

PLANNING STATEMENT

**ERECTION OF CONVENIENCE STORE, DRIVE-THRU COFFEE UNIT, 2
NO. B8 TRADE COUNTRT UNITS, EXTERNAL ALTERATIONS TO
EXISTING B8 UNIT AND ASSOCIATED WORKS**

**ARMISHAW'S SITE, NETHERHAMPTON ROAD, SALISBURY, SP2
8NG**

JUNE 2025



**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by RAW Planning Ltd on behalf of Mr Armishaw (“the Applicant”) to accompany a full planning application relating to land at Netherhampton Road, Salisbury, SP2 8NG (the “Application Site”).
- 1.2 The proposals comprise a mixed-use commercial development including a convenience store, a drive-through coffee unit, two B8 trade counter units with ancillary office use, and the retention of an existing B8 warehouse, along with associated parking, access, and servicing arrangements.
- 1.3 This Planning Statement is submitted in support of the application and provides a summary overview of the proposed development, as well as identifying the Planning Policy Framework within which it should be considered.
- 1.4 Section 2 of this Statement provides a description of the application site, while Section 3 outlines the details of the proposed development. Section 4 sets out the relevant Planning Policy Framework, and Section 5 presents the planning justification for the proposals. Section 6 contains the accompanying Retail Impact Assessment, and Section 7 provides a summary and overall conclusions.

2. THE APPLICATION SITE AND SURROUNDINGS

- 2.1 The site measures approximately 1.01 hectares and is located on the western edge of Salisbury, within the administrative boundary of Wiltshire Council. It lies within the countryside, as defined by the Wiltshire Core Strategy (WCS), but is immediately adjacent to the Principal Settlement of Salisbury City. The site is situated in a transitional area, surrounded by a mix of uses including residential, business, industrial, and retail, reflecting ongoing and planned development activity around the city's western fringe.



- 2.2 The site is currently used by Armishaws removals, containing a large warehouse structure located in the southwestern corner, occupying a significant portion of the western side of the site. The building is used for reception, office, and storage purposes. The remainder of the site comprises hardstanding areas, which are used for the parking and operation of removal vehicles. The north-eastern corner of the site includes an area of landscaping, where a number of mature trees are protected under a Tree Preservation Order (TPO). Access is currently shared with the neighbouring site to the west and is taken directly from Netherhampton Road at the site's north-western corner.
- 2.3 The site has a history of planning consents related to its industrial use. Permissions were granted between 2017 and 2020 for the construction of new warehouse buildings and an extension to the existing structure. None of these permissions were implemented and all have since lapsed. The planning history is summarised below:

Reference	Description	Decision Date	Status
17/02856/FUL	Erection of a new warehouse for a removals and storage company	13.07.2017	Lapsed
19/01104/FUL	Erection of B8 warehouse for removals and storage company at a site already used for this use	04.10.2019	Lapsed
20/09510/FUL	Extension to existing warehouse building	17.12.2020	Lapsed

- 2.4 The site is located within an area of Salisbury that is undergoing significant development, shaped by several active and planned developments. To the east, the site adjoins Harnham Business Park, which is currently being redeveloped for residential use. This neighbouring site has planning permission under reference 18/04067/OUT and a subsequent reserved matters approval for 82 residential dwellings, and construction is well underway, transforming the area from an industrial focus to a predominantly residential environment.
- 2.5 To the west, the site is bordered by a bulky goods warehouse and retail unit, occupied primarily by In-Excess. This building is part of a broader retail and commercial area, reinforcing the site's historical industrial and retail character.
- 2.6 Directly south of the site, open countryside has been identified for strategic development under the Wiltshire Housing Site Allocations Plan (allocation reference H3.1). This area has outline planning permission under reference 19/05824/OUT for a large mixed-use development, which includes up to 640 residential units (Use Class C3), a local centre, a primary school, employment land, and substantial green infrastructure, such as a 10-hectare country park. Reserved Matters applications for various phases of this development have been approved or are pending, with initial construction well underway. The local centre is to comprise a three-storey building with four retail units on the ground floor and residential flats above, providing approximately 2,256 square metres of retail floorspace.
- 2.7 To the north, the site is bounded by Netherhampton Road, which acts as a boundary to further open countryside. Beyond Netherhampton Road lies another strategic housing allocation (H3.3), which has received planning permission under reference PL/2021/06594 for 106 residential dwellings, along with associated infrastructure including footways, drainage, and open space. Construction on this site is also in progress, adding to the area's ongoing residential development.

