leisure floorspace (gross external area), providing a range of unit sizes. It is recognised that the role of the town centre has undergone significant changes in the past few years, which may have knock-on effects for the prospects of predominantly retail led schemes. The council will approach proposals for the development of the site with pragmatism. Where there is sufficient evidence to support alternatives to retail, which would still achieve the principal aims for the site, then this may be supported. Applicants will be expected to provide an open book analysis of commercial viability if proposing alternative uses.

To provide flexibility the council will consider a mix of the following uses on the site:

- Retail
- Food and Drink
- Leisure/cinema
- Health and fitness (gym, SPA, beauty)
- Office
- Hotel
- A new library will be delivered
- Young people's leisure activities (rock climbing walls, escape rooms, laser zones, trampoline, bowling)
- Pop up, 'easy in, easy out' outlets
- Theatre venues
- Conference space
- Residential
- Live, work, sell ('Makers') units
- Warehouse clubs and factory outlet centres);
- Nightclubs and casinos
- Tourism development (including museums, galleries)
- Doctors surgeries and health care

Proposals for new retail facilities will be required to demonstrate that they will complement the trading position of the city, without shifting the focus of shopping activity away from existing shopping streets. Analysis of retail impacts will be carried out in support of planning applications. Retail development will be located on key routes to ensure it attracts footfall and becomes part of the wider retail circuit.

Proposals for commercial development within the site will be underpinned by in-built adaptability, so that buildings are capable of re-use either through amalgamation or sub-division should

demand for unit size or use shift. For example, this could include appropriately high and adaptable floor-to-ceiling heights, avoidance of complex structures, and clear structural grids.

Opportunities to add interest and vibrancy through temporary commercial / cultural facilities from small independent retailers and restaurateurs should be explored.

The development will provide two areas of dedicated decked/multi-storey car parking, that will be predominantly short stay, to service the retail and leisure function of the city centre. It will safeguard in the region of 1000 parking spaces, which acknowledges the needs of the residents and visitors. There will also be dedicated spaces for any residential development provided as well as safeguarding the important Shopmobility facilities.

A Cultural Quarter around the Playhouse and City Hall will be delivered, with improved pedestrian access from the Market Square, via the Cultural Quarter, to Fisherton Street. Within the Cultural Quarter will be provision for a replacement library and art gallery.

Development of the site will add vitality to the city centre during the day and in the evening by providing leisure, entertainment, restaurants, bars, cafes, offices, community facilities and residential uses to facilitate activity in the area into the evenings and to complement the core retail uses. This may include the delivery of a new cinema within the site, which could come forward as part of the cultural offer.

The WCS indicates that the site is expected to deliver up to 200 dwellings (including 40% affordable). Given the uncertain trading position of highstreets, encouraging city centre living is ever more important to reinforce the vitality and viability of the centre. In addition, the WCS housing requirement is framed as an 'at least' figure. Therefore, should suitable schemes be brought forward that exceed the number set by Core Policy 21, then these may be looked at favourably, provided they are set within a clear context for delivering city centre economic resilience within a wider scheme, and providing they meet the policy requirements of the WCS.

To make efficient use of brownfield land that is located within a highly accessible location, residential development will be apartment led. Residential units should be a mix of rental and for sale and will be expected to meet the needs of a range of occupants; particularly young people. The precise number and type of dwellings to be delivered should be assessed in detail through the planning application stages.

The site will also deliver a hotel to make a significant contribution to the city's tourist economy. The detailed design and layout of the site will ensure that proximity of residential and commercial accommodation to venues serving the night time economy, mechanical plant, delivery and servicing areas, etc. are appropriately located to ensure there will be no conflicts between these uses.

The redevelopment will deliver a new park based around existing watercourses. The existing open space and play area will be reprovided. Linkages to the Market Square and Fisherton Street will be opened out for the benefit of pedestrian movement, in a manner that is sensitive to historic street frontages. The scheme will be required to clearly demonstrate how it draws on conservation area appraisal to ensure the design is sensitive to its local context.

## Economic growth

The WCS is an economy led strategy and places an emphasis on economic growth as the driving force behind meeting its objectives. Planning for job growth and meeting the needs of business are central to the strategy. The underpinning idea of the strategy is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and prosperous (paragraph 1.2).

The WCS supports regeneration opportunities in each of the principal settlements and aims

to maximise the re-use of previously developed land (Core Policy 36). Regeneration projects are identified which are considered important to the future economic and social prosperity of the settlements. In Salisbury, The Maltings/Central Car Park (CP21) is recognised as a strategic regeneration priority given its location, scale and potential to support the continued economic growth and sustainability of Salisbury as a major driver of the wider economy. The site is recognised as having major potential to secure the city's long-term economic prosperity.

The Maltings and Central Car Park project has been the subject of extensive consultation over many years with all the key local stakeholders; community, civic and commercial. The local business community is highly supportive of the project and had positive engagement with the Salisbury Business Improvement District Team, as well as the main tourism/visitor economy stakeholders.

The Maltings and Central Car Park site has the scale and opportunity to provide a step change in the South Wiltshire offer, to enhance the attractiveness and sustainability of surrounding residential and commercial development opportunities, and to contribute to the wider success of the South Wiltshire economy.

Whilst the site has been a long-term policy aspiration, recent events have made it even more imperative that the project comes to fruition.



Examples of possible kiosk design



Salisbury city centre has been affected by the same issues faced by high streets throughout the country, particularly the rise of online shopping, and in order to remain competitive the city will need to redefine its role. Whilst the city centre will remain a commercial centre, consumers are now looking for a wider range of experiences that are not just centred on retail. Salisbury will have to respond appropriately if it is to remain vibrant/competitive. The relatively recent divestments in the financial services sector in Salisbury with the closure of Friends Provident in 2015, the second largest employer in Salisbury, has also brought fresh challenges to the local economy.

Added to this shift in the role of town centres, the incidents associated with the nerve agent attack in 2018 has had consequences for the public image of Salisbury alongside global media coverage of the event. Shopping areas, individual shops and restaurants, community facilities, parks and cemeteries were also closed for long periods because of the events.

Overall footfall has reduced since the incident of 2018 by an average of 12% with a knock-on impact of reduced spend in the local economy. A package of measures funded by Central Government and Wiltshire Council have sought to keep firms afloat and support public confidence. These have included free parking, cash support to businesses, a series of events to drive up footfall and extra advertisement to encourage tourism.

The longer-term recovery to ensure Salisbury continues to be a strong international tourist destination, a sub-regional centre for retail, and a place with a thriving night time economy which meets the needs of current and future residents is now imperative.

A third of tourism to Wiltshire is focused in and around Salisbury. Wiltshire's visitor economy is worth over £1.5bn per annum, supports over 29,000 jobs and contributes £860m GVA per annum to Wiltshire's economy. The city's visitor economy is worth £380m a year and supports 4,600 FTE jobs (10% of all employment in the area). It is the view of Visit Wiltshire that for tourism spend to improve the offer of Salisbury needs to expand, thereby enhancing the propensity of tourists to increase their dwell time and their propensity to stay for at least one night. There is documented evidence of demand for additional hotel accommodation in the city centre.

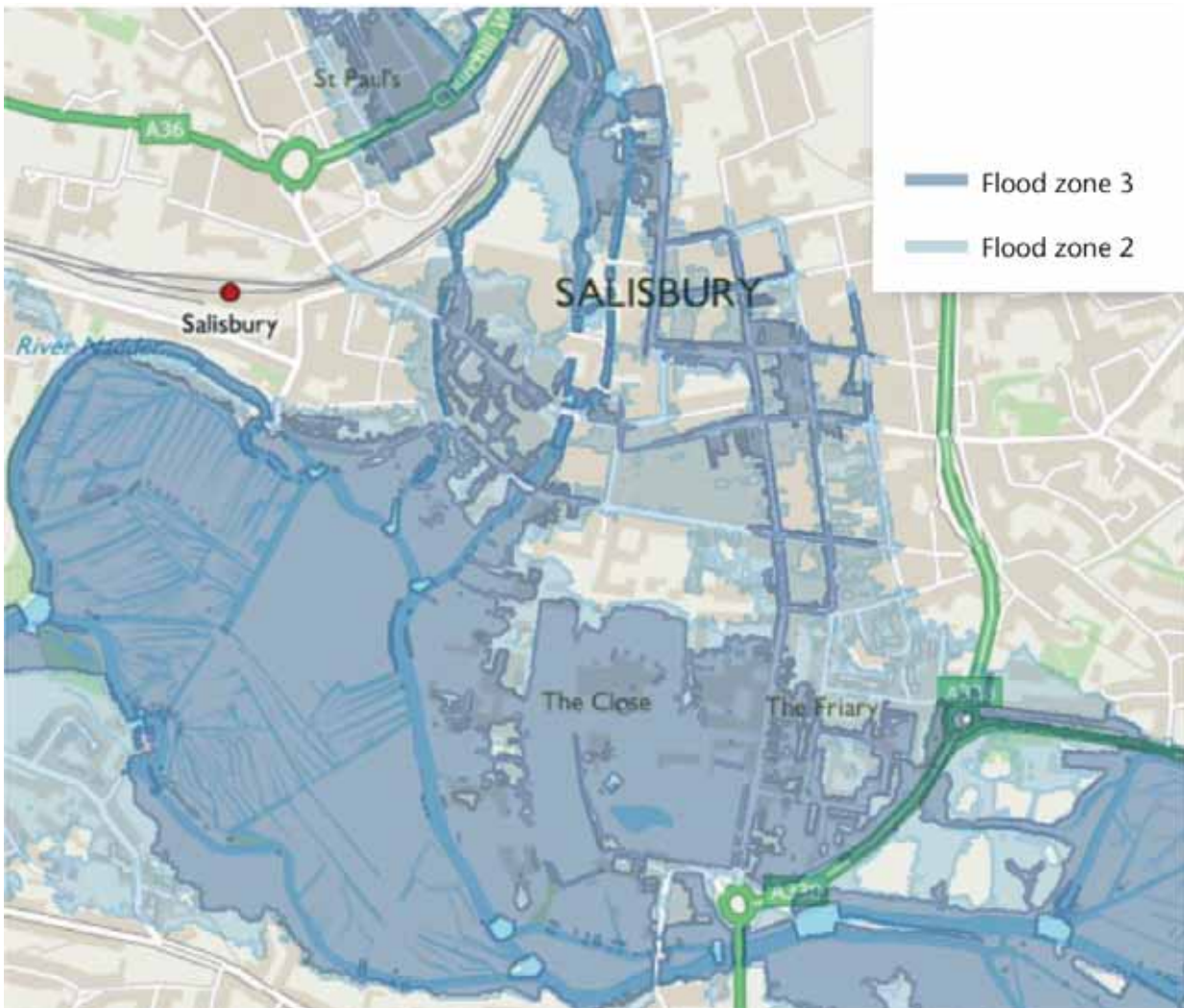
The site will deliver a range of uses to facilitate economic growth in Salisbury city centre. The proximity of the site to the existing city centre will complement the existing centre rather than compete with it, helping to contribute towards viability and vibrancy of the wider city centre. Developers will be required to demonstrate that the development would not result in a decline of specialist, independent and other retailing elsewhere in the primary and secondary shopping areas.

Opportunities will be created for easy-in easy-out short term or 'pop-up' style spaces to add vibrancy and interest to the retail and commercial offer in the city centre.

## Flood Risk Reduction (Essential Infrastructure)

The Environment Agency has improved their understanding of flood risk across Salisbury, which has resulted in some areas in and around the city being reclassified into flood zones 2 and 3 (see image below)

The redevelopment of The Maltings and Central Car Park offers a one-off opportunity to reduce flood risk across the city centre by undertaking works on the three water courses that run through the area. This work is essential to support the long-term resilience of Salisbury and provide a safe environment within which to develop economic prosperity. Therefore, this work will be planned and delivered at an early phase of the masterplan development. Funding will be sought through partnership working with the council, Environment Agency and other parties and where justified contributions and works related to the enhancement, management and maintenance of watercourses will be sought from developers, to be agreed with Wiltshire Council and the Environment Agency.



Without early implementation of this essential infrastructure, larger parts of The Maltings and Central Car Park site, and indeed the wider city, would fall within Flood Zones 2 and 3. Therefore, this work is a fundamental early requirement to protect the long-term viability of the city, reduce risk for investment, and enable the site to be developed in compliance with planning policy. This work is also imperative in reducing flood risk to the surrounding transport infrastructure to ensure safe access during flood events.

The site will be developed in accordance with a new Level 2 Strategic Flood Risk Assessment (SFRA). Redevelopment will follow a sequential approach, informed by the Level 2 SFRA, taking account of all sources of flooding. Development will be directed to areas at lowest risk of flooding with lower flood depths and velocities.

At each stage, the development will incorporate Water Sensitive Urban Design (WSUD) and sustainable drainage principles, taking account of water quantity (flooding), water quality, (pollution), biodiversity (wildlife and plants) and amenity.

There are many watercourse structures on this site including; culverts, bridges, sluice gates and weirs. As part of the development, opportunities will be sought to remove as many of these structures as possible without negatively impacting on flood risk and the overall biodiversity and amenity value of the watercourses. Where structures remain, they will be optimised to minimise any impacts on flooding, biodiversity or amenity. Potentially these works could be delivered in the early phases of the development.

With regards to the control of surface water discharges from the site, the development, or each phase thereof, shall achieve at least 20% betterment for peak flow and volume post development.

Post development runoff shall include an allowance for climate change in line with Environment Agency guidance.

Existing structures will need to be maintained, and the council will work with the Environment Agency to determine a strategy for this.

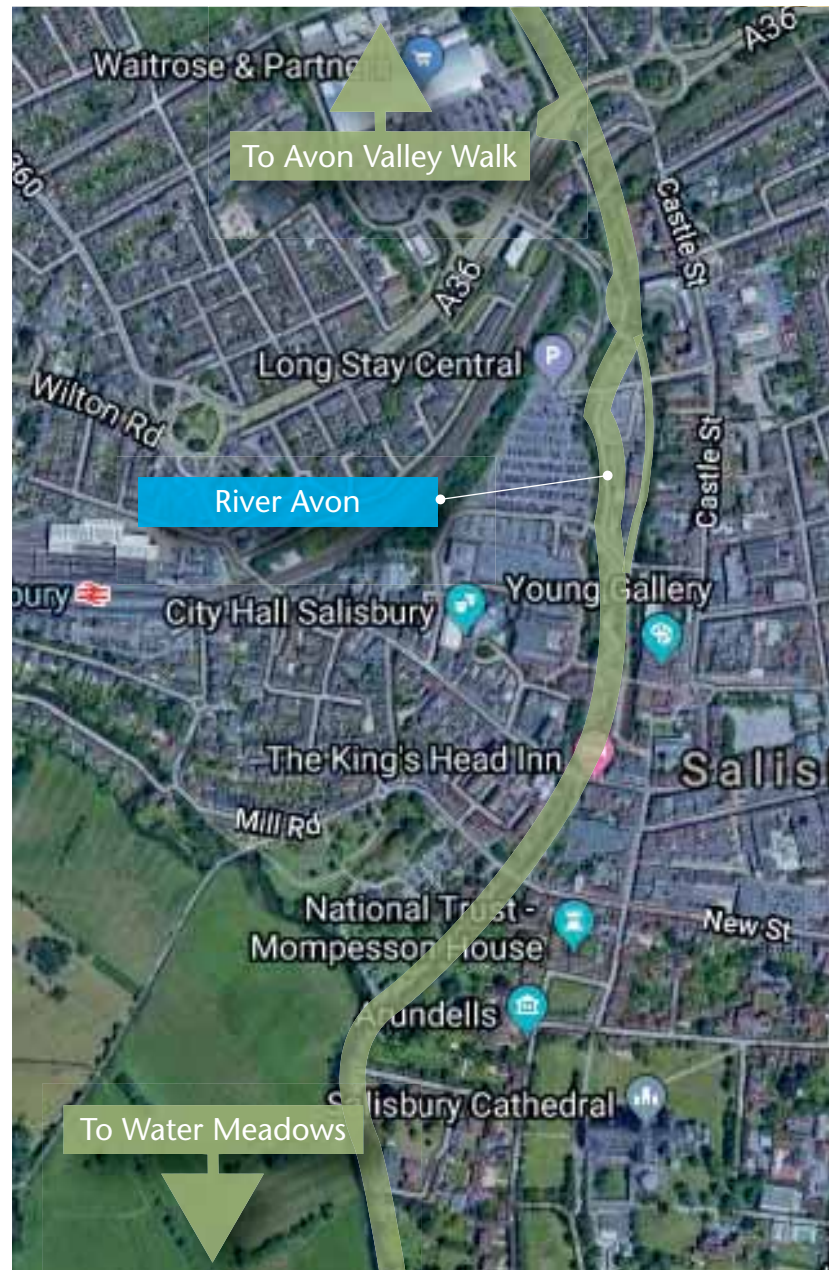


## Blue - Green Corridor

To provide the space necessary to increase the capacity of the watercourses to reduce flood risk, it is necessary to rethink how land uses on the site relate to the watercourses. By focussing greater water flow through the River Avon (central channel through the site) and where practicable implementing a new green corridor each side of it, this will allow:

- reduced flood risk to site and neighbouring areas
- habitat enhancement
- significant public realm improvements
- creation of a new park
- land to be taken out of the designated flood zone and so optimise commercial development potential
- provision of a greatly enhanced new visitor experience and route south to the city centre, and north to the Avon Valley, from an enhanced coach drop off
- residents and visitors to have more access to the river, and engage more with it and the wider catchment
- improvements to be made to the Millstream to increase its biodiversity and amenity value by creating a more natural watercourse within the existing channel constraints
- air quality improvements
- climate change resilience
- health and wellbeing benefits.

Future aspiration to create an uninterrupted green corridor between the Avon Valley Path to Salisbury Cathedral



## Highways and transportation

A key objective is to deliver a safe and high-quality pedestrian and cycle environment while still ensuring there is ample car parking to support the retail and leisure needs of the city centre. A new high-quality coach visitor welcome point will also be provided.

The development will result in improvements to connectivity and ease of pedestrian flow into and from the site to Fisherton Street, Market Walk, Castle Road, the surrounding city centre and Salisbury railway station.

Vehicle access to the site will be restricted to defined car parking areas, bus and coach access and for servicing. Loading and servicing time restrictions will be put into place to minimise impacts on air quality.

Proposals will clearly demonstrate how the levels of parking proposed on the site are appropriate for the needs for parking space in the city centre, having regard to the council's adopted parking standards.

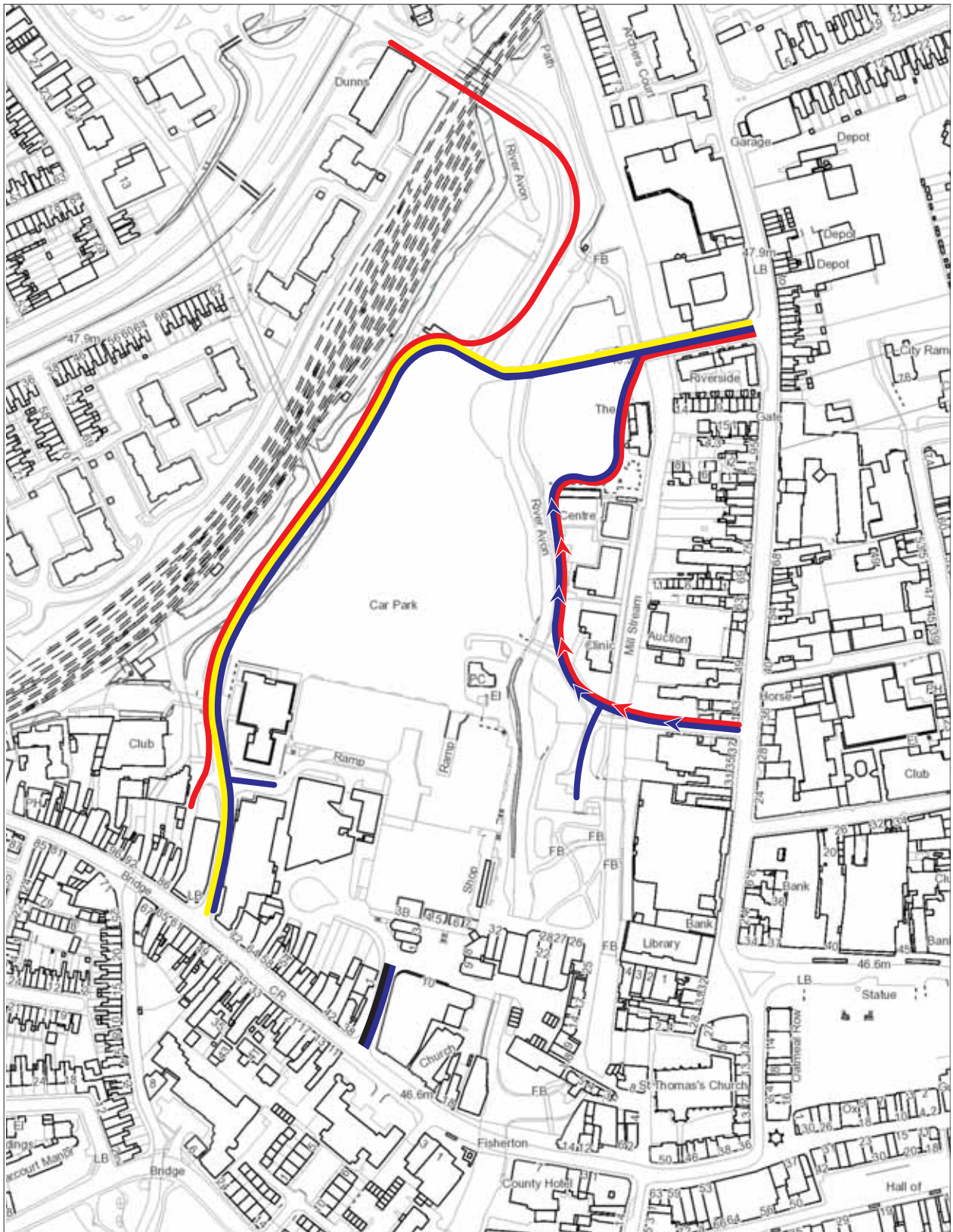
Development of the site will address major infrastructure requirement outcomes identified by the Salisbury Transport Strategy, and where necessary applications will be supported by a transport assessment which explain the strategy for modal shifts, including improved bus, cycle and walking routes. Suitably placed bicycle and blue badge parking will be provided within the development. Innovative green technology such as solar bicycle racks for electric bikes will be explored.

Future applicants will work with Wiltshire Council to establish and respond as necessary to requirements for any works to the bridges within and accessing the site, to ensure they are fit for purpose.

There may be opportunities to improve linkages from the site to the railway station. Earlier proposals have included consideration of the potential to extend Platform 6, provide a walkway over Fisherton Street and along the side of the railway, and into a small private car park (currently the Sports Direct Gym car park). Such a proposal would require major investment and commitment from the rail stakeholders as well as the agreement of several private landowners. Despite these challenges opportunities to improve public transport accessibility and encourage modal shift will be encouraged and supported by the council.

In the shorter term, the council will encourage enhancements to the established linkages through to Fisherton Street, including improved wayfinding to make the pedestrian routes to the station easier and more pleasurable.





- Car access
- Service vehicle access (time restricted)
- ↔ One way
- Residential access
- Bus access

## Urban design

Redevelopment of the site will be transformational and design-led. The height, scale and massing of new buildings will positively relate to the wider urban fabric, have particular regard to enhancing the character of Salisbury, and preserving its heritage assets and setting.

The redevelopment of the site will create a new, exciting and lasting sense of place with an attractive, functional, safe and uncluttered public realm. The design of the site will ensure ease of movement for all by promoting accessibility and permeability that is attractive, convenient and easy to understand by city residents and tourists alike, with appropriate use of way finders. New spaces will be designed to be adaptable and therefore responsive to changing social, technological and economic conditions.

Proposals for development will provide clear justification on how the design, elevational treatment and materials have been chosen and will be justified in having regard to the context of the site.

The redevelopment of the site will include an innovative and connected lighting scheme which creates vibrancy and interest.

The indicative masterplan shows the relationship between new development and the existing townscape. The masterplan is primarily conditioned by the River Avon, Millstream, Summerlock Stream, and the required expansive flood prevention zones offset from these as landscaped linear parklands. This helps define a framework of interrelated public routes and public open spaces that connect locally and more widely and establishes parcels of land for new building and possible building redevelopment.

The masterplan is designed to provide a flexible framework for development, however development must be designed in a manner which respects the historic setting of Salisbury, draws on its urban character, and makes a positive architectural contribution to its legacy. Therefore, within the flexibility of the masterplan, all new proposals for planning permission are required to demonstrate how they meet the following urban design parameters:

### **Active frontage**

Delivering an outward looking development which adds to the attractiveness and vibrancy of the city. Well-defined streets and spaces are created by relatively continuous building frontage. Active frontage made up of shopfronts, commercial premises, front doors and windows (specially to ground floor habitable rooms) create lively and well-supervised streets. This is a key requirement for creating safe and attractive public spaces.

### **Urban structure**

Relationship between new development and existing buildings, through the framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.

### **Density and mix**

Potential for a high-density development to make optimum use of the site, but in a manner appropriate to its wider historic setting. Salisbury is characterised by a high density, but human scale urban core and proposals should use this as a design cue.

### **Height and massing**

The development will need to demonstrate how the scale of a building relates to:

- the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces
- the size of parts of a building and its details, particularly in relation to the size of a person as Salisbury is characterised by a human scale cityscape
- the impact on views, vistas and skylines, including compliance with the adopted Salisbury Skyline policy (Core Policy 22).

### **Building type**

There is no prescribed right or wrong building type. The key is high quality design whatever the approach, however the site does lend itself to the creation of an excellent modern development that takes inspiration from its historic setting and gives it a fresh approach.



## Facade and interface

The rhythm, pattern and harmony of its openings, relative to its enclosure, characterises much of what makes Salisbury so attractive. Proposals should demonstrate how they have drawn on the success of the past to realise the new designs. Buildings lines fronting hard onto the public domain are a strong characteristic of Salisbury city centre, as are the architectural expression of entrances, corners, roofscape and projections.



Example of positive lighting schemes

## Details and materials

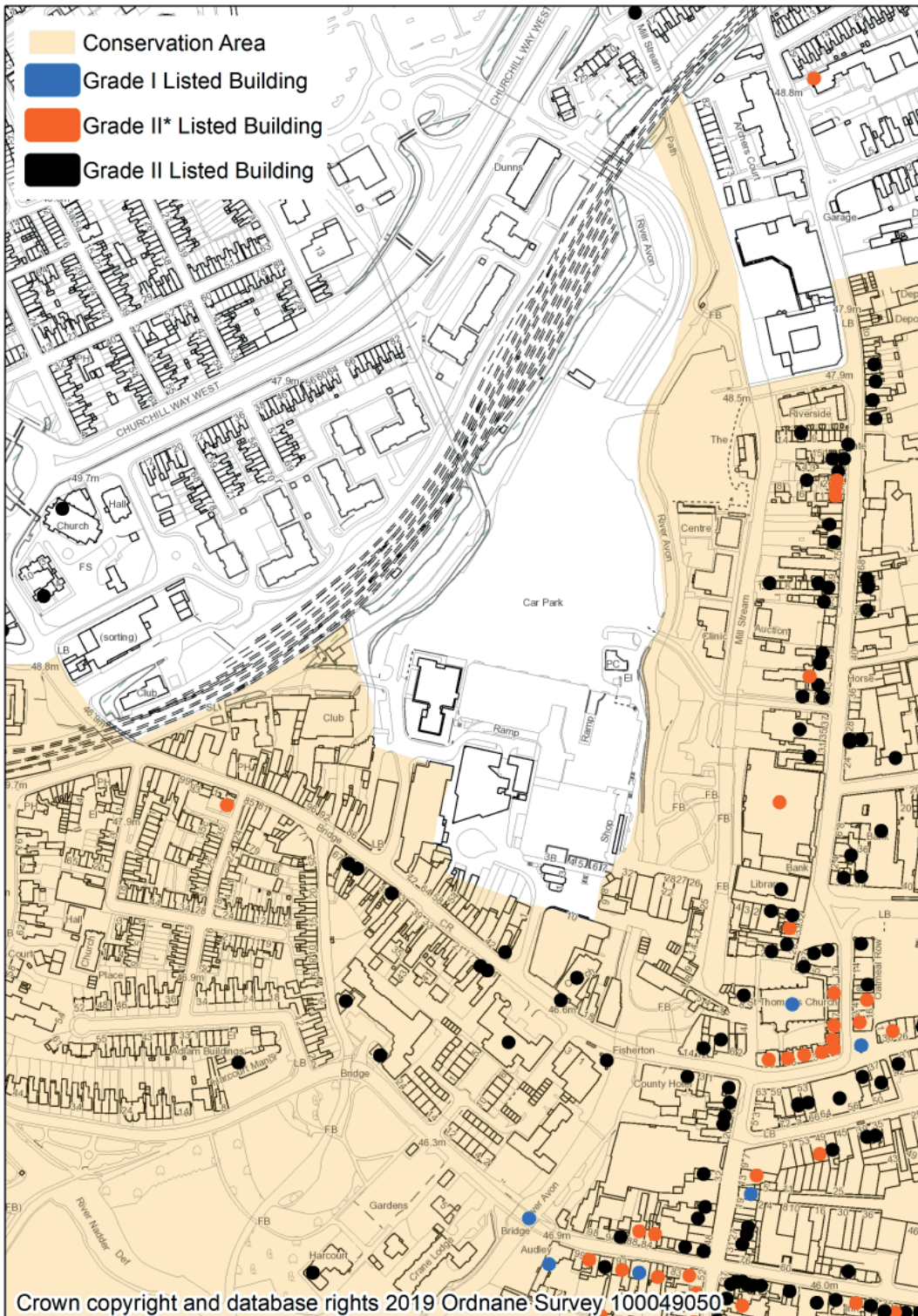
Proposals will be required to choose a palette of materials which sit comfortably within the city through:

- the texture, colour, pattern, durability and treatment of its materials
- the materials sourced from local and/or sustainable sources, including recycled materials where possible
- the lighting, signage and treatment of shopfronts, entrances and building security
- not being afraid of a bold use of materials which forms an eye-catching contrast to the wider townscape in an effective manner.

**All planning applications for development on The Maltings will include a Design and Access Statement which responds positively to the detailed design criteria set out in Appendix D to this masterplan**

## Heritage conservation

Development of the site will take inspiration from Salisbury city centre's strong heritage context, ensuring that heritage assets are preserved, enhanced and responded to through the development. This will include design that is appropriate to Salisbury's roofscape and Cathedral skyline. Development proposals will be supported by a detailed heritage assessment that considers the setting of Listed Buildings, undesignated heritage assets, the Salisbury Conservation Area, and views across the site.



## Archaeology

There is potential for archaeological deposits across the site, which will require investigative works. A comprehensive Desk-Based Assessment will be prepared for the whole site, drawing together known historical and archaeological data from the site, as well as placing The Maltings and Central Car Park in its historical and archaeological context. The results arising from the site evaluation should inform the requirement for any mitigation. Mitigation may include opportunities for public engagement with the past.

## Land conditions

Parts of the site were subject to historic activity that included the deposition of material to raise the site levels. Site survey work has established that this material is varied in nature and includes in some areas deposits that may be deemed contaminative (including hydrocarbons). Development of the site will need to take account of the existence of these materials and be managed to ensure any material extracted as part of development works is safely removed. It is anticipated that much of material can safely remain in-situ, undisturbed, providing appropriate precautionary measures are taken during the development process. Applications for redevelopment of the site will be accompanied by land contamination investigations and where appropriate land remediation proposals.

## Ecology and Nature Conservation and Environmental impact assessment

A key aspiration for the development is improved habitat continuity throughout the site. The development will be delivered to meet the requirements of the River Avon SAC Conservation Objectives: Supplementary advice on conserving and restoring site features, the strategic framework for the Restoration of the River Avon and associated documents including the River Avon SAC Nutrient Management Plan.

With regards to the Habitat Regulations, the River Avon SAC system is currently considered to be in an 'unfavourable condition'. The redevelopment of The Maltings and Central Car Park site provides an opportunity for achieving a favourable condition for this stretch of the river and will contribute to restoring the SSSI and SAC to favourable condition and conservation status overall.

Development in ecologically sensitive parts of the site will be designed to ensure lighting effects on the river are minimal. A wider biodiversity objective to provide continuity of habitats through the whole site to benefit a wider suite of species such as bats and swifts should also be considered.

A strategy for tree planting will be agreed with the council at an early stage.



The River Avon system, which includes the rivers and stream that pass through the site, is designated as a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC). Development of the site will be undertaken in a manner that enables improvement to the internationally important wildlife habitats.

Construction will need to demonstrate that it has taken account of habitat creation through measures such as the use of Swift Bricks and roosts.

Developers of the site will work with the council, the Environment Agency and Wessex Water to find appropriate solutions to manage levels of phosphates entering the River Avon SAC.

The development of the site will be underpinned by green and blue infrastructure that actively pursues opportunities to create biodiversity opportunities within the site. Innovative ways of creating corridors and opportunities for wildlife, along with amenity space for residents and visitors, will also be expected within the built urban form.

Planning applications where required by regulations will be supported by an Environmental Impact Assessment and an Environmental Statement.

Prior to being able to determine any applications, the masterplan will be subject to an appropriate assessment under Regulation 105 of the Habitats Regulations 2017 in order to take account of changes which have occurred in the baseline situation since the Wiltshire Core Strategy was adopted. This will consider impacts on relevant European designated sites, in particular the River Avon SAC. It will also be supported by newly commissioned ecological surveys to inform this and other environmental impact assessments as necessary. Given its indicative nature, it is most likely the appropriate assessment would influence the manner and timing of works to the watercourses, rather than aspects of the layout but where changes are required these will be incorporated into the masterplan. The appropriate assessment and other environmental assessments will be made available to developers in order to ensure necessary mitigation measures are carried forward into the planning application stages.

### **Energy efficiency and sustainability**

Wiltshire Council has a goal for the County to be carbon neutral by 2030 and planning applications will be supported by a statement clearly outlining the measures proposed to achieve sustainable development. Where possible and viable, development should be carbon neutral.

New buildings will be designed to maximise energy efficiency and where design imperatives permit, buildings should be orientated to benefit from solar energy and passive solar gain.

Development of the site will incorporate onsite renewable energy generation that is appropriate to the setting.

The inclusion of green roofs will be supported to maximise energy efficiency, slow down surface water runoff, and increase wildlife habitat area.

**The council will support flexible mechanisms, such as allowable solutions for zero carbon development, in line with the definition published by central government as set out in Core Policy 41.**

### Sustainable energy strategies

The following minimum information should be provided within a Sustainable Energy Strategy for all major developments, as required by Core Policy 41:

Technical proposal - including the proportion of the target to be met following the energy hierarchy (energy efficiency, followed by on-site and then off-site measures). Details for each part of the proposal and details of any infrastructure needed, such as district heating, along with details for any phased delivery should also be included. The exploration of opportunities to support the development of low-carbon infrastructure to serve existing developments should be included.

Technical feasibility - including space availability, integration with building energy systems, impact on townscape, running hours of plant.

Financial viability - including capital costs and whole life cost, taking into account market mechanisms such as feed-in tariffs.

Deliverability - including opportunities and requirements for delivery of infrastructure through Energy Service Companies (ESCOs).

Impact on overall viability - an assessment method, such as the Home and Communities Economic Viability model, should be used that will examine factors including land value, sale value, construction costs and other developer contributions.

The council will support proposals for sustainable energy generation schemes on the site subject to planning permission and agreement between all necessary parties.

## Landscape, Open Space and Public Realm

The site benefits from being dissected by a riverine system and existing green infrastructure. Redevelopment of the site will deliver a comprehensive strategy for the improvement and enhancement of all areas of open space and green infrastructure. This will include:

- enhancement of the riverside interface, providing opportunities for greater public appreciation and engagement with the riverine environment. This should include areas retained for rewilding for biodiversity gain
- delivery of comprehensive new landscaping through the site, including living walls to screen nearby poor-quality sites, improve air quality, soften hard surfaces and increase urban cooling for climate change resilience
- high quality hard landscaping and surface treatments with defined areas of public realm/public plazas, to reflect the overall design concept of the development
- incorporation of 'Secure by Design' principles
- appropriate and effective use of lighting, to create safe spaces and generate interest to the night-time environment
- provision for inspirational public art in key node locations
- contributions to the enhancement of the public realm, where justified.



Examples of spaces for art used as screening



Examples of a positive interaction space with a riverside frontage



Examples of green screening

## 6. Area based development principles

The Illustrative masterplan shows how the site will be holistically developed in accordance with Core Policy 21. In respect of the zones identified for potential commercial and leisure uses, the masterplan is intentionally high level, to allow flexibility for forthcoming planning applications to respond to market conditions. However, the masterplan is underpinned by requirements for the essential delivery of green infrastructure, and enhancements to the public realm through place shaping development.

Following the assessment of the opportunities and constraints presented by the site (section 4 “Site and Surroundings”) and the establishment of broad development principles (section 5), the development process has led to detailed design criteria that must be followed in developing this site, to:

- provide the safeguards needed to protect the special and unique qualities of this site and the surrounding area; and to
- provide sufficient design guidance to control and shape new development

The design criteria for each character area, have been informed by the City of Salisbury Conservation Area Appraisal and Management Plan December 2014, and are set out below.

**Planning applications for development proposals within the following character areas, will need to demonstrate through a comprehensive Design and Access Statement how they have taken full account of the need to conserve and where possible enhance the existing townscape character and in particularly the specific important elements included in the bulleted lists.**

### Area 1 – Market Walk and The Maltings

This is a critical area in linking the site to the wider city. While it is vibrant and popular it fails to integrate well at the moment and can be a confusing and poor experience for the visitor. New development proposals brought forward in this area should specifically address the following:

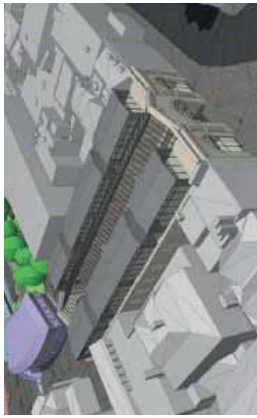
- Orientation of buildings and entrances should be designed to exploit existing pedestrian routes and improve legibility and enhance existing nodes of activity.
- Areas for meeting, spending time, relaxing and having fun should be explored
- As the main public point of entry to The Maltings, Market Walk is currently a poor link with the link to the High Street also being substandard. Development must optimise this opportunity

to improve this link through the transformational realignment and remodelling of a new double story height arcade through the central arch of Market Walk, creating a key gateway entrance to the development site. Creation of a new pedestrian friendly boulevard, including a new bridge over the Millstream thereby creating a linear and direct link through the site from Market Walk to the Cultural Quarter.

- Listed buildings (see page 23) such as the Grade 1 listed St Thomas's, and non-listed heritage assets such as Bishops Mill, are near this character area; redevelopment must therefore respect and where possible enhance the setting of such heritage assets.
- Development should aim to create active frontages and more legible connections to other cultural attractions and streets from Playhouse Square.
- Priory Square is a poor urban space and needs to be redesigned and form part of a new direct link from the Cultural Quarter to the Market Place.
- The potential for a publicly chosen public art installation to counterpoint the events of 2018 which occurred in this area and to symbolise the cities resilience.
- Public realm enhancements to the Cheese Market to create a sense of place and improve legibility to and from The Maltings.
- Opening and enhancement of the public realm at the key pedestrian node from Market Walk and St Thomas's Square. Enhancements to improve the pedestrian environment.
- Enhancement of the riverside experience along The Maltings shopfront.
- Shopfront refurbishment and modernisation of The Maltings to enhance its appearance as an attractive shopping and leisure area.
- Introduction of public art to create interest and wayfinding.



