

APPLICATION FOR FULL-PLANNING PERMISSION  
CASE OFFICER REPORT

|                          |                                                                                                                                                              |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| APPLICATION REFERENCE:   | PL/2025/08421                                                                                                                                                |
| APPLICATION TYPE:        | Full planning permission                                                                                                                                     |
| SITE ADDRESS:            | Brunel House, Brunel Road, Salisbury, SP2 7PU                                                                                                                |
| DEVELOPMENT DESCRIPTION: | Replacement of existing circa 10m tall flour silos with new circa 15m tall silos and the installation of an additional transformer and all associated works. |
| RECOMMENDATION:          | Approve with Conditions                                                                                                                                      |

SITE DESCRIPTION/CONTEXT

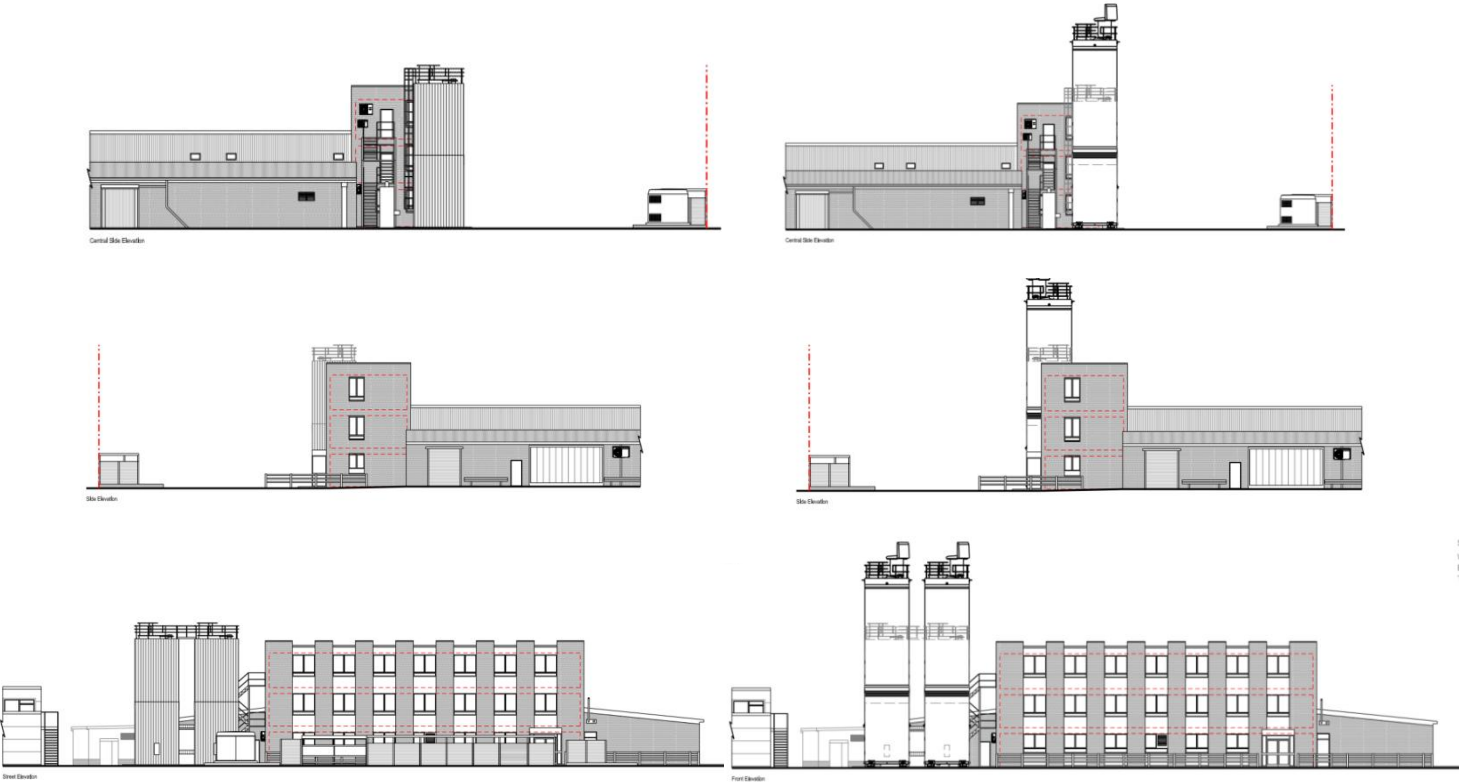
The site is part of the Churchfields estate, which lies within an Area of Special Archaeological Significance, the New Forest Protected sites 13.8km Recreation Zone of Influence, and is within Flood Zone 1. To the west of the site boundary and beyond an existing belt of trees lies an ecological area (SSSI) the boundary for the River Avon SAC, and areas of Flood Zones 2 and 3. The boundary for the Salisbury Conservation Area lies to the east and south of the site, but excludes the site, and wider Churchfields Industrial Estate area/ The unit is currently occupied by Nicholas and Harris bakery.