3. THE PROPOSALS

3.1 The application seeks full planning permission for a mixed-use development comprising two Class E commercial units, two Class B8 trade counter units with ancillary offices and the retention of an existing Class B8 warehouse, with associated parking and access arrangements. The proposed scheme includes:

- Convenience/Food Retail Unit (Use Class E) – 400 sq. m GEA
- Drive-Through Coffee Unit (Use Class E) – 198 sq. m GEA
- Four B8 trade counter units (within 2 buildings) with ancillary offices – 270 sq. m GEA each
- Retention of and external alterations to Existing B8 Warehouse
- Associated parking, delivering and turning spaces
- Landscaping enhancements

3.2 A copy of the proposed Site Plan is inserted below:



- 3.3 The proposals are set out in more detail in the accompanying Design and Access Statement.
- 3.4 The proposed development aims to revitalise the currently underutilised site by introducing a range of commercial uses that will serve the needs of the growing local community. Notably, the areas to the north, east, and west of the application site have cumulatively been granted consent for 828 residential units, which are currently under construction. The introduction of convenience retail, food and beverage outlets will provide essential amenities to these new residential developments, as well as existing residents of western Salisbury and through traffic. This will help promote sustainable living by reducing the need for long journeys to access everyday services.
- 3.5 The retention of the existing B8 warehouse ensures the continued provision of storage facilities within the area, supporting local businesses and employment opportunities. The inclusion of associated parking and well-designed access points will facilitate smooth vehicular and pedestrian movement, enhancing the overall functionality of the site.
- 3.6 In summary, this proposal seeks to create a vibrant, mixed-use development that complements the surrounding residential growth, contributes positively to the local economy, and optimises the use of previously developed land.

4. RELEVANT PLANNING POLICIES

- 4.1 Section 38 (6) of the planning and Compulsory Purchase Act 2004 requires that all planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The National planning Policy Framework (NPPF) is considered to be a material consideration that attracts significant weight.
- 4.2 This section refers to relevant national planning policy and guidance as well as Development Plan policies that provide the planning policy framework for this appeal that should be considered. It deals with the following layers of policy and guidance:
- National Planning Policy Framework (NPPF); and
 - The Development Plan (including Neighbourhood Plans).

National Planning Policy Framework (NPPF)

- 4.3 The NPPF outlines national guidance and the Government's policies on the many different aspects of planning. The latest version of the NPPF was published in December 2024.
- 4.4 Paragraph 2 explains that planning law requires applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 4.5 Paragraph 10 confirms that at the heart of the Framework is a presumption in favour of sustainable development.
- 4.6 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. Paragraph 11 goes on to state that for decision-taking this means:
- “c) Approving development proposals that accord with an up-to-date development plan without delay; or*
- 4.7 Paragraph 81 encourages planning policies and decisions to support economic growth, including the creation of new jobs, and emphasises ensuring that planning decisions promote the vitality and diversity of town centres. This would apply if your proposal aims to create retail or commercial space.
- 4.8 Paragraph 82 advises local authorities to support a wide range of economic uses, including retail, leisure, and commercial developments, particularly in areas where regeneration and growth are sought. If your proposal is within a brownfield area, this section supports developing such sites for mixed-use purposes, which could include retail space.