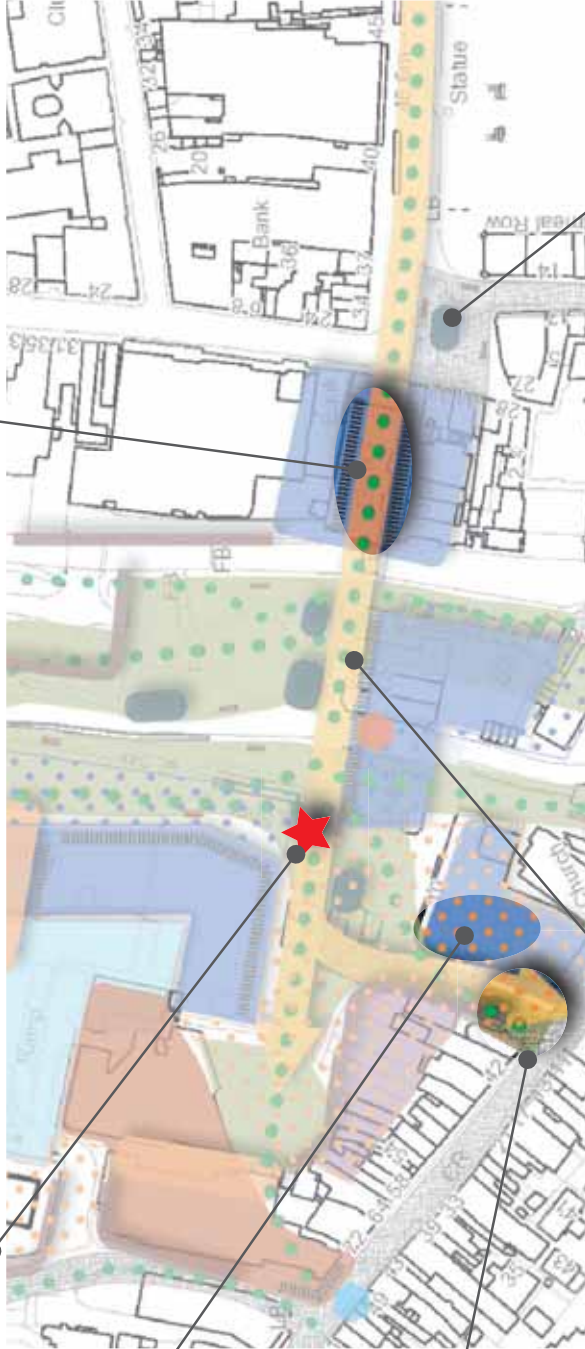
Area 1 – Market Walk and The Maltings



New galleried arcade



Designated space for public art



Temporary location for library



Large arched sign post to signify link between Cultural Quarter and Fisherton Artisans' Quarter



Mobile kiosk concession to add vitality to Cheese Market



Major new pedestrian boulevard created between Market Square and Cultural Quarter and Fisherton Gateway



## Area 2 – Cultural Quarter

The area shown for the Cultural Quarter is purposely designed to look to the future so that its success can lead to further additions and expansion over time as and when opportunities arise. For clarity, the Cultural Quarter includes the City Hall, Playhouse, Library (interim and permanent), potentially Summerlock House and a remodelling of the backs of the properties facing Fisherton Street in front of the Playhouse/City Hall forecourt. The Cultural Quarter will also provide potential space for art installations and galleries including display and storage space required to house the Young Gallery and Creasey Collection.



**Spacious pedestrian and cycle dominant spaces with active frontages. Hubs/nodes with civic sense of place.**

This is an important interface with Fisherton Street which is within a conservation area and is occupied by several important listed and non-listed heritage assets. At the moment there is no real interface between the two area and creating a vibrant, respectful and innovative interface is a priority. New development proposals brought forward in this area should specifically address the following:

- Development must respect and where possible enhance the setting of listed buildings (see page 23) in and in close proximity to this character area, such as the United Reformed Church on Fisherton Street, and the former Infirmary building opposite.
- Fisherton Street is positively enclosed throughout most of its extent by an almost continuous frontage of buildings on the back edge of the relatively narrow pavement. Development must ensure that this sinuous alignment of Fisherton Street is protected, and where possible, enhanced. An active, cohesive and consistent frontage should be retained along Fisherton Street.
- The subtle curvature of Fisherton Street allows views to be opened and deflected as one progresses along. In particular, church towers and spires are glimpsed, such as the tower of St Thomas's, the spire of Elim Church and the spire of the Victorian United Reformed Church. Development must ensure that these strong vistas and views to key civic buildings are retained.
- There are a number of intriguing glimpses through archways, especially on the north side of Fisherton Street. These enhance the experience of the street and give it some 'depth'. Design must capitalise on such features.
- The bridges not only concentrate the crossing points and provide a glimpse of the river, but they are gateways or stepping stones along the routes to the city centre; they break the continuity of development frontage and type of activity. Development must therefore capitalise on these gateways.

- The over-riding character of Fisherton Street is that of a shopping street comprising independent and specialist shops. Development should aim to foster this scale and type of land use. Shopfronts are an integral ingredient of the character of the street.
- The poor quality of the built environment around and fronting the City Hall and Playhouse has a significant impact on the character and appearance of this part of the conservation area. There is therefore a significant opportunity for development to improve the public realm here and for this area to become Salisbury's cultural focus.
- Malthouse Lane currently fails to create a gateway to The Maltings with visibility to Priory Square non-existent; the development offers the opportunity to address this.
- Build upon the existing strengths by establishing a reimagined Cultural Quarter, encompassing the City Hall and Playhouse and a relocated library and art gallery, developing potential synergies between these uses.
- Improvements to the public interface of the area by prioritising the Cultural Quarter for pedestrian and cyclist use. This should address potential for improvements to the pavement areas to the front of the temporary library and United Reformed Church on Fisherton Street.
- Utilise the open area contained between the Playhouse and City Hall.
- Any changes to the City Hall to respect its designation as a War Memorial.
- The enhancement should refer to the history of the Blackfriars Abbey which once stood on the site.
- Enhance the setting of the Conservation Area through sensitive redevelopment.
- Consideration of how future operational needs of The Playhouse can be accommodated.
- Development of a hotel.
- Improvements to Priory Square as an important interface between The Maltings, City Hall, Playhouse and Fisherton Street. Enhance the gateway function of this space, encouraging pedestrian and cyclist flows to and from the site from Fisherton Street.
- Appropriate and sensitive improvements to the visual appearance of the rear of properties fronting onto Fisherton Street, while respecting access of existing residents
- Interspersed new tree planting and landscaping, with creation of new biodiversity corridors within the urban form of the development.
- Introduction of public art to create interest and wayfinding.



Area 2 – Cultural Quarter



Pop up shops and bars encouraged to reinforce the creative feeling



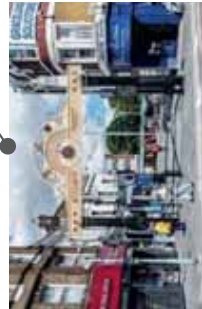
Potential for Playhouse and City Hall to be linked to form new foyer, bar, café and reception areas



Potentially remodelled link from Fisherton Street



Reopened entrance to Fisherton Street



Branding entry point - welcome to the Cultural Quarter



Pedestrianised area of public realm - new pocket park

### Area 3 – Commercial and Residential Core

This area is more of a blank canvas, currently occupied by the car park and as such represents a more unconstrained opportunity. However, development proposals will need to demonstrate how they respond positively to the following issues.

- While the site has not been identified as having an important vista to the cathedral spire, it is still important that development takes account of the most up to date study of the spire and roofscape of Salisbury
- Redevelopment provides the opportunity for improved landscaping and public realm enhancements in various locations of this area, such as around the electricity sub-station at the northern end of the site and Summerlock House.
- Current orientation of car park and Sainsburys cast shadows across primary urban spaces; re-orientated layout can take advantage of southern aspect.
- Opportunity to address the fact that the car park currently blocks potential pedestrian routes and vistas.
- Ensuring potential environmental issues such as noise and vibration from the railway line are mitigated
- Opportunity for excellent, innovative designs solutions which reflect the city but are not a pastiche.
- Transformational redevelopment to establish a new group of commercial/leisure premises to replace or provide a remodelled supermarket and dual level car park. Uses could include a range of commercial units, a cinema (etc.) Office/residential uses will be located on upper floors.
- Respond appropriately to the context of the site and create a sense of place that will endure. The development will be responsive and appropriate to locally distinctive patterns of development and address the river frontage.
- Buildings will be interspersed with features of interest and arcades, which form links to and from the Cultural Quarter and areas of green infrastructure, including a green link between the watercourses.
- Produce a high-quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all.
- Safeguarding the 'Shopmobility' scheme.

- The council will work closely and proactively with the existing occupiers, including the occupiers of Summerlock House and Sainsbury's to explore potential opportunities for relocation or remodelling.
- The redevelopment will be framed by significant green infrastructure, including new tree planting and landscaping, with creation of new biodiversity corridors within the urban form of the development.
- The existing surface level parking area will be redeveloped to deliver car parking in a more consolidated form (multi-storey parking) which will be 'wrapped' by commercial/residential development to maximise the availability of space and minimise visual impacts.
- The quantum of car parking to be delivered will be determined having regard to the council's adopted parking standards.
- Car parking areas will be developed in tandem with the delivery of green infrastructure and will be delivered in a manner which is sympathetic to the historic context of Salisbury.
- Access to car parking will be from Churchill Way.
- Car parking areas will provide ample space for electric vehicle charging points.
- Space will be set aside to be utilised by a car club / car sharing scheme, together with an appropriate number of vehicles and associated infrastructure, to be determined at planning applying stage.
- Developers will be expected to demonstrate how they will help facilitate reduction of parking demand and maximise parking facilities during construction.



Examples of modern and interesting designs for commercial led redevelopment



Area 3 – Commercial and Residential Core



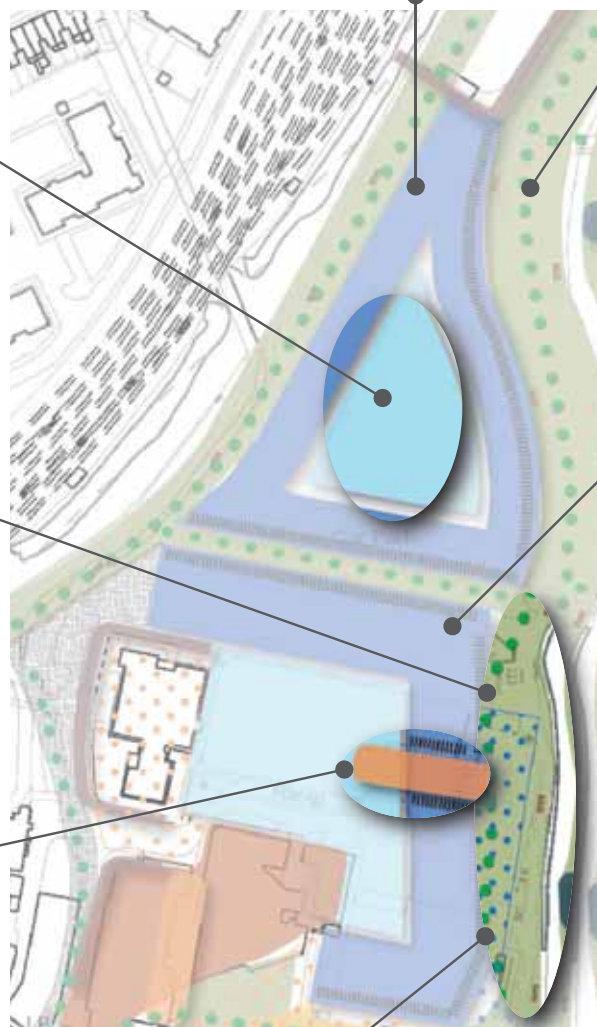
High density city living



Encouraging more enjoyable cycle trips into the city centre



Example of multi-storey 'wrapped' car parking



Decked car parking 'wrapped' by commercial development and residential



Branded entertainment area



Commercial development including food, drink, retail, entertainment with 3 floors of use above (eg. cinema, apartments, offices)



Frontage potentially articulated by human scale arcades



Vibrant riverside entertainment area enhancing night-time economy

## Area 4 – Riverside and coach park welcome

This is a sensitive area for ecology being a Special Area of Conservation. Therefore, opportunities to form a new linear park through the heart of the city need to be balanced against habitat protection and enhancement. Proposals should take account of the following issues.

- The Riverside Walk is a unique experience to Salisbury but is currently underused and undervalued with limited bridges and access points. Development should aim to encourage more interaction between the public realm and buildings with the river, enhance points of interest along the river and enhance the riverside walk as a wildlife corridor.
- Development must protect views from the west bank of the river across to the rear gardens and garden outbuildings of Castle Street, which are part of the historic core of Salisbury. These gardens and outbuildings are particularly important to the character of these buildings backing on these largely domestic spaces which run down to the riverside. These private spaces are sensitive to change given their public role of providing a setting for the listed buildings fronting Castle Street.
- The mature trees on the northern section of the riverside must be protected, as these form an important part of the character of the conservation area and screen modern development to Castle Street from views across the former cattle market area.
- Enhance the public interface with the river environment along all river flanking footpaths within the site. Portions of the river frontage will be remodelled to form casual public areas, while other areas will be left to form wildlife refuges.
- Provision of approximately 40m width of green infrastructure through the development, where practical, to make space for essential channel capacity improvements allowing access to the river during times of low water levels, while providing increase river capacity to help reduce flood risk on the site and in the city centre.
- The corridor of green infrastructure will greatly enhance the public realm and riverside experience, while providing opportunities for biodiversity gain. If possible, this will include opening or re-engineering the culvert on the main River Avon channel at The Maltings.
- Explore opportunities to link the river fronting footpaths around The Boathouse bar at Millstream Approach.

- Deliver renovation of the open space and play area immediately north of The Maltings.
- Hard and soft landscaping will be introduced as screening around the electricity sub-station at the northern end.
- A public toilet facility located in the site.
- The potential need to widen the bridge at Mill Stream Approach will be investigated.
- Transformational redevelopment of the coach park to deliver a positive and welcoming first impression of Salisbury for arriving tourists, with a defined tourist welcome experience area/ structure.
- The coach park and arrival zone will be framed with green infrastructure and seamlessly linked to legible pedestrian routes to the town centre, and to the riverside path to the north. The exact quantity of coach parking spaces will be agreed with Wiltshire Council through the planning application process.
- Commercial investment into the new welcome centre (e.g. café, bar or shop) will be welcomed
- The area to the north of the coach welcome point (currently car parking) has the potential to provide a lay over area for market traders. This will be designed and planted to minimise impact on the green corridor and first impression for tourists.
- Delivery of a health and fitness zone based around the surgeries and surrounding green infrastructure links. This could include outdoor gym equipment at the riverside.
- Potential for reopening of the third railway arch on the north entrance to the site, to improve pedestrian and cycle access to the site via the Avon Valley Path





Area 4 – Riverside and coach park welcome



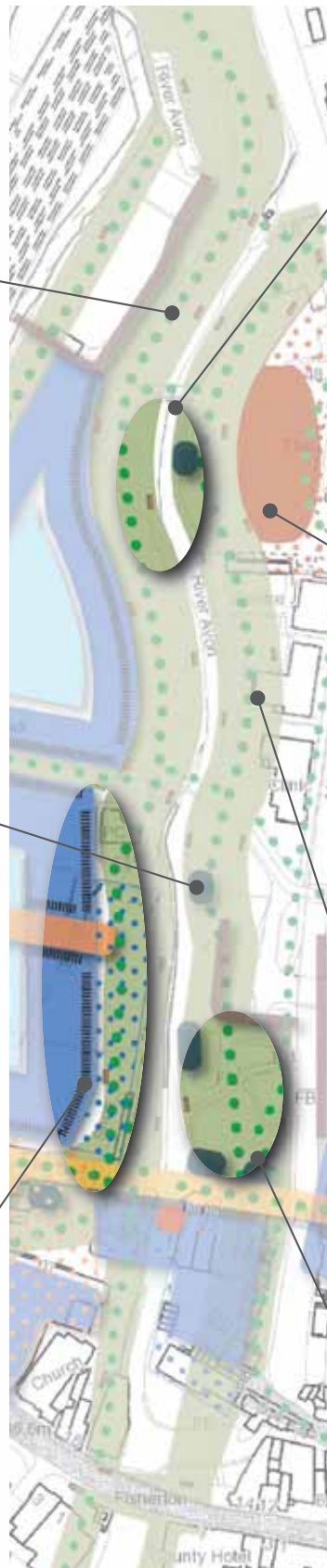
Informal green riverside walk comprising main tourist and local route into the city



Commercialisation via kiosk concessions



Urban feel informal seating and performance space



Picnic area to complement coach welcome point



Coach welcome point with, covered waiting area, information, café and WCs



Outdoor gym equipment to supplement NHS presence



Upgraded play area

## 7. Community input into Managing Green Spaces

While the maintenance of the watercourses remains the responsibility of the Environment Agency and Wiltshire Council, there may be an opportunity for a voluntary community role. Sections of the green corridor could be allocated to various community groups with an interest in wildlife, recreational, sustainability, cycling, walking, arts and educational projects.

Under this model, the responsible bodies would support volunteer organisations to assume the maintenance of sections of the new green space subject to: appropriate checks that may include provision of an appropriate scheme of works/business plan; and confirmation of the necessary public liability insurance cover and risk assessments.

## 8. Indicative Phasing and Delivery Plan

The delivery of the masterplan will be phased and to succeed will require financial commitments from both the public and private sector.

Early stages are being progressed between the council and the long lease holders of the Maltings shopping centre based around a phased delivery programme that will see a new hotel and library being delivered on the site of the former British Heart Foundation furniture store between Fisherton Street and Priory Square, which in turn will unlock the delivery of Market Walk in line with the principles set out in the masterplan along with related public realm improvements in the vicinity. To enable this initial phase to happen, £6.1m of funding has been secured from government via the Local Enterprise Partnership. This will be applied in the main part to the Market Walk development with the objective of achieving a commercially viable scheme. Beyond this funding opportunities are being explored with government from a number of sources to help facilitate later phases, including plans that are being developed for the Cultural Quarter and linked enhancements to Fisherton Street. The council will continue to work closely with the private sector and other key public sector partners such as the Environment Agency to bring forward the masterplan in a coordinated way.

The major public realm and green infrastructure proposals identified, including the green corridor will not be commercially viable projects so will need public support to be delivered. Plans are already being developed to bring these elements forward through a partnership approach that will help create greater certainty around the phasing and delivery of these elements. By doing this, a significant area of potential risk can be removed, which creates a more attractive environment in which the private sector will be more likely to invest. The council recognises the marginal nature of town centre regeneration schemes at the current time and the challenges that exist around complex sites and those with known constraints such as The Maltings. It can bring both expertise and financial investment to these opportunities. Joint ventures and other partnership arrangements will be considered as possible delivery approaches at the appropriate time.



An essential part of any development proposal will be a Construction Environmental Management Plan which will ensure that national standards for considerate construction, environmental management of waste and disturbance, interim measures to ensure businesses can maintain operation and how parking will be managed will all be set out.

This section summarises the indicative phasing plan for the delivery of the site. This phasing may change and will be dependant upon a number of factors highlighted in the masterplan including market conditions, the support of key stakeholders and funding.



Area	Indicative phasing
1 Temporary library and hotel on former British Heart Foundation building	2019 – 2020
2 Market Walk	2019 – 2022
3 Flood mitigation enabling work	2020 – 2022
4 New park, coach arrival	2020 – 2022
5 Cultural Quarter	2020 – 2022
6 Residential and car park	2021 – 2023
7 Commercial, residential and car park	2022 – 2024
8 Potential commercial redevelopment (only if market requires) and reopening or re-engineering of the culvert on the main River Avon channel	2024+



## 9. The Planning Process and Requirements

This masterplan sets a strategic framework to guide future phases of The Maltings and Central Car Park for the greatest benefit to the city. It is based on a sound baseline understanding of the constraints and opportunities which will influence development. There will be a presumption of approval for future planning applications which are in general accordance with the requirements of this masterplan and will help achieve its objectives. However, the master planning process is not a substitute for the application process and is not a tacit approval of development. It is strategic and necessarily high level. Therefore, individual planning applications will be required to demonstrate not only accordance with this masterplan but also to satisfy the relevant policies of the Development Plan. To demonstrate this the following information may be required depending on the scale of the proposals:

- Location Plan
- Site Plan
- Application Form
- Fee
- Construction Environmental Management Plan (CEMP)
- Design and Access Statement
- Existing and proposed floor plans, elevations, roof plans and site sections/levels
- Site Survey
- EIA Process (commencing with request for Screening Opinion)
- Flood Risk assessment
- Ecological Assessment
- Land Contamination Assessment
- Transport Assessment
- Archaeological Assessment
- Waste Audit

- Noise Impact Assessment
- Ventilation/Extraction Details
- Landscape and Visual impact appraisal
- Statement of Community Involvement
- Planning Obligations Draft Heads of Terms
- Planning Statement
- Retail Impact Assessment
- Heritage Assessment
- Strategy for Tree Planting
- Sustainable Energy Strategy

## 10. Pre-application Support for Prospective Developers

Wiltshire Council is committed to early engagement which has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.

Subject to the scale and complexity of proposals, it may be appropriate for prospective developers to engage with the council's Major Projects team who can provide guidance and support to developers in bringing forward proposals that align with the strategic objectives of the masterplan. This may include

- Policy advice
- Coordination of early input from statutory consultees
- Early identification of constraints and mitigation
- Assistance in the development of effective consultation strategies.
- Agreeing scope of application assessments required

If you are considering an investment in the masterplan area, then please contact:

[majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk)

## Appendix A – Planning Policy Summary

This section summarises the relevant planning policies for the redevelopment of The Maltings and Central Car Park.

### Wiltshire Core Strategy (January 2015)

The Wiltshire Core Strategy is the central development plan document for Wiltshire which sets the strategic policy framework for development in the county between 2006 – 2026.

The Wiltshire Core Strategy sets out a series of strategic level allocations which includes the redevelopment of The Maltings and Central Car Park at Core Policy 21. For ease of reference, Core Policy 21 and its supporting text are set out in full at Appendix A.

Core Policy 21 is supplemented by an appended Development Template. This is displayed at Appendix B.

In addition to the allocation set by Core Policy 21, the Wiltshire Core Strategy also includes other policies that will need to be addressed through the development of the site.

Core Policy 20 explains the Area Strategy for Salisbury, which sets strategic priorities for the city over the Wiltshire Core Strategy plan period up to 2026. Relevant specific issues to be addressed in planning for Salisbury are explained in the supporting text to Core Policy 20, and include:

- ensuring that Salisbury maintains its position as an important retail centre
- significant enhancement to the retail core of Salisbury, complementing the historic street pattern of Salisbury
- delivery of 29ha of employment land (B1, B2 and B8 uses) and up to 40,000 sqm gross external area retail and leisure floorspace
- ensuring that development in the vicinity of the River Avon (Hampshire) incorporate appropriate measures to ensure that it will not adversely affect the integrity of Natura 2000 sites
- provision of a mix of housing and employment growth, contributing towards improved infrastructure and community facilities
- consideration of cumulative impacts of strategic development sites at Salisbury.

Amongst a range of other strategic development sites, Core Policy 20 sets out that land at The Maltings and Central Car Park will deliver 200 dwellings and up to 40,000sqm gross external area retail and leisure floorspace.

A number of other Wiltshire Core Strategy Core Policies are of relevance to the development of the site, and will be required to be addressed through any proposals for sites development:

- Core Policy 22 - Salisbury Skyline
- Core Policy 36 - Economic Regeneration

- Core Policy 39 - Tourist Development
- Core Policy 40 - Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities
- Core Policy 41 - Sustainable Construction and Low Carbon Energy
- Core Policy 43 - Providing Affordable Homes
- Core Policy 50 - Biodiversity and Geodiversity
- Core Policy 51 - Landscape
- Core Policy 52 - Green Infrastructure
- Core Policy 55 - Air Quality
- Core Policy 57 - Ensuring High Quality Design and Place Shaping
- Core Policy 58 - Ensuring the Conservation of the Historic Environment
- Core Policy 60 - Sustainable Transport
- Core Policy 61 - Transport and Development
- Core Policy 62 - Development Impacts on the Transport network
- Core Policy 63 - Transport Strategies
- Core Policy 64 - Demand Management
- Core Policy 67 - Flood Risk
- Core Policy 68 – Water Resources
- Core Policy 69 – Protection of the River Avon SAC

### **Saved policies of the Salisbury District Local Plan**

Some of the policies contained in the former Salisbury District Local Plan (SDLP) continue to be 'saved', as set out at Appendix D of the Wiltshire Core Strategy. The saved policies that are of relevance to the development of the site are:

- D8 – Public Art
- H17 – Important Open Spaces within Housing Policy Boundaries
- E3 – Employment (Central Salisbury)
- C18 – Development affecting rivers and river valleys
- S2 – Secondary Shopping Areas in Salisbury and
- S3 – Location of Retail Development

- S10 – Shopfronts
- R2 – Open Space Provision
- R4 – Indoor Community and Leisure Provision
- R16 – Developments with River Frontages and Public Access

### **National Planning Policy Framework (July 2018)**

The National Planning Policy Framework (NPPF) is a material consideration in planning decisions, and the following sections are of key relevance to the development of The Maltings and Central Car Park. Proposals for the development of the site will need to be in conformity with the NPPF, particularly in regard to the following chapters:

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

## Appendix B – Wiltshire Core Strategy - Core Policy 21

5.120. This strategy promotes the sensitive regeneration of a mixed-use retail led development on The Maltings and Central Car Park. Not only is the site sequentially preferable, but it also offers an excellent opportunity large enough to deliver the level of retail development needed for the city within a central location. Its proximity to the existing city centre means it can complement the existing centre rather than compete with it. This will help contribute towards the continued viability and vibrancy of the whole of Salisbury city centre and should incorporate an element of residential, office and leisure uses. It is important that the development on The Maltings and Central Car Park does not result in a decline of specialist, independent and other retailing elsewhere in the primary and secondary shopping areas. Comprehensive redevelopment of the area should therefore incorporate other regeneration projects including:

- improved legibility created along and through the Market Walk to draw visitors to the market square and onwards
- improved legibility between Fisherton Street, the Playhouse and City Hall to the proposed new development through to a scheme such as the creation of 'Fisherton Square' as depicted in the Salisbury Vision Document
- the development is shown to nurture and support the existing retailers and can demonstrate how it will complement and boost existing patterns of trade and not have a detrimental impact upon them
- the proposal will contribute towards a city centre Retail Strategy to manage the transition of retail change within the city centre and ensure that the impact on the existing retail circuit is not undermined.

### **Core Policy 21 - The Maltings/Central Car Park**

The area around The Maltings, Central Car Park and Library is allocated for a retail mixed-use development to enhance Salisbury city centre's position as a sub-regional shopping and cultural centre. The development will consist of convenience and comparison shopping, leisure uses, housing, offices, library and cultural quarter.

The redevelopment of The Maltings/Central Car Park will be sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric. It will build on the city's already strong retail offer to create a new quarter specifically designed to meet the demands of the modern shopper, and the modern retailer, with simple, regular shaped interior spaces which can be easily configured to meet a wide variety of needs and shop sizes.

The Maltings/Central Car Park will not be an enclosed shopping centre or self-contained mall style development, but a high quality outward looking design, which integrates into the city centre. Retail, residential and leisure areas will be linked by open, pedestrianised streets and public spaces, with an improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street. Relocation or remodelling of the library will open up links to the market square. This open streetscape will connect the prime retail units and will include retail with an anchor store, residential and leisure areas.

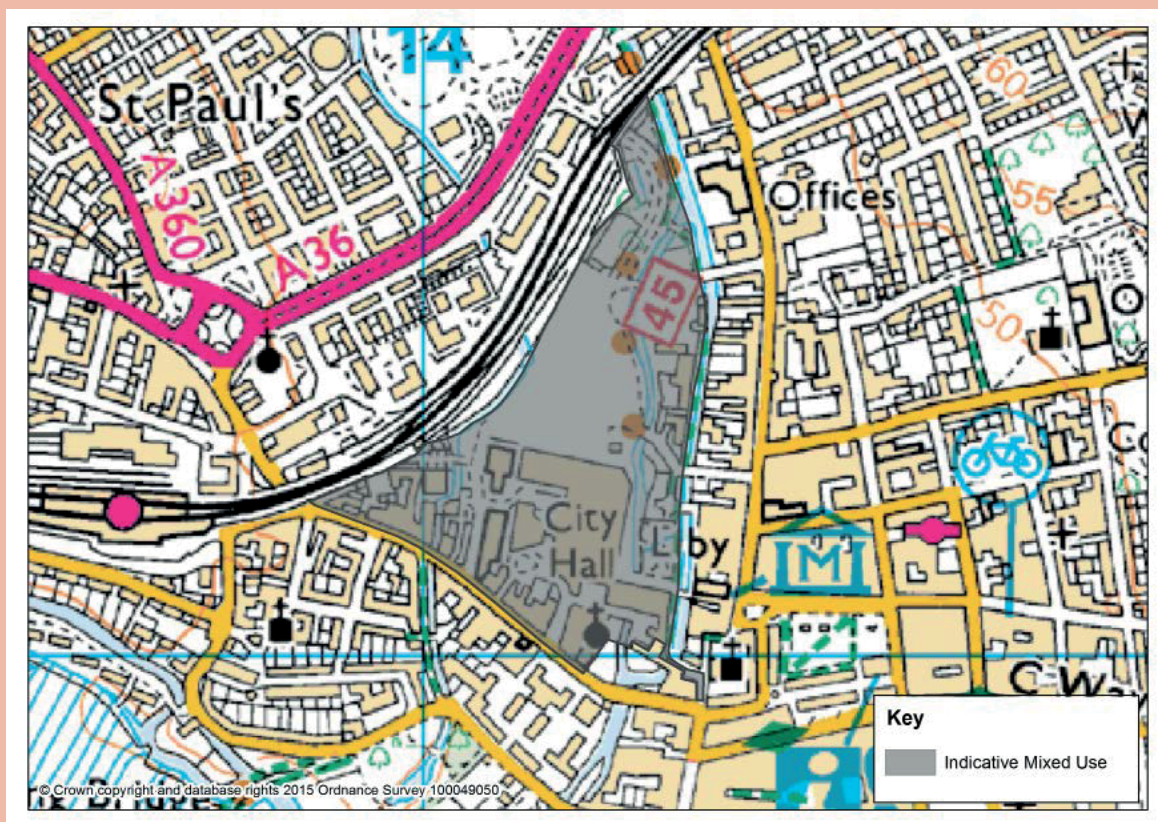
The development will also meet any additional requirements as set out in the development templates shown in Appendix A.



## Appendix C – Maltings and Central Car Park Development Template

### Development Template:

#### Land at The Maltings and Central Car Park, Salisbury



### Description of Site

A city centre site situated to the west of the city's established secondary shopping area. The southern part of the site predominantly comprises The Maltings shopping centre. To the north is the central surface level car park. To the north east is the Millstream coach park. To the east of the coach park is the Boathouse bar and brasserie. To the south of the coach park are offices owned and occupied by the Probation Service and local health providers. To the immediate south of Avon Approach, leading to Central Car Park, is a service yard and private car park owned by Tesco's. The Playhouse Theatre, City Hall and Summerlock House (Department of Work and Pensions) are situated adjacent to The Maltings, to the south west of the site. Public open space runs along the eastern boundary and the city library and galleries are adjacent. To the extreme north of the site is an electricity substation and private car park. Several courses of the River Avon SAC flow through the site. To the west lies a railway embankment.

### Objectives for the Development

To develop a retail led mixed use regeneration scheme through a high quality development, which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location within Salisbury city centre, in a manner which complements the existing retail provision and makes a significant strategic contribution to meeting local housing needs of south Wiltshire.

Specific issues to be addressed are:

- To provide a range of retail unit sizes including an anchor store format and supermarket and a mix of major shop units and smaller store units.
- To ensure the continued viability and vibrancy of the whole of Salisbury city centre.
- To provide suitable living accommodation for a city centre location.
- A replacement or remodelled library.

#### **Site Constraints**

- Protection of views of Salisbury Cathedral.
- Protection and proximity of the River Avon SAC.
- Salisbury city centre Air Quality Management Area.
- Salisbury Conservation Area and a number of listed buildings.
- Electricity Sub-station.
- Flooding.
- Some fragmented land ownership.
- Access, parking and servicing (including coach parking).

#### **Land Uses and Quanta of Development**

- Potential for a total of 40,000 sqm of retail floorspace (gross external area).
- A single or few large retail outlets providing the whole of the floor area will not be appropriate to achieve the aims of the development and will not be permitted.
- Comparison shopping uses, comprising a range of unit sizes including a mix of major shop units and smaller store units.
- Convenience floor space.
- Up to 200 dwellings.
- Office use.
- Leisure uses, to improve the quality of leisure facilities.
- A replacement or remodelled library.
- Adequate car parking spaces including multi-storey car parking.
- A new park based around existing watercourses and opening linkages to the Market Square and Fisherton Street.
- Improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street.

#### **Essential Infrastructure Requirements**

##### **Education**

- Contributions towards primary and secondary.

## **Transportation**

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. A transport assessment which sets out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes.

## **Green Infrastructure**

- Formal and informal public open space to be provided on-site including a new park. Adequate land to be set aside for treatment of surface runoff. Incorporation of at least buffer strips adjacent to the river, restricting lighting near river. Construction method statement required with application. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

## **Flooding**

- Requirements of SFRA level 2 to be incorporated into design. No development in Flood Zone 3b. Development should be directed to areas of lowest risk from flooding with lower flood depths and velocities. Old landfill sites should be avoided where possible due to the risk of potential contaminants. Culverts both at the site and upstream need to be maintained. Model shows that safe access/egress will be possible via both Churchill Way West and Avon Approach during a 1 in 100 year flood event with climate change.

## **Heritage**

- Archaeological investigations should be undertaken prior to finalisation of the site design with the design responding to finds.

## **Drainage and Water**

- On-site sewers provided by developers with separate systems of drainage. Off-site surface water disposal to local land drainage systems with attenuated discharge to satisfy national regulations is required. May require a pumped discharge and an off-site link sewer to agreed point of connection, subject to engineering appraisal and network modelling to confirm the scope and extent of capacity improvements. There is a high probability of capacity improvements being necessary associated with downstream overflows to reduce risk of pollution and maintain water quality. A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation.

## **Renewable Energy**

- 10% renewable energy generated on or near the site.
- These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## Place Shaping Requirements

As the site sits in a sensitive location between two river courses of the River Avon SAC, any proposal will also need to meet the following requirements:

- Softening the hard edges of the river to provide better marginal habitat for wildlife, including improved cover for fish and invertebrates.
- Meet the requirements of Core Policies 68 (Water Resources) and 69 (Protection of the River Avon SAC) of this Core Strategy.
- Be designed and provide for flood defences and mitigation measures in accordance with the SFRA level 2 for the site.
- Protection of views of Salisbury Cathedral.
- A development that upgrades public open space including riverside walks.
- A holistic approach to addressing the piecemeal nature of car parking, rear aspects of properties and land ownerships in a comprehensive manner.
- A development that is well integrated and opens up links to Fisherton Street, Market Walk and the surrounding city centre.
- Retention and enhancement of the 'Shopmobility' scheme continued provision of public toilets.
- Massing of new development respects the scale and building forms of the historic urban fabric.
- The development can protect and enhance both the built and natural conservation interests surrounding the site.
- The character of the development creates a sense of place that responds to and is sympathetic to locally distinctive patterns of development.
- Providing a high quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all in society.

## Strategic Linkages

Provision of a key link in the retail circuit of Salisbury, particularly between the High Street, Fisherton Street and Market Place/Castle Street.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application following the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary

assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.



## Appendix D – Urban design guidance for a high standard of design and place shaping

### Urban Design

As an 'indicative' Masterplan in outline it provides a flexible framework for development, however development must be designed in a manner which clearly respects the context and setting of the neighbouring historic townscape, draws on its valued urban character and townscape qualities, and makes a positive architectural legacy. Successfully integrating such a sizable and expansive development with the organic growth of incremental small scale development over the centuries will therefore require a contextual sensitivity to this for all aspects of the building and landscape design. The following design approach and criteria should inform the development towards achieving this: a high quality of building and landscape design as a lasting sense of place with an accessible public realm that is attractive, welcoming and uncluttered.

### Urban Structure and form

The Indicative Masterplan shows the relationship between new development and the existing townscape. The Masterplan is primarily conditioned by the River Avon, Summerlock Stream, and the required expansive flood prevention zones offset from these as landscaped linear parkland. This helps define a framework of interrelated public routes and public open spaces that connect locally and more widely and establishes parcels of land for new building and possible building redevelopment.

These parcels should contain a high density of development making efficient use of land in this urban city centre context. The nature of the possible food store, retail, commercial uses and multi storey car parking provision set out in Section 5 are likely to create relatively sizable single use volumes with deep floorplates with long uninviting blank frontages to the public realm that would appear out of scale with and detract from the character of the neighbouring historic townscape. This is particularly the two large parcels in Area 3 with development on the existing surface car parking incorporating a multi storey car park and with possible redevelopment of the food store and associated parking deck.

The principle is therefore to 'wrap' these building volumes in a way that articulates or sets back and masks these to present a perimeter building face and roofscape to the streets and open spaces reflecting the characteristic neighbouring historic streetscape of relatively small scale buildings and building elements with regular height floor levels and exhibiting their overall degree of variety in massing, articulation and external appearance.

Any necessary large and flat roofs should be contained within the body of each parcel and masked in longer distance viewing angles by the higher perimeter wrap of building. External rooftop service plant should be contained in attractive enclosures and restricted to these lower internal roofs which present an opportunity for green planted roofs and arrays of photovoltaic panels which should be accommodated. These may also be considered on a gantry above the top deck of a multi storey car park.

The perimeter of each land parcel should therefore take the form of continuous and closely spaced apart building façades and building elements on a human scale with typically traditional height floor levels, incorporate frequent ground floor pedestrian access, regular individual windows



across each façade and a roofscape of traditional pitched roofs extending significantly back into each parcel. The building form should also recognise the subtle features that help characterise the historic townscape including for example the frequent deflection and set back of building faces and building lines and variation in ridge height to create a broken skyline. This should then collectively contribute to avoiding a long rigid edge to the street and open space perimeters of each land parcel and avoid a monolithic block of built form in each parcel.

To address this long elevations of large single uses fronting street and open space should be expressed as constituent parts but in a way that maintains a clear expression of the function as one legible entity rather than a superficial approach superimposing on this a vertical subdivision of the façade into a series of quite different unrelated building styles confusingly suggesting more than one building or use. Guidance 'Buildings in Context - New development in historic areas' (English Heritage/CABE 2001), advocates a more unitary form and appearance which is also characteristic of historic buildings with long street and return facades of which the Bear Hotel in Fisherton Street and Old Fire Station in Salt Lane are examples breaking down their scale and mass through providing sufficient visual intricacy and interest with repetition and symmetry of varied common detail and distinctive common elements combined with subtle steps in their façades. Residential apartments as a number of joined but separately accessed blocks in a continuous façade should offer greater scope for differentiation of each block.

The separation of the two larger development parcels from the historic Chequers area to the east by the necessary flood zone as parkland, and this edge following the winding course of the River Avon does present in principle some measured freedom in the design departing from this characteristic grid pattern of streets enclosed by buildings. For example a curved or crescent shaped facade expressing a distinctive shape to the immediate parkland. A key theme of Wiltshire Council Core Strategy Core Policy 57 is that development should be both locally distinctive by reflecting local character and this should also contribute to the development also being individually distinctive. There should be a legibility and consistency to the appearance of the development as a whole. A subtle classical architectural leaning to the form and appearance of new buildings in the modern design style can impart a certain pleasing stature and degree of formality; in effect helping to impart a city 'quarter' to the overall development area, distinctive in its own right but appearing as a cohesive natural extension of the existing historic townscape.