PROPOSAL

The application seeks permission for the replacement of 2 existing 10m tall silos, with 2 new 15m silos in the same location, and the installation of an additional transformer to the front of the site, along the boundary adjacent to the highway. Existing and Proposed plans shown below:

Existing

Proposed



## PLANNING HISTORY

| Proposal / Summary                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| S/1984/1037 - Full planning permission Decision - Approved Date: 10/8/1984 – ALTERATION TO EXISTING BUILDING ELEVATIONS                                                                                                                                                                               |
| S/1985/0597 - Full planning permission Decision - Approved Date: 5/6/1985 – CHANGE OF USE FROM WORKSHOP AND OFFICE FOR SERVICE AND MAINTENANCE OF VEHICLE TO WORKSHOP AND OFFICES TO WORKSHOP AND OFFICES FOR LIGHT INDUSTRIAL PURPOSES                                                               |
| S/1986/0197 - Full planning permission Decision - Approve with Conditions Date: 2/4/1986 – ALTERATIONS AND EXTENSION OF EXISTING BUILDING INTO BAKERY AND CHANGE OF USE FROM LIGHT INDUSTRIAL TO BAKERY                                                                                               |
| S/1986/0632 - Full planning permission Decision - Approve with Conditions Date: 4/6/1986 – EXTENSION TO EXISTING BUILDING FOR BAKERY PURPOSES                                                                                                                                                         |
| S/1987/0196 - Full planning permission Decision - Approve with Conditions Date: 1/4/1987 – ERECTION OF SINGLE STOREY WORKSHOP                                                                                                                                                                         |
| S/1987/1853 - Full planning permission Decision - Approve with Conditions Date: 27/1/1988 – EXTENSION TO BAKERY                                                                                                                                                                                       |
| S/1991/1807 - Full planning permission Decision - Approve with Conditions Date: 29/1/1992 – ERECTION OF TWO FLOUR SILOS                                                                                                                                                                               |
| S/2003/2000 - Full planning permission Decision - Approve with Conditions Date: 18/11/2003 – PROPOSED FLOUR SILO INSTALLATION (TWO SILOS)                                                                                                                                                             |
| S/2004/1457 - Full planning permission Decision - Approve with Conditions Date: 13/9/2004 – STEEL PORTAL FRAME - STEELCLAD - INDUSTRIAL EXTENSION AT REAR OF SITE                                                                                                                                     |
| S/2007/1107 - Full planning permission Decision - Approve with Conditions Date: 24/7/2007 – NEW PROFILE METAL WALL AND ROOF CLADDING TO REPLACE EXISTING LIFE-EXPIRED ASBESTOS BIG SIX SHEET CLADDING                                                                                                 |
| 13/02884/FUL – Full Planning Permission Decision – Approve with Conditions Date: 01/10/2013 EXTENSION TO FORM LOADING BAYS (B8) USE AND LINK TO BRUNEL HOUSE                                                                                                                                          |
| 15/00725/FUL – Full Planning Permission Decision – Approve with Conditions Date: 10/04/2015 - EXTENSION TO EXISTING COMMERCIAL FACILITIES FOR STORAGE                                                                                                                                                 |
| 19/08113/FUL - Full planning permission Decision - Approve with Conditions Date: 18/11/2019 – THE DEMOLITION OF THE EXISTING SINGLE STOREY SERVICE BUILDINGS AND THE ERECTION OF A NEW STEEL FRAME EXTENSION TO PROVIDE ADDITIONAL STORAGE AND MANUFACTURING CAPACITY, AND ASSOCIATED EXTERNAL WORKS. |