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- 4.9 Paragraph 84 highlights the importance of planning decisions that address economic and social needs, encouraging development that promotes sustainable communities.
- 4.10 Paragraph 86 states planning policies and decisions should support the role that town centres play at the heart of local communities. This includes enabling a competitive retail environment, ensuring that town centres remain the focus for retail, leisure, and cultural activity.
- 4.11 Paragraph 88 states when considering out-of-centre proposals, the local planning authority should assess whether the site is accessible by a range of transport modes, and if it is likely to have any adverse impact on the vitality and viability of town centres.
- 4.12 Paragraph 89 states proposals for main town centre uses that are out-of-centre should demonstrate that there are no suitable town centre sites available.
- 4.13 Paragraph 90 states planning authorities should ensure that planning decisions take into account the potential impacts of retail developments on existing town centres, focusing on long-term sustainability and ensuring a diverse mix of uses.
- 4.14 Paragraph 91 states that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
- 4.15 Paragraph 118 states local planning authorities should make efficient use of land by prioritising the reuse of brownfield sites, particularly where such land is suitable for development. They should also avoid unnecessary development of greenfield land, and brownfield land should be developed before considering greenfield options.
- 4.16 Paragraph 124 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.17 Section 12 is entitled “Achieving well-designed places”. Paragraph 131 explains that good design is a key aspect of sustainable development. Paragraph 135 sets out that planning policies and decisions should ensure that developments will add to the overall quality of their area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting.

The Development Plan

4.18 The Statutory Development Plan covering the application site comprises the:

- Wiltshire Core Strategy (January 2015) (WCS);
- Wiltshire Housing Site Allocations Plan (February 2020) (WHSAP); and
- Saved Policies of the Salisbury District Local Plan (2011)

4.19 The most relevant policies in the consideration of the proposals are as follows:

Wiltshire Core Strategy

4.20 Core Policy 1 (Settlement Strategy) establishes a hierarchical approach to settlement development, promoting sustainable growth by directing development to the most appropriate locations based on their size, role, and function within the county. The policy places particular emphasis on the regeneration of brownfield sites, prioritising development within existing settlements to promote urban renewal and reduce the pressure on greenfield land.

4.21 Core Policy 2 (Delivery Strategy) encourages development that supports economic growth and sustainable job creation, prioritising the redevelopment of underused land and buildings, particularly in urban areas, to promote mixed-use developments.

4.22 Core Policy 3 (Infrastructure Requirements) highlights the necessity for adequate infrastructure to support new development, including transport, education, health, and community facilities, ensuring that growth does not outpace infrastructure capacity.

4.23 Core Policy 20 (Salisbury Community Area) provides a spatial strategy tailored to Salisbury, addressing its unique challenges and opportunities, and guiding development to enhance the city's role as a cultural and economic hub.

4.24 Core Policy 35 (Existing Employment Sites) seeks to protect and enhance existing employment sites, ensuring that they remain viable and attractive for businesses, thereby sustaining local economies and job opportunities.

4.25 Core Policy 38 (Retail and Leisure) requires that any retail or leisure proposals on sites outside of town centres, with a gross floorspace of more than 200 sqm (including extensions to existing units), must be supported by an impact assessment. This assessment must meet national guidance and best practice standards, demonstrating that the proposal will not negatively affect the vitality or viability of nearby

town centres. Additionally, such proposals must follow the sequential approach outlined in national guidance, prioritising the most centrally located site available for development.

- 4.26 Core Policy 50 (Biodiversity and Geodiversity) states that developments should attempt to conserve and preserve sites for their ecological value, as part of this the policy expects there should be no net loss gain of the local biodiversity resource.
- 4.27 Core Policy 51 (Landscape) requires development to protect, conserve and where possible enhance landscape character and to not have a harmful impact upon landscape character with any negative impacts mitigated as far as possible through sensitive design and landscape measures.
- 4.28 Core Policy 57 (Ensuring High Quality Design and Place Shaping) requires a high standard of design in all new developments. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. The Policy continues to state that development should enhance local distinctiveness by responding to the value of the natural and historic environment, responding positively to the existing townscape and landscape, being sympathetic to historic buildings and historic landscapes and the use of high standards of building materials, finishes and landscaping.
- 4.29 Core Policy 60 (Sustainable Transport) encourages sustainable transport options, aiming to reduce reliance on private cars by promoting walking, cycling, and public transport, thereby improving accessibility and reducing environmental impacts.
- 4.30 Core Policy 61 (Transport & Development) requires that new developments are designed to integrate seamlessly with existing transport networks, ensuring that they do not adversely affect traffic flow and are accessible by various modes of transport.
- 4.31 Core Policy 62 (Development Impacts on the Transport Network) addresses the need to assess and mitigate the transport impacts of new developments, ensuring that they do not lead to congestion or degrade the quality of the transport network.
- 4.32 Core Policy 64 (Demand Management) introduces measures to manage travel demand, encouraging behaviours and infrastructure that reduce peak-time travel and promote more sustainable travel patterns.