There is scope for the Salisbury 'Welcome Experience Coach Park' in Area 4 to be a set piece stand alone design statement seen across the parkland but the scale, massing, form, materials/ finishes of this structure and associated facilities should be similarly considered and articulated to sit comfortably in proximity to its backdrop with the historic Chequers.

The Masterplan is based on delivering an outward looking development of well-defined streets and public open spaces which adds to the attractiveness and vibrancy of the City. These should be lined with 'active' building frontages revealing and accessing engaging activity within such as shopfront glazed front entrances and shop window displays where these provide clear views in, associated foyers and cafes overlooking the parkland/river, windows to habitable rooms of apartments and front entrance doors encouraging lively, well overlooked and supervised streets and spaces. Frontage to the cross route(s) dividing the large development parcels and the vehicle route down the side of Summerlock Stream must be similarly active built form and not feeling the back yard to the development dominated by plant room faces, service yards and other utilitarian ancillary areas and entrances to these.

As an attractive, welcoming and uncluttered public realm the design of paths/cycleways and planting within the linear parkland should present a strongly legible design 'structure' and movement pattern. This should include pedestrian/cycleways on desire lines, planting maintaining expansive views along and across the space for legibility and surveillance and of the river itself. Planned and creatively designed cafes, public information/historical appreciation points, public gathering /event spaces, and feature riverside viewing spaces should all provide a draw to the two riversides where the potential for making this asset within the central area more apparent, accessible and enlivening should be seriously considered, for example local widening with access for shallow wading, shallow weirs and other water features adding movement and sparkle and strengthening the flora and fauna particularly along the currently less accessible east bank of the River Avon including waterside ledges and possibly small islands.

The design structure for the parkland should recognise and emphasise the wider and more revealing and long distance skyline view of the spire of the Victorian United Reform Church and to some extent the St Thomas Church Tower in this prospect that would be enabled with the further setting back from the river of the existing development currently obscuring this occupied by the food store and continuing the linear park width through as shown on the Masterplan. A sinuous path /cycleway framed by an avenue of trees and following the riverside could focus on this along much of its length up the linear parkland.

Reasonable thought should be exercised in the spatial and structural design of new buildings and open spaces to accommodate social, technological and economic changes through modification, conversion, change of use and addition of fixtures and facilities in a way that would maintain the essential design criteria outlined. For example this would include planned/designed in provision for photovoltaic panels and electrical charging points for vehicles and the linear park and rivers may also provide potential for ground source and water source heat pump energy and storage.

## **Character**

A modern stylistic design approach is required to the appearance of all aspects of the design: buildings, open space, landscaping and fixtures is promoted but one that is a measured approach reflecting the historic context: a development clearly of its time but extolling a sensitive timeless quality, Architecture that will stand as a valued contribution to the city.

The 'wrap' should therefore follow the characteristic traditional scale, form, depth and appearance of buildings in the central area avoiding: iconic design statements; the trend for minimal and paired back façade embellishment; a boxy appearance with extensive flat roofs, unsympathetic modern materials and finishes and a recognisably standardised and repetitive corporate building design which is generally inflexible to this design approach and often of uncharacteristic scale, form, proportions and inferior appearance and quality of facing and roof materials.

## **Overall scale (height and massing)**

The buildings should respect the requirements of Wiltshire Core Strategy Core Policy 22 that limits the height of new buildings not exceeding 12.2 metres (40ft) in the Salisbury Central Area within which the subject development area is contained in order to protect views of the Cathedral and city roofscape which plays a major part in preserving the unique character of the city. Development in excess of 12.2 metres is permitted in exceptional circumstances by this policy and in this context it is expected this would be few incidental well-spaced apart building elements of

small size and volume which can help create the necessary varied skyline profile to the perimeter wrap of buildings and help pinpoint important building entrances. These would need to be carefully articulated and modelled in the traditional manner to appear elegant as opposed to crude rooftop appendages.

The scale, massing, form and variation of the building volumes and roofscape forming the wrap should also be consistent with the characteristic roofscape of the central area and the development should appear to closely tie in with this where viewed both at a distance from neighbouring higher ground and more immediately from the viewing platform on the Cathedral spire notably in juxtaposition with the neighbouring 'Chequers' and Fisherton Street areas of the city centre.

### **Scale and proportioning of building elements**

Large use of flat roofs or mansard roofs typically in order to maximise volume within these height constraints, metal and inert sheet cladding/panel systems to roofs and facades, large scale applied commercial signage/panels, very large undivided and tall openings and areas of glass such as those reflective of retail and business parks and on standardised corporate buildings would all appear incongruous in the historic urban context of the central area and should be avoided on the 'wrap' or reserved for any possible internal facing streets and arcades within the development parcels which do not outwardly face the streets and open spaces.

Frequent architectural expression of entrances, building corners, roofscape and projections should help to highlight important access and routes and in vistas along these from public open space to aid orientation and wayfinding.

The characteristic window opening of traditional size and height to width proportions providing a vertical emphasis and regular balanced placing of these in masonry facades across the historic townscape create a pleasing rhythm to the façade and characterises much of what makes Salisbury so attractive. This approach should be carried through across the development.

Each apartment should incorporate an external sitting out space. This should require careful design as balconies or terraces if they are to appear an integral part of the façade design and not appear crude appendages detracting from the characteristic townscape. In this regard facades should contain a substantial amount of masonry to void rather than large areas of glazed openings.

### **Detailing, Facing materials and finishes**

The standard and level of detailing, materials /finishes and workmanship to the building envelope and external areas will have a strong bearing on the visual quality and lasting appearance which should be consistently well composed and modelled.

The publication 'Salisbury in Detail' (Salisbury Civic Society 2009) illustrates the level of articulation and modelling which characterises the neighbouring townscape of the historic central area. This visual richness and variety of detailing and use of characteristic traditional materials for typical building elements can be effectively translated with design skill into a timeless modern design style without appearing contrived or a pastiche of the past and should form a benchmark for the creative detailing and use of roof and facing materials and finishes which should be exhibited throughout the perimeter wrap to the development parcels, the 'welcome' facility and incidental buildings within the public open space.

This includes reconstituted stone cills, expressed heads over openings, decorative brickwork and decorative tile hanging which should enliven the facades. Proprietary façade, roof and external products aping their traditional counterparts should be used with discretion and generally avoided in these settings as by comparison they are often of inferior appearance through crude detailing, clumsy proportions and poor weathering qualities. For example clay or reconstituted slate tiles should be used as opposed to concrete tiles, powder paint coated aluminium sheet as opposed to steel sheet, powder paint coated aluminium window and doors as opposed to uPVC, cast metal rainwater goods as opposed to plastics or extruded metal guttering, high quality fine cast stone as opposed to concrete backed blocks and foam cored resin stone substitutes, secret fix as opposed to face fixings to panels and avoiding glass fibre mouldings in elements such as dormers and porches on residential buildings.

Modern shopfronts and other large openings can appear particularly severe without significant detailing of surrounds to these. A modern interpretation of traditional shopfront and door surrounds should be provided for example projecting cast stone reveals and frame to openings. Shop signage and other applied signs should be similarly be an integral part of the facade design without drawing undue attention by detracting from or dominating the facade.

### **Access and movement.**

The framework of interrelated public routes should comprise a primary path/cycle route along the length of the linear park as part of a wider network. This should be relatively direct and uninterrupted with the Framework envisaging Avon Approach continuing as a pedestrian/cycleway only cross route west of the River Avon. Millstream Approach would continue as the route to the Coach park and may continue over the River Avon providing a limited vehicle route as an alternative to/from the city centre ring road as it avoids a low bridge and would distribute vehicles approaching and leaving the car park as it does now.

Vehicle access would be maintained onto Fisherton Street along an extended Summerlock Approach providing access for servicing the two large development parcels. This would continue along Summerlock Stream to provide the access point to the multi storey car park and connect up with the route to/from the ring road. This route would also provide a path/cycleway along its length.

The cross route(s) between the two development parcels should ideally be primarily a pedestrian/cycle route rather than providing significant vehicle access off this into each parcel i.e. it should be of significant width with tree planting and not overbearing building frontage to emphasise its important role as linking Summerlock Approach so that both this route and Summerlock Approach/Stream frontage are inviting and do not appear as or feel something of a backwater.

The eastern building frontage edge to the linear parkland should give directly onto the parkland a perimeter path serving individual and communal entrances rather than a road with parked vehicles along this side which would detract from the appearance of the park and building frontage. All car parking serving the residential apartments would be allocated in a dedicated area within the multi storey car park accessed by vehicles from the extended Summerlock Approach.

It is envisaged the multi storey car park within the body of the parcel for simplicity of construction and management should be a stand-alone structure, of a regular shape with a single common floorplate per floor level incorporating a long up search pattern and fast down out ramp or spiral rather than multiple split level ramps with half landings.





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# The Maltings and Central Car Park Masterplan



## Consultation Methodology and Output Report June 2019

## **1. Introduction**

- 1.1. In January 2015, Wiltshire Council adopted the Wiltshire Core Strategy (WCS), which set out the spatial policies to guide development in Wiltshire over the plan period to 2026. The WCS includes a series of strategic scale allocations at Wiltshire's larger settlements that are considered crucial to delivering the required strategic scale development of housing, employment and infrastructure. This includes the allocation of land for redevelopment at The Maltings and Central Car Park in Salisbury, at WCS Core Policy 21 and its associated Development Template.
- 1.2. The WCS requires that development of The Maltings and Central Car Park is to be guided by a masterplan for the whole of the site. Once endorsed, the masterplan will be used as a material consideration in the determination of planning applications within the strategic allocation site.
- 1.3. The council undertook a period of public consultation on a draft masterplan from **Monday 15<sup>th</sup> April to Friday 24<sup>th</sup> May 2019** and invited comments during that period. The purpose of this document is to explain the consultation process that has been carried out; to summarise the issues arising; and to provide a response to the issues raised. Where changes to the masterplan are necessary, this is also explained.

## **2. How to use this document**

- 2.1. This Consultation Statement is broken down into a number of sections and appendices, as follows:
  - Section 3 sets out the methodology that has been undertaken in carrying out the consultation.
  - Section 4 sets out a summary of the issues arising from the consultation, and the council's response to those issues.
  - Section 5 provides a brief conclusion on the focussed consultation and introduces the appendices that follow.
  - The Appendices to the Consultation Statement set out further details in respect of the consultation.

## **3. Methodology for the consultation**

- 3.1. In April 2019 the council embarked on a period of consultation on a draft masterplan for The Maltings and Central Park, in order to give members of the public and other interested parties an opportunity to have meaningful input and influence on the masterplan.
- 3.2. The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of

Community Involvement (SCI)<sup>1</sup>. The council invited consultation responses between **Monday 15<sup>th</sup> April and Friday 24<sup>th</sup> May 2019**.

### **Who was consulted?**

- 3.3. Organisations, groups and individuals set out within the Regulations<sup>2</sup> and the SCI were notified of the start of the consultation period and how to comment.
- 3.4. Because the masterplan relates to land in Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the development. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.
- 3.5. Due to the geographic location of Salisbury relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park and Test Valley District Council, notifications were also sent to parish councils within these areas that were considered likely to have an interest in the proposed masterplan.

### **How were people consulted?**

- 3.6. Consultees were made aware of the consultation through a variety of means, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the letter and email that was sent out to consultees can be viewed at **Appendix A**.
- 3.7. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:
  - A notice placed in the Salisbury Journal newspaper (see **Appendix B**)
  - Posters placed in various locations in and around the site (see **Appendix C**)
  - Announcement on local radio station Spire FM
  - Announcements on various pages of Wiltshire Council's website
  - Social media communications (see **Appendix D**)
  - Press release about the consultation (see **Appendix E**)
- 3.8. Through these various means, consultees were informed that the consultation material was available to view throughout the consultation period at the following locations:
  - In electronic format on the council's website
  - In paper format at the following locations:
    - Salisbury Library (including exhibition board display)
    - Wilton Library
    - Downton Library
    - Amesbury Library
    - Durrington Library

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<sup>1</sup> Wiltshire Council Statement of Community Involvement (SCI), October 2017, available at: <http://www.wiltshire.gov.uk/downloads/9895>

<sup>2</sup> [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

- Five Rivers Leisure Centre, Salisbury (including exhibition board display)
- Wiltshire Council Bourne Hill offices in Salisbury
- Wiltshire Council County Hall offices in Trowbridge

- 3.9. In addition, the Major Projects team hosted a public exhibition about the masterplan at the Salisbury Guildhall on Tuesday 23<sup>rd</sup> April, from 9:30am-6:45pm. A series of exhibition boards were on display, and Wiltshire Council officers from the Major Projects team and Library Services were in attendance for the whole day to answer questions from members of the public. In addition, representatives from the Environment Agency were also in attendance to respond to questions regarding flood risk. The exhibition was very well attended by a wide range of people.
- 3.10. Representors were offered several ways to respond to the consultation. Comments could be submitted via Wiltshire Council's consultation portal<sup>3</sup>. Alternatively, comments could be submitted by email or post to the Major Projects team or submitted by hand at the exhibition in the Guildhall.
- 3.11. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in the masterplan for The Maltings and Central Car Park to comment.

#### **4. Summary of responses and issues arising**

- 4.1. Over the consultation period 210 duly made representations were received, which covered over 350 separate issues.
- 4.2. The representations were processed, logged with unique ID numbers, and made publicly available to view on the council's Consultation Portal.

##### **Analysis of consultation topics**

- 4.3. The following table sets out a summary of the issues that were raised through the 210 representations received. The table splits the comments broadly by the following themes and provides a response from Wiltshire Council along with any changes required to be made to the masterplan.
- Theme 1 – General comments
  - Theme 2 – Salisbury Library / Market Walk
  - Theme 3 – Green and blue infrastructure
  - Theme 4 – Cultural Quarter
  - Theme 5 – City centre leisure and tourism development
  - Theme 6 – City centre retail development
  - Theme 7 – City centre housing development
  - Theme 8 – Design and materials

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<sup>3</sup> Consultation Portal, available at [http://consult.wiltshire.gov.uk/portal/major\\_projects/mccp/the\\_maltings\\_and\\_central\\_car\\_park\\_master\\_plan\\_consultation](http://consult.wiltshire.gov.uk/portal/major_projects/mccp/the_maltings_and_central_car_park_master_plan_consultation)



- Theme 9 – Climate Change
- Theme 10 – Highways, transport and movement
- Theme 11 – City centre parking
- Theme 12 – Coach park
- Theme 13 – Public services and facilities
- Theme 14 – Masterplan presentation and consultation process

<b>Theme 1: General comments</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
General support for the masterplan	23	General support for the masterplan is noted.  <b>Changes to the masterplan:</b> No change.
General objection to the masterplan	17	General objections to the masterplan are noted.  <b>Changes to the masterplan:</b> No change.
The indicative timeline for the development is considered to be overly ambitious	2	The draft masterplan shows an indicative phasing and delivery plan which estimates the expected timeframe for each phase of development. Officers have reviewed the phasing plan and are of the view that broadly, the indicative timeframe remains reasonable. It is likely that delivery of the Phase 2 Market Walk development may extend into 2022. This phasing may change and will be dependent upon a number of factors highlighted in this plan including market conditions, the support of key stakeholders and funding  <b>Changes to the masterplan:</b> Minor adjustments to indicative phasing and delivery timeframes.
How much of the site does Wiltshire Council own, and who owns the rest?	4	Wiltshire Council is the freehold owner of a significant proportion of the site including the Central Car Park and Coach Park. Details of Wiltshire Council's ownership within the site can be found here: <a href="https://wcsrvapp15.wiltshire.council/portal/apps/webappviewer/index.html?id=5c7d6015842d426cafde063b388d9d1c">https://wcsrvapp15.wiltshire.council/portal/apps/webappviewer/index.html?id=5c7d6015842d426cafde063b388d9d1c</a>  <b>Changes to the masterplan:</b> No change.
Who are the main investors and what is their expected return?	1	Wiltshire Council is the freehold owner of a significant proportion of the site. Nuveen are the developers for the Phase 1 and Phase 2 elements of the site. Nuveen will require a commercial return to deliver these phases, this information is commercially sensitive.

		<p><b>Changes to the masterplan:</b> No change.</p>
Are the masterplan proposals viable?	2	<p>Financial viability for any individual scheme is dependent upon a range of factors and will change through time. These factors include market conditions, anticipated development costs and returns as well as a developer's willingness to take on risk and its target profit requirements. The Maltings scheme is expected to be developed in phases and viability for each individual phase will be dependent upon these factors.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan lacks economic analysis, relying too much on latter planning application stages to demonstrate assessment.	2	<p>The masterplan is a strategic document. Market conditions continually change and evolve so the plan seeks to be as flexible as possible on land uses to avoid being prescriptive and allow the market to bring forward viable development proposals.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Historic England comment that it might be useful for narrative or rationale for the masterplan's conclusions and proposals, possibly including a schedule of reference documents which have been drawn upon.	1	<p>The master plan is clear in its rationale for its conclusions and proposals. However, it is noted that a schedule of reference documents would be helpful.</p> <p><b>Changes to the masterplan:</b> For clarity, a checklist of required supporting documents and reports has been included in the masterplan.</p>
Is there a plan in place to secure the funding required to complete the development in its entirety?	1	<p>Funding is expected to come from a range of sources and there is on-going work to support the delivery of the first phase with a package of government funding, already secured along with private sector investment. There are wider plans in development to support the delivery of key infrastructure and the delivery of the Cultural Quarter that will themselves require tailored funding packages. Discussions with the key stakeholders in these areas are on-going from which proposals are expected to develop alongside an appropriate funding package.</p> <p><b>Changes to the masterplan:</b></p>

		No change.
The masterplan should give more consideration to Salisbury-wide strategic context.	2	<p>The masterplan includes a brief introduction and planning policy context which sets out an overview of the background leading to the production of the masterplan. While the masterplan focusses purely on the redevelopment within the Maltings and Central Car Park, the content has been informed by evidence and understanding of Salisbury as a whole. However, the comments are noted, and it is agreed that the masterplan would benefit from additional context setting.</p> <p><b>Changes to the masterplan:</b> Introduce additional context setting to the opening sections of the masterplan.</p>
Historic England comment that should provide more commentary on how it connects spatially and operationally with the rest of the city centre, to help flesh out the purpose of the document.	1	<p>The masterplan includes a brief introduction and planning policy context which sets out an overview of the background leading to the production of the masterplan. While the masterplan focusses purely on the redevelopment within the Maltings and Central Car Park, the content has been informed by evidence and understanding of Salisbury as a whole. However, the comments are noted, and it is agreed that the masterplan would benefit from additional context setting.</p> <p><b>Changes to the masterplan:</b> Introduce additional context setting to the opening sections of the masterplan.</p>
How does the masterplan relate to the emerging work on the Central Area Framework and the Future High Street Fund?	3	<p>The masterplan has been prepared as a direct consequence of the allocation of the site through the Wiltshire Core Strategy, which was adopted in 2015. More recently, the council has embarked on new programmes of work to improve and enhance Salisbury city centre, in part as a result of the recovery work following the nerve agent incident of 2018. Programmes of work include the Salisbury Central Area Framework, which is currently examining potential opportunities to regenerate derelict or underutilised parts of the city centre, and the Future High Streets Bid which is a bid that has been made to central government for funding to help improve the appearance and function of Fisherton Street. Given the physical proximity to The Maltings and Central Car Park, there are clearly some overlapping principles between the projects, and the council is working to ensure that the three projects run in parallel to achieve multiple benefits for the city.</p> <p><b>Changes to the masterplan:</b> No change.</p>

<p>Why do areas within the masterplan site need to be 'branded'?</p>	<p>1</p>	<p>Areas 1 to 5 within the masterplan document have been given a name for the purpose of explaining to the reader the intended function of each of the areas. In reality, there is likely to be overlap between these areas.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Historic England comment that the 5 Broad Areas should be explained in terms of their characteristics which should inform their respective role and nature in any future scheme.</p>	<p>1</p>	<p>Section 4 "Site and Surroundings" sets out the current character of each character area. However, the comments are noted and the design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan. The masterplan promotes a design approach to reflect the unique character of the city. It is accepted the original masterplan document was a little light on this detail.</p> <p><b>Changes to the masterplan:</b> Section 6 amended to include design criteria from the Salisbury Conservation Area Appraisal.</p>
<p>Unclear why the site boundary has been amended - Area 5 should be included in order to explore possible options for development and linkages in this area.</p>	<p>2</p>	<p>The comments are noted. While it is broadly considered that Area 5 will not form part of the redevelopment of the site, it is agreed that there may be opportunities within the area that should not be ruled out.</p> <p><b>Changes to the masterplan:</b> Include Area 5 within the masterplan and include description of the area.</p>
<p>Historic England comment that there is a variation in the site boundary definition e.g. eastern boundary to Area 4 as shown on p3 vs p9. (why is the existing walk along the west side of the leat excluded?). Inclusion of Cheese Market and surrounding public realm enhancements as shown on</p>	<p>1</p>	<p>It is accepted that there is currently some discrepancy between the boundary for some of the areas as depicted by the coloured shading on the Areas Plan, and the boundary of some of the areas as depicted by the dotted line on this same plan. The dotted site boundary line will therefore be deleted.</p> <p>The Cheese Market is within Area 1 and is referred to within "Site and Surroundings" section which describes how each area looks currently. The indicative masterplan shows how the Cheese Market can be enhanced in the future as part of the overall development.</p> <p><b>Changes to the masterplan:</b> Delete boundary line from Areas Plan.</p>



p9 but not included in definition of the 5 Areas.		
Will the potential for filled ground/contamination affect viability of the site?	1	<p>Ground conditions will be a factor in the assessment of viability of development proposals as they emerge. The Council has previously obtained funding from government to address abnormal ground conditions in support of achieving viable development scheme within the main car park site. Abnormal ground conditions, including the presence of potentially contaminative material across the site remains a factor that will affect development viability and will need to be addressed in whatever proposals come forward.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Detailed assessments should not be left until the planning application stage.	1	<p>The concerns are noted. However, it should be noted that strategic level assessments were carried out to support the allocation of the site through the South Wiltshire Core Strategy and Wiltshire Core Strategy. This masterplan stage is intentionally high level such that the quantity and type of uses to be delivered in parts of the site (such as Area 3) are not specified, and therefore detailed assessments cannot be carried out. For the green corridor, the council are working proactively with the Environment Agency and other stakeholders to ensure that there is an evidence led strategy for how this part of the site will be delivered.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Development of the site must be subject to Environmental Impact Assessment.	1	<p>Parts of the development may require Environment Impact Assessment (EIA). The need for EIA will be determined through EIA screening for each of the phased elements of the development.</p> <p><b>Changes to the masterplan:</b> For clarity, a checklist of required supporting documents and reports has been included in the masterplan, which includes EIA (where required).</p>
Historic England comment that the development principles are quite prescriptive but at the same time there is a desire to be flexible to shifting market	1	<p>The comments are noted. Section 6 “Character Area based principles” will be amended to provide design criteria to provide the safeguards necessary to protect the special and unique qualities of this site and the surrounding area; and to provide sufficient design guidance to control and shape new development. These amendments have been informed by the City of Salisbury Conservation Area Appraisal and Management Plan 2014.</p> <p><b>Changes to master plan</b></p>



Will existing residents and businesses be evicted?	3	<p>There will be no evictions. No specific regeneration plans affecting residents in The Maltings are being developed at this time. When plans are developed that have implications for residents they will be consulted upon at that time. This masterplan seeks to establish an overall framework for regeneration in The Maltings area rather than identify specific proposals. Any business locations required to deliver regeneration proposals will be negotiated between the landlord(s) and their tenant(s). Lease agreements may contain provisions that allow for the landlord to obtain possession under specific circumstances such as to enable the delivery of redevelopment proposals. It is generally in the interests of landlords to work with their tenant businesses to find alternative locations in the event of redevelopment and the Council will work with the developers to facilitate this.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan is too focussed on visitors, with not enough consideration for residents.	5	<p>The concerns are noted, but it is disagreed that this is the case. The masterplan provides the framework for the delivery of a wide range of benefits to a broad spectrum of the community, including residents, businesses and visitors alike.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Have alternative options for the development of the site been considered?	2	<p>The redevelopment of The Maltings and Central Car Park has been a long-standing policy aspiration that has been tested over a number of years through various proposals, such as those prepared by Salisbury District Council and the former developers Stanhope. The masterplan has been further reassessed in light of current market trends and emerging evidence relating to flood risk in the city centre.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan should cross refer to the current Phase 1 library application.	1	<p>It would not be appropriate for the masterplan to refer to a current planning application, which may change, thus leaving the masterplan out of date.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to the Phase 1 application having been	1	<p>The council has been working constructively with the developers of the former British Heart Foundation block and acknowledges that the ideal scenario would have been to have an endorsed masterplan in place before the planning</p>

prepared before a masterplan is endorsed.		<p>application was submitted. However, the process has had to be accelerated as a consequence of external funding streams which required that the planning application be submitted by the end of 2018, to ensure time limits for spending on enabling the first phases of the development to take place could be met.</p> <p><b>Changes to the masterplan:</b> No change.</p>
How will the development address the Air Quality Management Area that includes the site?	6	<p>The masterplan has been prepared responding the site's location within an Air Quality Management Area and includes a number of measures which should help to address air quality in the city centre. This includes an overall reduction in space for car parking, working within the council's strategy to encourage visitors to better utilise the city's Park and Ride infrastructure. Additionally, the broad layout of the site includes the creation of a green corridor to improve pedestrian and cycle access through the site and beyond.</p> <p><b>Changes to the masterplan:</b> Add this objective clearly to Highways and Transportation development principles of the masterplan.</p>

**Theme 2: Salisbury Library / Market Walk**

<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Objection to the relocation of Salisbury Library and its services.	71	<p>Concerns about the relocation of the library are noted. However, the need to ensure continuity of library provision within the city centre whilst the long-planned regeneration of The Maltings and Central Car Park takes place necessitates the relocation of the library to a new location nearby. The existing library building cannot be redeveloped with the library service in-situ.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to the relocation of the Young Gallery/ concern it will be lost.	27	<p>Concerns about the relocation of the Young Gallery are noted, and the Council are committed to successful relocation of gallery space within the Cultural Quarter. For the reasons stated above the gallery space within the existing library cannot remain in situ whilst the redevelopment of Market Walk takes place.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Preference for an integrated library and art gallery.	4	<p>The comments are noted. Wiltshire Council is committed to delivering a new library and gallery space within the Cultural Quarter and recognise there are benefits to having these uses in close proximity. Until proposals are brought forward it is not possible to say whether the library and gallery in the same building, however it is anticipated in any event the uses will be provided within a reasonable proximity of each other, within the Cultural Quarter.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support proposals for improved facilities for Salisbury Library and the Young Gallery.	4	<p>Support is noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Concern about the uncertainty surrounding the new library/Young Gallery being temporary.	31	<p>There are plans in development for a significant improvement to the city's Cultural Quarter that will provide space for a new library and art gallery as part of the overall scheme. This will provide a new permanent home for these two important city centre facilities. In the meantime, the library will be in a new, fit for purpose space in the heart of the city. Gallery space will also be found a new temporary home in the city centre.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Concern that the proposed location for the temporary library may be too small.	26	<p>The plans for a new library building originally proposed by planning application 18/11957/FUL have been amended following further discussion between the Council and the applicants. Plans have been resubmitted which show a far larger floor area proposed for the library. The floorspace now proposed exceeds the ground floor space of the existing library. The Council is working closely with library services to ensure the current service provision can be delivered within the new accommodation provided. This new accommodation will be modern and fit for purpose.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Is that library relocation driven and justified in planning and place making terms?	1	<p>Yes. The masterplan sets out a site wide strategy to the redevelopment of the site that will bring tangible benefits to people who live, work and visit Salisbury.</p> <p><b>Changes to the masterplan:</b></p>

		No change.
The project was initially focussed on retail development in Salisbury. Without this need, the rationale for the covered arcade into The Maltings is called into question.	1	<p>The commercial elements of the new Market Walk arcade will be determined by the private sector, this walkway is a key route between the Market Place / Cheese Market and the Maltings and active ground floor uses including retail and restaurants will form an important element in the overall development mix but it will be for the market to determine the specific occupier mix within the scheme.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Object to new library building being in private ownership. Concern for long term certainty and viability.	8	<p>The nature of the interest to be held by Wiltshire Council in the new library building is under negotiation but may involve the Council taking a lease of this space. Security of tenure and continuity of service provision will be protected as part of these negotiations.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request to know where money from sale of existing library is going.	2	<p>The redevelopment of the existing library/Market Walk is part of a wider scheme for the site, intended to promote economic regeneration within Salisbury city centre. The council has not decided to sell the building.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request that Wiltshire Council purchase the new library building.	2	<p>Noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Uncertainty under Section 5 of the masterplan which implies the library is a 'possible' use relying on 'commercial viability'.	1	<p>The council is committed to the delivery of a new library and this is not subject to a commercial viability test. The council will take cost into consideration in its analysis of the options available for the provision of a new library in Salisbury in order to ensure best value for money in delivering the strategic objectives of the scheme.</p> <p><b>Changes to the masterplan:</b> Text under the 'Uses' section will be amended to clarify that delivery of the new library is not subject to any commercial viability test.</p>



The new library should be accessible for disabled people.	1	<p>It is agreed that the proposed new library should be accessible, and the development will take place in accordance with nationally set standards for disabled and mobility impaired access. The temporary location fronting Fisherton Street is in a very accessible location within the city centre in an outward facing location fronting both Fisherton Street and The Maltings/Cultural Quarter. It is close to bus stops on Fisherton Street approximately 200m walking distance from bus stands on Blue Boar Row, and approximately 350m from bus stands on New Canal.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request that the new library includes a café.	2	<p>The masterplan is intentionally high level and does not specify the design and layout of the new library. It does not preclude the development of an ancillary café as part of a new library, should this come forward as part of a scheme. The current Phase 1 application has been designed to accommodate library services on the ground floor, with hotel accommodation above. It is unknown if there would be residual space for café facilities in addition to library services on the ground floor. The site is within the city centre, in close proximity to a number of existing cafés.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The library would make a good space for a new Tourist Information Centre.	1	<p>Tourist Information services in Salisbury are run and managed by Salisbury City Council. There are no current plans for the service to move to The Maltings and Central Car Park site. The current Phase 1 application has been designed to accommodate library services on the ground floor, and it is unlikely that there would be residual space for Tourist Information services, in addition to library services.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The new library should move to a new location above Tesco.	1	<p>The suggestion is noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Users of the existing gallery should be involved in the	1	<p>The Council are committed to successful relocation of gallery space within the Cultural Quarter and are committed to working with the community to ensure that the new location is entirely fit for purpose for the needs of gallery users.</p>

placement and design of the new facility.		<b>Changes to the masterplan:</b> No change.
The masterplan implies there is only one access to Salisbury Library from Market Walk.	1	It is agreed that the wording in the masterplan should be made clearer to reflect the dual access to the existing library.  <b>Changes to the masterplan:</b> Amend text under Area 1 – ‘Market Walk and The Maltings’ to be clearer that there are two points of access to the existing library.
Objection to the redevelopment of Market Walk.	8	The realignment and redevelopment of Market Walk will improve pedestrian movement and flow between the Market Square and The Maltings. This is a long-standing policy aspiration that has been publicly consulted on a number of times, including through the Wiltshire Core Strategy, the South Wiltshire Core Strategy and the Salisbury Vision.  <b>Changes to the masterplan:</b> No change.
Support for the redevelopment of Market Walk	3	Support is noted.  <b>Changes to the masterplan:</b> No change.
Clarification requested on the location of, and practical implications of asbestos in the library building.	1	The presence of asbestos within the building is a documented fact and the Council hold a report on the asbestos in the building that is available on request. Whilst it is correct that the asbestos presents no risk to public health providing it remains undisturbed, the presence of it in this building limits refurbishment options and will add significant cost to any major upgrade of the building. The Council’s preference is to remove all asbestos as part of a comprehensive redevelopment of this block to address this matter once and for all. Appropriate steps will be taken during construction to ensure that the asbestos removal works present no risk to public health. The additional burden that the removal of asbestos has upon project viability has been addressed by securing £6m of grant money to enable a viable scheme in this key regeneration site to be delivered.  <b>Changes to the masterplan:</b> No change.

Concern that about the height and visual impact of the Phase 1 library/hotel application.	1	The masterplan is intentionally high level, and in general does not specify detailed design criteria relating to height, scale and massing. Any subsequent planning applications, including the Phase 1 application that is currently under consideration, will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP22 (Salisbury Skyline) and CP57 (Ensuring High Quality Design and Place Shaping).  <b>Changes to the masterplan:</b> No change.
Concern over impact of pile driving from Phase 1 library/hotel application.	1	The masterplan is intentionally high level and in does not address construction matters in detail.  <b>Changes to the masterplan:</b>
Request for consultation with library staff.	2	The recent consultation on the draft masterplan was open to anyone with an interest in the proposals. All comments received have been taken into consideration.  <b>Changes to the masterplan:</b> No change.
The Young Gallery should be relocated in a prominent, ground floor location. Alternative locations suggested in the former British Heart Foundation building and the Playhouse.	3	Concerns about the relocation of the Young Gallery are noted. The Council are committed to successful relocation of gallery space within the Cultural Quarter.  <b>Changes to the masterplan:</b> No change.
If the library is demolished, how will the temporary closure of Market Walk be managed to avoid cutting off businesses in The Maltings?	1	The detailed plans for this phase of development will be subject to a Construction and Environmental Management Plan which will detail how access will be maintained to ensure continued access to and from The Maltings during the construction stage.  <b>Changes to the masterplan:</b> Requirement for CEMP to be added to the MP.
Clarification is sought on how the Market Walk	1	The delivery of the Market Walk proposals is the subject of on-going commercial discussion between the Council and developer Nuveen, which both own interests in the block. The Council has secured BEIS Local Growth Funding

<p>project will be funded or the relationship between Wiltshire Council and the hotel/library.</p>		<p>with the support of Swindon and Wiltshire Local Enterprise Partnership that it proposes to invest in the block to enable the development to be delivered. The remainder of the funding is expected to come from the private sector.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Is the developer receiving the existing library site as Wiltshire Council's contribution to the scheme? How much is that worth?</p>	1	<p>The details of these arrangements are subject to on-going discussions of a commercially sensitive nature. The Council will be seeking to ensure it achieves good value for the taxpayer in any deal, supporting economic growth in the city and maintaining service delivery.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>How much of the funding from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) has been spent and how will the balance be utilised for the Market Walk works?</p>	1	<p>A proportion of the £6.1m of government grant has been spent on progressing the project but the majority remains available to be spent. It is anticipated that the bulk of this will be spent in Market Walk.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Who will pay for the relocation of the library and the fitting out of the space with new equipment?</p>	1	<p>The details of these arrangements are subject to on-going discussions of a commercially sensitive nature. The Council will be seeking to ensure it achieves good value for the taxpayer in any deal, supporting economic growth in the city and maintaining service delivery.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>In the description of the Cultural Quarter, it is unclear if the reference to the relocated library is the temporary location or the permanent solution.</p>	1	<p>The masterplan indicates that the new library will be located within the Cultural Quarter.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Unclear on page 26 which appears to relate to the current planning application, insofar as it relates to improvements to the pavement areas in front of the remodelled library and the United Reformed Church on Fisherton Street.	3	<p>The masterplan indicates that the new library will be located within the Cultural Quarter. The temporary location for the new library will be on the site of the former British Heart Foundation building.</p> <p><b>Changes to the masterplan:</b> Amend reference to 'remodelled library' to make clear that this relates to the temporary location for the library.</p>
Request for clarification on how will the permanent library be financed?	1	<p>The details of these arrangements are subject to on-going discussions of a commercially sensitive nature. The Council will be seeking to ensure it achieves good value for the taxpayer in any deal, supporting economic growth in the city and maintaining service delivery.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support for improvements to the Cheese Market.	1	<p>Noted</p> <p><b>Changes to the masterplan:</b> No change.</p>
Why is the riverside precinct at The Maltings shown as being redeveloped for no reason other than to offer a straight line between the Market Place and the Cultural Quarter?	1	<p>The masterplan identifies the potential for redevelopment of this block in the future but does not envisage early redevelopment as it is rightly identified as currently viable and vibrant. That may change in the future, and the masterplan offers the flexibility to respond.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<b>Theme 3: Green and Blue Infrastructure</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>

Support for the principle of green corridor	51	Support is noted.  <b>Changes to the masterplan:</b> No change.
Natural England supportive of aspiration to integrate the restoration of the (SSSI) river channels to favourable condition with the plans for the area for development and flood alleviation.	1	Support noted.  <b>Changes to the masterplan:</b> No change.
Natural England suggest the masterplan would benefit from bringing the green corridor to the fore as a key objective to a holistic development.	1	Noted, however the blue and green corridor is a key element of the broad development principles.  <b>Changes to the masterplan:</b> No change.
Natural England welcomes the recognition of the opportunity for achieving a favourable condition in the River Avon channel.	1	Support noted.  <b>Changes to the masterplan:</b> No change.
Natural England comment on the need to recreate longitudinal and lateral connectivity within the river channel. This can be addressed by a carefully designed integrated project.	1	Support noted. Wiltshire Council are working closely with statutory bodies to ensure that the emerging strategy for the delivery of the green corridor is appropriate.  <b>Changes to the masterplan:</b> No change.



<p>Natural England welcomes the aspiration to remove obstructive structure from the watercourse although note that this has not been included in the Character Area Based Development Principles for the areas.</p>	<p>1</p>	<p>Noted.</p> <p><b>Changes to the masterplan:</b> To review and amend Character Area Based Development Principles accordingly.</p>
<p>Natural England recommend combining the two separate sections: 'Ecology' (p18) and 'Ecology, Nature Conservation and Environmental Impact Assessment'(p22).</p>	<p>1</p>	<p>Agreed.</p> <p><b>Changes to the masterplan:</b> To combine these sections.</p>
<p>Natural England unclear about reference to 'River Avon SAC Conservation Plan'. Incorrect reference.</p>	<p>1</p>	<p>Noted.</p> <p><b>Changes to the masterplan:</b> Section on ecology amend as follows: A key aspiration for the development is improved habitat continuity throughout the site. The development will be delivered to meet the requirements of the <del>River Avon SAC Conservation Plan</del>. <u>River Avon SAC Conservation Objectives: Supplementary advice on conserving and restoring site features, the Strategic Framework for the Restoration of the River Avon and associated documents and the River Avon SAC Nutrient Management Plan.</u></p>
<p>Natural England note incorrect terminology used under the ecology section is also incorrect.</p>	<p>1</p>	<p>Noted.</p> <p><b>Changes to the masterplan:</b> Section on ecology amend as follows: With regards to the Habitat Regulations, the River Avon SAC <u>system</u> is currently considered to be in an 'unfavourable condition'. The redevelopment of The Maltings and Central Car Park site provides an opportunity for achieving a favourable condition for this stretch of the river and will contribute to restoring the SSSI and SAC to</p>

		<u>favourable condition and conservation status overall.</u> Development in ecologically sensitive parts of the site will be designed to ensure lighting effects on the river are minimal.
Natural England recommend that the ecology section should reflect a wider biodiversity objective to provide continuity of habitats through the whole site to benefit a wider suite of species (including bats and swifts) with scope to improve the habitat for urban generalists such as house martins.	1	Noted.  <b>Changes to the masterplan:</b> Add to second paragraph under ecology: Development in ecologically sensitive parts of the site will be designed to ensure lighting effects on the river are minimal. <u>A wider biodiversity objective to provide continuity of habitats through the whole site to benefit a wider suite of species such as bats and swifts should also be considered.</u>
Natural England advise that a Management Plan should be developed for all green spaces in Salisbury.	1	Noted. This is outside of the remit of the masterplan.  <b>Changes to the masterplan:</b> No change.
Natural England note that much of the existing site layout will be maintained by this plan and ask if the existing location for the coach park.	1	Noted. Public consultation in the past has clearly indicated that from the community's perspective this is the preferred location of the coach park.  <b>Changes to the masterplan:</b> No change.
Natural England support the recognition of the opportunity for greater public appreciation and	1	Supported noted.  <b>Changes to the masterplan:</b> No change.

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engagement with the riverine environment.		
Natural England would welcome the opportunity to be involved in framing the environmental principles to secure beneficial outcomes for the river and the wider biodiversity presented by the opportunity for redevelopment of this area, and to also advise on the future option appraisal stage.	1	Noted. Wiltshire Council will continue to work with Natural England on the emerging strategy for the green corridor.  <b>Changes to the masterplan:</b> No change.
Support channel improvements to improve river capacity relating to flood risk alleviation.	13	Support is noted.  <b>Changes to the masterplan:</b> No change.
Support for the removal of water course structures.	1	Support is noted.  <b>Changes to the masterplan:</b> No change.
Request to know timing of reopened culvert.	1	The potential for reopening of the culvert is dependent on securing agreement with the landowners of the properties that are located above. There are plans at this stage to implement this part of the development, and the masterplan recognises that this is a potential longer-term aspiration.  <b>Changes to the masterplan:</b> No change.
The masterplan should include/recognise scope for	6	The suggestion is noted. The masterplan has been amended to support the potential of a sustainable energy scheme subject to agreement with all necessary parties

<p>a water wheel at Bishops Mill.</p>		<p><b>Changes to the masterplan:</b> The masterplan has been amended to support the potential of a sustainable energy scheme subject to agreement with all necessary parties.</p>
<p>There is inconsistency between supporting power generation at Bishops Mill and reopening of the culvert.</p>	<p>1</p>	<p>The masterplan supports the incorporation of onsite renewable energy generation that is appropriate to the setting.</p> <p><b>Changes to the masterplan:</b> Amend page 31 bullet 3 to – ‘The corridor of green infrastructure will greatly enhance the public realm and riverside experience, while providing opportunities for biodiversity gain. If possible, this will include opening up <u>or re-engineering</u> the culvert on the main River Avon channel at The Maltings’. <u>Page 34 point 7</u> amend to ‘Potential commercial redevelopment (only if market requires) and reopening <u>or re-engineering</u> of the culvert on the main River Avon channel’.</p> <hr/>
<p>What impact will flood relief and changes to the structures and bank profiles have on ecology?</p>	<p>1</p>	<p>The redevelopment of The Maltings and Central Car Park offers a one-off opportunity to reduce this risk by undertaking works on the three water courses that run through the area. This work is essential to support the long-term resilience of Salisbury and provide a safe environment within which to develop economic prosperity.</p> <p>At each stage, the development will incorporate Water Sensitive Urban Design (WSUD) and sustainable drainage principles, taking account of water quantity (flooding), water quality, (pollution), biodiversity (wildlife and plants) and amenity.</p> <p>Prior to being able to determine any applications, the masterplan will be subject to an appropriate assessment under Regulation 105 of the Habitats Regulations 2017 in order to take account of changes which have occurred in the baseline ecological situation since the Wiltshire Core Strategy was adopted. This will consider impacts on relevant European designated sites, in particular the River Avon SAC. It will also be supported by newly commissioned ecological surveys to inform this and other environmental impact assessments as necessary. Given its indicative nature, it is most likely the appropriate assessment would influence the manner and timing of works to the watercourses, rather than aspects of the layout but where changes are required these will be incorporated into the masterplan. The appropriate assessment and other environmental assessments will be made available to developers in order to ensure necessary mitigation measures are carried forward into the planning application stages. Ecological value therefore will be assessed but at a later stage in the planning process and the green corridor should have a positive impact on ecology.</p> <p><b>Changes to the masterplan:</b></p>

		No change.
Support for the provision of a pocket park	2	Support is noted.  <b>Changes to the masterplan:</b> No change.
How will the phasing of the green corridor work? The green corridor should be implemented earlier in the development timescale.	2	Indicative phasing is shown in the masterplan. Phasing of the green corridor will be delivered alongside phases 3 and 6 as land becomes available. The council are actively working with the Environment Agency on the strategy for delivering the green corridor. Much of this work will be dependent on securing enabling funding, which is not yet in place. However, the council are working to expedite the delivery if this critical phase of the development as soon as practicable.  <b>Changes to the masterplan:</b> No change.
If flood risk alleviation is critical, should built development be delayed until these works are completed?	1	Noted. The masterplan confirms that the flood alleviation work 'will be planned and delivered at an early phase of the development'.  <b>Changes to the masterplan:</b> No change.
The examples shown for the green corridor include a lot of hard landscaping / kiosks – clear areas for rewilding should be shown, e.g. dominating one side of the river. Potential conflict between public realm and biodiversity areas.	3	The photograph accompaniments are intended as examples to give a flavour of possible design approaches and are not indicative of any final scheme. The strategy for the delivery of the green corridor is to allow for rewilding along riverside stretches on the northern part of the site, with more urban public realm enhancements towards the southern end at The Maltings. The comments are noted, and it is agreed that some of the examples shown do not necessarily reflect that strategy. The masterplan confirms that the development of the site will be underpinned by green infrastructure that actively pursues opportunities to create biodiversity opportunities within the site. Innovative ways of creating corridors and opportunities for wildlife, along with amenity space for residents and visitors, will also be expected within the built urban form. This conflict should therefore be addressed.  <b>Changes to the masterplan:</b> Amend examples shown.

Concern about impact on wildlife from lighting.	2	<p>The masterplan is a high-level document which sets a broad framework for how green infrastructure and public realm enhancements in the riverside environment will be delivered. As set out in the WCS Development Template for the site, and reflected within the masterplan, development in ecologically sensitive parts of the site will be designed to ensure lighting effects on the river are minimal.</p> <p><b>Changes to the masterplan:</b> No change.</p>
There should be more prescriptive requirements for wildlife protection and enhancements – e.g. planning conditions	1	<p>Prior to being able to determine any applications, the masterplan will be subject to an appropriate assessment under Regulation 105 of the Habitats Regulations 2017 in order to take account of changes which have occurred in the baseline situation since the Wiltshire Core Strategy was adopted. This will consider impacts on relevant European designated sites, in particular the River Avon SAC. It will also be supported by newly commissioned ecological surveys to inform this and other environmental impact assessments as necessary. Given its indicative nature, it is most likely the appropriate assessment would influence the manner and timing of works to the watercourses, rather than aspects of the layout but where changes are required these will be incorporated into the masterplan. The appropriate assessment and other environmental assessments will be made available to developers in order to ensure necessary mitigation measures are carried forward into the planning application stages.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Biodiversity in the watercourse should be enhanced.	1	<p>Agreed – the formation of the green corridor is being worked on with key input from ecological experts to ensure that major ecological benefits (such as opening up routes for migrating salmon through the northern sluice) can be achieved.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Why do the Mill Stream and Summerlock Stream receive little focus in the masterplan?	2	<p>The masterplan proposes a broad strategy of improvements to the biodiversity and public realm potential along parts of the River Avon channels that pass through the site. Millstream and much of Summerlock Stream is outside of the boundary of the site. In addition, Millstream is bounded by many built structures that are outside of the control of the council. Where land is under the control of the council the masterplan has focus on this area.</p>



		<p><b>Changes to the masterplan:</b> No change.</p>
Public realm enhancements to the public realm along the Mill Stream need to be expedited.	1	<p>Noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The riverside should be accessible, including places for people to stop and relax.	5	<p>The masterplan proposes a broad strategy of improvements to the biodiversity and public realm potential along parts of the River Avon channels that pass through the site, including potential spaces for people to dwell and appreciate the riverside environment.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request to widen the river for public enjoyment.	2	<p>The council are working with the Environment Agency and Natural England on how best to manage water through the site, in order to appropriately respond to flood risk and important biodiversity within the river. It is intended to deliver a new park based around existing watercourses and thereby create an even more pleasant walk / route towards town along the whole length of the main river channel.</p> <p><b>Changes to the masterplan:</b> No change.</p>
40m may not be enough to achieve objective of returning Avon to 'favourable' condition	1	<p>Noted. The 40m has been agreed with the environment agency for flood mitigation. Currently much of the river bank is hard surfacing and a 40m buffer would go some way in improving biodiversity and providing a new green corridor running through the site.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Routes for migrating fish must not be interrupted	1	<p>Noted. There is no intention to interrupt routes for migrating fish.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Salmon spawning areas must be protected.	1	The formation of the green corridor is being worked on with key input from ecological experts to ensure that major ecological benefits (such as opening up routes for migrating salmon through the northern sluice) can be achieved.  <b>Changes to the masterplan:</b> No change.
Request creation of river islands for wild fowl.	1	The formation of the green corridor is being worked on with key input from ecological experts to ensure that major ecological benefits (which could include creation of space suited to wild fowl) can be achieved.  <b>Changes to the masterplan:</b> No change.
Request that Millstream Approach be closed to traffic and included in green corridor instead.	1	Access to the coach park and trader's parking area is required to be taken from Millstream Approach.  <b>Changes to the masterplan:</b> No change.
Consideration should be given to reducing the tunnel into a series of bridges and shorter tunnel sections if the built area is to be demolished and enhanced.	1	Noted. The masterplan seeks to reveal the waterway wherever it is practicable.  <b>Changes to the masterplan:</b> No change.
Need to retain open space/leisure space at The Maltings/across bridge from Market Walk	2	Noted. There is no intention to reduce the amount of open / leisure space indeed open space across the whole masterplan area will increase. The intention of the masterplan is to deliver a new park based around existing watercourses and thereby create an even more pleasant walk / route towards town. This will include a playground.  <b>Changes to the masterplan:</b> Ensure that the masterplan reflects the continued provision and improvement of playground facilities.
The strategy for tree planting is too vague. The development should include plenty of trees.	10	The new park to be created around the existing watercourses will be landscape and include trees. The masterplan is a strategic document and more detail will be provided through any planning application.  <b>Changes to the masterplan:</b>

		No change.
All mature trees should be retained.	1	The masterplan requires that 'A strategy for tree planting will be agreed with the council at an early stage'. This should include a strategy for retaining as many trees as possible and if not retained they will be re-provided.  <b>Changes to the masterplan:</b> No change.
Publicly owned land should be kept in public ownership for tree planting / rewilding.	1	The intention of the masterplan is to deliver a new park based around existing watercourses and thereby create an even more pleasant walk / route towards town. The masterplan requires that the development of the site will be underpinned by green infrastructure that actively pursues opportunities to create biodiversity opportunities within the site. Innovative ways of creating corridors and opportunities for wildlife, along with amenity space for residents and visitors, will also be expected within the built urban form.  <b>Changes to the masterplan:</b> No change.
The council should appoint an arboricultural officer to look after new trees.	1	Noted. The council already have dedicated arboricultural officers.  <b>Changes to the masterplan:</b> No change.
Request for regular and discreet bins and dog bins	1	Noted. The masterplan sets out the strategy for a new development including its general layout, scale and other aspects that will need consideration for planning. The requirement for rubbish bins / dog bins is too detailed for this level of planning document and will be considered in more detail through any detailed design /planning application.  <b>Changes to the masterplan:</b> No change.
The Environment Agency have requested wording alterations on pages 15 and 16, relating to Flood Risk Reduction.	1	Agreed.  <b>Changes to the masterplan:</b> Wording alterations on pages 15 and 16, relating to Flood Risk Reduction.

<p>The Environment Agency have requested wording alterations on page 17, relating to the Blue-Green Corridor</p>	<p>1</p>	<p>Agreed.</p> <p><b>Changes to the masterplan:</b> Wording alterations relating to the Blue-Green Corridor.</p>
<p>The Environment Agency have requested wording alterations on page 23, relating to Landscape, Open Space and Public Realm.</p>	<p>1</p>	<p>Agreed.</p> <p><b>Changes to the masterplan:</b> Wording alterations relating to Landscape, Open Space and Public Realm.</p>
<p>A larger/upgraded play area in the Green Corridor should be provided</p>	<p>4</p>	<p>The intention of the masterplan is to deliver a new park based around existing watercourses and re-provide the playground.</p> <p><b>Changes to the masterplan:</b> Clarify that the development will include retained/enhanced playground.</p>
<p>Support for the provision outdoor gym equipment</p>	<p>1</p>	<p>Support noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Could outdoor gym equipment also be provided at Victoria Park?</p>	<p>1</p>	<p>Noted, however this is outside of the remit of the masterplan.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>There is a lack of assessment of the ecological value of the site.</p>	<p>5</p>	<p>Prior to being able to determine any applications, the masterplan will be subject to an appropriate assessment under Regulation 105 of the Habitats Regulations 2017 in order to take account of changes which have occurred in the baseline ecological situation since the Wiltshire Core Strategy was adopted. This will consider impacts on relevant European designated sites, in particular the River Avon SAC. It will also be supported by newly commissioned ecological surveys to inform this and other environmental impact assessments as necessary. Given its indicative nature, it is most likely the appropriate assessment would influence the manner and timing of works to the</p>

		<p>watercourses, rather than aspects of the layout but where changes are required these will be incorporated into the masterplan. The appropriate assessment and other environmental assessments will be made available to developers in order to ensure necessary mitigation measures are carried forward into the planning application stages. Ecological value therefore will be assessed but at a later stage in the planning process. The requirement to assess environmental factors is detailed under the section on 'Energy efficiency and sustainability.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The green corridor on the west side of the site is poorly located between sub-station and the railway line.	3	<p>Noted. The green corridor is indicative and aspirational in its intention to show areas that could be improved not only for pedestrian and cycles routes, but also for biodiversity gain – which could be achieved in this location.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Parts of the green corridor are not achievable - e.g. Bridge Tap, private car park and access road	2	<p>Noted. The green corridor is indicative and aspirational in its intention to show areas that could be improved not only for pedestrian and cycles routes, but also for biodiversity gain – which could be achieved in this location.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The existing vegetation on the railway embankment provides an important backdrop to the site but there is no reference to it. Is there is an opportunity to manage it in agreement with Network Rail to ensure it is maintained & enhanced into the future?	1	<p>Noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request more detailed assessment towards the different characteristics and	2	<p>Noted. Each phased area will be looked at separately when phases come forward through the planning application process. Each phase will need to consider in more detail the different characteristics and quality of the rivers when the phases come forward.</p>

qualities of the river channels through the site.		<b>Changes to the masterplan:</b> No change.
Request for involvement in the delivery of the green corridor.	1	The green corridor will be delivered as part of the flood alleviation scheme. The masterplan confirms that works related to the enhancement, management and maintenance of watercourses will be sought from developers, to be agreed with Wiltshire Council and the Environment Agency. There may be potential for voluntary groups to be involved in the delivery of certain aspects of the green corridor, such as rewilding projects.  <b>Changes to the masterplan:</b> Add reference to the potential for volunteer group involvement in the delivery of parts of the green corridor.
<b>Theme 4: Cultural Quarter</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Support for the cultural quarter and improvements in this area.	11	Support is noted.  <b>Changes to the masterplan:</b> No change.
Disagree with need for a cultural quarter	3	Noted.  <b>Changes to the masterplan:</b> No change.
More detail is required on what role the Cultural Quarter will have.	4	This area will be the subject of further detailed plans which will be produced under the guidance of Wiltshire Creative. There will consultation on detailed plans before anything happens  <b>Changes to the masterplan:</b> No change.
Need to be realistic as to what can be fitted into the Cultural Quarter. The	1	Detailed space planning is being undertaken to identify what is feasible.  <b>Changes to the masterplan:</b>



Masterplan cites the Playhouse, City Hall, library, art gallery, cinema (possibly), storage space and hotel.		No change.
Salisbury too small to have a Cultural Quarter.	1	Salisbury has a thriving arts scene and an internationally renowned arts festival. The Playhouse in one of the only producing theatres in the South West. The community tell us they want to build on these strengths  <b>Changes to the masterplan:</b> No change.
The emerging Cultural Strategy should be used to inform the Cultural Quarter	2	Agree. This is being led by Wiltshire Creative.  <b>Changes to the masterplan:</b> No change.
The Cultural Quarter should include the United Reformed Church.	1	Noted. The United Reformed Church may benefit from its proximity to the Cultural Quarter, but it is not part of the masterplan area.  <b>Changes to the masterplan:</b> No change.
Request additional gallery space for local artists, touring exhibitions, outdoor/riverside exhibition space.	5	'Within the Cultural Quarter will be provision for a replacement library and art gallery'. Feasibility work is currently being undertaken to determine if a larger than existing gallery space can be accommodated in the cultural quarter.  <b>Changes to the masterplan:</b> No change.
Suggest creating space for National Gallery/British Museum collections.	1	'Within the Cultural Quarter will be provision for a replacement library and art gallery'. Feasibility work is currently being undertaken to determine if a larger than existing gallery space can be accommodated in the cultural quarter.  <b>Changes to the masterplan:</b> No change.

Do not want to lose Arts Centre as a creative arts venue.	2	Noted. The Arts Centre is outside the scope of the masterplan and Wiltshire Creative is responsible for the Arts Centre. We are not aware of plans to lose the Arts Centre.  <b>Changes to the masterplan:</b> No change.
The City Hall is a war memorial and should be treated with respect.	1	This is acknowledged and agreed.  <b>Changes to the masterplan:</b> The need to respect the War Memorial element of the City is Hall to be added to Masterplan
Support reopening Fisherton Street entrance to the City Hall.	4	Noted  <b>Changes to the masterplan:</b> No change.
Object to gateway to The Maltings from Fisherton Street - most visitors come from the central car park or from the market place.	1	Noted. The masterplan seeks to improve linkages throughout the city centre through improved public domain, wayfinding, arts and new commercial attractions. The links to Fisherton Street are seen as important for the long term viability of both the Maltings and the smaller independent traders in Fisherton Street.  <b>Changes to the masterplan:</b> No change.
Object to concept of gateway to Fisherton St - it is not a Chinese Quarter	1	This is an idea only. It has been a successful elsewhere and could be designed by local artists. It can add a sense of place and unique character. It is not an essential part of the masterplan.  <b>Changes to the masterplan:</b> No change.
The masterplan should focus on enhancing Salisbury's tourism pull, using the city's history.	2	Agree. A major element of the masterplan is to provide an improved visitor experience and encourage clear walking routes into the city.  <b>Changes to the masterplan:</b> No change.

<p>Unclear how the operation of a shared bar/foyer between the Playhouse and City Hall will work operationally.</p>	<p>2</p>	<p>It is an option which can be explored to optimise the use of the spaces, improve commerciality and make efficiencies of scale. The division of takings would be an operational matter that would need to be resolved by the management of the facilities.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Object to shared bar area between City Hall and Playhouse as this would lead to clashes and a homogenous feel.</p>	<p>2</p>	<p>Noted. It is an opportunity identified in the masterplan but not an essential element. It will be for the Cultural Quarter Project to decide whether it is an opportunity worth taking forward.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Do the City Hall and Playhouse managers/funding bodies agree with the potential reopening to Fisherton Street and the shared foyer area?</p>	<p>1</p>	<p>In principle a sharing of facilities to optimise operational benefits is agreed. The details will need to be the result of the detailed work of the Cultural Quarter project being led by Wiltshire Creative.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Concern that focus of entertainment venues in one location will put pressure on highways routes at certain times of the day.</p>	<p>1</p>	<p>The masterplan seeks to extend transport choice. There are synergies in having several arts venues in close proximity, not least the ambience (vibe) that can be created.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Concern that focus of entertainment venues in one location will deprive other parts of the city from business (e.g. restaurants).</p>	<p>1</p>	<p>There are plans also to develop new attractions in the wider city to complement the masterplan which is but one element of a wider strategy.</p> <p><b>Changes to the masterplan:</b> No change.</p>

The City Hall must be fit-for-purpose with a good acoustics.	1	Agree. Work on the Cultural Quarter involves the management of the City Hall and relevant experts in this field.  <b>Changes to the masterplan:</b> No change.
Visibility of the Cultural Quarter from Fisherton Street will be poor as buildings continue to block it.	1	The masterplan provides flexibility and the potential for a new open plaza entrance from Fisherton Street to be delivered if that detailed planning, viability and delivery matters indicate that is the preferred option.  <b>Changes to the masterplan:</b> No change.
Unclear how development of the back gardens of the properties in Fisherton Street into the Cultural Quarter will take place.	2	This will only be delivered through agreement with landowners and through a comprehensive scheme for that area. It is a long-term objective of the masterplan but is not seen as essential or early. It is envisaged there may be short term enhancement through a smartening up of the walls and fences plus some planting and art. In the long term the Council would seek to work with owners to seek a comprehensive scheme to both enhance the appearance but also seek additional commercial opportunities for the owners.  <b>Changes to the masterplan:</b> No change.
Public realm enhancements to back land areas of commercial properties on Fisherton Street need to be expedited to ensure the success of the Cultural Quarter.	1	Noted.  <b>Changes to the masterplan:</b> No change.
Could private investment in the commercial and residential elements help to fund the cultural quarter?	1	Yes. Phase one and two are being funded largely by the private sector. Opportunities for the private sector to help deliver the Cultural Quarter is open and would be welcome.  <b>Changes to the masterplan:</b> No change.

The interests of the Playhouse and City Hall must be protected (e.g. Access for equipment etc.)	1	Agreed. This is what the Cultural Quarter is aiming to do.  <b>Changes to the masterplan:</b> No change.
There should be engagement with local businesses on ambitions for cafes/outside drinking and dining, to ensure that there is enough demand rather than creating too much competition.	1	There have been numerous meetings with the business sector prior to the drafting of the masterplan, including the Fisherton Street Traders Association. They are supportive of the principle.  <b>Changes to the masterplan:</b> No change.
Support the principle of improvements to Priory Square	1	Noted.  <b>Changes to the masterplan:</b> No change.
Summerlock House should be replaced.	1	This is included as a potential opportunity within the masterplan and specifically the Cultural Quarter. Should the owners seek to redevelop in the future then the masterplan facilitates this.  <b>Changes to the masterplan:</b> No change.
<b>Theme 5: City Centre Leisure and Tourism Development</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
There is not considered to be a need for new hotel accommodation.	9	Tourism is a key part of Salisbury's economy, and there is documented evidence of need for additional hotel space in the city centre. It is recognised that there are historic and recent permissions for hotel uses in other city centre locations, there is no evidence to indicate these will be delivered within a reasonable timeframe and there remains a need for city centre hotel accommodation to support Salisbury's tourism economy.  <b>Changes to the masterplan:</b>

		Include additional text within 'Economic Growth' section which refers to documented evidence of need to support delivery of a hotel.
Support development of a hotel.	1	Noted  <b>Changes to the masterplan:</b> No change.
Question the need for hotel accommodation, when most tourists are day visitors. What will attract them overnight?	1	This aligns with the emerging themes in the evolving Recovery Plan that focus around the city's strengths as a visitor and leisure destination via the enhancement of existing attractions and the addition of new ones which encourage visitors to stay longer.  <b>Changes to the masterplan:</b> No change.
The new hotel should be located to the northern end of the site.	1	The developer has indicated in their supporting statement that the tourist attraction is based around the walkable core of the city around the Market Place and Cathedral Close. Close to shops, museums entertainments and food and drink.  <b>Changes to the masterplan:</b> No change.
The site should include a youth hostel	1	This use is compatible with the masterplan proposals.  <b>Changes to the masterplan:</b> No change.
Objection to development of a new cinema.	6	The potential to include a cinema as part of the mix within the Maltings and Central Car Park area reflects the Council's wish to support this location as a visitor destination and the acknowledged market interest there has been for this use within the city in recent years. There may be an opportunity to deliver a new, fit for purpose, multi-screen facility that will complement the other leisure and cultural uses both existing and planned within this part of the city. The existing Odeon cinema in Salisbury is within a historic building which presents a challenge in terms of delivering a modern cinematic experience.  <b>Changes to the masterplan:</b>

		No change.
Support for the development of a new cinema.	7	Support is noted.  <b>Changes to the masterplan:</b> No change.
Concern that Salisbury's existing Odeon cinema would be lost if a new cinema is built.	7	There are no current plans for the implementation of a new multiplex cinema on the Maltings site, but it would be a potentially attractive proposal. If such a proposal were to come forward the council would engage with stakeholders including the existing cinema's owner/operator with a view to maximising the variety and quality of the cinema offer in Salisbury.  <b>Changes to the masterplan:</b> No change.
The masterplan states that there would be a condition related to the retention of the exiting Odeon cinema. In planning terms, how can this be secured?	1	This is acknowledged. The Council will work with the owners of the existing Odeon to seek viable alternative uses, should it cease to operate as a cinema. This is outside of the scope of the masterplan.  <b>Changes to the masterplan:</b> Text amended to reflect that the Council will work with the owners of the existing Odeon to seek viable alternative uses, should it cease to operate as a cinema.
Request that a new cinema be built close to restaurants.	1	In the event that a new cinema proposal comes forward as part of The Maltings and Central Car Park, this would likely form part of the Commercial and Residential Core (Area 3), which is expected to also include a range of other food, drink and retail uses.  <b>Changes to the masterplan:</b> No change.
The existing Odeon would make a good Wiltshire History and Visitor Centre.	1	Comment noted.  <b>Changes to the masterplan:</b> No change.

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Salisbury has enough entertainment venues/spaces.	4	<p>The masterplan identifies parts of the site for development of commercial/leisure uses but does not specify at this stage what these will be. The development of these parts of the site will be driven by market demand. Spaces for temporary entertainment/exhibition will also be incorporated within the outdoor public realm.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The playhouse should be rebuilt.	1	<p>There are no plans for the Playhouse to be rebuilt.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support for the principle of providing more leisure opportunities / experiences	2	<p>Support is noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request activities for young people (e.g. rock climbing, trampoline, soft play, bowling, ice skating, laser gun, escape rooms, youth clubs).	7	<p>The masterplan identifies parts of the site for development of commercial/leisure uses but does not specify at this stage what these will be. The suggested uses are welcomed, and the Council will investigate further the scope for delivery of such uses within the site.</p> <p><b>Changes to the masterplan:</b> To add additional suggested uses to the masterplan.</p>
Request activities for retired people/adult education.	3	<p>The masterplan identifies parts of the site for development of commercial/leisure uses but does not specify at this stage what these will be. The suggestion is welcomed, and the Council will investigate this further.</p> <p><b>Changes to the masterplan:</b> To add additional suggested uses to the masterplan.</p>
Request space for people to socialise.	3	<p>There is scope within the site to provide a number of spaces and venues for people to socialise. This includes transformation of the riverside public realm along the green corridor.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Objection to the development of restaurants and cafes, as Salisbury has enough.	3	<p>With the state of uncertainty in the market, the masterplan has been designed to be flexible to respond to market demands at the time of the planning application.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Will new restaurants outside the core area be viable considering national contraction in casual dining?	1	<p>The masterplan is flexible over uses and is not promoting only food and drink. It will be down to the markets to decide if they consider investing in such outlets in Salisbury will be viable.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Need to encourage top quality restaurants.	1	<p>The creation of an even better environment and more visitors to the city may encourage investment by such establishments.</p> <p><b>Changes to the masterplan:</b> No change.</p>
A new conference centre should be provided.	1	<p>This would be welcomed, and the masterplan cites this as a possible use. There would need to be a business case for the private sector to deliver this use. It remains a possibility but until now no such market demand has been forthcoming for such a development in the city</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to development of a casino.	1	<p>Such uses are promoted as legitimate city centre uses by the Government in the NPPF (National Planning Policy Framework)</p> <p><b>Changes to the masterplan:</b> No change.</p>
<b>Theme 6: City Centre Retail Development</b>		

Issue raised	No. times raised	Wiltshire Council response
Objection to new retail development.	50	<p>The concerns about the prospects for new retail development are noted. The masterplan has been prepared as a direct consequence of the allocation of the site through the Wiltshire Core Strategy, which is a mixed-use allocation intended to deliver a combination of retail, leisure commercial and residential development. The WCS allocation was prepared several years ago, and sets a quantum of 40,000sqm of retail and leisure floorspace to be delivered. The masterplan has been prepared with recognition of recent and expected trends of uncertainty in the retail market and is intentionally not prescriptive about the quantum of end uses that will be delivered. This is intended to allow flexible development of the site to take place, in response to the most up to date market trends.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Object to the city centre shifting westward.	3	<p>The masterplan is clear in that it seeks to enhance and compliment the city centre and not detract from it. It in no way proposes shifting the focus, but rather improving linkages and the environment and the offer available in Salisbury to attract more and longer visits.</p> <p><b>Changes to the masterplan:</b> No change.</p>
More employment opportunities are needed in the city.	1	<p>The concern is noted. The masterplan has been prepared with the intention of stimulating investment in Salisbury city centre and creating opportunities for economic activity and job creation.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to a franchise style retail development.	1	<p>The masterplan shows the parts of the site that will be developed for commercial/leisure uses but does not set a specific requirement for the type of commercial/leisure uses that will be delivered. The masterplan has been prepared with recognition of recent and expected trends of uncertainty in the retail market and is intentionally not prescriptive about the quantum of end uses that will be delivered. This is intended to allow flexible development of the site to take place, in response to the most up to date market trends.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Will the development include an anchor store?	1	<p>It is acknowledged that WCS Core Policy 21 specifies that the redevelopment of The Maltings and Central Car Park site is to include an anchor store. However, the council recognise that the role of town centres has undergone significant changes in the past few years, which may have knock-on effects for the prospects of predominantly retail led schemes. Accordingly, the masterplan is embedded with flexibility to respond to market conditions at the time of a planning application, and a major anchor store may not feature as an essential component for any such proposals.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Funding should be reallocated to improve the existing city centre / regeneration of derelict properties.	24	<p>Wiltshire Council acknowledge that there are a number of vacant and derelict properties in the city centre which would benefit from commercial uptake and regeneration. However, the role of this masterplan is to enable development of The Maltings and Central Car Park, which is a strategic site allocated by the Wiltshire Core Strategy. That said, there are a number of parallel projects that the Council is currently engaged with (Future High Streets Fund, and Salisbury Central Area Framework) which are looking at possible options for enabling regeneration of vacant and underutilised properties in the city centre. It is anticipated that the redevelopment of The Maltings and Central Car Park together with complementary regeneration of key properties in the city centre will provide a catalyst for wider economic recovery in the city.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Concern that the development will harm the economic vitality of other parts of the city / existing independent retailers.	17	<p>The concerns about the potential impacts on existing retail areas are noted. However, the masterplan has been prepared with improvements to connectivity and circulation as a principle objective. For example, the masterplan seeks to enable an improved pedestrian flow to and from the site through an opened out and realigned Market Walk which will draw people to and from the site from the Market Square and the wider city. The masterplan is part of a wider strategy aimed at enhancing the whole of Salisbury as a unique place to visit and spend leisure time. An element of that is to work with the independent traders to enhance their trading through better wayfinding, street enhancements and events. As applications for phases of development come forward, an economic impact assessment may be required to test the potential impacts on the existing city centre economy.</p> <p><b>Changes to the masterplan:</b> No change.</p>

support improvements to Fisherton St	4	Support is noted.  <b>Changes to the masterplan:</b> No change.
Concern that regeneration of Fisherton Street will push rents up.	1	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc. The redevelopment of The Maltings and Central Car Park is intended to improve the city centre economy and business performance by increasing the number, diversity and length of visit of customers shopping in the area. Neighbouring landlords may take these factors into account when reviewing rents on their properties  <b>Changes to the masterplan:</b> No change.
Objection to the introduction of pop-up kiosks.	5	The masterplan indicates a number of locations where the introduction of kiosk style pop-up (short lease) retail units could add to vibrancy of the retail offer in the city centre and provide alternative spaces for small scale retailers. The masterplan does not prescribe detailed design criteria, but any future planning application will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP57 (Ensuring High Quality Design and Place Shaping).  <b>Changes to the masterplan:</b> No change.
Support for the introduction of pop-up kiosks.	1	Support is noted.  <b>Changes to the masterplan:</b> No change.
Suggestion that a new kiosk could be a good location for a new Tourist Information Centre.	1	Tourist Information services in Salisbury are run and managed by Salisbury City Council. There are no current plans for the service to move to kiosks within The Maltings and Central Car Park site.  <b>Changes to the masterplan:</b> No change.

Concern that the development may disrupt the operation of Salisbury's Charter Market.	7	<p>It is anticipated that the redevelopment of The Maltings and Central Car Park will improve the vitality of the city centre, which is expected to boost the local economy to existing retailers. The masterplan sets aside land adjoining the coach park for trader's parking.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Pitch fees for market traders should be reduced.	2	<p>This is outside of the scope of the masterplan</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request to know about plans the Charter Market from the Market Square to outside the City Centre.	1	<p>There are no such plans.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to the potential loss of Sainsburys.	5	<p>The future of Sainsbury's in the Maltings is a matter between them and their landlord. The masterplan encourages a comprehensive development that may see Sainsbury's relocate from its existing store potentially to another location within the site if that is commercially attractive to them.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Sainsburys should stay to avoid Tesco having a city centre monopoly.	2	<p>The future of Sainsbury's in the Maltings is a matter between them and their landlord. The masterplan encourages a comprehensive development that may see Sainsbury's relocate from its existing store potentially to another location within the site if that is commercially attractive to them.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Sainsburys must not relocate to Southampton Road/an edge of town location.	2	<p>The principle of retail development outside the city centre does not fall within the scope of the masterplan. Wiltshire Council will work with Sainsbury's to support their continued presence on The Maltings site, if the company wish to remain.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Sainsburys should be redeveloped at ground level.	1	<p>The masterplan would allow for this.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan does not comply with Core Policy 21 insofar as there is a need for a supermarket - should be expressly included.	1	<p>Noted. The masterplan is purposefully flexible to allow a range of commercial uses. It would not benefit from being any more specific and trying to second guess the market</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan needs to recognise that traditional grocery retail still has a low proportion of online sales.	1	<p>Agreed. The masterplan is built with flexibility, and the Council are keen to work to ensure the continued presence of a supermarket on the site.</p> <p><b>Changes to the masterplan:</b> No change.</p>
If Sainsburys is unlikely to be redeveloped soon, then the plan should consider the relationship of the existing site to what is existing.	1	<p>The masterplan is flexible and allows for a phased development in a manner that will allow regeneration around exiting uses and buildings for a period should that be necessary.</p> <p><b>Changes to the masterplan:</b> No change.</p>
More commentary is needed on the likelihood of Sainsbury relocating, and how this will be achieved	1	<p>The future plans for the Sainsbury store within the Maltings shopping centre is a matter for Sainsbury and its immediate landlord. The Council is supportive of the principle of the relocation of the store to another part of the site as part of a comprehensive scheme and remains open to discussions on how this may be achieved.</p> <p><b>Changes to the masterplan:</b></p>



		No change.
Wiltshire Council should reduce business rates.	8	Wiltshire Council has no control over the setting of business rates. Rateable Values are set by Central Government (the Valuation Office Agency).  <b>Changes to the masterplan:</b> No change.
Salisbury should have a Primark store.	1	Wiltshire Council cannot require specific retailers to come to Salisbury. The development of The Maltings and Central Car Park is intended to make Salisbury a more attractive investment proposition for range of potential viable uses and occupiers that may include Primark.  <b>Changes to the masterplan:</b> No change.
Wiltshire Council should buy land in the city centre to deliver space for small businesses.	1	Wiltshire Council is the freehold owner of a significant proportion of the site including the Central Car Park and Coach Park. The masterplan sets a framework for a range of possible uses on the site, which may include space for small businesses if there is a market for such a use. In addition, there are a number of parallel projects that the Council is currently engaged with (Future High Streets Fund, and Salisbury Central Area Framework) which are looking at possible options for enabling regeneration of vacant and underutilised properties in the city centre. Wiltshire Council will work closely with Salisbury City Council and other partners including the Business Improvement District to explore the possible options for creating new and converted spaces for small businesses. Wiltshire Council is expanding the Enterprise Centre at Salt Lane to accommodate more small businesses and encourage their growth.  <b>Changes to the masterplan:</b> No change.
Wiltshire Council should help to support independent businesses/ should include space for creative businesses.	15	Wiltshire Council is the freehold owner of a significant proportion of the site including the Central Car Park and Coach Park. The masterplan sets a framework for a range of possible uses on the site, which may include space for small businesses if there is a market for such a use. In addition, there are a number of parallel projects that the Council is currently engaged with (Future High Streets Fund, and Salisbury Central Area Framework) which are looking at possible options for enabling regeneration of vacant and underutilised properties in the city centre. Wiltshire Council will work closely with the Salisbury City Council and other partners including the Business Improvement District to explore the possible options for creating new and converted spaces for small businesses. It

		<p>is hoped that the Cultural Quarter will attract an additional artistic growth in Salisbury and that artisans, makers and independent traders can flourish. Wiltshire Council is expanding the Enterprise Centre at Salt Lane to accommodate more small businesses and encourage their growth.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Concern about affordability of space for artists and craftspeople	2	<p>It is the intention that a wide range of commercial spaces will be created, to suit a range of business needs.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Developers should pay into a fund to subsidise rents, to get the site off the ground.	1	<p>The Council will continue to work closely with the private sector to seek investment in the Maltings. Given the constraints on the site (e.g. flooding, ground conditions) and the difficult trading conditions of traditional high street uses is unlikely that the private sector will be in a position to support this.</p> <p><b>Changes to the masterplan:</b> No change.</p>
What evidence is there that 'quality' shops would be attracted?	1	<p>There is much uncertainty within the traditional high street retailers and there can be no certainty over investment in Salisbury. There have been approaches for retail space in the recent past by national retailers. This uncertainty highlights why the masterplan is deliberately flexible and open to a wide range of city centre uses.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan should commit to leasing to ethical/low waste retailers		<p>This is outside of the scope of the masterplan.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Why will shoppers come to Salisbury when they could go to Southampton?	1	<p>Evidence gathered by Springboard on behalf of Salisbury Business Improvement District counts around 200,000 visitors weekly who opt to visit Salisbury over any other settlement, despite the impacts of the incidents which took place in 2018. Salisbury has many assets including its heritage, rivers, facilities, arts and open spaces. It offers a different experience from Southampton and the masterplan seeks to further differentiate and improve the city's offer.</p>

		<p><b>Changes to the masterplan:</b> No change.</p>
Why are there commercial bins situated permanently in Fish Row/Butcher Row?	1	<p>While this is outside of the scope of the masterplan, they serve the local businesses who operate in that area.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Why isn't commercial waste collected overnight 7 days a week?	1	<p>This is not relevant to the masterplan</p> <p><b>Changes to the masterplan:</b> No change.</p>
How much of any future retail growth can and will be accommodated through re-lets of existing properties or new space created elsewhere?	1	<p>Any redevelopment will require some existing businesses to relocate. For example, as part of the phase one scheme the Gym in Market Walk will relocate to the new library/hotel building in the former BHF building. The process is usually one of agreement and contracts between developer and leasee and is a private commercial arrangement.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The example on page 30 refers to 'shops, restaurants and bars' but this is unrealistic and should be amended to avoid confusion.	1	<p>The caption says 'including' and the masterplan is explicit in stating what uses would be acceptable.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Unclear where evidence of need for kiosks has come from.	1	<p>The evidence is the need to redress the falling footfall in Salisbury (down some 16% since 2018) through creation of a vibrant, interesting environment. In many cites the use of kiosks in public spaces has added immensely to their vibrancy (see Winter Gardens in Bournemouth).</p> <p><b>Changes to the masterplan:</b> No change.</p>

Kiosks tends to be seasonal.	1	This is noted. Kiosks could, for example, be let on a 6 monthly basis to allow churn from summer uses to winter uses.  <b>Changes to the masterplan:</b> No change.
Kiosks should be focused around coach park and The Maltings	1	Agreed.  <b>Changes to the masterplan:</b> No change.
It is unclear what the intention is for the existing precinct in The Maltings. Will this be refurbished or redeveloped?	1	The masterplan identifies the main area of the Maltings initially for physical enhancement. It does identify the potential for redevelopment in the future should plans which are for the wider benefit of the city brought forward.  <b>Changes to the masterplan:</b> No change.
<b>Theme 7: City centre housing development</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Support provision for affordable homes.	3	Support is noted.  <b>Changes to the masterplan:</b> No change.
Need to develop more residential / affordable housing	4	The Wiltshire Core Strategy makes provision for around 200 homes on the site to including 40% affordable. However the masterplan has also been drafted flexibly to accommodate both residential and commercial uses so more residential could be delivered if the market appetite exists for it.  <b>Changes to the masterplan:</b> No change.
Object to new residential housing development	1	Noted.