Salisbury Local Plan (Saved Policies)

- 4.33 Saved Policy E19 (Employment Sites in the Countryside) seeks to permit proposals to redevelop or enlarge existing employment sites in the countryside where the proposed development would take place within the existing boundaries of the site.

Emerging Policy

- 4.34 Wiltshire Council are in the process of preparing a new Local Plan that upon adoption will replace the Wiltshire Core Strategy and the saved former District Local Plans. The draft Local Plan was submitted to the Secretary of State for Examination on 28th November 2024 and in March 2025 a Planning Inspector was appointed to examine the Local Plan. The Inspector initially requested additional information from the Council and as such an Examination timetable has not been set at the time of writing. Whilst the Plan has reached an advanced stage it has not been subject to Examination and as such its draft Policies can only be afforded limited weight.

5. PLANNING ASSESSMENT

Principle of Development

- 5.1 The application site lies in the designated countryside as defined on the Wiltshire Council Settlement Boundary maps (dated 2020), however as set out in Section 2 above the site is located in an area that has been subject to a number of recent planning permissions for residential development and as such the site is adjoined to the north (beyond Netherhampton Road), west (beyond the In-Excess commercial unit), east and south by residential development. Therefore, whilst the site lies in the countryside in Policy terms it clearly lies within the built up area of the city of Salisbury.
- 5.2 Wiltshire Core Strategy Policy 2 encourages development that supports economic growth and sustainable job creation, prioritising the redevelopment of underused land and buildings, particularly in urban areas, to promote mixed-use developments. The application site is an underused brownfield site within the expanded urban area of the city of Salisbury. The proposals would therefore make efficient use of land in accordance with NPPF paragraphs 118 and 124. Furthermore, saved Salisbury Local Plan Policy 19 supports the redevelopment on enlargement of an existing employment site, such as the application site, provided that the proposed development takes place within the existing boundaries of the site.
- 5.3 The application site already comprises a B8 warehouse building (which is proposed to be retained subject to external alterations) and is immediately adjacent to a number of commercial units to the west. The proposed commercial development would therefore consolidate this existing area of commercial development and provide commercial facilities to meet the needs of the new and existing surrounding residential properties. The proposed B8 units would complement the existing surrounding commercial units and would provide an opportunity for a small number of trade counter units to the south of the City with the majority of industrial units currently located to the east and west of the City.
- 5.4 The proposed convenience store would provide local convenience goods shopping opportunities for local residents and in particular those of the recently approved and under construction surrounding residential properties.
- 5.5 The proposed drive thru coffee shop would complement the surrounding retail and commercial offering and would provide a facility for the local community as well as passing trade and staff and customers of the surrounding commercial units.
- 5.6 It is acknowledged that planning policy requires the submission of a retail sequential test and Impact Assessment. With regards to the sequential test it is relevant to highlight the Tesco v Dundee Supreme Court case (2012) which established that the sequential test should be applied in a real world context

and not an artificial world (i.e. to be applied to a context that an operator would operate). The judgement confirmed that 'suitable' in the context of the sequential test means suitable for the development proposed by the applicant, subject to the qualification that flexibility and realism must be shown by developers.

- 5.7 The nature of a convenience store operator means that they often operate multiple stores across a single urban area and that these often comprise multiple formats, i.e. large scale stores where people visit to undertake their weekly shop down to smaller convenience stores which people visit to make basket top up shops. Therefore, whilst planning policy directs retail development to identified centres this would likely result in a duplication of convenience stores plus the need for smaller convenience stores lies within the local community where the store is proposed. It is not therefore considered necessary to undertake a sequential test where the outcome is likely to be that sites in identified centres are available, however these will not be 'suitable' because a site in the City Centre or to the north of the city will not serve the identified catchment around the application site. The provision of a convenience store would not impact the vitality and viability of convenience goods stores in the City Centre because it would serve the local community who would not otherwise travel to the City Centre or other identified centres for a basket sized shop.
- 5.8 Similar conclusions can be reached for the proposed coffee shop drive thru. There is an abundance of coffee shops within the City Centre and the proposal would provide a complementary offer to these existing premises meeting the needs of the local community, employees and visitors of the surrounding commercial units and passing trade. The nature of the use (i.e. a drive thru) means that a City Centre site would be unsuitable and another site elsewhere in the City closer to the City Centre would meet a different 'local' market and would not therefore be suitable.
- 5.9 In summary, the proposed convenience retail unit and drive thru coffee shop would meet a local need and would duplicate existing City Centre facilities making it impractical for the facilities to be provided in the City Centre. The proposals therefore satisfy a sensible interpretation of the sequential test and retail impact assessment.

Design

- 5.10 The layout of the site has been designed to provide the main customer focussing uses to the front of the site where there is greater scope for a contemporary bespoke site design. The trade counter units would be positioned along the eastern boundary of the site fronting onto a central car parking area. The TPO trees have also contributed to the proposed site layout by ensuring that development is set back from the sites north east corner.

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- 5.11 The existing B8 storage building is to largely be retained as existing with minor refurbishment works and the insertion of a small number of new openings.
- 5.12 The proposed B8 units would have a brick plinth with cladding panels above and a tin roof. Each building is proposed to be split into 2 units which would each have a personnel door with adjoining window to provide natural light and a roller shutter door for deliveries. The first floors would provide ancillary offices.
- 5.13 The convenience store retail unit has been designed to provide a contemporary building that would provide a focal point at the entrance to the site. The building would be single storey and would have a curved frontage wrapping around the entrance road. The building would be clad with a final colour to be confirmed at conditions stage. The proposed drive thru unit would also be single storey in height and would be clad in cladding panels and timber panelling. The drive thru has been designed to reflect the design of comparable local drive thru facilities whilst also reflecting the proposed contemporary design style for the site.

Highways and Car Parking

- 5.14 A Transport Assessment is submitted as part of the application.
- 5.15 The Transport Assessment considers access to the application site together with parking as well as likely trip generation and the sites accessibility.
- 5.16 Vehicle and non-car access will be provided via the existing site access on the A3094 Netherhampton Road to the north of the site. The site access is shared with 'IN-Excess' DIY store.
- 5.17 A total of 75 parking spaces are proposed in accordance with the Council's maximum parking standards. Cycle parking and electric charging points are also proposed.
- 5.18 It is predicted that the proposals would generate an additional 166 peak AM trips and 96 peak PM trips and that this would have a minimal effect beyond the site access junction.
- 5.19 The Transport Assessment also highlights that the application site is surrounded by a pedestrian network that includes a number of crossing facilities and a residential catchment within walking distance. The area local to the site is also conducive to cycling, with a wide range of services and amenities within cycling distance and there are good opportunities for visitors and staff to make their journeys by bike. The bus stops local to the site are also served by frequent services, which provide access to / from a variety of destinations.

- 5.20 The Transport Assessment concludes that the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116).

Residential Amenity

- 5.21 The application site adjoins recently constructed residential properties to the east with the side elevations of two dwellings and their gardens adjoining the eastern boundary of the application site. The application site is already in commercial use with a car park used by both cars, small vans and lorries located to the west of the existing residential properties. The two proposed B8 units would provide a greater degree of separation between the majority of the parking area and the existing residential properties and would have a similar relationship with the neighbouring properties as the previously consented storage buildings as set out in Section 2. The adjoining residential dwellings were approved in the context of planning permission ref: 17/02856/FUL and 19/01104/FUL.