		<p><b>Changes to the masterplan:</b> No change.</p>
Concern that affordable homes will not remain affordable.	1	<p>Wherever possible S106 agreements, that secure affordable housing, already require that affordable housing is provided in perpetuity.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request no development of retirement accommodation	4	<p>Retirement accommodation is not specifically mentioned in the masterplan.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Where will new young people moving in, work?	2	<p>The economic growth opportunities in south Wiltshire are based around the service and tourism sectors as well as life sciences at Porton Down and Aerospace at Boscombe Down. The council is working hard with all parties to grow these opportunities and to tailor training and skills to the growth sectors</p> <p><b>Changes to the masterplan:</b> No change.</p>
Where do the young low wage earners live?	1	<p>Evidence shows that many live at home with their parents for extended periods or leave to attend university not to return. 40% of new housing will need to be affordable to provide young people an opportunity to have their own home.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Have heard that new residential flats will have no kitchens.	1	<p>This is incorrect.</p> <p><b>Changes to the masterplan:</b> No change.</p>
What is meant here by high density, in terms of units per	2	<p>This will be a matter for the detailed application stage, taking account the national guidance that the most efficient use of land will be delivered in sustainable locations. It is envisaged in the masterplan that there will be opportunity</p>

<p>hectare? Concern that housing would be too dense</p>		<p>for a mixture 3 or 4 stories of apartments within the two main development blocks identified. All homes will be to national building regulations standards. Making the most efficient use of Brownfield Land is a national planning policy.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>There is a case for increasing residential development instead of commercial development</p>	<p>1</p>	<p>The need to meet local demand for homes and deliver a commercially viable scheme. This is in the masterplan as an option, but it is flexible and should more commercially orientated, city centre appropriate uses come forward then the plan allows for change.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Concern that creation of a vibrant night time economy / Playhouse &amp; City Hall uses would conflict with new residential development.</p>	<p>4</p>	<p>The masterplan includes provision for the delivery of residential development within a sustainable city centre location. Through subsequent planning applications, detailed design and layout will ensure that proximity of residential and venues serving the night time economy, mechanical plant, delivery and servicing areas, etc. are appropriately located and managed to ensure potential conflicts between these uses are minimised.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Not enough analysis to consider the capacity, mix and tenures that could be delivered.</p>	<p>1</p>	<p>The council's Strategic Housing Market Assessment analyses needs in the way described and has been used to identify the type of homes needed. This is reflected by Policy in the Core Strategy. The masterplan is in accordance with this and National Planning Policy.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>How will the desire for units to be aimed at "young professionals"?</p>	<p>1</p>	<p>This can be encouraged but not insisted on. It will be encouraged by the size, tenure and affordability of units and the location near the vibrant centre of Salisbury.</p> <p><b>Changes to the masterplan:</b> No change.</p>

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<b>Theme 8: Design and materials</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Must ensure high quality design and materials are used throughout.	10	<p>The masterplan is intentionally high level, and in general does not specify detailed design criteria at this stage. Subsequent planning applications will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP57 (Ensuring High Quality Design and Place Shaping).</p> <p><b>Changes to the masterplan:</b> No change.</p>
The city's heritage assets must be protected and enhanced.	12	<p>The need to preserve and enhance heritage assets and historic setting of Salisbury is acknowledged and has been enhanced in the document through explicit identification of important features of the townscape from the Conservation Area Appraisal.</p> <p><b>Changes to the masterplan:</b> Section 6 amended to include detailed criteria from the Salisbury Conservation Area Appraisal</p>
Salisbury needs to retain its individuality.	1	<p>Agreed. The masterplan promotes design solutions which reflect the unique character of the city. It is accepted the original masterplan document was a little light on this detail.</p> <p><b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan</p>
Objection to the modern examples that are shown in the masterplan.	1	<p>The photograph accompaniments are intended as examples to give a flavour of possible design approaches and are not indicative of any final scheme. Subsequent planning applications will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP57 (Ensuring High Quality Design and Place Shaping). There will be further opportunities to comment on detailed design proposals through this process.</p> <p><b>Changes to the masterplan:</b> No change.</p>



New buildings should be traditionally designed.	2	<p>It is an option, but care must be taken not to repeat mistakes of the past and deliver a poor pastiche of the historic building in Salisbury (see exiting British Heart Foundation Building and Sainsbury's). The key goal should be excellence in design and not limiting the potential outcomes.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Design should be contemporary, not imitation old buildings.	2	<p>The masterplan promotes a design approach to reflect the unique character of the city. It is accepted the original masterplan document was a little light on this detail.</p> <p><b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised Masterplan</p>
A condition should be required for inclusion of swift bricks.	2	<p>The comments are noted. After discussion with the developers of the Phase 1 library application, it the proposals have been amended to incorporate swift bricks as part of the design. There is scope to incorporate further installation of swift bricks through the latter stages of development. The masterplan is not the correct vehicle to introduce planning conditions, although there is scope to introduce new text to the masterplan to reflect the intention.</p> <p><b>Changes to the masterplan:</b> To add text to refer to inclusion of swift bricks in new development.</p>
the redevelopment of the Maltings should pay homage to Fisherton's history	2	<p>Agree.</p> <p><b>Changes to the masterplan:</b> The appropriate marking of the history of the site will be encouraged through an amendment in the masterplan.</p>
Salisbury needs stricter rules on shops signs / design guide	1	<p>The eclectic nature of Fisherton Street defines in character. There is no wish to sanitise it. The existing Salisbury Shopfront Guide is appropriate for this. There is a wider project which is looking at curation of some of the historic shopfronts, but this does not form part of the masterplan project.</p> <p><b>Changes to the masterplan:</b> No change.</p>

Request for improvements to Sue Ryder shop	1	<p>The masterplan seeks to improve the experience for all but does not specify what should happen to individual occupiers. It is ultimately a question for the individual charity if they wish to invest in improvement of their shop.</p> <p><b>Changes to the masterplan:</b> No change.</p>
First impression of Salisbury from surrounding roads is poor (litter, weeds)	1	<p>The regeneration of the Maltings and Central Car Park is part of a wider package of measures aimed at raising the quality of the experience of visiting Salisbury.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request public art, e.g. statues, sculptures, partially submerged public art in the river	3	<p>The masterplan already promotes and encourages public art including the suggestion of dedicated locations. Installations in the water would need to be carefully considered on ecological grounds. Enhancing the setting of the River Avon as the focal point feature of the regeneration scheme is at the masterplans core.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The masterplan should not indicate where public art should be located. Outmoded view of public art as objects to be dropped into open spaces, when public art can take many forms and be delivered in many ways on a permanent or temporary basis.	1	<p>The masterplan sets out that public art should be provided in key node locations to provide interest and wayfinding opportunities through the site. This should include as part of building fabric, design, and street furniture. However, a specific location for a piece of art has been identified between the Cultural Quarter and The Maltings in close proximity to one of the most prominent locations associated with the nerve agent incident in 2018. This in intended to symbolise the city's resilience.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request for varied height seating, for elderly people.	1	<p>Agreed. The masterplan must promote equal access and enjoyment for all.</p> <p><b>Changes to the masterplan:</b> Add to the masterplan</p>

Concern that the Phase 1 library and hotel application design is inappropriate to the area.	2	<p>The application has been amended and is subject to the planning application process which is separate from this. The masterplan provides a wider context of the planning application and the overall long term benefits it could help deliver.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request for the development of the site to look 'up market'.	1	<p>The masterplan promotes the physical enhancement of the area while maintaining maximum flexibility for end users. Ultimately the market will decide how the buildings will be used in a viable manner. The masterplan seeks to secure an exciting and appropriate new development irrespective of uses.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Development should enable glimpses of features of interest including the United Reformed Church and the Cathedral.	2	<p>Agreed</p> <p><b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised Masterplan</p>
There is a lack of assessment of the views in and out of the site.	2	<p>The masterplan site has been subject of many assessments which informed the current proposals. It was not considered to have long descriptive passages in the masterplan but to rather keep it concise and show what is proposed. It is accepted that the masterplan could benefit from additional design guidance describing the important views.</p> <p><b>Changes to the masterplan:</b> Assessing impact and safeguarding of Important views to be added.</p>
The new library should have large windows to appreciate UFC and Infirmary building.	1	<p>Noted. The application has been amended and is subject to the planning application process which is separate from this.</p> <p><b>Changes to the masterplan:</b> No change.</p>

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Wide pavements outside new library should be used for public open space.	1	Agreed  <b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised Masterplan
Concern that the approach to the city centre from the railway station is in a poor condition.	1	Improvements to the appearance of Salisbury rail station and its surrounding area are the subject of a separate project, which is seeking to enhance this important entrance into Town. It is outside the scope of this masterplan  <b>Changes to the masterplan:</b> No change.
Concern that the development will spoil the character of Fisherton Street.	2	It is accepted the Original masterplan document was a little light on this detail  <b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan
Will phases of development be built out by a single or different developer? How will legible consistency be maintained?	1	That is the purpose of the masterplan to set a single framework for the site which will ensure that development will be a coherent whole. However, it is not considered that all the phases need to same design treatment. That can lead to bland solutions and Salisbury is characterised by an eclectic townscape.  <b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan
Architect/Designer retention clauses could be used to maintain design quality.	1	Noted.  <b>Changes to the masterplan:</b> No change.
Independent design reviews should be mandatory for this scheme.	2	There is no legislation for making these mandatory. The Councils process is to have in-house urban designers and conservation specialists  <b>Changes to the masterplan:</b>

		No change.
Design codes and guidance should be set out in this document.	2	<p>The document is a masterplan and not a detailed planning application. Hence the need to provide an overall concept and framework while allowing flexibility. It is accepted the original masterplan document was too light on design details</p> <p><b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan</p>
The masterplan does not include enough context and townscape character analysis to inform design principles.	8	<p>Disagree. The masterplan sets out the underpinning urban design parameters for the site and development principles by area. The masterplan site has been subject of many assessments which informed the current proposals. It was not considered to have long descriptive passages in the masterplan but to rather keep it concise and show what is proposed. It is accepted that the masterplan could benefit from additional design guidance describing the important townscape features that need to help shape the ultimate design solutions. The document is a masterplan and not a detailed planning application. Hence the need to provide an overall concept and framework while allowing flexibility.</p> <p><b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan</p>
Request for more detailed Supplementary Planning Guidance for later phases of the development, to guide detailed design.	2	<p>The masterplan will, if endorsed by the Planning Committee, form a significant material consideration within the decision-making process. There is no benefit to adding additional layers of bureaucracy for little benefit.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The development should consider Crime Prevention Through Design and include CCTV linked to the current operating system.	1	<p>Agreed.</p> <p><b>Changes to the masterplan:</b> Add that the Police Architectural Liaison Officer will help agree the best ways to achieve 'safe by design' standards</p>

The masterplan should include areas to be enjoyed in Winter conditions, not just summer.	1	The masterplan envisages the development of and improvement of a number of indoor spaces, as well as outdoor improvements to the public realm.  <b>Changes to the masterplan:</b> No change.
The development should have a space where posters about local events are allowed.	1	Agreed.  <b>Changes to the masterplan:</b> Add 'publicity area for displaying information about local events and Charites
How does the masterplan fit with NPPF 2019 Section 12 Achieving well-designed places? Para.124 and 125	2	The masterplan accords with the NPPF. It is proposing a major 40-meter-wide green corridor, showcasing the River and celebrating the role in water in shaping the City. It sets out opportunities for transformational enhancement to the public domain including a major pedestrian route directly linking the Market Place to the Cultural Quarter. It sets explicit design criteria for the development. It is accepted the original masterplan document was too light on design details.  <b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan
Concern that mixed-use blocks are not appropriate in scale. Suggest smaller plots more appropriate from a place making and urban design perspective.	1	The commercial blocks represent flexible spaces and there is no restriction in the masterplan on how they may be configured and subdivided internally. Therefore, there is flexibility to allow the layout to be adapted to market trends which it is agreed is very important.  <b>Changes to the masterplan:</b> No change.
Concern that mixed-use block closest to the Playhouse may block natural light needed for café culture.	1	This masterplan is not a full planning application. It is not a detailed design but rather an indicative plan of the potential development area. Detailed planning applications will need to comply with planning policies which are specifically designed to protect the amenity of neighbouring uses.  <b>Changes to the masterplan:</b> No change.

Request for St Pauls bridge to be painted to make attractive entrance.	1	This is being considered as part of a wider project but is outside the scope of this masterplan  <b>Changes to the masterplan:</b> No change.
Concern that mixed-use/commercial blocks are out of scale with city, particularly given their proximity to the green corridor route	1	Urban design parameters in the masterplan and the area-based development principles set a framework and any application will need to meet the appropriate design policies in the Wiltshire Core Strategy. It is accepted that the masterplan could benefit from additional design guidance describing the important townscape features that need to help shape the ultimate design solutions. The masterplan sets out development principles and design parameters, but it is a guiding document not totally prescriptive. It is not a full planning application. Any development will also need permission and that will be subject of further public consultation where the influence of the masterplan will be apparent.  <b>Changes to the masterplan:</b> The design criteria and important features around the site which present opportunities and require sensitive design solutions, will be expanded on in the revised masterplan
The site should include clear signage/wayfinding	3	Agreed. The masterplan requires this throughout the development  <b>Changes to the masterplan:</b> No change.
The masterplan appears to be ineffective in shaping the form of the library/hotel part of the scheme	1	The masterplan is not a detailed design process. It sets a framework and design parameters but is not a substitute for the full planning application process. The general principle of the redevelopment of the former British Heart Foundation Building is in accordance with the masterplan  <b>Changes to the masterplan:</b> No change.
<b>Theme 9: Climate Change</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
The masterplan needs to respond to Wiltshire	6	Noted. The masterplan should be amended.



<p>Council's climate emergency declaration, aiming for net negative carbon emissions in order to reach commitment to net zero emissions by 2030.</p>		<p><b>Changes to the masterplan:</b></p> <p>Amendment under 'energy efficiency and sustainability' to 'Planning applications will be supported by a statement clearly outlining the measures proposed to achieve sustainable development. <u>Where possible and viable, development should be carbon neutral</u>'.</p>
<p>The masterplan is not ambitious enough in its targets for low/zero carbon development.</p>	<p>2</p>	<p>Noted. The masterplan should be amended.</p> <p><b>Changes to the masterplan:</b></p> <p>Amendment to first paragraph under 'energy efficiency and sustainability' to 'Planning applications will be supported by a statement clearly outlining the measures proposed to achieve sustainable development. <u>Where possible and viable, development should be carbon neutral</u>'.</p>
<p>The masterplan should require BREEAM Excellent, Passivhaus, net zero carbon standard for all new buildings.</p>	<p>4</p>	<p>Noted. The masterplan should be amended. All design and construction matters will be required to meet Core Strategy Policy 41 in meeting environmental standards. There is a section of the masterplan addressing such measures. This section will be expanded</p> <p><b>Changes to the masterplan:</b></p> <p>Amendment to first paragraph under 'energy efficiency and sustainability' to 'Planning applications will be supported by a statement clearly outlining the measures proposed to achieve sustainable development. <u>Where possible and viable, development should be carbon neutral</u>'. <u>masterplan amended to highlight the opportunities for zero net energy highlighted</u></p>
<p>Wiltshire Council should provide a climate change public education programme.</p>	<p>1</p>	<p>Noted, however this is outside of the remit of the masterplan.</p> <p><b>Changes to the masterplan:</b></p> <p>No change.</p>
<p>There is not a high enough requirement for energy from sustainable sources.</p>	<p>6</p>	<p>The comments are noted, and it is recognised that Wiltshire Council resolved in February 2019 that the council would seek to achieving carbon neutral status by 2030. The masterplan has been derived based on the policy requirements set by the Wiltshire Core Strategy and the NPPF. The masterplan requires that all planning applications be supported by a statement clearly outlining the measures proposed to achieve sustainable</p>

		<p>development. There is also a requirement for the incorporation of onsite renewable energy generation that is appropriate to the setting.</p> <p><b>Changes to the masterplan:</b> To add text to recognise Wiltshire Council's goal to be carbon neutral by 2030.</p>
Support requirements for green building, living walls, green roofs/walls etc.	4	<p>Support is noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Materials should be chosen based on their green credentials	2	<p>All design and construction matters will be required to meet Core Strategy Policy 41 in meeting environmental standards. Choice of materials can make an important contribution</p> <p><b>Changes to the masterplan:</b> Revision to masterplan to include this opportunity</p>
Design for zero net energy Running costs: effective insulation; use of natural lighting; solar thermal panels/Photo-Voltaic panels; hydroelectric generation in the Avon; Air source and ground source heat pumps.	5	<p>There is a section of the masterplan addressing such measures. This section will be expanded.</p> <p><b>Changes to the masterplan:</b> Masterplan amended to highlight the opportunities for zero net energy highlighted.</p>
During demolition and construction, efforts should be made to minimise greenhouse gas emissions and reused/recycled waste material.	1	<p>Agree. Planning applications for major developments will subject to a condition requiring an Construction Environmental Management Plan (CEMP). This will need to detail just such measures in detail and be monitored throughout the construction phase.</p> <p><b>Changes to the masterplan:</b> Mention CEMP in Masterplan</p>
<b>Theme 10: Highways, Transport and Movement</b>		

Issue raised	No. times raised	Wiltshire Council response
The masterplan needs to show access routes in and out of the site.	11	<p>Agreed.</p> <p><b>Changes to the masterplan:</b> A new access plan to be added</p>
Money should be prioritised on planning to resolve Salisbury highways congestion issues.	10	<p>The Salisbury Transport Strategy sets out a variety of measures to address congestion. The council is currently applying for funding from the Government for improvements to Exeter Street, Harnham Gyratory and Park Wall Junction through the Major Road Network (MRN) Investment Programme and expects this to be matched by S106 funding from developments in Salisbury. The redevelopment of The Maltings and Central Car Park will support these measures by delivering other elements of the Salisbury Transport Strategy including demand management measures (parking and traffic management), providing high quality walking and cycling facilities, and smarter choices measures such as the expansion of the car club.</p> <p><b>Changes to the masterplan:</b> No change.</p>
A traffic plan for Salisbury is needed including a by-pass, relocation of Churchfields Industrial Estate, to reduce traffic in the city centre.	1	<p>A bypass option was considered through the Salisbury Transport Strategy and was discounted on the grounds of viability. The decant of heavy industry uses from Churchfields Industrial Estate continues to be a policy position that the Council are exploring.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Analysis is needed of the context of the wider city vehicular, pedestrian and cycle links.	2	<p>The masterplan has been prepared having regard to wider strategic context for Salisbury, including the Salisbury Transport Strategy.</p> <p><b>Changes to the masterplan:</b> No change.</p>
A Traffic and Movement Strategy is needed, to reconsider the one-way	2	<p>While this is outside the scope of the masterplan, the Transforming Accessibility Project is assessing these options</p> <p><b>Changes to the masterplan:</b></p>

system and introducing more pedestrianisation.		No change.
Cars should be discouraged from the site.	4	It is agreed that through traffic or rat-running through the site should be discouraged where possible, and the masterplan sets out a plan to achieve this. It is important that a level of onsite parking remains available to support the services, leisure and retail functions of the city centre as well as allowing for essential servicing of businesses, and access for emergency services.  <b>Changes to the masterplan:</b> New Access Plan added
The city centre should be pedestrianised.	2	Options for pedestrianisation of parts of the city centre are being explored through the Transforming Accessibility Project.  <b>Changes to the masterplan:</b> To reference in the access section
Pedestrian connectivity should be improved around the Cheese Market to Market Place crossing – e.g. shared space.	2	Improvements to the Cheese Market area are being considered through the Transforming Accessibility Project.  <b>Changes to the masterplan:</b> No change.
Request that Silver Street / Minster Street be pedestrianised / link through The Maltings is needed to facilitate this.	4	While this is outside of the scope of the masterplan, the Transforming Accessibility Project is in the process of considering all options for reducing the impact of cars and producing more pedestrian friendly areas within the City Centre.  <b>Changes to the masterplan:</b> No change.
Pedestrian, cycle ways, vehicular access should be separated.	4	Agree. The formation of the green corridor at the heart of the masterplan will offer opportunities for segregation of routes and enhancement to encourage increased cycling and walking to the city centre  <b>Changes to the masterplan:</b> No change.

Public transport needs to be improved and made cheaper to encourage use.	1	<p>Wiltshire Council do not operate the local bus service and budgetary constraints are a major factor in the council's ability to influence fare prices. The strategy for the masterplan site to discourage car use in the city centre, in order to encourage the use of the more sustainable modes of transport.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request there be no access to central car park from Fisherton St	2	<p>Traffic movement within the city centre is being reviewed as part of the Transforming Accessibility Project. The masterplan seeks to restrict traffic trips to those using the services in the city centre and also essential servicing of business. The Playhouse and City Hall as well as Maltings business will need continued servicing.</p> <p><b>Changes to the masterplan:</b> New access plan to be added.</p>
Heavy goods vehicles should be removed from historic streets	7	<p>It is agreed that heavy good vehicles should be minimised, while allowing essential servicing of businesses in a managed way (such as through loading restrictions).</p> <p><b>Changes to the masterplan:</b> To add reference to loading restrictions to access section</p>
Redevelopment of the railway station area/ connection to The Maltings and Central Car Park is needed	12	<p>The potential for opening up an access route to Salisbury rail station via Platform 6 from The Maltings and Central Car Park site has been considered historically, and it was recognised that this could form part of the redevelopment of The Maltings and Central Car Park site. Any such connection would need to be delivered in collaboration with Network Rail. A strategy for the improvement of the land around Salisbury Railway Station is being considered as part of a separate project, which seeks to greatly improve the pedestrian experience via Fisherton Street. Linkages to the masterplan site via Platform 6 of the station will be explored as part of this project to determine if they are possible, viable and beneficial.</p> <p><b>Changes to the masterplan:</b> To add potential to explore linkages to Platform 6.</p>
Support provision of cycle paths/ more should be provided.	14	<p>Support is noted. The masterplan seeks to deliver a green infrastructure corridor through the site which will include cycling opportunities through the site, and to the Avon Valley Path. Enhancements to the cycle network are also being explored through the Transforming Accessibility Project.</p>

		<p><b>Changes to the masterplan:</b> No change.</p>
Request that space is created for cyclists to ride through Market Walk.	1	<p>The commercial nature of Market Walk is likely to mean that cycle access through the arcade would be unsafe. The masterplan seeks to improve cycle links elsewhere, and there remains an east/west cycle link through Avon Approach.</p> <p><b>Changes to the masterplan:</b> To show cycle links on access plan.</p>
Opportunity for linkage of Sustrans National Cycle route 45 north-south through the site.	1	<p>The masterplan seeks to improve cycle links through the site, including the creation of an enhanced green infrastructure corridor through the site linking with the Avon Valley Path, along parts of the Sustrans National Cycle Route 45.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The site should be made safer for cyclists, pedestrians, push chairs, buggies	2	<p>This is agreed and forms a centrepiece of the masterplan.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Why are many of the pavements rough and uneven making it difficult for pedestrians especially elderly people and wheelchair users to move around easily and safely?	1	<p>It is acknowledged that there are issues with the standard of roads and pavements in Wiltshire, due to a lack of funds for ongoing maintenance. Wiltshire Council's Cabinet have responded by agreeing additional funding to help to address the issues.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support for the potential reopening of third railway arch.	3	<p>It is agreed that this could help segregate pedestrians, cyclists and traffic especially under the existing bridge footpath which is width restricted. The railway arch is owned by Network Rail and discussions will be held to explore the possibility as part of the green corridor link through the site.</p>

		<p><b>Changes to the masterplan:</b> Add to the masterplan</p>
Request that delivery vehicles access be restricted to certain times.	7	<p>This would be standard practice for any new development and would be secured through a Loading Restriction and a Traffic Regulation Order.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Salisbury needs a bus station/public transport interchange.	18	<p>It was a commercial decision by the bus operators in Salisbury to sell the bus station for redevelopment. There are no current plans to reintroduce a bus station.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Salisbury needs a taxi rank close to the railway station / behind the library.	7	<p>There is an existing taxi rank at Salisbury rail station. The masterplan indicates that a space for taxi drop off will be provided along Summerlock Approach, close to the Playhouse and City Hall.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Salisbury needs a minibus /shuttle bus / tram service between the railway/ coach/bus station.	11	<p>Transport solutions at the station will be subject to analysis as part of another project being undertaken by Wiltshire Council, which is seeking to improve the interchange. Proposals for the development of the existing railway station are outside of the scope of this masterplan.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Unclear whether market walk bridge will be moved or widened.	2	<p>There will be a new bridge aligned with the new pedestrian thoroughfare from the Market Place to the Cultural Quarter. The old bridge may be retained as a feature.</p> <p><b>Changes to the masterplan:</b> Amend the masterplan to include reference to the bridged access.</p>

Why does the masterplan refer to the strength of the coach park bridge?	1	This was mentioned specifically as the size and weight of tourist coaches has been increasing. It goes for all bridges on the site that any planning applications will need to ensure through proper surveys that they are fit for purpose.  <b>Changes to the masterplan:</b> Make issue more general
Fisherton Street should be single carriage, with a widened pavement/ cycleway, with traffic calming.	1	Improvements and enhancements to Fisherton Street will be subject to analysis as part of another project being undertaken by Wiltshire Council.  <b>Changes to the masterplan:</b> No change.
Request that Silver Street remain open to traffic.	1	This is being investigated through the Transforming Accessibility Project and is outside of the scope of this masterplan, albeit it is recognised that there may be knock on impacts that require consideration.  <b>Changes to the masterplan:</b> To reflect (broadly) in access section.
Will Co-Cars car sharing area move?	1	Co-Cars currently have a dedicated parking area in Salt Lane Car Park. In line with Wiltshire Council's parking standards it is anticipated that future development of Area 3 will provide additional space for car share schemes. Opportunities will be explored at the detailed planning stage, in collaboration with local service providers.  <b>Changes to the masterplan:</b> Add that space for care share clubs will be explored.
The masterplan 'pedestrian boulevard' suggests Blue Boar Row will be pedestrianised – this is misleading.	1	It is agreed that the masterplan is unclear in this regard.  <b>Changes to the masterplan:</b> Masterplan to be changed to clarify that it will be a pedestrian friendly boulevard with impacts of roads and vehicular traffic minimised
Request for P&R service to extend to later in the day, and travel into the site.	7	Some late services already operate such as 11pm to Wilton. The widening of this service is a policy of the Council and is reliant on the gradual replacement of long-stay parking spaces in the city centre to encourage demand. The operation of the Park and Ride services are covered in the Salisbury Transport Plan



		<p><b>Changes to the masterplan:</b> No change.</p>
P&R service should continue to be free	1	<p>Park &amp; Ride services are currently free as part of the ongoing Salisbury recovery programme. It is unknown at this stage how long the service will continue to be free.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Having good P&R services should mean more pedestrianisation in town, with inner service road around the city	1	<p>The Salisbury Transport Strategy advocates the incremental shift from centrally focussed long stay parking to Park and Ride facilities, in order to alleviate city centre traffic and provide 'people friendly' streets. The possibilities for servicing businesses and emergency access while allowing for increased pedestrianisation, is being considered through the Transforming Accessibility Project.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Residents at Griffin Court request that access is blocked.	1	<p>Noted. This will be considered when detailed plans for the physical environment come forward as part of the ongoing Cultural Quarter project.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Residents at Griffin Court request amendment of suggestion of parking space.	1	<p>Residents parking will be considered at all stages of development.</p> <p><b>Changes to the masterplan:</b> Add to the section on Development Principles for Area 2 – Cultural Quarter</p>
Request to relocate Salisbury rail station to The Maltings and Central Car Park together with bus station, coach stop, taxis, shop mobility, TIC, toilets,	1	<p>This option has been considered historically but was rejected on grounds of deliverability.</p> <p><b>Changes to the masterplan:</b> No change.</p>

medical health, cycle stands.		
Request to develop elevated monorail linking Salisbury and surrounding area landmarks.	1	Funding is not available for this idea. The Council is working to better integrate existing transport and to deliver an improved environment to encourage walking and cycling.  <b>Changes to the masterplan:</b> No change.
Request to shift container traffic to rail transportation, using the disused rail yard behind Salisbury station, Wilton and Solstice Park Amesbury.	1	There is currently little market demand for this. The Council's policy position is supportive of rail freight in general but at the current time due to lack of market interest it is not deliverable. It is outside the scope of the masterplan.  <b>Changes to the masterplan:</b> No change.
Rail link between the Bishops Mill pub site and the railway station should be restored.	1	Such a scheme is unlikely to be commercially viable and likely to require land that is not currently available.  <b>Changes to the masterplan:</b> No change.
Welcome centre should be provided at the railway station.	1	It is agreed that visitors by all modes of transport should receive a pleasant arrival experience to Salisbury with easy access to information and easy to follow wayfinding. Visitor experience at the coach drop-off and train station are not mutually exclusive, and there are plans to improve both.  <b>Changes to the masterplan:</b> No change.
Request to know how traffic will be diverted.	1	Detailed strategies for the continued efficient access to and from the site will be required to be submitted as part of any subsequent planning applications.  <b>Changes to the masterplan:</b> No change.

Support for improved pedestrian access to the Playhouse and City Hall from car parks.	1	Support is noted.  <b>Changes to the masterplan:</b> No change.
Request for more bridges for east/west linkage (bridge as public art).	1	A number of bridges crossing the central channel of the River Avon already exist and it is unlikely that additional bridged access points would be required. Implementation of the Green Corridor would see existing bridges utilised as part of the green corridor, including pedestrian and cycling links where appropriate.  <b>Changes to the masterplan:</b> No change.
Network Rail have provided detailed requirements of development potentially affecting Network Rail land.	1	The detailed requirements are noted and will be taken into consideration at the detailed planning application stages.  <b>Changes to the masterplan:</b> Amend masterplan to refer to need to consider proximity to railway line in the detailed design of commercial/residential areas and green corridor.
Highways England require subsequent planning applications to be supported by Transport Assessments	1	The requirement for Transport Assessment is noted.  <b>Changes to the masterplan:</b> The masterplan has been amended to include a checklist of required submission documents.
Request to know where coaches will drop off to the Playhouse and City Hall.	1	The masterplan provides for the retention of the coach park, where coach parties can be dropped off within a reasonable proximity to the City Hall and Playhouse. Vehicular access into the site will also be available from Summerlock Approach to the rear of the City Hall and Playhouse.  <b>Changes to the masterplan:</b> No change.
The masterplan should include a link below railway line next to Summerlock Stream.	1	It is understood that there is a historic tunnel underneath the railway line from the Central Car Park to the Spire View development. This does not currently form part of the masterplan proposals at this time, although the masterplan proposals would not preclude the option being considered if funding is available to achieve this, and if there was landowner (Network Rail) agreement.

		<p><b>Changes to the masterplan:</b> No change.</p>
Access to service the Playhouse from Summerlock Approach must be retained	2	<p>The masterplan facilitates the continued access to the site to service the Playhouse and City Hall from Summerlock Approach.</p> <p><b>Changes to the masterplan:</b> Ensure servicing access is shown on the accessibility plan.</p>
Salisbury needs a better ring road to feed through traffic past the city	1	<p>The Salisbury Transport Strategy sets out a series of measures designed to improve key junctions and circulation around the city's highways network.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Bus services should be rerouted to cater for The Maltings and Central Car Park site.	4	<p>It is anticipated that bus services will be routed into The Maltings and Central Car Park site subject to further discussions with the bus company. The Council are working on a parallel project which is examining options to improve the Salisbury railway station entrance and is looking at options to improve bus connectivity to and from the station.</p> <p><b>Changes to the masterplan:</b> To make reference to routing of bus services into the site.</p>
Unclear how delivery vehicles will access the Maltings given height restricted bridges across the access road from Churchill Way.	1	<p>Access to the site will be achievable from a number of unrestricted access routes.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Money should be spent on fixing potholes.	1	<p>In view of low levels of public satisfaction with road conditions and a backlog of required maintenance, in October 2013 the Council's Cabinet approved an increase in annual highway maintenance expenditure to £21 million for six years. This was subsequently included in the Council's future budget, and forms the basis of the 'Local Highways</p>

		Investment Fund 2014 – 2020'. The increased investment in highways maintenance has enabled a large number of schemes to be progressed to improve the condition of the network and its infrastructure.  <b>Changes to the masterplan:</b> No change.
Request for a single point of access from the ring road, with no access from Fisherton Street or Castle Street.	1	Traffic movement within the city Centre is being reviewed as part of the Transforming Accessibility Project. The masterplan seeks to restrict traffic trips to those using the services in the city centre and also essential servicing of business. The Playhouse and city as well as Maltings business will need continued servicing.  <b>Changes to the masterplan:</b> No change.
Salisbury should lead the modal shift away from car use and promote a greener city.	1	Noted. It is the purpose of the masterplan to encourage a transformation of the environment in a manner which encourages walking, cycling and public transport and reduces car use  <b>Changes to the masterplan:</b> No change.
Low emission vehicle power including biogas should be considered.	1	There is a requirement to provide electricity charging points in the Local Transport Plan.  <b>Changes to the masterplan:</b> No change.
<b>Theme 11: City Centre Parking</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Object to redevelopment of central car park	1	Noted. The redevelopment of the Central Car Park is an adopted planning policy of the Council and has been subject to two Examinations in Public upon which independent Inspectors acting on behalf of the Secretary of State found the plans to be sustainable and sound.  <b>Changes to the masterplan:</b> No change.

Objection to the principle of a new multi storey car park.	1	<p>Noted. There is a need to make the most efficient use of land as required by national policy. The uses proposed within the masterplan will attract visitors to Salisbury and there will be a need for car parking.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support the principle of a new multi-storey car park.	7	<p>Noted</p> <p><b>Changes to the masterplan:</b> No change.</p>
Objection to a reduction in parking spaces/concern there won't be enough.	32	<p>The masterplan is intentionally high level and does not prescribe a specific number of car parking spaces to be delivered. This is largely because the specific end uses for the site have yet to be determined, and this will guide the number of car parking spaces that are needed on the site. It is understood that there is currently an oversupply of car parking space in Salisbury city centre. Based on the broad areas that are identified for wrapped car parking, it is estimated that approximately 1000 spaces could be delivered, but this will be dependent on further assessment of need based on end uses, and requirements set by the Council's Car Parking Strategy.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support for a reduction in number of parking spaces.	3	<p>Support is noted.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Request to know number of parking spaces proposed compared with existing	1	<p>The masterplan indicates in the region of 1000 spaces whereas the site currently provides in the region of 1,600 spaces.</p> <p><b>Changes to the masterplan:</b> No change.</p>
City centre parking should be limited, with more focus on utilising Park & Ride	3	<p>There is recognition that a proportion of visitors to the city centre travel by car and are very important for the city's vitality and viability. The masterplan focusses on removing long stay car parking (usually workers) and encouraging</p>

infrastructure in line with the Salisbury Transport Strategy.		those to use the Park & Ride. That is complimented by encouraging people visit the city centre using other means of transport, especially walking and cycling.  <b>Changes to the masterplan:</b> No change.
If an oversupply of 1000 spaces are provided, Wiltshire Council should reduce on-street parking in the city and widen pavements.	1	The Salisbury Accessibility Project is considering how the road network may be rebalanced in favour of the pedestrian and reducing the dominance of the car.  <b>Changes to the masterplan:</b> No change.
1000 parking spaces too precise given the level of unknowns	1	The masterplan is explicit in that this is an indicative number  <b>Changes to the masterplan:</b> No change.
There is a need to recognise that excess parking at the station overflows into the Central Car Park long stay area.	1	Car parking capacity at the station is being considered by a separate project which is looking at long term solutions to increase parking there.  <b>Changes to the masterplan:</b> No change.
Objection to the removal of long stay parking.	7	It is not the policy to prevent people from visiting the city centre by car, which is important for the city's vitality and viability. It is focussed on removing long stay car parking (usually workers) and encouraging those to use the park and ride sites. That is complemented by encouraging people visit the city centre using other means of transport, especially walking and cycling. The aim is an overall reduction of vehicles visiting the city centre to the benefit of the pedestrian, public realm and air quality.  <b>Changes to the masterplan:</b> No change.
Short stay parking in the Central Car Park is	2	It is not the policy to prevent people from visiting the city centre by car, which is important for the city's vitality and viability. It is focussed on removing long stay car parking (usually workers) and encouraging those to use the park

overprovided which encourages cars into the centre rather than using P&R.		and ride sites. That is complemented by encouraging people visit the city centre using other means of transport, especially walking and cycling.  <b>Changes to the masterplan:</b> No change.
Parking in the city is too expensive and should be made cheaper.	7	The concerns are noted. Car parking charges set by the Council support a range of other Council transport measures, including essential local bus services. Parking charges are set by the Council's Parking Services team and are not within the scope of the masterplan for The Maltings and Central Car Park.  <b>Changes to the masterplan:</b> No change.
Suggest introducing pre-paid parking disc scheme.	1	Car parking charges set by the Council support a range of other Council transport measures, including essential local bus services. Parking charges are set by the Council's Parking Services team and are not within the scope of the masterplan for The Maltings and Central Car Park.  <b>Changes to the masterplan:</b> No change.
Request that parking be free after 3pm.	1	The concerns are noted. Car parking charges set by the Council support a range of other Council transport measures, including essential local bus services. Parking charges are set by the Council's Parking Services team and are not within the scope of the masterplan for The Maltings and Central Car Park.  <b>Changes to the masterplan:</b> No change.
Parking should be pay on exit, rather than pre-paid per hour.	1	The collection of parking fees is not within the scope of this masterplan  <b>Changes to the masterplan:</b> No change.
Parking provision should be made for vans, motorhomes, campervans.	1	The masterplan indicates that land accessed from Mill Stream Approach, surrounding the coach park will be reserved as 'trader's layover parking', for larger trade-related vehicles. During market days. While day visitors to Salisbury in camper vans are very welcome overnight parking in city centre car parks is not permitted and there are official sites in the city for such use including Hudson's Field.