- 5.22 Given the sites lawful use the continuing use of the site for B8 purposes together with retail units to serve the surrounding residential community is considered to be acceptable in terms of impact upon the amenity of surrounding residential properties. It is anticipated that the convenience store and coffee drive thru units will require operating hours of circa 7am – 11pm and the B8 units (which will include trade counters) of circa 7am – 8pm Monday – Friday.

Trees

- 5.23 There are a number of TPO trees within an existing belt of trees along the sites northern boundary which will be retained as part of the proposals. An existing mature hedgerow will also be retained albeit cut back similar to that previously approved.

A Tree Schedule and Tree Constraints Plan have been undertaken and have informed the proposals.

Ecology

- 5.24 A Preliminary Ecological Appraisal is submitted as part of the application. The Appraisal recommends eDNA surveys of 2 neighbouring ponds and badger surveys, together with the implementation of a precautionary reptile working method statement, and a number of enhancement measures, including new hedgerow and tree planting to support foraging bats, the erection of bat and bird boxes, the creation of 2 x hibernacula for reptiles.
- 5.25 A Badger Survey and Report is also submitted which recommends a 20m exclusion zone along part of the southern boundary, as shown on the proposed Site Plan. A vegetated wildlife corridor of at least 1m wide will also be provided maintaining a corridor along the site's eastern boundary. Suitable fencing will also be put in place prior to construction to protect the exclusion zone.

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- 5.26 A Biodiversity Net Gain Assessment is submitted as part of the application concluding that the baseline of the site produces a score of 7.18 habitat units and 0.84 hedgerow units. A total of 7.90 habitat units and 0.93 hedgerow units are required to provide the 10% net gain and to pass trading rules, a minimum of 5.81 units of other neutral grassland, 0.19 units of bramble scrub and 1.18 units of urban trees are required. It is anticipated that credits will need to be purchased to deliver the required BNG.

Archaeology

- 5.27 It is understood that as part of lapsed planning permission 19/01104/FUL the Council required an archaeological survey to be undertaken prior to the commencement of development. It is therefore proposed that the sites archaeological potential can be dealt with by way of condition as part of this application and that archaeological investigations are not required prior to the determination of this application.

Flooding and Drainage

- 5.28 The application site is located within flood zone 1 which has a low probability of flooding. SuDs features are proposed to be incorporated as part of a drainage scheme and it is proposed that detailed drainage design can be dealt with by way of condition.

6. SUMMARY AND CONCLUSION

- 6.1 Full planning permission is sought for the erection of a convenience store, drive-thru coffee unit, 2 no. B8 trade counter units, external alterations to existing B8 unit and associated works at the site of Armishaw's site, Netherhampton Road, Salisbury, SP2 8NG.
- 6.2 The application site is located within the built up area of Salisbury surrounded by recently consented residential development.
- 6.3 The proposed convenience store would provide local convenience goods shopping opportunities for local residents and in particular those of the recently approved and under construction surrounding residential properties. The proposed drive thru coffee shop would complement the surrounding retail and commercial offering and would provide a facility for the local community as well as passing trade and staff and customers of the surrounding commercial units. The nature of the proposed Class E units means that they would duplicate existing City Centre facilities and as such it is not practical to apply town centre first principles. The proposals therefore satisfy a sensible interpretation of the sequential test and retail impact assessment.
- 6.4 The proposals have been designed to provide a contemporary frontage along Netherhampton Road with the proposed convenience store forming a focal point along the road. As a package of proposals the scheme would visually enhance the existing underused previously developed site.
- 6.5 Technical Reports accompanying the application have demonstrated that the proposals will have an acceptable impact upon highways and that the proposals have been designed to adequately protect and mitigate against harm to trees and protected species.
- 6.6 In summary, the proposals would make efficient use of a previously developed site that now forms part of the built up area of Salisbury following the recent approval of a number of residential schemes. The proposals would deliver facilities to meet the needs of the newly forming community along Netherhampton Road without causing any adverse harm in terms of matters including highways, ecology, drainage, landscape and trees. It is therefore respectfully requested that planning permission is allowed.

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