		<p><b>Changes to the masterplan:</b> No change.</p>
There is a need for a stronger commitment to provision for electric vehicle charging.	1	<p>It is agreed that the masterplan should be clearer in its intent to support the introduction of infrastructure to support electric vehicles and make suitable provision.</p> <p><b>Changes to the masterplan:</b> Insert additional wording under 'Character Area 3 – Commercial and Residential Core'.</p>
Solar photo voltaic charging points should be provided in bike racks for electric bike charging.	1	<p>This option can be explored</p> <p><b>Changes to the masterplan:</b> Add potential to masterplan</p>
How high will the multi-storey car parks be?	1	<p>The masterplan is intentionally strategic in nature, and in general does not specify detailed design criteria relating to height, scale and massing. Any subsequent planning applications, including the Phase 1 application that is currently under consideration, will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP22 (Salisbury Skyline) and CP57 (Ensuring High Quality Design and Place Shaping).</p> <p><b>Changes to the masterplan:</b> No change.</p>
Will interim parking be in place while development is taking place?	3	<p>Yes. The development of the site will be phased to ensure continuity of access to parking in the city centre. Where development that would interrupt access to the existing car parks takes place, alternative areas of parking will be made available to ensure there are no negative impacts on the normal workings of the city centre. This will include adequate provision for those with disabilities/mobility issues.</p> <p><b>Changes to the masterplan:</b> Insert additional wording to Section 7 Indicative Phasing and Delivery Plan to provide assurance over the continuity of access to the city centre during construction.</p>
Easily accessible disabled / blue badge parking is required.	5	<p>Agreed. this will be provided in accordance with policies in the Local Transport Plan and national guidelines to supplement the spaces already provided on Blue Boar Row and New Canal</p>

		<p><b>Changes to the masterplan:</b> No change.</p>
Suggest that management of parking in Salisbury be returned to Salisbury City Council.	1	<p>Noted. There are no plans to pass management of car parking in Salisbury to Salisbury City Council.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Could the top deck of the wrapped car park be residential gardens?	2	<p>It is a good idea and opportunity that should be explored through the detailed planning stage including considering implications on the viability of any scheme</p> <p><b>Changes to the masterplan:</b> Add this as an opportunity in the masterplan</p>
Concern about public safety, noise/air pollution in concealed multi storey parking areas.	5	<p>Wrapped car parks are a tried and tested design solution used successfully in many cities around the world and are subject to detailed design for ventilation and control of exhaust fumes during the detailed planning stage</p> <p><b>Changes to the masterplan:</b> No change.</p>
Where will hotel users park?	4	<p>In the central car park..</p> <p><b>Changes to the masterplan:</b> No change.</p>
Support for provision of market trader parking.	2	<p>Support noted. A dedicated layover space is shown to the north of the remodelled coach drop-off point.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Market trader parking area should be designed to ensure a good first impression of the city for those arriving by coach.	1	<p>Agreed</p> <p><b>Changes to the masterplan:</b> Add to plan that this area needs special treatment and screening from coach welcome point</p>

Market traders should be permitted to park on the Market Square.	2	Disagree. The Market Place enhancement has been transformational for the area, which is now vibrant, and pedestrian dominated. This would be considered a retrograde step.  <b>Changes to the masterplan:</b> No change.
Request that residents in Castle Street with Zone A permits be allowed to use coach/trader's car parking when parking is not available on-street.	1	This can be considered through direct discussion with the Councils parking services. It is outside the scope of this masterplan.  <b>Changes to the masterplan:</b> No change.
New housing should be car free with a car club	4	This may be feasible but will be determined through the detailed planning stage.  <b>Changes to the masterplan:</b> No change.
Parking should be limited to one location rather than in two blocks, to reduce traffic movement within the site.	2	There is a need to make the most efficient use of land as required by national policy. The uses proposed within the masterplan will attract visitors to Salisbury and there will be a need for car parking.  <b>Changes to the masterplan:</b> No change.
Adequate and suitably placed cycle parking must be provided.	2	Agreed  <b>Changes to the masterplan:</b> Add to masterplan
It is unclear if resident parking is included in decked parking area.	1	Residents parking will be provided within the decked car parks if and when apartments are built, unless the decision is taken to make them car free.  <b>Changes to the masterplan:</b> No change.

Parking areas could be made only available for low and zero carbon transport options only.	1	Noted. The masterplan promotes infrastructure to support low and zero carbon transport options. The masterplan seeks to improve access for all and not preclude any group from visiting Salisbury including the motorist.  <b>Changes to the masterplan:</b> No change.
Are there any good examples of residential development being built around a multi-storey public car park?	1	Yes, many. It is a tried and tested design solution in many cities around the world. More locally the masterplan shows the example of Newbury.  <b>Changes to the masterplan:</b> No change.
<b>Theme 12: Coach Park</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Support for the retention and improvement of the coach park	37	Support is noted.  <b>Changes to the masterplan:</b> No change.
There is not enough certainty over the sufficiency of space for coach parking.	9	There will be enhanced facilities for Coach parking and no reduction in capacity. Plans for this area will be produced in liaison with the relevant trade organisations that may include the Confederation of Passenger Transport, Association of Independent Tour Operators and/or Coach Tourism Association. <b>Changes to the masterplan:</b> No change.
Objection to traders parking sharing coach parking space.	2	The spaces will be segregated.  <b>Changes to the masterplan:</b> No change.
Objection to using P&R for coach parking.	2	The masterplan seeks to retain coach parking space in its existing location, with improvements to the visual appearance to improve visitor experience.

		<p><b>Changes to the masterplan:</b> No change.</p>
Is there a need for the Tourist Information Centre to be near the coach station? Object to relocation from the city centre.	4	<p>The idea is for a welcome point which is not envisaged to replace the existing city centre TIC. It is complementary.</p> <p><b>Changes to the masterplan:</b> No change.</p>
How will the welcome centre at the coach park be funded?	2	<p>Through a mix of developer contributions, public funds, voluntary contributions and government grants</p> <p><b>Changes to the masterplan:</b> No change.</p>
A café and currency exchange should be included at the welcome centre	1	<p>Commercialisation of some elements of the welcome centre is a great idea</p> <p><b>Changes to the masterplan:</b> Amend to reflect commercial opportunity of welcome centre</p>
The Boathouse public house should be improved.	1	<p>It is hoped that the regeneration of the area will lead to significant inward investment by existing businesses to take advantage of the increased market. See the Ox Row and Market Taverns on the Market Place.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<b>Theme 13: Public services and facilities</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Retention of toilets is important for visitors.	10	The masterplan makes it clear that a public toilet facility will be provided and that there will be a transformational redevelopment of the coach park to deliver a positive and welcoming first impression of Salisbury for arriving tourists, with a defined tourist welcome experience area/ structure'

		<p><b>Changes to the masterplan:</b> No change.</p>
Unclear whether improvements to toilets will be just one, or both toilet blocks	1	<p>The masterplan makes it clear there will be acceptable access to public toilets retained on the Maltings. The details of where and how many will be determined through the detailed planning stage</p> <p><b>Changes to the masterplan:</b> No change.</p>
Accessible toilets are needed.	1	<p>The masterplan makes it clear that public toilets will be provided within the site. This will include the provision of accessible toilet facilities.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Public changing facilities should be provided.	1	<p>The masterplan makes it clear that public toilets will be provided within the site, which could feasibly provide spaces for Changing Places.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Salisbury needs a central post office.	9	<p>The masterplan does not specifically mention the post office; however, the masterplan has been drafted flexibly to accommodate both residential and commercial uses. If a proposal for a new post office were to come forward this would be acceptable within the use proposed for the masterplan. A post office facility exists on the High Street.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Salisbury needs a 24/7 police station.	6	<p>The masterplan does not specifically mention a police station; however, the masterplan has been drafted flexibly to accommodate both residential and commercial uses if a proposal were to come forward this could be accommodated flexibly within the masterplan area.</p> <p><b>Changes to the masterplan:</b> No change.</p>

A site for a new doctor's surgery should be included on the masterplan site.	3	The masterplan does not specifically mention a new site for a doctor's surgery, however, the masterplan has been drafted flexibly to accommodate both residential and commercial uses. If a proposal for a new doctor's surgery were to come forward this would be acceptable within the use proposed for the masterplan.  <b>Changes to the masterplan:</b> Add doctor's surgery to list of potential uses
Need to retain the health care services on the site.	1	Agreed. There are no plans to remove the existing healthcare. The masterplan envisages significant enhancement to their setting <b>Changes to the masterplan:</b> No change.
Support retention of shopmobility.	2	Noted <b>Changes to the masterplan:</b> No change.
The site should provide day/night space for homeless	1	Noted.  <b>Changes to the masterplan:</b> No change.
<b>Theme 14: Masterplan Presentation and Consultation Process</b>		
<b>Issue raised</b>	<b>No. times raised</b>	<b>Wiltshire Council response</b>
Typographical errors: p.6 'principle' p.33 'performance' 'WC's' or 'Tesco's' – no apostrophe needed  EA - p.33 typo	2	A number of spelling and grammatical errors in the masterplan have been pointed out.  <b>Changes to the masterplan:</b> Spelling and grammatical errors to be corrected.
inconsistent use of Creative / Cultural Quarter.	1	Noted.

		<p><b>Changes to the masterplan:</b> The masterplan will be amended to use 'Cultural Quarter' throughout.</p>
Why were no developers in attendance at The Guildhall exhibition?	1	<p>This consultation is concerned with the masterplan that has been prepared by Wiltshire Council not by any specific developer. As such, it was not considered necessary to involve private developers at the public exhibition held at The Guildhall although they were welcome to attend as consultees, which some local developers did..</p> <p><b>Changes to the masterplan:</b> No change.</p>
There is too much jargon in the masterplan.	3	<p>The comments are noted.</p> <p><b>Changes to the masterplan:</b> The masterplan has been reviewed and alternative wording introduced where language could be made more understandable.</p>
Examples photos of other places are unhelpful. Better to have sketches to show Salisbury.	1	<p>The masterplan does not show the detail of what will be delivered on the site, and the images that have been selected are intended to show the art of the possible, taking inspiration from what has been achieved in other places. They do not necessarily show what will be delivered on the site. Illustrative perspectives of development within the Salisbury context will be expected to accompany subsequent planning applications.</p> <p><b>Changes to the masterplan:</b> No change.</p>
Historic England query why artist impressions have been used photos. Lack of clarity.	1	<p>The accompanying images are intended to give a flavour of the existing place.</p> <p><b>Changes to the masterplan:</b> No change.</p>
The colour green should not be used to show the public realm enhancement - could be confused with green corridor.	1	<p>The comment is noted.</p> <p><b>Changes to the masterplan:</b> To amend the masterplan to make this clearer.</p>



Language like “bold” and “eye catching” is too loose and not appropriate in the masterplan.	1	The concerns are noted, and it is generally agreed that the terminology could be improved to ensure that there can be no misinterpretation of policy requirements related to urban design.  <b>Changes to the masterplan:</b> Masterplan revised accordingly
Concern raised that there has not been enough early consultation on the document.	1	The redevelopment of The Maltings and Central Car Park is a long-standing policy aspiration that has been publicly consulted on numerous times over the past 15-20 years. This includes through the Wiltshire Core Strategy, the South Wiltshire Core Strategy and the Salisbury Vision.  <b>Changes to the masterplan:</b> No change.
The masterplan lacks an explanation of what other groups are on board and signed up to the project.	1	The masterplan has been developed by Wiltshire Council in consultation with numerous stakeholders, it captures several separate projects that are on-going, including the delivery of the first phase of the Maltings regeneration and the emerging plans for the cultural quarter. The Council is working closely with the Environment Agency on the project to create a green corridor which is essential infrastructure to ensure the City is resilient against increasing flood risk. All the principal stakeholders involved in these projects are aware of the masterplan and have had the opportunity to comment on it. However, for clarity the masterplan is a Wiltshire Council-led document.  <b>Changes to the masterplan:</b> No change.
Further consultation should be taken with the Theatres Trust and Arts Council England.	1	The council will continue to work collaboratively with all relevant stakeholders through the subsequent stages of the development.  <b>Changes to the masterplan:</b> No change.
Request clarification on next steps.	1	The masterplan has been amended in light of the responses that were received over the consultation period. The revised masterplan will be put before Wiltshire Council’s Strategic Planning Committee on 19 <sup>th</sup> June 2019. If the masterplan is endorsed by the council, it will become a material consideration in the determination of subsequent planning applications on the site.

		<p><b>Changes to the masterplan:</b> No change.</p>
<p>Historic England request to know if the document will be adopted as Supplementary Planning Document.</p>	1	<p>No. The masterplan will, if endorsed by the Planning Committee, form a significant material consideration within the decision-making process. There is no benefit to adding additional layers of bureaucracy through the adopting of the master plan as SPD, for little benefit.</p> <p><b>Changes to the masterplan:</b> No change.</p>
<p>Concern that there is insufficient time between the close of consultation and the date of the Strategic Planning Committee for meaningful analysis of the responses.</p>	1	<p>The concern is noted. However, review of the representations received has been ongoing through the consultation period, and much of the analysis of responses has been carried out upfront as the responses were received. The revised masterplan has been prepared following thorough analysis of and response to the issues raised.</p> <p><b>Changes to the masterplan:</b> No change.</p>

## **5. Conclusion**

- 5.1. This Consultation Statement summarises the comments that have been received through the consultation on the masterplan for The Maltings and Central Car Park.
- 5.2. The representations received have been summarised into the above table of issues and analysed to determine the most appropriate response. The above table identifies, where necessary, changes that will be made to the masterplan before it is presented to and considered by Strategic Planning Committee for endorsement.

Major Projects  
Wiltshire Council  
Bourne Hill  
Salisbury  
Wiltshire  
SP1 3UZ

«AddressBlock»

10<sup>th</sup> April 2019

To the owner/occupier

**Notice of consultation on a masterplan for the redevelopment of The Maltings and Central Car Park, Salisbury**

Wiltshire Council is consulting on a draft masterplan for The Maltings and Central Car Park, Salisbury, which is being prepared to guide the redevelopment of the site.

The Maltings and Central Car Park is allocated for redevelopment by the Wiltshire Core Strategy. The Core Strategy requires that the redevelopment will be led by a masterplan for the whole of the site, which will establish an agreed blueprint for the detailed phases of development that will follow.

In order to ensure that the public have a meaningful input into the production of the masterplan, Wiltshire Council are carrying out a public consultation on a draft masterplan that has been prepared.

**Consultation documents**

The draft masterplan for The Maltings and Central Car Park and information on how to make comments will be published on Monday 15<sup>th</sup> April 2019 via the Wiltshire Council website at: <http://www.wiltshire.gov.uk/planning-policy>

Paper copies of these documents will also be available during normal opening hours at:

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- Amesbury Library
- Durrington Library
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- Wiltshire Council offices in Salisbury (Bourne Hill)
- Wiltshire Council offices in Trowbridge (County Hall)

### **How to comment**

Comments are invited on the draft masterplan for The Maltings and Central Car Park from **9:00am Monday 15<sup>th</sup> April** until **5pm Friday 24<sup>th</sup> May 2019**.

Comments can be made:

- Online via the Council's consultation portal: **<http://consult.wiltshire.gov.uk/portal>**
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- By post in writing to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, SP1 3UZ.

### **Public exhibition**

A public exhibition will be held on **Tuesday 23<sup>rd</sup> April** from **9:30am - 6:45pm** at Salisbury Guildhall. Wiltshire Council officers will be available during this time to answer questions about the draft masterplan.

### **Next steps and further information**

All comments received during the consultation period will be taken into consideration before the masterplan is finalised and presented to the Council's Spatial Planning Committee for endorsement.

Should you require further information on the consultation, please email: **[majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk)** or telephone 01722 434354.

Yours sincerely

Simon Hendey  
Director  
Housing and Commercial Development  
Wiltshire Council

From: [MajorProjects](#)

Bcc:

Subject: Consultation on a Masterplan for The Maltings and Central Car Park, Salisbury

Date: 12 April 2019 18:00:49

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Dear Sir / Madam

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Yours sincerely

Simon Hendey  
Director  
Housing and Commercial Development  
Wiltshire Council

**Town and Country Planning (General Development Procedure)  
(England) Order 2015**

**Town and Country Planning (Listed Buildings and Conservation  
Areas (Amendment) (England) Regulations 2010**

The following planning applications are those affecting the setting of a Listed Building, a Conservation Area, a Public Right of Way, or major applications and are available to view on our website. Views relating to the planning applications listed below should be made by **02/05/2019** quoting the reference number. All views expressed regarding a planning application will be considered and placed on a file, which is open to the public.

**BERWICK ST JAMES - 19/02876/VAR** Rotten Furlong, Langford Lane, Variation of condition 2 of 17/08221/FUL; **DINTON - 19/02382/FUL** Marshwood Farm, Marshwood, Change of use from agriculture to campsite/replace existing barn; **TEFFONT - 19/02804/VAR** Corrindale/Sylvan, The Street, Variation of Condition 2 on 17/06709/FUL.

Email Address: [developmentmanagement@wiltshire.gov.uk](mailto:developmentmanagement@wiltshire.gov.uk)

**Notice of consultation on the Masterplan for The Maltings  
and Central Car Park, Salisbury**

Wiltshire Council is consulting on a draft masterplan for the redevelopment of The Maltings and Central Car Park, Salisbury. Once the masterplan has been endorsed by Wiltshire Council it will provide a clear approach for how the site is to be redeveloped over the coming years.

**Availability of documents**

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**Appendix B**

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**Next steps**

All comments received during the consultation period will be taken into consideration. A final version of the masterplan for The Maltings and Central Car Park will be prepared taking into account the comments that are received during the consultation, before being presented to Wiltshire Council's Spatial Planning Committee for endorsement.

Any queries should be made to Major Projects on 01722 434354 or by email to- [majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk)



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### Public exhibition

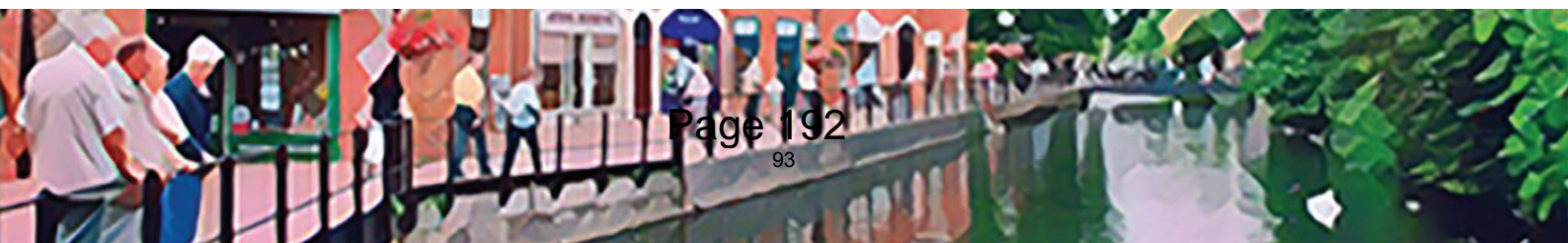
A public exhibition will be held on **Tuesday 23 April from 9:30am - 6:45pm** at **Salisbury Guildhall**.

Wiltshire Council officers will be available during this time to answer questions about the draft masterplan.

### Next steps

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**Wiltshire Council**   
@wiltscouncil Follow

Find out more about the Maltings and Central Car Park masterplan at [@5RiversCentre](#) in [#Salisbury](#). There's still time to have your say in the consultation. Info: [wiltshire.gov.uk/salisbury-ames...](http://wiltshire.gov.uk/salisbury-ames...)



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## News

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16 April 2019

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## Consultation begins on masterplan for Salisbury's Maltings and Central Car Park



I would encourage anyone with an interest in Salisbury's future as a shopping, leisure and tourism destination to attend the public exhibition at Salisbury's Guildhall to find out more, and respond to the consultation on the draft masterplan

*Pauline Church, cabinet member for economic development and south Wiltshire recovery*

Salisbury residents and visitors are being asked to have their say on the future of The Maltings and Central Car Park, as Wiltshire Council (Monday 15 April) opened a consultation on a draft masterplan for the redevelopment of the area.

All comments made during the consultation, which runs until 5pm on Friday 24 May, will be considered before a final version of the masterplan for The Maltings and Central Car Park is created and taken to Wiltshire Council's Spatial Planning Committee for consideration.

If endorsed, the masterplan will provide a clear framework for how the site will be redeveloped over the coming years.

Pauline Church, cabinet member for economic development and south Wiltshire recovery, said: "The Maltings and Central Car Park is an important space in the centre of Salisbury, and it's vital that we involve the community in any future plans for development for the area.

"I would encourage anyone with an interest in Salisbury's future as a shopping, leisure and tourism destination to attend the public exhibition at Salisbury's Guildhall to find out more, and respond to the consultation on the draft masterplan."

The public exhibition will be held on Tuesday 23 April, from 9.30am-6.45pm at Salisbury Guildhall, and council officers will be on hand to answer questions about the draft masterplan.

You can also find out more by viewing the supporting documents on the Wiltshire Council [website](#) or by viewing paper copies during normal opening hours at Salisbury Library, Wilton Library, Downton Library, Amesbury Library, Durrington Library, Five Rivers Health and Wellbeing Centre, Bourne Hill council offices, and County Hall in Trowbridge.

To comment on the draft masterplan, please go [online](#) or email your comments to [majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk); or post your comments to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ.

Once approved, the masterplan will be used to assess to current and future planning applications within the Maltings area.

Last updated: 23 April 2019 | Last reviewed: 23 April 2019

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## REPORT TO STRATEGIC PLANNING COMMITTEE

<b>Date of Meeting</b>	19 June 2019
<b>Application Number</b>	18/11957/FUL
<b>Site Address</b>	30 - 36 Fisherton Street, Salisbury, Wiltshire, SP2 7RG
<b>Proposal</b>	Demolition of the existing building at 30-36 Fisherton Street, currently used as retail. Erection of new building for library, gym and 86 room hotel.
<b>Applicant</b>	Janus Henderson UK Property PIAF
<b>Town/Parish Council</b>	SALISBURY CITY
<b>Electoral Division</b>	Salisbury St. Edmund and Milford ED (Cllr Atiquel Hoque)
<b>Grid Ref</b>	414160 130020
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	Andrew Guest

### Reason for the application being considered by Committee

The application is before the Strategic Planning Committee because it involves matters of strategic relevance and because the application has generated significant public interest.

### 1. Purpose of Report

The report assesses the merits of the proposal against the policies of the Development Plan and other material considerations leading to a recommendation – which is, (subject to completion of initial archaeological works as specified in the Archaeological Desk-Based Assessment (and reporting thereon)), to grant planning permission subject to conditions.

### 2. Report Summary

This is a full planning application to demolish the existing building at 30-36 Fisherton Street, and to erect a new building containing a library, gym and 86 room hotel.

During the application's course the proposed design of the building has been revised.

Salisbury City Council objected to the original submission - because it considers the proposal does not comply with Core Policies 21, 22, 57 and 58 of the Wiltshire Core Strategy. Due to timing, any update to the City Council's response in relation to the revised proposal will be reported as a 'late item' to enable the committee to take it into account..

The planning application has been publicised by local newspaper advertisement, site notice and letters to neighbours. The initial submission generated 138 representations (134 objections and/or expressions of concern; 3 supports; 1 comments); at time of writing of this report the revised submission generated 11 additional representations (10 objections and/or



expressions of concern; 0 supports; 1 comment). At the time of writing, no 'first round' representations have been withdrawn; accordingly all representations remain relevant to the consideration of the application.

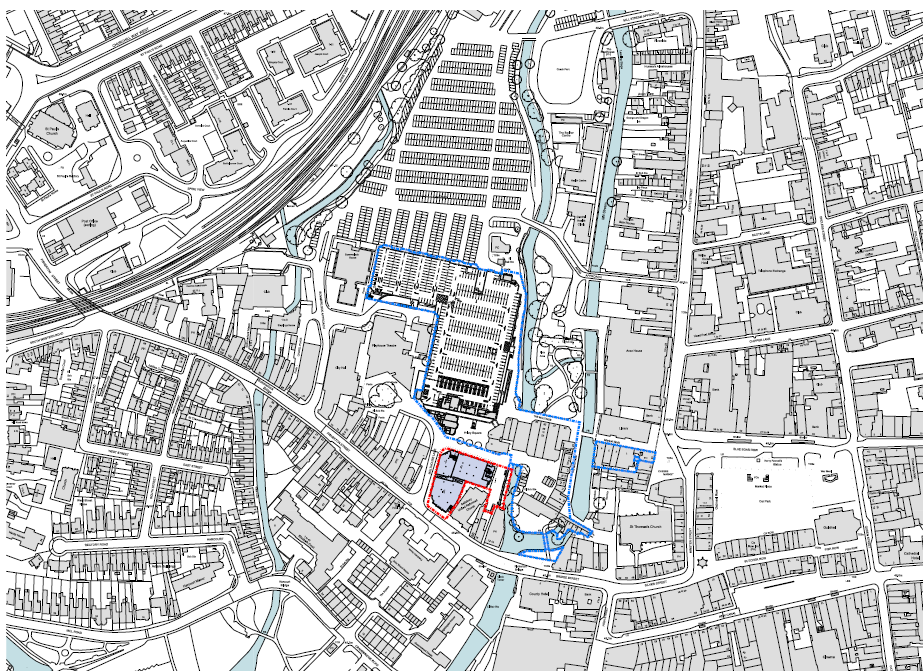
The application is recommended for approval, subject to preliminary archaeological works being carried out, and reported thereon.

### 3. Site Description

The application site is located in a prominent position at the corners of Fisherton Street / Malthouse Lane and Malthouse Lane / Priory Square (with 'front elevations' to all three of these thoroughfares). The site supports a part two storey / part single storey brick and tile building split into retail units (all presently vacant) with a small service yard to the rear, all constructed in the late 1970's as part of the wider Maltings complex.

Fisherton Street is a main traffic route into the city centre. Malthouse Lane is a no-through road principally providing access to the Maltings (Priory Square), City Hall and Salisbury Playhouse.

To the east side of the site is the United Reformed Church (a C19 grade II listed building), and beyond this relatively modest c. C19 buildings in mixed commercial and residential uses (nos. 12-20); the site and it's service yard wraps to the rear of these neighbours. Further to the east (beyond nos. 12-20 and the service yard), is the River Avon, with further historic buildings on its opposing bank. To the north side are Priory Square and other elements of the Maltings complex. To the west side (on the opposite side of Malthouse Lane) is further, older mixed commercial and residential development; including 38-40 Fisherton Street which are C16 grade II buildings concealed by later (C19) facades. To the south side of the site (on the opposite side of Fisherton Street) is the C18 grade II listed 'General Infirmary' – a sizeable 5 storey building, now in residential use. To either side of the General Infirmary are other, more modest, provincial-scale buildings of mixed age and in mixed uses (again, some listed).



*Location Plan*

In planning policy terms the application site is located within a 'Principal Settlement' as defined in the Wiltshire Core Strategy. It is also within the 'Salisbury City Centre' and the 'Secondary Shopping Area' as defined in saved policies of the Salisbury District Local Plan.

The larger part of the site is within the Salisbury Conservation Area (with Priory Square to the north lying mainly outside of the Conservation Area). Nearby listed buildings are referenced above.

The larger part of the site lies within Flood Zone 2 (with a small part alongside the river within Flood Zone 3).

The River Avon is an ecological Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI).

Most of Salisbury city centre is within an Air Quality Management Area (AQMA).

More specifically, the site forms part of the 'Central Car Park' proposed area for development, subject to Core Policy 21 of the Wiltshire Core Strategy. This is considered in more detail in the Planning Issues section of the report. The site also lies within the Salisbury Skyline policy area (Core Policy 22).

#### **4. Relevant Planning History**

There is no relevant planning history.

According to heritage records, the site included a listed building. However, this was, in fact, demolished in the 1970's. The heritage records have now been updated to reflect this – meaning there is now no listed building recorded at the site.

#### **5. Proposal**

The proposal is to demolish the existing building on the site and erect in its place a new building containing at ground floor level a library and gym; and on the first, second and third floors an 86 room hotel. A service yard would be provided at the rear (more or less on the site of the existing service yard), with 5 parking spaces (for the hotel).

The building would be sited effectively 'back of pavement' on its Priory Square and Malthouse Lane frontages, but slightly set back, and so aligned with the United Reformed Church, on its Fisherton Street frontage. The four stories would have a maximum height of 13.9m (at the Fisherton Street end), reducing to 12.8m (at the Priory Square end). On its public elevations the fourth floor would be contained in the 'roof', and so set back from the walls of the lower floors.

The design – which has evolved during progression of the application – is essentially contemporary. To all intents and purposes the single building would 'read' in its public-facing elevations as three attached buildings – the 'library' element fronting Fisherton Street and Malthouse Lane; the 'gym' element (also including part of the library) fronting Malthouse Lane and Priory Square; and a small link element between the two. All three elements of the building would contrast in terms of their detailed designs (including their fenestrations, 'shop' fronts and roofs) and in their external materials. Notably the external materials are indicated to be buff and grey in colour for the library part, and red (with grey roof) for the gym part.

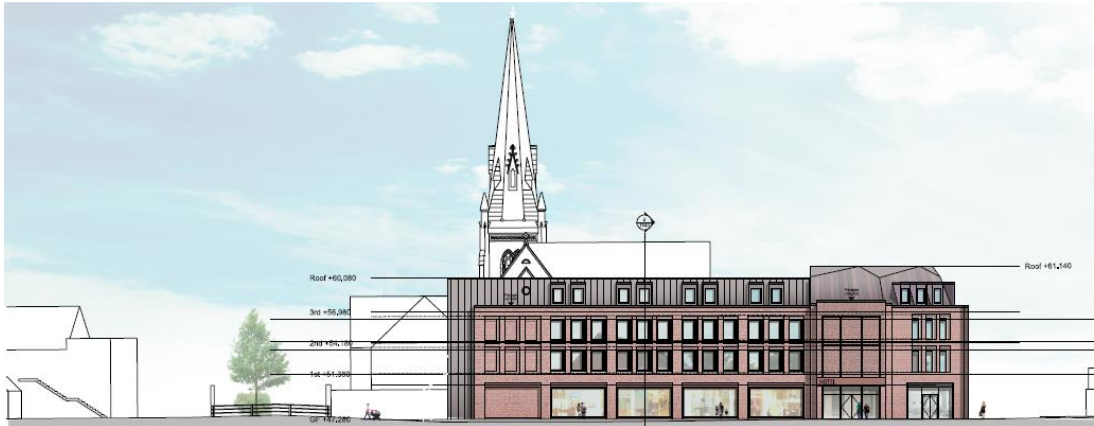




1. Proposed Fisherton St - South Elevation (1:100)



2. Proposed Malthouse Lane - West Elevation (1:100)



3. Proposed Priory Square - North Elevation (1:100)



4. Proposed Servide Yard - East Elevation (1:100)



*Ground floor plan - proposed*

The application is accompanied by a Design and Access Statement, a Heritage Statement, an Archaeological Report, a Geotechnical & Geoenvironmental Report, a Surface Water Management Plan, a Flood Risk Assessment, a Transport Statement and a Planning Statement (and update in light of revisions to design).

## **6. Planning Policy and Guidance**

### Wiltshire Core Strategy

- Core Policy 1 – Settlement Strategy
- Core Policy 2 – Delivery Strategy
- Core Policy 20 – Spatial Strategy: Salisbury Community Area
- Core Policy 21 – The Maltings / Central Car Park
- Core Policy 22 – Salisbury Skyline
- Core Policy 36 – Economic Regeneration

Core Policy 39 – Tourist Development  
Core Policy 40 – Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities  
Core Policy 50 – Biodiversity and Geodiversity  
Core Policy 55 – Air Quality  
Core Policy 56 – Contaminated Land  
Core Policy 57 – Ensuring High Quality Design and Place Shaping  
Core Policy 58 – Ensuring the Conservation of the Historic Environment  
Core Policy 60 – Sustainable Transport  
Core Policy 61 – Transport and new development  
Core Policy 64 – Demand management  
Core Policy 67 – Flood Risk

Salisbury District Local Plan ('saved' policies)

Policy S2 – Secondary Shopping Areas in Salisbury and Amesbury

The Maltings and Central Car Park Masterplan (consultation draft)

Referred to in the Planning Issues section of the report.

National Planning Policy Framework

Relevant paragraphs referred to in the Planning Issues section of the report.

## 7. Consultations

**Salisbury City Council:** Objection to initial submission.

*... it does not comply with Wiltshire Council's Core Policies 21, 22, 57 and 58, and furthermore the Committee notes the Conservation Officer's report.*

The City Council's response to the revised submission was not available at the time of writing. This will be reported at the Committee meeting.

**Wiltshire Council Archaeology:** Holding objection.

*.... note that the applicant has supplied a very useful archaeological desk-based assessment that confirms the potential of the site; however, we still consider evaluation trenching and inspection of test pits and boreholes to be critical to an understanding of not only the significance, but also the potential project implications of any remains present.*

**Wiltshire Council Arts Service:** Comments.

*.... The arts service would expect the integration of public art and design in to this site should planning approval be made, as referred to in Core Policies 3 (Infrastructure Requirements) and 57 (Ensuring high quality design and place shaping) of the Wiltshire Core Strategy. ....*

*Given that this site forms part of the plans for the Cultural Quarter/Maltings development, the integration of public art and design and inclusion of creative practitioners is particularly relevant to the creation of a vibrant well-designed space that will mitigate the impact of the development, engage communities and provide a sense of place. There is currently a consultation taking place on a Cultural Strategy and Cultural Quarter for Salisbury and the outcomes of this should also be taken into consideration for this site. ....*

**Wiltshire Council Conservation:** Objection.

*Revised proposal: the application has been revised and seeks consent for the demolition of the existing building and construction of a new building which will house a hotel on the upper floors with the relocated library and a gym on the ground floor. The main changes include a revision of the design of the Fisherton Street elevation and its return along Malthouse Lane and the associated area of roof; and the expansion of the space allocated to the library to incorporate the corner unit previously proposed as a restaurant. Minor revisions have also led to the omission of the service 'tower' at the north-eastern extent of the roof.*

*Minor errors in the original drafting have been corrected.*

*Otherwise, the footprint, the height and massing of the building and extent of the red line remain as per the original application as do the elevational treatments of the northern half of the building.*

*Supporting information: a covering letter has been submitted to provide additional justification for the proposals.*

*The letter makes reference to the Council's emerging 'masterplan' for the area. It is clear that the uses proposed accord in general with those promoted by the masterplan as contributing positively to the economic base of Salisbury and there is no objection in this respect. It is also clear that the development accords with the general program for the development of the overall site anticipated by the masterplan.*

*It is less clear how the scheme will contribute to the masterplan's aspirations for creating a green/blue corridor through the wider site along the route of the river or for associated enhancements to the public realm. Neither is it clear that the proposals reflect the "transformational and design-led" development envisaged by the masterplan which has "particular regard to enhancing [the character of] Salisbury" and the characteristic "human scale of its urban core".*

*The covering letter explains the scale and mass of the building as being a product of the requirement for a minimum of 80 hotel bedrooms to ensure the economic viability of the project, although this perhaps reflects the current hotel operator's economic model rather than being a more general requirement. An examination of budget/mid-range hotel chain sites around the country reveals a pervasive tendency for development to be out of scale with its surroundings, suggesting that this is not a model which is easily accommodated in a sensitive context.*

*Principle of demolition and replacement: as previously, I have no objection in principle to the demolition of the current building but policy requires that a replacement should be of high quality design and construction in order to preserve or ideally enhance the character and appearance of the conservation area and the settings of neighbouring listed buildings.*

*Revised scheme: previous proposals for the Fisherton Street elevation incorporated a wide bay which provided the main feature entrance to the library. Areas of decorative brickwork above the entrance and to the otherwise blank corner provided a potential opportunity to create a high quality architectural detail but, in general, the sparse windows and areas of masonry surmounted by a faux pitched slate roof tended to draw attention to a built scale at odds with the character of the area.*

*The revised proposals consist of a series of plain shopfront windows carried across the Fisherton Street elevation and, via an angled corner, into Malthouse Lane. Although the*

*ground floor plan hints at a secondary entrance to the library, the elevations suggest this is not that case and that the only opening is from an escape staircase from the hotel. Above, the equally scaled first and second floors are relieved by a series of windows reflecting bedroom divisions, carried around the building. The third floor is contained within a metal clad flat roofed structure set back behind a parapet. The escape staircase to the south-east corner of the building is emphasised by the continuation of the brickwork to third floor level to create a tower-like feature which rises above the height of the main metal clad structure of the storey.*

*The revision of the design has a mixed impact:*

*The increased articulation of the elevations achieved via the incorporation of additional windows is more in character with the architectural rhythm of the street. Carrying the 'shop' windows around the elevation also provides a more active frontage at the corner of the building and both changes are welcomed in these respects. However, the lack of an active entrance and positive presence for the library to Fisherton Street is regrettable and the recessed corner at ground floor does little to improve the already rather weak Fisherton Street/Malthouse Lane road junction.*

*The revised third storey, set back from the face of the elevation, could be said to have a positive impact in terms of a reduction in the apparent bulk of this section of the building but is out of character with general architectural character of city roofscape and the proposed "white metal" may appear alien and obtrusive in long distance views.*

*The proposed stair tower immediately adjacent to the listed United Reformed Church increases the tendency to an already overbearing impact on the church which was designed to have a dominant visual presence within the area. The Conservation Area Appraisal identifies a key view south-eastwards along Fisherton Street, focussed on the church and its landmark spire. Whilst this view will not be removed, the proposed new development will have a greater impact than the present building, obscuring the nave roof and body of the church as the building is approached, to the detriment of its setting and significance and to that of the character and appearance of the conservation area.*

*It remains difficult to understand the reasons behind the choice of key materials (particularly the buff brickwork and 'white metal' cladding of the Fisherton Street elevation) which do not reflect the architectural character of the area.*

*The increased footprint of the library and corresponding omission of the proposed restaurant use remove the previous rationale for the changing elevational treatment along Malthouse lane (intended to break up the mass of the building) and adversely affect the legibility of the building.*

*Whilst the accompanying statement stresses that the site does not include the surrounding street and that it is therefore pointless to discuss public realm enhancements it is notable that there are still no proposals for the area which is within the applicants' remit, to the Fisherton Street front of the library. This is a poor quality area of left over space and it is disappointing that there remain no proposals for its enhancement. In the absence of proposals within applications for the commercial development of the area it is unclear how the aspirations of the masterplan in this respect are to be implemented.*

*The changes to the elevational treatment of part of the building have gone only a small way to addressing concerns regarding the proposed development and my previous comments in respect of scale, mass and design remain relevant. These comments should therefore be read in conjunction with my comments dated 31<sup>st</sup> January. [The Conservation Officer's initial comments are attached as annex 1 to this report].*

*Summary: there is no objection in principle to the demolition and replacement of the existing building which is of limited design quality. The current frontage building to Fisherton Street has a largely neutral impact within the conservation area by virtue of its reflection of the existing character and scale of development within the area. In addition the curve of Fisherton Street limits the visual impact of the site from the key thoroughfare. The remainder, however, constitutes a large mass of development of weak design which makes limited contribution to the area. However, current policy requires that a replacement should be of high quality design and construction which preserves or, ideally, takes opportunities to enhance the character and appearance of the conservation area and the settings of neighbouring listed buildings.*

*Unfortunately the scale and mass of the proposed replacement appear to have been driven largely by commercial requirement (a product of the operator's economic model and perhaps the need to reflect a brand) rather than as a response to context and represent a 'metropolitan' scaled development which is at odds in this sensitive historic environment. The height of the new building means that it will tend to dominate key listed buildings in the vicinity (including the neighbouring United Reformed Church) and appear overbearing from surrounding, more human scaled, streets. The proposed design and materials are not of such demonstrable quality as to offset the impact of the development, neither are there other accompanying proposals for the enhancement of the public realm which might have assisted in mitigating the impact of this large building. The proposals fail to reinforce local distinctiveness, to take the opportunity to enhance the area or to make a "positive architectural contribution to its [Salisbury's] legacy" as required by the emerging masterplan.*

*The site represents a single block within a large conservation area covering the whole of the city centre and taking into account that the existing building to be replaced makes no more than a neutral contribution to the character and appearance of the area and that the curve of Fisherton Street limits the prominence of this site in key views, the harm that will result from the proposed development should be considered (for the purposes of interpreting the tests set out within the NPPF) to be at the lower end of less than substantial harm. However, paragraph 194 makes it clear that "any harm" "should require clear and convincing justification". Paragraph 196 requires that the harm should be weighed against the public benefits of the proposal.*

*By virtue of its scale, mass and design, the proposed development appears to be in conflict with:*

- *Core Policy 22: Salisbury Skyline policy which seeks to protect the roofscape of the city;*
- *Core Policy 21: Maltings/Central which requires the redevelopment of the site to be "sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric";*
- *Core Policy 57: Ensuring high quality design and place shaping which requires new design to respond positively to the existing townscape.... to effectively integrate the building into its setting"; and*
- *Core Policy 58: Ensuring the conservation of the historic environment which requires not only that new development should protect and conserve the historic environment (including designated assets and their settings) but, where possible, take the opportunity to enhance it.*

*Planning balance: for the reasons discussed above, the proposed development will result in a level of harm to the historic environment. National and local policy allow that such harm may be offset in decision making by the delivery of significant public benefits. It will be for*

*others to determine whether the uses proposed to be accommodated with the development (including the relocated library) can be successful in contributing to the vitality of the area and to the delivery of the aspirations set out in Core Policy 21 and the Salisbury Vision such that the public benefits accruing from the scheme could be considered to offset the harm that will be caused to the historic environment. In making this decision the special regard required to be given to heritage assets by Section 66 and 72 of the Act and the great weight accorded to the conservation of assets by paragraph 193 of the NPPF must be taken into account.*

*The submitted information is very short in terms of architectural detail and, in the event of a recommendation for approval being made, the scheme would need to be subject to sufficient conditions to secure this detail and give certainty with regard to the final quality and appearance of the development.*

**Wiltshire Council Drainage:** Holding objection, but subject to conditions.

**Wiltshire Council Highways:** No objection.

**Wiltshire Council Public Protection:** No objection subject to conditions relating to the AQMA, noise controls, odours controls, contamination and a Construction Environmental Management Plan (CEMP).

**Wiltshire Council Urban Design:** Comments (relating to revised scheme).

*The red line application boundary still excludes most of the public realm immediately adjacent to the building, and though it includes a significant space on the Fisherton Street pavement, that space is left blank. The applicant, (in cover letter dated 3rd May 2019) has argued their view on this. I retain a concern that any future developer of this site may not be committed to contributing to the necessary public realm upgrades of an as-yet unadopted masterplan, if explicit minimum commitments are not secured within this consent, perhaps by way of CIL/s106. However, I will defer to Case officer on the matter.*

*The library has increased in size, though there is still no analysis of modern libraries, or indication of how an internal layout might work, with particular regard to refuse storage and collection so that this does not end up in the streetscene. I assume the library stakeholders will negotiate any concerns about this and will defer to the case officer on the matter. However, the loss of public amenity (seats, lighting, hard and soft landscaping, bicycle stands, public art etc. to the entrance of the existing library) are integral to the provision of this library and are not something should be left 'to others'.*

*Unfortunately, no revised DAS has been submitted, though one was expected; instead there is a Cover Letter, so whilst there are descriptions of the changes and reasoning, there is no more visual/illustrative evidence to justify some specific matters. I will defer to the case officer on the adequacy of this approach, though I do feel some further commitment to the detailing of some design elements must be secured (as discussed below) in some way or another, perhaps by condition.*

*With no revised DAS, there is still no comment futureproofing parking for the hotel, and there appears to be an assumption that the masterplan will manage to deal with this. Though this could have an impact on the urban design of the wider area, with this application coming ahead of the masterplan, I will defer to the highways and case officer on the matter.*

*The Cover Letter describes how the proposals have now been revised to address previous concerns relating to; articulation of Fisherton Street façade, ground floor active frontage and piers, the architecture of the 'corner'; and general fenestration and roof design as viewed*



from Fisherton Street and Malthouse Lane. I would generally agree that the scheme has improved as a result of these changes.

However, the materiality of the scheme is still lacking justification, and considering the stature of the building (its stature being explicitly acknowledged in the Cover Letter) I cannot understand this apparent shortcoming. To come to the point, Core Policy 57 states that:

Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

iii) responding positively to the existing townscape ...in terms of ... materials... to effectively integrate the building into its setting

Accordingly, my concern is that the suggested buff brick is conspicuously at odds with the rest of Fisherton Street and that despite its attractiveness in many metropolitan contexts, it may not integrate successfully here. I am quite open minded on this matter and simply request to see some design analysis on the issue, as it is a most important one, and I understand the conservation officer to also have expressed concerns.

I shall add to this that whilst I understand the reasoning for the introduction of contrasting brick treatment to the ground floor of the Library, I am not convinced that blue brick is the appropriate choice for this contrast. As there is no explanation for its selection, I can't support it either at this point, as it seems to combine with the buff to create a particularly generic contemporary character, not derived from a proper assessment of place and the opportunities for alternatives. ....

Thus, I strongly encourage the applicant to demonstrate their creative design process on how they have arrived at their proposals, in order to comply with CP57. As I stated previously, I do not want to encourage 'design by committee' but I cannot help sense that there are other potential alternatives that have been overlooked. ....

Whichever palette the applicant satisfactorily justifies, there remains a need to commit to high quality detailing to ensure the finished result is high quality. A comprehensive materials sheet must be submitted that describes all materials and detailing, e.g.;

- Masonry manufacturer, and model/tone
- Details of materials/seams on central section, along Malthouse Street
- Mortar colour
- Pointing depth
- Roof details inc. white metal 'crown'
- Window reveal, depth and finish
- Fenestration details inc. material, colour, frame thickness
- Parapet coping
- Rainwater goods (recommend 'Lindab' model or similar)
- Vents and meters etc. to be hidden were possible and coloured to match surrounding façade otherwise
- Recommend no uPVC

(The above list is an example and is not exhaustive.)

Whilst exact details can be confirmed later via condition, it is important to establish and secure the quality and character of these details prior to Planning approval. Therefore I recommend full descriptions be submitted with a 'or similar to be approved' caveat.



*The boundary between public realm and service yard is still not defined on any drawing. As stated previously, if there has to be a gate, consider making it sculptural.*

*The textured walling detailing appears to have been removed. Whilst there were concerns expressed by some about how it was being used, I think there are still opportunities to incorporate it and that it could add real value to the appearance of the building. Perhaps as a pattern across the GF level of the library (similar to banding example above) to offer a more meaningful contrast than the blue brick. Or as a pattern on the walling above the library door, where there now are no windows to conflict with it. ....*

*I am still not clear as to the intended appearance of the central section along Malthouse Street, or what those materials are. Some example photos were requested previously.*

*White painted brick was discussed previously, though dismissed by the architect as being a maintenance burden. In Trowbridge, a quite large McCarthy and Stone care home was recently built with painted brickwork. If a care home can justify maintaining this material then I would expect a key civic building to justify it (if it were deemed an appropriate in places).*

**Environment Agency:** No objection subject to conditions.

Flood risk –

*The LPA is reminded that the Sequential Test should be applied to this application due to the site use increasing from ‘less vulnerable’ (retail) to ‘more vulnerable’ (hotel - albeit at first floor level).*

*We have reviewed the submitted Flood Risk Assessment (FRA) by Campbell Reith, ref 11917, dated December 2018.*

*The majority of the site lies within Flood Zone 2 as shown on the published Flood Map; part of the site lies within Flood Zone 1. The submitted FRA acknowledges the presence of the flood zones, and hence the fluvial flood risk to the site, and includes some modelled fluvial flood levels (on page 14) based on the outputs of river hydraulic modelling carried out by the Environment Agency some years ago. It states that the levels are for the ‘undefended’ scenario. However, in fact, the levels quoted are for the ‘defended’ scenario, although we appreciate that there is very little difference between the two scenarios at this site. The outputs of the river modelling were used to inform the current published Flood Map.*

*The FRA also notes that updated fluvial flood modelling is at present being finalised by us and some draft results, specifically indicative modelled flood depths are included in the report to ensure the best, most up-to-date, fluvial flood risk data is taken into account for this proposal. We have also supplied the applicant with draft flood outlines for 3 design flood events –*

- *the 1% AEP*
- *the 1% plus climate change AEP*
- *and the 0.1% AEP*

*However these outlines have not been included within the submitted FRA. Possibly, the applicant submitted the application to the LPA before receiving the draft flood outlines. Nevertheless, the draft flood outlines show increased fluvial flood risk in the vicinity of the site of the proposed development when compared against the published Flood Map; Flood Zone 3 extends into Fisherton Street adjacent the site, and Flood Zone 2 covers the entire site.*

*The conclusion reached on page 15 of the FRA is that, based on the draft fluvial flood depth data supplied by us, the design fluvial flood level (the 1% AEP plus an appropriate allowance for climate change) is around 46.9 metres AOD. Based on all the information we have, and the submitted FRA and supporting site topographic survey, we've no objection to using this figure as the design fluvial flood level for the site.*

*The proposal is for a library, gym and restaurant at ground floor level, with the hotel (the 'more vulnerable' flood risk use) at first floor level and above. The FRA proposes a 300mm freeboard allowance for setting minimum finished floor levels. This allowance should be considered the absolute minimum. A larger freeboard allowance, closer to 600mm, is recommended. However, mindful of the proposed 'less vulnerable' use at ground floor level, and the applicants' use of the most up-to-date, improved, fluvial hydraulic modelling data we have no objection to the proposed finished floor levels as set out in the FRA. Specifically, the library, fronting Fisherton Street, set no lower than 47.2 metres AOD. We note the gym, restaurant, and hotel entrance to the rear of the site will be set a little higher at 47.375 metres AOD by virtue of higher ground level in Malthouse Lane/Priory Square.*

#### Contamination –

*We have reviewed the preliminary information in relation to ground conditions contained within Campbell Reith Geotechnical and Geoenvironmental Desk Study report dated Dec 2018.*

*We concur with the recommendations for an intrusive investigation to characterise the site and inform the derivation of a controlled waters risk assessment. Given the sensitivity of the site (particularly in relation to the proximity of the River Avon) groundwater may be close to the surface and the derivation of remedial targets with respect to controlled waters may produce stringent clean up targets.*

*In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy, carried out by a competent person in line with paragraph 121 of the National Planning Policy Framework.*

#### Ecology –

*.... agree that the presence of bats and the management of pollution prevention during construction are the main risks.*

*However, we would correct section 3.4.3 [the ecological assessment] which states the section is too slow to support spawning salmon - there are known sites immediately up and downstream.*

*We would like to see a firm commitment to enhancing the exterior of the proposed building for wildlife, e.g. further bat and bird boxes, improved quantity and quality of planting, removal of sections of hard standing.*

*We would also like the exterior to be considered alongside and complementary to, the emerging Wiltshire Council Masterplan for the area (which is currently being consulted on) and suggested improved environmental/river surroundings. Removal of the hard edge to the river should be considered, and wider river corridor greening, for people and wildlife. The current design of the corridor is not one that we would support.*

Conditions also required for Construction Environmental Management Plan and water efficiency scheme.

**Historic England:** Concerns on heritage grounds (to revisions).

*..... if you are minded to approve its redevelopment the building should be recorded prior to demolition and the results deposited with the local Historic Environment Record. ....*

*In respect of the design of the proposed replacement building [original submission], we expressed reservations about the design of the proposed Fisherton Street elevation, which we felt unrelieved an inactive, and the Malthouse Lane elevation, which we felt was failing to respond to the character and appearance of the surrounding conservation area.*

*Revisions have been tabled to the Fisherton Street elevation, but unfortunately these do not completely address our concerns. While additional areas of glazing have been provided to the library area, the upper storeys of the proposed building would be a horizontally-aligned massed form that would in our view fail to respond to the established vertical rhythms of the surrounding townscape. The proposed Priory Square elevations are unaltered, and remain a missed opportunity in design terms with a regularity of architecture and roofscape that fails to respond to the fine urban grain and varying building heights of the surrounding conservation area.*

*In my previous letter we suggested that the proposals should be subject to the scrutiny of a Design Review Panel. These latest amendments bolster the case for this form of action, to ensure the redevelopment of this site provides new buildings that are sympathetic to local character and history, and the surrounding built environment. Unfortunately, this does not seem to be the case with these amended proposals.*

*Recommendation - Historic England has concerns regarding the application on heritage grounds. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.*

**Natural England:** No objection.

As the site is directly adjacent to the River Avon SAC, suitable conditions should be attached to ensure no construction related runoff can enter the watercourse.

**Wessex Water:** No objection.

Separate foul and surface water systems are required.

## **8. Representations**

The planning application has been publicised by local newspaper advertisement, site notice and letters to neighbours. The initial submission generated 138 representations (134 objections and/or expressions of concern; 3 supports; 1 comment); at time of writing of this report (05/06/2019) the revised submission had generated 11 additional representations (10 objections and/or expressions of concern; 0 support; 1 comment). At time of writing, no 'first round' representations have been withdrawn; accordingly all representations remain relevant to the consideration of the application.

Objectors / expressers of concern include Salisbury Conservation Area Advisory Panel, Wiltshire Archaeological Natural History Society / Council for British Archaeology, Cycling Opportunity Group for Salisbury, Salisbury Innovation Accelerator, Wiltshire Creative and St

Edmunds Community Association. Comments / advice is provided by Salisbury & Wilton Swifts.

Summary of objections / expressions of concern –

- **Maltings / Central Car Park ‘Masterplan’** – required in advance of planning applications - otherwise difficult to comment on ‘fit’, including considerations such as wider permeability (including riverside access), cycle access, wider impact on Salisbury, fit with ‘Cultural Quarter’, wider provision of bus station/police station/post office/etc., improvement of wider public realm, etc.; proposal is premature - piecemeal approach will not achieve reimagining of city; insufficient community engagement; failure to follow principles of Salisbury Vision. This proposal is unimaginative and profit-driven, and not coherent or comprehensively planned as it should be c/o a masterplan; Contrary to CP21;
- **Economic considerations** – Salisbury was in decline before nerve agent attack (empty shops, etc.); the rush to recover post-nerve agent attack is clouding judgment on quality and how funding sources should be used; the people of Salisbury should determine how recovery funding is used. Proposal is developer / profit-driven and not planned with the wider future of Salisbury in mind. Proposal is essentially a like for like replacement of the existing building on the site. No need for a gym (there are others nearby); no need for a hotel (Premier Inn on Southampton Road recently opened and other sites with permissions in vicinity standing empty); if hotel is required, then should be different to normal budget hotels (that is, a premium hotel) – with conference facilities and attraction for international visitors, and this site is unsuitable for such a hotel anyway;
- **Library relocation** – library should not be relocated – existing location of better-suited; library should not share space with other facilities as perceived importance will be reduced; library should not be reduced in size or lose its other facilities (galleries, meeting rooms, reference library); library needs to maintain popularity, which this proposal will effect / cause decline; Library functions well in existing location – there is no report indicating why existing library is not still fit for purpose; library relocation should not be temporary – where will / will the library move again?;
- **Design / conservation** – design should be exemplary – not ‘retail mall bog-standard’; failure to enhance Priory Square as part of proposal is missed opportunity; proposed building is ugly/bland/an any-town Travelodge; proposed building is too large / metropolitan / utilitarian / without articulation in comparison with adjoining church and rest of street; proposal is out of keeping with historic character and scale of Fisherton Street and would have detrimental effect on setting of listed buildings (notably the church); Application site is still a listed building, albeit that this was demolished in the 1970’s [*the anomalous listed building status of the site has now been corrected by Historic England*]; proposal is 2019 version of existing 1980’s development; insufficient detail – treatment of surrounding public realm, etc.; rear elevations facing the church are not of ‘high quality’; existing building on the site is more suited to this location; Contrary to CP57 & 58;
- **Archaeology** – application site is on site of a medieval friary – investigation and care required during construction;
- **Salisbury skyline policy** – proposal breaches ‘40 ft rule’ which has been in place for 50 yrs and played major part in protecting views of the cathedral and the roof line of the city – if allowed a dangerous precedent would be set; Contrary to CP22;
- **Parking** – provision should be made for cycle parking; no Travel Plan; car parking is not always available in Central Car Park;
- **Air quality** – no Air Quality Assessment with application; contrary to CP55;
- **Amenity/privacy** – proximity and scale of proposed building would cause overlooking and loss of privacy to neighbouring church; proximity to church would

result in noise disturbance which would be detrimental to quiet and reflective use of the church; presently no authority to access the site and/or carry out works from church land.

Summary of supports –

- **Principle** – support hotel as no suitable, affordable accommodation in city;
- **Piecemeal approach** – will minimise disruption;
- **Library relocation** – new, bright, modern facility still within city is a benefit – existing library old and dated; opening up of Market Walk (through removal of library) is an opportunity.

Summary of comments / advice –

- **Wildlife** – the development should incorporate swift bricks.

## 9. Planning Issues

The main issues to be considered in this case are, firstly, the principle of the proposal; and then, assuming the principle is accepted, the impact of the specific scheme on detailed matters, including design, conservation, highway safety, ecology, drainage and residential amenity. There are also important material considerations in this case to be weighed in the balance.

### 9.1 Principle –

#### 9.1.1 Core Strategy principles

The Wiltshire Core Strategy sets out a ‘Settlement Strategy’ (Core Policy 1) and a ‘Delivery Strategy’ (Core Policy 2) for new development across the county. Proposed development which complies with the Settlement and Delivery Strategies will be sustainable in the overarching context of the Wiltshire Core Strategy.

The Settlement Strategy identifies four tiers of settlement – Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. With the exception of the Small Villages, each settlement has a defined boundary. Inside the boundaries new development which fulfils the defined purposes of the settlement will be acceptable as a matter of principle; outside of the boundaries, and so in the ‘countryside’, there is effectively a presumption against new development which should otherwise be inside.

Within the Settlement Strategy Salisbury is identified as being a Principal Settlement. Core Policy 1 explains that Principal Settlements “... are *strategically important centres and the primary focus for development*”; and their purpose is to “... *provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment*”. The application site lies inside the Principal Settlement boundary. It follows that as a deliverer of jobs, community facilities and infrastructure, the proposal complies with the Settlement Strategy as a matter of principle.

Core Policy 20 of the Wiltshire Core Strategy sets out the specific ‘Spatial Strategy’ for the Salisbury Community Area. In the broadest terms it states that development in the Salisbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1. It further states that development proposals in the Community area will need to

demonstrate how particular identified issues will be addressed. These include ensuring that Salisbury can maintain its place as an important retail centre in the face of intense sub-regional competition; and achieving significant enhancement to its retail core through development of the Central Car Park site to complement the historic street pattern of the city. As a matter of principal the proposal would contribute to the fulfilment of this Spatial Strategy. The detailed reasons are explained in later sections of the report.

In terms of tourism in general, Core Policy 39 of the Wiltshire Core Strategy, states that within the Principal Settlements [and Market Towns] proposals for tourist development of an appropriate scale (including tourist accommodation) will be supported [subject to a sequential assessment]. Core Policy 40 further confirms that proposals for hotels will be supported within Principal Settlements. The proposal, incorporating a hotel on a site which is sequentially acceptable (being within the City Centre and so preferable to out- or edge-of-centre sites) complies with Core Policies 39 and 40 as a matter of principle.

### **9.1.2 Principle – the changing ‘High Street’ and recent events**

Notwithstanding the clear policy support for sustainable, economic development within the limits of the Salisbury ‘Principal Settlement’ (and, in particular, within its centre), there are also other material considerations to which weight must be given. These include the evolving role of ‘high streets’ in general, the importance of Salisbury as a tourist and business attraction, and the negative impacts of recent events in the city on its image.

These considerations are referred to by the application agent in his supporting statements in the following terms .....

*“Salisbury city centre has been affected by the same issues faced by high streets throughout the country, particularly the rise of online shopping, and in order to remain competitive, the city will need to redefine its role. Whilst the city centre will still remain a commercial centre, consumers are now looking for a wider range of experiences that are not just centred on retailing. Salisbury will have to respond appropriately if it is to remain vibrant and competitive....*

*Added to this shift in the role of town centres, the incidents associated with the nerve agent attack in 2018 have left a major negative impact on the public image of Salisbury. There has been global negative media coverage of the event. Shopping areas, individual shops and restaurants, community facilities, parks and cemeteries have been closed for long periods because of the events.*

*The longer-term recovery to ensure Salisbury continues to be a strong international tourist destination, a sub-regional centre for retail and a place with a thriving night time economy which meets the needs of the current and future residents is now imperative.*

*Even before the nerve agent attack, the Core Strategy recognised that there is a lack of both budget and high quality tourist accommodation in Wiltshire, particularly in the south, and that Salisbury has been less successful at attracting business visitors than other, similar destinations. The nerve agent attack and the knock on effects have compounded this issue. ....”*

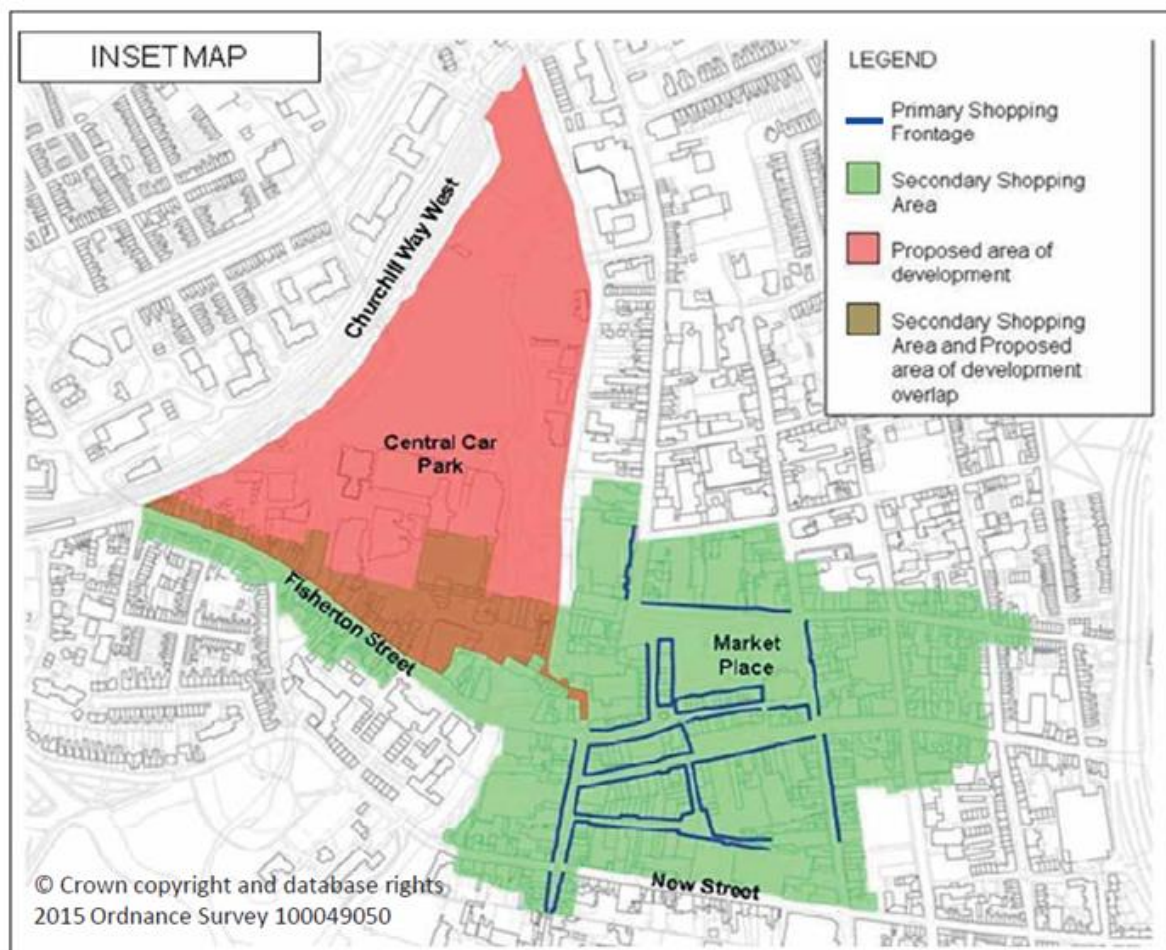
The proposal would address each of these considerations by contributing to the re-defining of Salisbury’s role through the offer of a wider range of uses, and by providing demonstrably needed accommodation for tourism and business (compliant with strategic policy in any event). In terms of broader national planning policy, and as this broader policy requires, this amounts to planning for a strong, competitive economy, and is accordingly fully compliant.

### **9.1.3 The Maltings and Central Car Park Site**

Core Policy 21 of the Wiltshire Core Strategy allocates the area around the Maltings, Central Car Park and Library for a retail led mixed-use development to enhance Salisbury City centre's position as a sub-regional and cultural centre. The policy states the following:

*The redevelopment of the Maltings / Central Car Park will be sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric. It will build on the city's already strong retail offer to create a new quarter specifically designed to meet the demands of the modern shopper, and the modern retailer, with simple, regular shaped interior spaces which can be easily configured to meet a wide variety of needs and shop sizes.*

*The Maltings/Central Car Park will not be an enclosed shopping centre or self-contained mall style development, but a high quality outward looking design, which integrates into the city centre. Retail, residential and leisure areas will be linked by open, pedestrianised streets and public spaces, with an improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street. Relocation or remodelling of the library will open up links to the Market Square. This open streetscape will connect the prime retail units and will include retail with an anchor store, residential and leisure areas.*



*Extract from Wiltshire Core Strategy: Inset map accompanying Core Policy 21*

Appendix A to the Core Strategy sets out further requirements for strategic allocations in the form of 'Development Templates'. For the Maltings and Central Car Park site, requirements

identified in its template include to ensure the continued viability and vibrancy of the whole of Salisbury city centre and to provide a replacement or remodelled library. In addition to new retail floor space, expected land uses across the site include leisure uses, a replacement or remodelled library, and an improved cultural area around the Playhouse and City Hall.

Appendix A further states that the 'delivery mechanism' for the Maltings and Central Car Park site should be "... a partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. ...". At the time of writing of this report a masterplan is in preparation; its relevance, and the compatibility with this planning application, is considered further below.

In broad terms the proposal in this planning application complies with Core Policy 21, as it would commence the delivery of the wider Maltings and Central Car Park site development (albeit in isolation) in accordance with the Design Template. Notably, the proposal would provide leisure uses – the hotel and gym – and a replacement library (these uses complementary to, and so leading to the required improvement of, the cultural area); and would, through the relocation of the library, 'force' early consideration of improving linkages between the Maltings and Market Square. It is anticipated that the proposal would be a catalyst for the progression of other elements of the Design Template.

#### **9.1.4 The Maltings and Central Car Park Masterplan**

Notwithstanding that the planning application can be considered in isolation and on its own merits (because it proposes a development which can stand alone in any event), in accordance with the Maltings and Central Car Park Site Development Template, a Masterplan for the site is in preparation. At the time of writing the Masterplan was a public consultation draft, and as such it can/could only be given limited weight as a material consideration. This said, it still sets out a considered 'direction of travel' for the overall site, and so is referenced here.

Within the draft Masterplan five 'Areas' are defined where, having regard to their context, different development opportunities are planned. The planning application site lies within Area 2 which is referred to as the 'Cultural Quarter', principally in view of it including the existing City Hall and Playhouse. The draft Masterplan envisages that Area 2 will, amongst other things, "*Build upon the existing strengths by establishing a reimagined 'Cultural Quarter', encompassing the City Hall and Playhouse and a relocated library and art gallery, developing potential synergies between these uses*"; it further envisages the "*Development of a hotel*".

Accordingly the proposal, which incorporates a library and hotel, complies with the draft Masterplan; and regardless of the present status of the Masterplan, the likely synergies between the existing cultural uses and the proposed uses lead to a reasonable conclusion that they are both compatible and complimentary in any event.

#### **9.1.5 Relocation of library**

The relocation of the library per se is not a planning consideration; rather, it is a matter for the relevant service of the Council responsible for libraries to determine having regard to other day to day operational considerations. This said, the city centre location of the application site and the compatibility of a library within the planned 'Cultural Quarter' of the Maltings complex, *and* the other aspirations of the emerging Masterplan relating to improving linkages between the Maltings and the Market Place, mean that relocation of the library as proposed would not raise planning issues in any event.



## **9.2. Matters of detail**

### **9.2.1 Heritage and Design**

Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 requires that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess. Section 72(1) of the same Act requires that special attention be paid to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

Core Policy 58 (ensuring the conservation of the historic environment) of the Wiltshire Core Strategy states that new development should protect, conserve and where possible enhance the historic environment.

Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss (or unless other specified exceptional circumstances apply). Paragraph 196 states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Historic England defines significance as "*the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*". Setting is the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

### **9.2.2 Heritage Statement**

The application is accompanied by a Heritage Statement. This 'scopes-out' heritage assets affected by the proposal, and then defines the significance of these assets. The assets so scoped are Salisbury City Conservation Area (and in general terms the heritage 'structures' therein), the General Infirmary, the United Reformed Church, and nos. 38-40 Fisherton Street.

On the Conservation Area (and by implication, the buildings therein), the Heritage Statement notes the strong Victorian character of Fisherton Street overlaying its medieval origins. The statement says –

*"The architectural styles and local details in the Fisherton Street area span the periods from the late seventeenth century to the late nineteenth century and add to the architectural value of the Conservation Area, offering good and fine examples of the period housing stock ...*

*and which is nationally a finite resource. All of this contributes to the architectural value of the Conservation Area”.*

The statement confirms that the Conservation Area is of considerable architectural and historical value, as is its setting.

On specific assets, the United Reformed Church (adjoining the planning application site) is noted to be of considerable historic and architectural value. Within its context of the Conservation Area the Heritage Statement says the following –

*“By far the most prominent feature within the Site [that is, the Conservation Area], and visible along the majority of Fisherton Street, is the spire of the Congregational Church, located adjacent to the Site. The spire is complimented and forms a symmetry with the lower, but similar linear form of the Grade II Listed Clock Tower (and former jail) located to the south. The retention of this skyline, with its linear structural forms with the prominence of the Church spire and flanked by the clock tower, is of key interest for any proposals at the Site”.*

In isolation the statement refers to the church as being “... of considerable historic and architectural value”; with its setting “... making a moderate contribution to its setting”.

The General Infirmary (opposite the application site) is noted to have “considerable historical” and “some architectural value, largely reflecting the structure being a good example of a nationally rare building type”. Its setting makes a “moderate contribution” to its significance. Similar conclusions are drawn in relation to 38-40 Fisherton Street.

Regarding the existing building on the application site, the Heritage Statement considers its loss through re-development to be not necessarily harmful to other heritage assets, including the conservation area, but this dependent on the quality of the replacement. The Statement says –

*“The current structure located at the site, whilst not a negative contribution to the character of the Conservation Area, offers a pastiche take on the historic shop frontage which once was located on this section of Fisherton Street. As a result, the existing structure at the Site has dated badly and provided no sustainable use for the property following the vacation of the premises by two retailers. This unsustainable form, coupled with the unsympathetic use of steeply pitched roofs (designed originally to mimic those of the historic Maltings structures) within an area where this pastiche architectural detailing had no appreciable links to the modern setting, has meant that the current structure located at the Site has dated poorly”.*

The Heritage Statement’s assessment of the significance of existing heritage assets is broadly agreed. Most particularly it is acknowledged that Fisherton Street is a bustling, just out-of-city-centre thoroughfare, supporting a wide range of buildings of mixed age, scale and form, and in mixed, and predominantly, independent uses. Its character is essentially provincial, or ‘small town’, as is typical of many evolved Victorian suburbs. Amongst the transitional ‘suburbia’ there are a handful of more significant buildings which, intentionally or otherwise, dominate the street scene, these including the United Reformed Church and the General Infirmary. The existing building on the application site has a neutral impact in this context, neither detracting from nor enhancing the appearance and character of the area.

### **9.2.3 The proposal – design, context and heritage**

As set out in the ‘Proposal’ section of this report, the proposal is to replace the existing building with a more contemporary form of development. The footprints of the existing and

proposed buildings would be similar; however, the new building would be taller, presenting four stories to each of the public frontages (although with the top floor contained within 'roof', or crown, structures which - through 'set-backs' and/or contrasting materials – would help to break-up the mass / height). The finer detail of the building has evolved during the consideration of the application, with the final rendition explained by the application agent in the following terms –

*“.... The scale and animation of the Fisherton Street frontage and the way the elevational treatment turns the corner into Malthouse Lane as a more active street frontage and increasing the articulation of the upper floors evokes elements of the Conservation Area's character.*

*The design approach has been to develop a more neutral façade reflecting the rest of the Conservation Area in a contemporary way adding to the variety of building types and styles within the historic edge of the City centre.*

*The mass of the Fisherton Street elevation is very similar in format to the overall Fisherton Street Conservation Area being a commercial use at ground floor and two domestic albeit Victorian floor to floor heights above. This means the level of the proposed parapet [at 10.35m above pavement level] equates to some of the other buildings on Fisherton Street. For example, the parapet to Fisherton Mill is 9.75m above street level but appears taller due to the narrow proportion of the frontage whilst the group of three properties at 98-104 have a gutter line above street level at 9.45m. In contrast to these examples the row of properties between nos. 21 and 29 Fisherton Street gutter line as low as 5.6m. As can be observed the variation within the Conservation Area is significant and the proposed building will in our view comfortably seat within the general matrix of sizes without diminishing the statute of the United Reformed Church or harm the intrinsic quality of the Conservation Area or the City as a whole. ...”.*

By all accounts the new building would be, and would read as, larger than the existing. However, in the context of Fisherton Street, where it is acknowledged that buildings throughout are of mixed size and form already, this would not necessarily be out of place – indeed, the proposal could reasonably be described as the next step in the varied and, to a certain extent, contrasting evolution of Fisherton Street. The neighbouring United Reformed Church would still be taller (at its nave and spire), and so continue to maintain its dominance in the street scene (helped by its unique styling in any event), this notwithstanding that existing views of its side would be further obscured – on this, the side view is not considered to be significant in the context of the church and the wider conservation area where public frontages are debatably of paramount relevance. The contrasting appearance of the church alongside the proposed building would ensure that neither should compete with the other, this notwithstanding their relatively large sizes. It follows that the setting of the church, and for that matter the wider Conservation Area and other nearby listed buildings, would not be adversely affected, but rather as a consequence of the removal of the existing building and its replacement by a building of improved design, there would in fact be a neutral, or even slight beneficial, effect on the existing heritage assets.

Regarding Historic England's comments, it is acknowledged that the proposal building has a horizontal rather than vertical emphasis to its design. However, in this instance this contrast is not considered inappropriate in the context of a building which is intentionally, and honestly, contemporary.

The impact of the new building on its Malthouse Lane and Priory Square sides would be neutral and/or a slight improvement having regard to the character and form of these areas which are less sensitive to change than the Fisherton Street frontage.

In all other regards the revised design improves the appearance of the proposed building. Materials are expected to be of high quality, with additional types and colours to break-up mass and add more interest. Fenestration has also been improved and added to with the same end result. On the roof plant (including lift overruns), most has been moved to either inside the building or into cavities on the upper floor – to keep the overall height down and safeguard wider city roofscape. In the event of planning permission being given, conditions would be required to ensure all fine detail is fully and adequately agreed in advance of commencement, this to address matters raised in Urban Design and Conservation representations.

Without diminishing the above conclusions, if a different view on the impact of the proposal on heritage assets is reached by the Committee (that is, that harm would in fact be caused), then national and local policy allow that such harm may be offset in decision making by the delivery of significant public benefits. As noted in the Conservation Officer's response, harm would 'only' be at the lower end of less than substantial; and notwithstanding that at any level harm is harm, the public benefits of this proposal – that is, the delivery of the first phase of the Maltings / Central Car Park re-development, the enhancement of the 'Cultural Quarter', the general betterment of the city centre in economic terms, and the provision of a new library facility – are considered to be significant. On balance, they would outweigh any less than substantial harm in any event. This conclusion is reached with due regard to the statutory responsibilities relating to heritage matters.



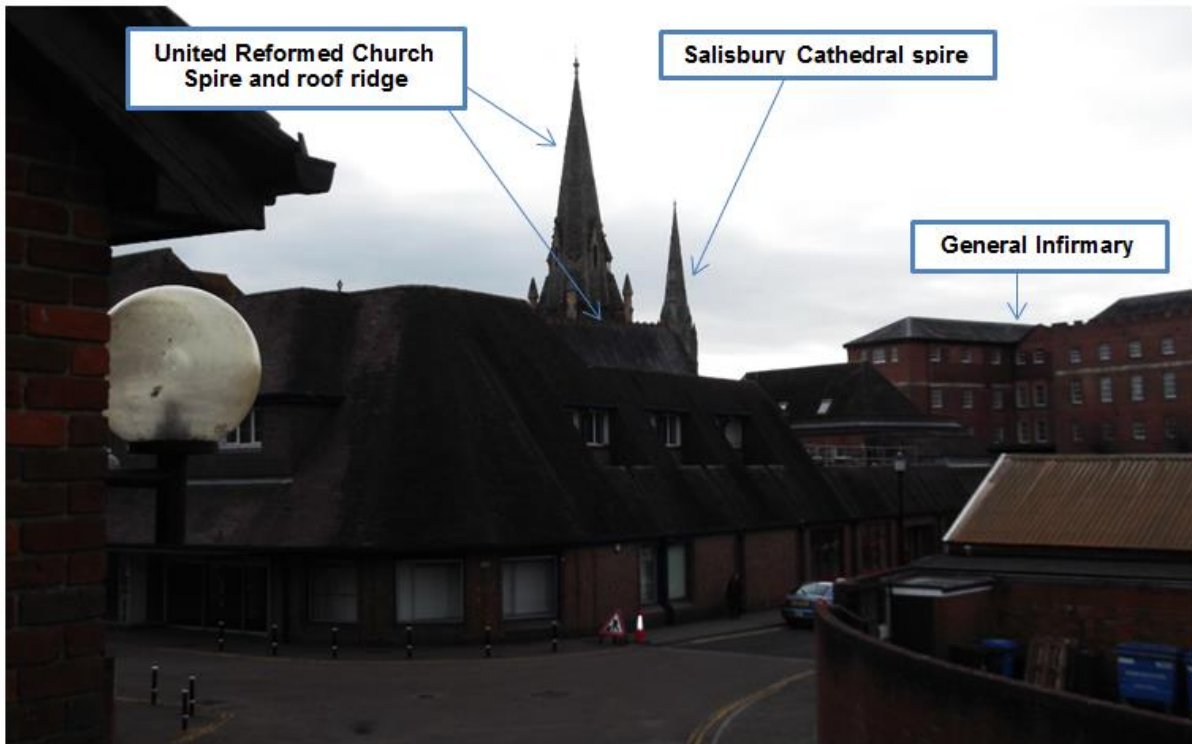
Architect's illustrative street scenes ('perspectives') – proposed

#### **9.2.4 Salisbury Skyline**

Core Policy 22 of the Wiltshire Core Strategy states that in the Salisbury Central Area new development will be restricted to a height that does not exceed 12.2m (40ft) above ground level. Decorative features that contribute to the form and character of the wider roof-scape may exceed this figure; and in exceptional circumstances, and where there is adequate demonstration, development more generally in excess of 12.2m will be permitted if it would not cause harm to the roof-scape of the city and/or views of the cathedral; would be essential for the long term economic viability of the city; and has the height that is required to ensure the most efficient use of land.

As already noted, the proposal is to erect a building with maximum height of 13.9m (reducing to 12.8m on the Priory Square side). This height is required to allow the building to provide the four stories necessary to contain the library, gym and hotel. It follows that from a pure efficiency perspective the additional height over 12.2m can be justified for this reason.

In terms of the impact on roof-scape and views of the cathedral, the height of the proposal is also justifiable in these terms. Within the vicinity of the application site there are no designed and/or meaningful views of the cathedral – indeed, lines of sight in the direction of the cathedral are largely screened by existing developments, including the United Reformed Church (see annotated photograph below). And similarly, views of the site from the cathedral across the city’s roof-scape are largely hidden (again, by the higher ridge line of the intervening United Reformed Church), or are dominated by other larger scale buildings (notably the General Infirmary). It follows that within its immediate context the additional height of the proposed building would not cause harm to the city’s roof-scape, and so not undermine the intentions of Core Policy 22 or set a precedent.



**View towards Cathedral from Maltings first floor colonnade**

On Core Policy 22 the application architect also makes the following additional, and relevant, points ....

*“The revised design has removed the faux pitched slate roof and replaced it with an articulated white metal crown set further back from the frontage parapet to visually contrast with the surrounding buildings and as can be seen in the submitted perspectives [reproduced below] reduces the visual weight and impact on the Conservation Area.*

*We have also removed the need for plant on the roof and the lift over runs by specifying hydraulic lifts. ....*

*The proposed site due to the surrounding building identified on the D&A statement clearly does not impact on the views of the Cathedral and our amended proposals create an interesting skyline as a counterpart to the surrounding ridges and parapet conditions”.*

The result is a proposal which is, on balance, acceptable, this regardless of the height. The design and context are such that the exceptions set out in Core Policy 22 apply, meaning that the proposal is compliant with the policy.

### **9.2.5 Archaeology**

The application is accompanied by an Archaeological Desk-Based Assessment. Its conclusion includes the following:

*This assessment has established that there is an archaeological interest within the Site. This is defined as the potential for the presence of buried archaeological remains, in particular relating to the buried structural remains of the Black Friars of Salisbury's Dominican Friary, which was located within the site. Remains could include structural remains relating to the Church or other structures, and possibly additional monastic inhumation burials. Any such remains, if present, would be of regional and national significance.*

*There have been multiple phases of occupation and redevelopment within the Site, beginning with the medieval friary, which was gradually superseded by post-medieval houses, potentially re-using the substantial foundations of the Church, ancillary structures and land divisions. Each of these phases will have had an impact upon the survival of any archaeological deposits present within the Site. The impact of the existing 30-36, Fisherton Street upon buried archaeological remains may be limited to the footprint and radius of the pilings used as support for the structure. The ground levelling works may not have extended to a sufficient depth (2.30 m) to encounter the medieval and post-medieval deposits. Moreover, it was observed during the Site Visit that the ground level had been further raised prior to the redevelopment of the Site in 1978.*

*In the absence of clear evidence to the contrary, it should be assumed that there is the potential for buried archaeological remains, especially those pre-dating the 18th century, to survive well within the site.*

*Any adverse impact to buried archaeological features as a result of the implementation of the development proposals would be permanent and irreversible in nature. However the proposals for piled foundations will ensure that the impacts are distributed evenly across the site and confined to discrete locations.*

*The significance of any buried archaeological remains present within the site cannot currently be accurately assessed on the basis of the available evidence. Further archaeological investigation will be required to determine the level of preservation and extent of any buried archaeological remains.*

*It is proposed to carry out an archaeological watching brief during geotechnical works which are to be carried out within the Site prior to the determination of the planning application. These works will entail the excavation of 11 trial pits, as well as boreholes and window samples. The results of the watching brief have the potential to provide valuable information regarding the presence, depth and degree of survival of any buried archaeological remains associated with the Friary, as well as having the potential to shed light upon the possible layout of the Friary. Following consultation with the archaeological advisor to Wiltshire Council, it is proposed to submit a Written Scheme of Investigation for an archaeological watching brief to the LPA in advance of the geotechnical works.*

The Council's Archaeologist has raised a holding objection until the geotechnical works (and associated trial pits, etc.) are completed. The application agent has advised that the works have now commenced, although at the time of writing of this report no outcomes were available. Accordingly the recommendation reflects this situation.

### **9.3 Highway Safety**

Core Policies 60 to 66 of the Wiltshire Core Strategy relate to transport matters in general. Notably, Core Policy 60 states that the Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within the county. This will be achieved by:

- i. Planning developments in accessible locations;
- ii. Promoting sustainable transport alternatives to the use of the private motor car;
- iii. Maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community;
- iv. Promoting appropriate demand measurement measures;
- v. Influencing the routing of freight within and through the county;
- vi. Assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

The proposal includes provision of 5 on-site parking spaces (for the hotel).

The application is accompanied by a Transport Statement which assesses the impact of the proposal on all forms of transport to and from the site. Using TRICS<sup>1</sup> data to inform the analysis, the Transport Statement concludes the following:

*“As the gym and library are relocating from their existing premises the number of new trips to the proposed development will primarily be those to the hotel and restaurant<sup>2</sup> land uses. Based on the trip rates presented above, these land uses are anticipated to generate 17 two-way vehicle trips in the AM peak hour and 17 two-way vehicles trips in the PM peak hour. It is anticipated that the proposals will generate 53 two-way people movements in the AM peak hour and 110 two-way people movements in the PM peak hour for all proposed land uses.*

*It is considered that the anticipated level of proposed development traffic will not have a significant adverse impact on the operation of the local transport network.*

*Based on the vehicle arrival and departure trip rates, it is estimated that an 86 bedroom hotel will see the vehicle accumulation between 07:00 and 21:00 vary by around 15 vehicles, with the least vehicles present at 11:00 and the maximum vehicle accumulation occurring overnight.*

*Parking surveys at The Maltings Shopping Centre and a number of Council car parks were undertaken in 2017 as part of a Parking Assessment exercise undertaken by Mayer Brown. The survey results showed that the existing car parks do not reach full capacity at any time during the week or at weekends. Therefore it is expected that the low number of vehicles predicted to be associated with the hotel use will be able to be accommodated in the local car parks with occupancy levels overnight being recorded as being less than 20% full.*

.....

*The local area has adequate pedestrian and cyclist facilities which provides good connectivity between the site and local facilities. The site is situated approximately 100 metres from the nearest bus stops and is approximately a five minute walk to the rail station.*

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<sup>1</sup> TRICS (Trip Rate Information Computer System) is a database of trip rates for development types used for transport planning purposes, specifically to quantify the trip generation of new developments.

<sup>2</sup> The restaurant element of the original proposal was removed during the evolution of the application.



*It is considered that the anticipated level of proposed development traffic will not have a significant adverse impact on the operation of the local transport network with vehicles associated with the proposed development able to be accommodated in the local car parks.*

*The proposed development layout can be safely accessed and serviced from the existing highway network. In conclusion, there is no highways and transport reason why the development should not be permitted’.*

These outcomes are agreed by the Council’s Highways Officer. Essentially this is a city centre location with excellent pedestrian, cycle and public transport accessibility, and with adequate public car parking facilities to meet the demands of the proposed development. The wider highway network can accommodate the limited levels of additional traffic generation. There are no highway safety issues around the use of existing roads and junctions within the locality.

On cycling, a condition is recommended requiring provision of bike parking facilities – this to encourage transportation means other than just cars.

The application site lies within the Salisbury Air Quality Management Area. However, as this is a re-development proposal, the implications for this designation are not considered to be significant.

#### **9.4 Flood Risk and Drainage**

The application site lies mainly within Flood Zone 2 although with small sections within Flood Zone 3 (beside the river) and within Flood Zone 1 (adjacent to Priory Square).

##### **9.4.1 Flood risk**

In view of the site’s location mainly within Flood Zone 2, and in view of the proposal involving a change from a ‘less vulnerable’ use (retail) to a ‘more vulnerable’ use (hotel, albeit at first floor level)) it is necessary for the ‘Sequential Test’ to be applied. According to the NPPF, the aim of the sequential test is to steer new development to areas with the lowest risk of flooding (namely Flood Zone 1); development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. Applying the Sequential Test in this instance it is considered that the proposal ‘passes’. This is because there are no other sites reasonably available and/or being delivered at this time outside of Flood Zone 2 for a sustainable city centre hotel such as this.

In situations where it is not possible for development to be located in zones with a lower risk of flooding, it is then necessary to apply the ‘Exception Test’. According to the NPPF, the need for the Exception Test depends on the potential vulnerability of the site and of the development proposed; and for the Exception Test to be passed it should be demonstrated that –

- (a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- (b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible will reduce flood risk overall.

To assist consideration of the Exception Test the application is accompanied by a Flood Risk Assessment (FRA). Based on fluvial flood depth data supplied by the Environment Agency, a design fluvial flood level (the 1% Annual Exceedance Probability, plus an appropriate



allowance for climate change) is c. 46.9 metres AOD. In its response to the application the Environment Agency accepts this figure, and accordingly concludes as follows:

*“The proposal is for a library, gym and restaurant at ground floor level, with the hotel (the ‘more vulnerable’ flood risk use) at first floor level and above. The FRA proposes a 300mm freeboard allowance for setting minimum finished floor levels. This allowance should be considered the absolute minimum. A larger freeboard allowance, closer to 600mm, is recommended. However, mindful of the proposed ‘less vulnerable’ use at ground floor level, and the applicants’ use of the most up-to-date, improved, fluvial hydraulic modelling data we [the Environment Agency] have no objection to the proposed finished floor levels as set out in the FRA. Specifically, the library, fronting Fisherton Street, set no lower than 47.2 metres AOD. We note the gym, restaurant, and hotel entrance to the rear of the site will be set a little higher at 47.375 metres AOD by virtue of higher ground level in Malthouse Lane/Priory Square”.*

Accordingly the Environment Agency raises no objection, subject to conditions.

#### **9.4.2 Surface water drainage**

The application is also accompanied by a Surface Water Management Plan. It sets out proposals for the management of surface water from the site, and these comprise a combination of SUDs measures in the form of ‘blue’ and ‘green’ roofs, and permeable paving. In combination these measures would restrict/control surface water flows to the River Avon (via a pump, trap and existing manhole) to no more than 2 l/s; this is a better outcome than the present arrangements at the site, and so satisfies (a) and (b) of the Exception Test (referred to above).

In the event of exceedance, the Management Plan proposes the following –

*“The exceedance route in events in excess of the 100 year plus 40% climate change events will surcharge from the lowest manhole with the lowest cover level, which is in the service yard area. The flooding will be stored here before draining back into the permeable paving when flooding subsides before leaving the site”.*

The Council’s Drainage Officer has raised a holding objection, but this is in view of requirements for additional information relating to the design of the surface water drainage scheme and an emergency plan. These are both matters that can be covered by planning conditions in the event of planning permission being given.

#### **9.4.3 Foul water drainage**

Wessex Water raises no objections subject to there being no surface water drainage connections to the foul system. This is a matter for a planning condition.

#### **9.5 Biodiversity**

The application site is adjacent to the River Avon – a designated Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).

The application is accompanied by a Preliminary Ecological Appraisal. It concludes on ecological considerations as follows:

*Redevelopment of 32-36 Fisherton Street requires demolition of all buildings within the site. The nature and location of the site means that it has very limited opportunities to support protected species of fauna and no nature conservation habitats of Importance.*

*Notwithstanding this, the site is adjacent to part of the River Avon SAC & SSSI which is a linear site with a conservation value of National Importance.*

*Further surveys are necessary to inform whether bats roost at the site and if so the species and roost types. If bat roost sites are present then a European Protected Species mitigation licence will be required before the site is demolished and roosts destroyed. A licence will be legally binding. It will compel the applicant to deliver a pre-agreed mitigation strategy and compensatory bat roosting provision in the replacement building so that there are no negative impacts on the local population of bats.*

*Common species of birds could also nest in the building and so demolition must be timed to avoid an offence; new nesting provision should also be made.*

*It is vital that the development does not result in pollution of the River Avon watercourse either directly or indirectly in the pre, during or post development stages. Biodiversity gain can be achieved by providing additional bat and nesting bird sites so that the proposals can remain compliant with legislation and policy and result in no permanent negative effects on bats, birds or the interests of the River Avon SAC/SSSI.*

Planning conditions can address the requirement for bat surveys at the appropriate time. Protection of the river can be assured by means of a Construction Environmental Management Plan at time of construction, and the Surface Water Management Plan addresses discharges from the site into the river.

A third party representation requests that 'swift bricks' are utilised in the new build to provide nesting opportunities for swifts. This would be in addition to other bird and bat boxes. The applicant is agreeable to this, and accordingly – and because Core Policy 50 of the Wiltshire Core Strategy seeks protection *and* enhancement of biodiversity – a condition is recommended.

### **9.6 Residential amenity**

Core Policy 57 of the Wiltshire Core Strategy requires new development to make a positive contribution to the character of Wiltshire through, amongst of things, having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration and pollution.

The Council's Public Protection Officer has highlighted that the proposed uses may have the potential to generate noise and odours. Accordingly conditions are recommended requiring schemes to ensure the building is suitably insulated and equipped to eliminate these.

Conditions are also recommended relating to air quality improvement and potential contamination.

The proposed building would be sited close to the adjacent United Reformed Church. However, there is sufficient separation between the buildings to ensure light levels at the church would not be adversely affected. The relationship between the two buildings would be similar to what presently exists, the change is not considered to be overbearing, and is not considered inappropriate within the city centre context where buildings often stand cheek by jowl.

## 10. Conclusion

The proposal seeks to re-develop this site to provide a hotel, gym and library. This as a matter of principle complies with the Core Strategy, and notably Core Policy 21 which allocates the area around the Maltings – including the application site – for a mixed-use development to enhance the city centre’s position as a sub-regional and cultural centre.

The detailed design of the proposal is contemporary and of relatively large scale in its context. However, the overall impact on interests of acknowledged importance – including heritage, ecology and drainage – are considered to be neutral and/or beneficial, and the public benefit arising from the proposal, including its potential to kick-start the wider re-development of the Central Car Park and Maltings is a significant consideration in any event. Notwithstanding this, should the Committee conclude that there is harm, specifically to heritage assets, then then applying the public benefits ‘test’, this harm is outweighed by the public benefits – notably, the delivery of the first phase of the Maltings / Central Car Park re-development, the enhancement of the ‘Cultural Quarter’, the general betterment of the city centre in economic terms, and the provision of a new library facility.

Accordingly the application is recommended for approval, subject to satisfactory completion of preliminary archaeological investigations.

## RECOMMENDATION

**Subject to completion of initial archaeological works (as specified in the Archaeological Desk-Based Assessment) and reporting thereon, to authorise the Head of Development Management to GRANT planning permission 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 the Planning and Compulsory Purchase Act 2004.

2. Notwithstanding the details shown on the submitted application particulars, no development shall commence on site until the exact details of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission, in the interests of visual amenity and the character and appearance of the area, which is a conservation area.

3. No walls shall be constructed on site, until a sample wall panel (or panels), not less than 1 metre square, showing the external materials and mortar colours/depths/finishes, has been constructed on site, inspected and approved in writing by the Local Planning Authority. The panel shall then be left in position for comparison whilst the development is carried out. Development shall be carried out in accordance with the approved sample.

REASON: In the interests of visual amenity and the character and appearance of the area, which is a conservation area.

4. No development shall commence on site until details of all eaves, verges, windows (including head, sill and window reveal details), doors, rainwater goods, chimneys, dormers, canopies, parapet copings, roof details (inc. white metal 'crown'), vents, meters, and external plant have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area, which is a conservation area.

5. No development shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include (where relevant) :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels;
- means of enclosure;
- vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials, and their detailed arrangement on the site;
- minor artefacts and structures (e.g. furniture, refuse and other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory setting for the development.

6. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

7. No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

8. No part of the development shall be first brought into use, until details of secure covered cycle parking, together with a timetable for their provision, have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and timetable, and shall be retained for use at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

9. No part of the development hereby permitted shall be first brought into use until an assessment of the acoustic impact arising from the operation of all proposed external plant at all uses within the development has been undertaken in accordance with BS 4142: 2014 and BS8233. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures as necessary to ensure the rating level of noise emitted from the proposed plant shall be at least 5dB less than lowest background level and is protective of local amenity. The scheme shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented prior to first use of the development and thereafter be permanently retained.

REASON: In order to safeguard the amenities of the area in which the development is located.

10. No part of the gymnasium element of the development hereby permitted shall be first brought into use until a scheme of mitigation and validation for the gymnasium element has been undertaken that meets the noise requirements of NR25 (maximum noise rating level) and to so protect the hotel and library elements of the development. The scheme shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate substantial compliance over a 1 hour LAeq taking due account of frequency.

The scheme must include details of stages of validation during the construction phase and a post construction scheme of validation and measurement to demonstrate substantive compliance. The gymnasium use hereby permitted shall not commence until the approved details are fully implemented and details of post construction validation have been submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the amenities of the area in which the development is located.

11. No part of the development hereby permitted shall be first brought into use until a scheme of works for the control and dispersal of atmospheric emissions, and in particular odour & fumes, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the development is first brought into use and shall be maintained in effective working condition at all times thereafter.

REASON: In order to safeguard the amenities of the area in which the development is located.

12. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2005)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

13. No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) - Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination (including asbestos) on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;
- An assessment of the potential risks to
  - human health,
  - property (existing or proposed) including buildings, service lines and pipes,
  - adjoining land,
  - groundwater and surface waters,
  - ecological systems,
  - archaeological sites and ancient monuments.

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) - Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, and should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) - Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) - Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) - Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above).

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) - Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction programme;
- iv. Site working hours and a named person for residents / interested parties to contact;
- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust and noise mitigation;
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.

There shall be no burning undertaken on site at any time.

Construction hours shall be limited to 0730 to 1800 hrs Monday to Friday, 0730 to 1300 hrs Saturday and no working on Sundays or Bank Holidays.

The CEMP shall be implemented at all times during the construction phase as approved.

REASON: In order to safeguard the amenities of the area in which the development is located.

15. The development hereby approved shall not commence until an Air Quality Assessment (AQA) is carried out to assess the impact, if any, of the development on the Salisbury Air Quality Management Area. The AQA shall be carried out in accordance with the requirements of the Council's Air Quality SPD; and where impacts are predicted, shall set out mitigation and a programme of implementation to address these. The development shall not commence until the AQA has been approved in writing by the local planning authority; and the development shall then be implemented and operated thereafter in accordance with the approved mitigation and related programme.

REASON: The application site is within an Air Quality Management Area where air quality objectives have been breached. In these circumstances Core Policy 55 of the Wiltshire Core Strategy requires new development to demonstrate that it will not exacerbate the situation and/or to propose mitigation measures as necessary, this in order to protect public health, environmental quality and amenity.

16. Notwithstanding the details sets out in the application particulars, no development shall commence on site until a scheme for the discharge of surface water from the site (including the service yard), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed



with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

**INFORMATIVE:**

In preparing the scheme for the discharge of surface water the applicant should have regard to the response to the application from WC Drainage; in particular, those comments relating to the shortcomings of the Flood Risk Assessment and Surface Water Management Plan accompanying the original planning application.

17. No part of the development hereby permitted shall be first brought into use until a flood emergency plan (Flood Warning and Evacuation Plan) has been submitted to and approved in writing by the Local Planning Authority. The emergency plan shall address all sources of flooding (river, surface water, groundwater and sewer), and shall set out prevention and evacuation measures in the event of a flood event. Following first use of the development the flood emergency plan shall be implemented if and whenever flood events occur.

**REASON:** To ensure safe access and escape routes during times of flooding.

18. Notwithstanding the details set out in the application particulars, the finished floor levels of the development hereby permitted shall be set no lower than 47.2 metres above Ordnance Datum (AOD).

**REASON:** To reduce the risk of flooding and to accord with the terms of the Flood Risk Assessment which accompanies the planning application.

**INFORMATIVE:**

In view of the potential flood risks in this locality, the Environment Agency advises that the developer of this site gives consideration to the use of flood resilient construction practices and materials in the design and build phase. Choice of materials and simple design modifications can make the development more resistant to flooding in the first place, or limit the damage and reduce rehabilitation time in the event of future inundation. Guidance is available within the Department for Communities and Local Government publication 'Improving the Flood Performance of New Buildings – Flood Resilient Construction, May 2007' available at:

<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

19. 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 climate change adaptation.

**INFORMATIVE:**

The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered. An appropriate submitted scheme to discharge the condition will include calculations to demonstrate how the development will not exceed a total (internal and external) usage level of 110 litres per person per day.

20. There shall be no surface water drainage connection to foul water drainage systems.

REASON: To reduce the risk of flooding.

21. No works shall commence on site until an appropriate programme of building recording (including architectural/historical analysis) of the existing building to be demolished has been carried out. This record shall be carried out by an archaeologist/building recorder or an organisation with acknowledged experience in the recording of standing buildings which is acceptable to the Local Planning Authority. The recording shall be carried out in accordance with a written specification, and presented in a form and to a timetable, which has first been agreed in writing with the Local Planning Authority.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to secure the proper recording of the existing building.

22. No works for the demolition of the existing building or any part thereof shall commence on site until a valid construction contract has been entered into under which one of the parties is obliged to carry out and itself complete the works of development of the site for which planning permission has been granted; and; evidence of the construction contract has first been submitted to and approved by the Local Planning Authority.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of the visual amenity of the locality, which is within a designated Conservation Area.

23. No development shall commence within the application site until:

a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

24. Prior to commencement of the development hereby approved, a scheme for the incorporation of bat and bird boxes (including swift bricks) into the new building works shall be submitted to the local planning authority for approval in writing. The bat and bird boxes / swift bricks shall be incorporated in accordance with the approved scheme and retained for nesting purposes in perpetuity thereafter.

REASON: To ensure enhancement of ecological interests in accordance with Core Policy 50 of the Wiltshire Core Strategy.

25. The development shall be carried out in accordance with the recommendations set out in the Preliminary Ecological Appraisal by Ecological Consultancy Services Ltd dated February 2019; in particular, those recommendations requiring further bat surveys to be

undertaken at particular times of the year.

REASON: To safeguard ecological interests, notably bats.

26. The development hereby permitted shall be carried out in accordance with the following approved plans:

3097-A-1524 P03 (Roof plan) dated 14/05/19  
3097-A-1526 P01 (Ground floor plan) dated 26/04/19  
3097-A-1527 P02 (First floor plan) dated 14/05/19  
3097-A-1528 P02 (Second floor plan) dated 14/05/19  
3097-A-1529 P02 (Third floor plan) dated 14/05/19

3097-A-1532 P02 (Elevations – sheet 1) dated 03/05/19  
3097-A-1533 P02 (Elevations – sheet 2) dated 14/05/19  
3097-A-1540 P03 (Sections) dated 14/05/19

Detail E – Typical PV Mounting Arrangement drawing

REASON: For the avoidance of doubt and in the interests of proper planning.

27. INFORMATIVE:

An environmental permit is required for any works within 8m of a main river, such as the River Avon. For more guidance on environmental permits, consult the Wiltshire Council website.

The Environment Agency issue environmental permits, however, as Wiltshire Council have the lead responsibility for surface water management, the discharge rate from the site must be agreed with the Council.

28. INFORMATIVE:

This permission does not permit the display of any advertisements which require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations, 2007 or under any Regulation revoking and re-enacting or amending those Regulations, including any such advertisements shown on the submitted plans.

29. INFORMATIVE:

The applicant should note that the costs of carrying out a programme of building recording and archaeological investigation will fall to the applicant or their successors in title. The Local Planning Authority cannot be held responsible for any costs incurred.

30. INFORMATIVE:

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If it is intended to carry out works in the vicinity of the site boundary, the applicant is also advised that it may be expedient to seek independent advice with regard to the requirements of the Party Wall Act 1996.

31. INFORMATIVE:

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note

that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.

32. INFORMATIVE:

The applicant is advised that Council offices do not have the facility to receive material samples. If samples are required then they should be delivered to site and the Planning Officer notified accordingly.

33. INFORMATIVE:

The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website [www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy](http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy).

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## Wiltshire Council Planning Consultation Response

31st January 2019

Helen Garside  
Principal Conservation Officer  
Wiltshire Council Central

Officer's Name: Andrew Guest  
Officer's Title: Area Development Control Manager  
Direct Line: 01722 434379

**Application No:** 18/11957/FUL  
**Demolition of the existing building at 30-36 Fisherton Street, currently used as retail. A new building will be constructed on the site, which will house a library, gym, restaurant and 86 room hotel.**  
**30 - 36 Fisherton Street, Salisbury, Wiltshire, SP2 7RG**  
**Eastings: 414160 Northings: 130020**  
**Janus Henderson UK Property PIAF**

Please note the particulars in connection with the above planning application are available to view on the planning website <http://www.wiltshire.gov.uk/planninganddevelopment.htm>

I would welcome any comments that you have about this particular application by **07 February 2019**. If I do not receive your observations and comments by this date I will assume you have none. If you require an extension of time please contact the Planning Officer above who will do their best to accommodate this.

### Recommendations:

<input type="checkbox"/>	No Comment
<input type="checkbox"/>	Support
<input type="checkbox"/>	Support subject to conditions (please set out below)
<input checked="" type="checkbox"/>	Object (for reasons set out below)
<input type="checkbox"/>	No objections

### Matters Considered:

**Scope of comments:** the following comments relate to the built historic environment.

**Site:** the site is currently occupied by a retail building constructed in the late 1970s on the site of a number of earlier buildings including the grade II listed 30 & 32 Fisherton Street. The site is the recorded location of a C13th Dominican Friary.

**Proposal:** the application seeks consent for the demolition of the existing building and construction of a new building which will house a hotel on the upper floors with a relocated library and a gym and restaurant on the ground floor.

**Policy:** From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Section 66 requires that **special** regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

The site is at the heart of the Salisbury City Conservation Area and Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires that **special attention** be paid to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The Council's Core Strategy 'Core Policy 21: The Maltings/central Car Park' sets out the Council's aspirations for the redevelopment of this key city centre site in a 'retail led mixed-use development'. The policy requires that the "redevelopment of the Maltings/Central Car Park will be sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric."

The Council's Core Strategy 'Core Policy 22: Salisbury Skyline' sets a maximum height for development within the central area of the city in order not only to protect views of the cathedral but also to protect the City's roofscape.

The Council's Core Strategy 'Core Policy 57: Ensuring high quality design and place shaping' requires a high standard of design in all new developments. xiii advocates a masterplanning approach for major development sites in order that other objectives are met including: 'i. enhancing local distinctiveness by responding to the value of the natural and historic environment' and iii. responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting.

The Council's Core Strategy 'Core Policy 58: Ensuring the conservation of the historic environment' notes that development should "protect, conserve and where possible enhance the historic environment".

The NPPF outlines government policy, including its policy in respect of the historic environment. Section 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development. Policies place responsibility on both applicants and the Local Planning Authority to take steps to achieve an understanding of the historic environment which can inform the development and assessment of proposals. Paragraph 196 of the NPPF requires a balanced approach towards decision making with any harm which would be caused being weighed against the potential public benefits which might be achieved.

Local policy documents including the South Wiltshire Design Code 2006, the Salisbury Vision and the Salisbury Conservation Appraisal and Management Plan are relevant.

**Supporting information:** Paragraph 189 requires that applicants should describe the significance of heritage assets affected, including the contribution made by their setting. Government guidance and the Council's Core Policies require a holistic treatment of the wider site, informed by a master-planning approach to ensure that aspirations are achieved. Design advice within the National Planning Practice Guidance and documents such as the South Wiltshire Design Guide place emphasis on the need for full and detailed analysis of the wider setting of sites to inform design which responds to its local context and reinforces local distinctiveness.

The submission is accompanied by a Heritage Statement, Planning Statement and Design and Access Statement.

The Heritage Statement appears to have been completed after the development of the proposals rather than being carried out in advance to provide a full understanding of the context and inform the development of proposals as envisaged by the NPPF and Council policy. Whilst the Statement is adequate in identifying the affected heritage assets, describing their significance and providing some assessment of the context, the impact assessment lacks any objective analysis. Suggested benefits such as 'courtyard landscaping within Priory Square' or "opportunities for improvements in pedestrianisation of Malthouse Lane and Priory Square" do not appear to form part of the application.

The Planning and Design and Access Statements refer to this as Phase 1 of the wider redevelopment of the Maltings/Central car park area and the D&AS includes a small scale site plan apparently illustrating one of the masterplan options. However there is no discussion of the proposals or potential outcomes and it is acknowledged that due to “poor economic conditions, a guaranteed commitment to delivering the current Masterplan is not possible”. In the absence of an adopted masterplan or overall brief for the site it is difficult to understand how the current proposals would contribute to achieving the city’s aspirations in terms of either uses and facilities, or the design of buildings and spaces.

The application is restricted to the building itself with no proposals for surrounding landscaping or associated public realm works. As a result the proposals must be judged as a stand alone proposal.

n.b There are inconsistencies and errors throughout the accompanying documents such as outdated references to the need for conservation area consent for demolition (removed via the Enterprise and Regulatory Reform Act 2013) and varying references to the height of the building, number of storeys or scope of proposals within the application. The ‘proposed elevations’ are also at odds with other submitted drawings.

**Principle of demolition and replacement:** the existing building was constructed in the late 1970s following the incremental demolition of the historic buildings across the site, including the listed Nos. 30-32 Fisherton Street. Whilst the process to remove reference to these buildings from the statutory List appears never to have been completed, it has been confirmed that the historic building were demolished with consent in the late 1970s and that no fabric remains extant within the current structure. Delisting should therefore be a formality. It is agreed with the Heritage Statement that listed building consent is not required for demolition. However, the suggestion that Conservation Area Consent is required instead is incorrect as this consent was replaced by the need for planning permission under the Enterprise and Regulatory Reform Act 2013.

Whilst it is open to accusations of pastiche, the main frontage of the 1970s building was relatively carefully designed with well executed brickwork and scale and window proportions etc. which reflect the character of the immediately surrounding townscape. The remainder is in a more modern ‘vernacular’ style which the Heritage Statement plausibly suggests was intended to reflect the maltheuses which occupied the land to the rear, themselves also demolished by the late 1970s. Taking into account the curve of Fisherton Street which limits the visual impact from this key thoroughfare, the overall impact of the building can be considered as largely neutral. There is no objection in principle to the demolition of the current building however policy requires that a replacement should be of high quality design and construction in order to preserve or, ideally, enhance the character and appearance of the conservation area and the settings of neighbouring listed buildings.

**Assessment:**

Layout – the proposed development occupies virtually the same footprint as the current building, with the building line to Fisherton Street reflecting the set back of the historic No 30-32. Historically, however, it was only Nos 30-32 which were set back with adjacent buildings (Nos 34-36) following the established line to the west with buildings located immediately at the back edge of the relatively narrow pavement. Historic photos suggest that the courtyard space against No.34 created by the setting back of Nos 30-32 was enclosed by railings, echoing the frontage of the Congregational church which was enclosed by separately listed walls, piers and lamps. The enclosing boundaries of both are now lost and the area has the appearance of left over space, an area of inappropriate block paving demarcated from the main pavement by functional plastic bollards. Incremental changes in the alignment and width of Malthouse Lane have compounded the issue to create a visually weak junction and unattractive area of streetscape.

The current situation illustrates the cumulative adverse impact that poorly resolved leftover space and successive unplanned highway changes can have on appearance. A comprehensive redevelopment of the area should, in theory, allow the ideal opportunity to address such issues and recreate a positive streetscape. It might have been expected that the opportunity would have been taken via the master-planning approach which is suggested as being ongoing in conjunction with Wiltshire Council, to address issues such as the weak visual quality of the Malthouse Lane/Fisherton Street corner. However, the



development is on the same footprint as the previous building and the red line is drawn tightly around the site. There are no proposals beyond those for the building itself i.e. no works to surrounding surfaces or other public realm enhancements. In the absence of any proposals it is assumed that opportunities to enhance the streetscape of this part of the conservation area will not be realised at the current time.

Scale and mass and form:

The scale and bulk of the proposed development is substantially greater than that of either the existing or surrounding buildings and, unlike historic development in the vicinity, it scales upwards towards the rear of the site. Lift overruns and plant add further height at the rear. Whilst it is acknowledged that the listed former Infirmary, clock tower and church are existing tall buildings, these are landmark civic buildings within the city and important focal points within the townscape. Their designed impact within their surroundings risks challenge from development of the scale proposed. From northern and western views the proposed development will hide substantially more of the body of the church, changing the visual relationship of the building with its surrounding townscape.

Some measures have been taken to break up the apparent mass of the development by the introduction of an alternative elevational treatment and vertical emphasis along Malthouse Lane - and these are welcomed – but the scale, mass and bulk of the overall development as a single building block remain evident and appear at odds with the historic surroundings. The large areas of flat roof, partially disguised by faux pitches, and the heavy ‘mansard’ storey are uncharacteristic of the city roofscape and of limited design quality.

The supporting documents suggest that the relationship of the development with its surrounding townscape eg Malthouse Lane, Priory Square and towards the Playhouse is improved by the increased scale which “assist[s] closing the gap on Malthouse lane to form a better relationship to No.38 and a more appropriate/traditional gap seen elsewhere on Fisherton Street”, the intention presumably being that the tall building creates a perception of narrower streets. Unfortunately, the payoff is the tendency to an overbearing impact on the surrounding spaces, particularly to the rear where Priory Square is already described within the Design and Access Statement as a space which receives “limited sunlight”. It is regrettable that the opportunity to address shortcoming of the street layout are not addressed at whole site level within the masterplan, calling into question the effectiveness of this process in planning for the area.

Overall, the proposed development has limited success in responding to the fine architectural grain of the area. Insufficient attention has perhaps been paid to detailed initial analysis and this has not informed the design of the scheme - instead, economic considerations appear to have dictated a ‘metropolitan’ scaled development which fails to reflect the character of the historic city.

Design – the elevations show a pared-back design, with flat facades and large areas of unrelieved masonry. The sparse windows to the upper floors in the southern section of the development and ground floor over-scaled plate glass ‘shop’ windows lack detail. The curved corner is inactive and the set back of the ‘roof’ storey uncharacteristic of Salisbury. Large areas of feature brickwork above the doorways to the library and Travelodge and to the corner introduce an element of interest but do not effectively relieve the austerity of the design which is intensified by the scale of the development. Overall, the design appears more appropriate to a larger metropolitan city and lacks the human scale and rich architectural detail which is characteristic of Salisbury.

Whilst the ground floor elevations include numerous large ‘shop windows’ the proposed uses, with the exception perhaps of the restaurant (depending on the tenant), are not those which would usually be expected to generate active frontages and it is questioned how successful these can be in enhancing the vitality of the area. Pressure can be anticipated in particular for the gym windows to be coated in reflective film to prevent inward views, potentially creating an even more inactive frontage than the current shop.

The buff brick proposed for the Fisherton Street half of the development is alien to the town centre and the proposed use of reconstituted stone and unspecified ‘Metal’ standing seam roofing fail to demonstrate the quality which would be appropriate to this sensitive historic location. Architectural details such as the

parapet copings, textured and hit and miss brickwork are not resolved and may be difficult to secure at construction.

**Summary:** there is no objection in principle to the demolition and replacement of the existing building which is of limited design quality. The current frontage building to Fisherton Street has a largely neutral impact within the conservation area by virtue of its reflection of the existing character and scale of development within the area. In addition the curve of Fisherton Street limits the visual impact of the site from the key thoroughfare. The remainder, however, constitutes a large mass of development of weak design which makes limited contribution to the area. However, current policy requires that a replacement should be of high quality design and construction which preserves or, ideally, takes opportunities to enhance the character and appearance of the conservation area and the settings of neighbouring listed buildings.

Unfortunately the scale and mass of the proposed replacement appear to have been driven largely by commercial requirement rather than as a response to context and represent a 'metropolitan' scaled development which is at odds in this sensitive historic environment. The height of the new building means that it will tend to dominate key listed buildings in the vicinity and appear overbearing from surrounding more human scaled streets. The proposed design and materials are not of such demonstrable quality as to offset the impact of the development, neither are there other accompanying proposals for the enhancement of the public realm which might have assisted in mitigating the impact of this large building.

The site represents a single block within a large conservation area covering the whole of the city centre and taking into account that the existing building to be replaced makes no more than a neutral contribution to the character and appearance of the area and that the curve of Fisherton Street limits the prominence of this site in key views, the harm that will result from the proposed development should be considered (for the purposes of interpreting the tests set out within the NPPF) to be at the lower end of less than substantial harm. However, paragraph 194 makes it clear that "any harm" "should require clear and convincing justification". Paragraph 196 requires that the harm should be weighed against the public benefits of the proposal.

By virtue of its scale, mass and design, the proposed development appears to be in conflict with:

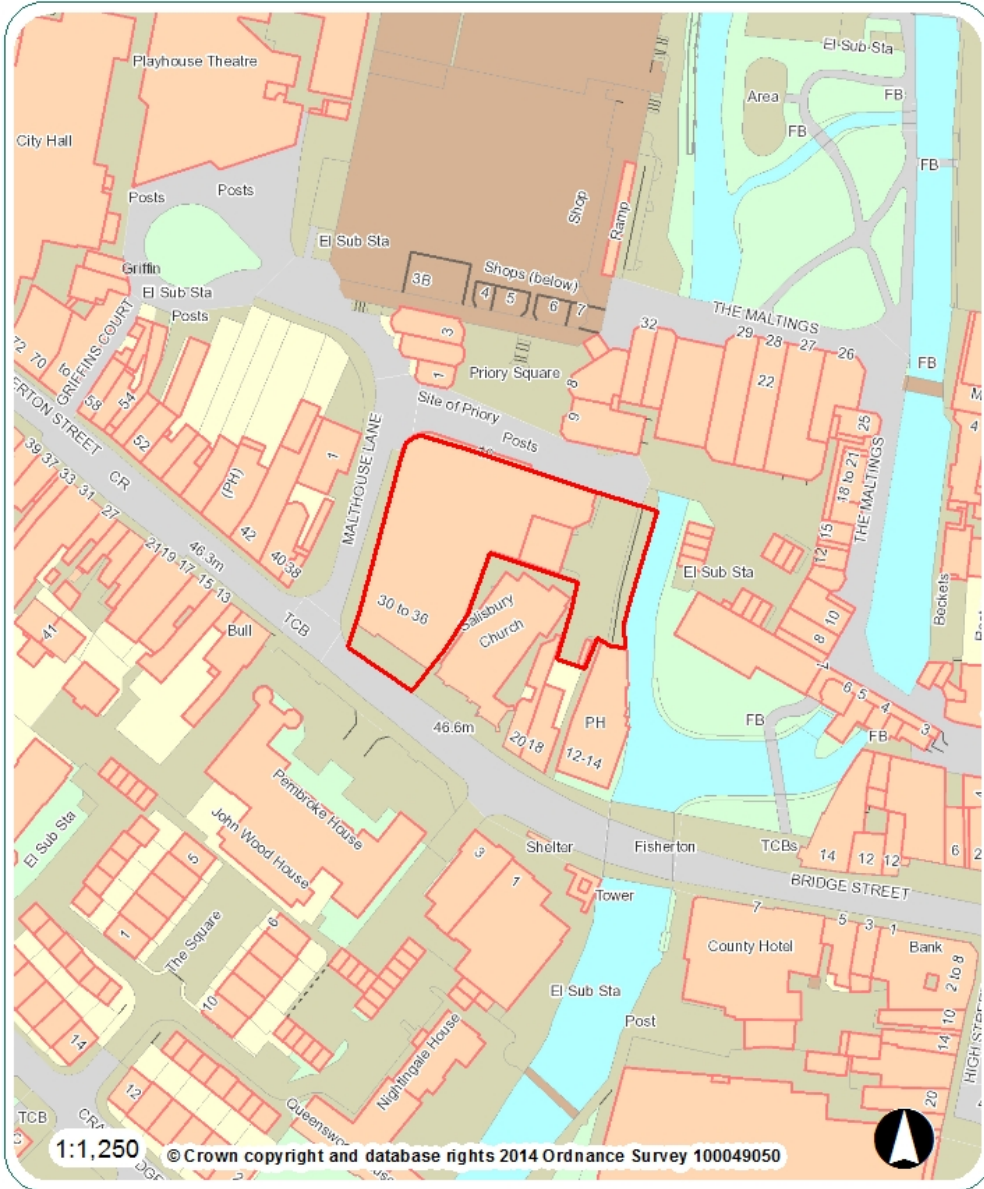
Core Policy 22: Salisbury Skyline policy which seeks to protect the roofscape of the city;  
Core Policy 21: Maltings/Central which requires the redevelopment of the site to be "sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric";  
Core Policy 57: Ensuring high quality design and place shaping which requires new design to respond positively to the existing townscape.... to effectively integrate the building into its setting"; and  
Core Policy 58: Ensuring the conservation of the historic environment which requires not only that new development should protect and conserve the historic environment but, where possible, take the opportunity to enhance it.

**Planning balance:**

For the reasons discussed above, the proposed development will result in a level of harm to the historic environment. National and local policy allow that such harm may be offset in decision making by the delivery of significant public benefits. It will be for others to determine whether the uses proposed to be accommodated with the development (including the relocated library) can be successful in contributing to the vitality of the area and to the delivery of the aspirations set out in Core Policy 21 and the Salisbury Vision such that the public benefits accruing from the scheme could be considered to offset the harm caused to the historic environment. In the absence of a Masterplan or overall brief for the wider site it seems that such matters will be difficult to assess and that demonstrating the benefits convincingly will be difficult.

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