## RELEVANT LEGISLATION, POLICIES AND GUIDANCE

### Statutory Legislation:

### National Planning Policy:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide

### Development Plan:

The adopted Wiltshire Core Strategy (WCS) with particular regard to:

- Core Policy 1 Settlement Strategy;

- Core Policy 2 Delivery Strategy;
- Core Policy 3 Infrastructure Requirements;
- Core Policy 20 Spatial Strategy for the Salisbury Community Area;
- Core Policy 34 Additional Employment Land
- Core Policy 35 Existing Employment Land
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape
- 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 & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 69 Protection of the River Avon SAC.

#### DRAFT Wiltshire Local Plan

Policy 22

Policy 34

#### Neighbourhood Plan:

Salisbury Neighbourhood Development Plan 2020 to 2038

#### Supplementary Planning Documents and other Guidance:

- Salisbury Central Area Framework
- Wiltshire Design Guide (adopted April 2024)
- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015
- Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)
  - Active travel infrastructure design standards 2022
  - Active travel parking standards and design guide 2022

### **ISSUES**

The main issues that need to be addressed in this case include:

- Whether the development is acceptable in principle (CP 1 and 2)
- Whether the scheme constitutes high quality design (CP 57)
- Whether the scheme would preserve or enhance the historic environment (CP 58)
- Whether the scheme would have an acceptable landscape impact (CP 51)
- Whether the proposal would have a negative effect upon highway safety, including if there is sufficient parking for the proposed development (CP 61 and 64)
- Whether there would be any harmful impacts upon protected species or priority habitats (CP 50)

### **CONSULTATION RESPONSES**

Conservation: Comment, stated below:

*'The site is not within a conservation area or close to any listed buildings, however the height of the proposed structures is significantly higher than others in the area, measuring close to 18m including the not insubstantial equipment mounted on top. I have some concerns regarding the visibility of these silos from further afield towards Salisbury and the cathedral*

*in particular, primarily from the watermeadows to the west (several footpaths from Bemerton and St Anthony's Cross) and even potentially from Netherhampton Rd. Given the grade I listing of the cathedral and its widely understood historic and landscape significance, along with the expectations of section 16 of the PLBCA Act 1990 and the efforts within the city to maintain a consistent roofscape at a relatively low level, I would like to see a LVIA or similar verified demonstration of the visibility of the silos. The site lies outside of the central area covered by the 12.2m height limit, however the character of the surrounding area is very much of the same scale of buildings (mostly 9-12m) and these could appear above the tree line from the important water meadow landscape to the west, thereby having an impact on the setting of the cathedral.'*

Public Protection: Comment, stated below:

*'I write regarding application for replacement of existing circa 10m tall flour silos with new circa 15m tall silos and the installation of an additional transformer and all associated works. I have reviewed the Secondary Substation Pre-Design Requirements Document Number: EDS 07-3101 submitted by the applicant, which outlines the sound power level of the proposed new 1000kVA transformer at 10m (28dB). As the nearest residential noise sensitive receptor is over 400m away and are shielded by other buildings on the industrial estate, this department has no further comment to make on this application.'*

Salisbury City Council: Support, comment stated below:

*'SCC support this application.'*

## **REPRESENTATIONS**

None

## **ASSESSMENT**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

*"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

### **Principle of Development**

Core Policy 1: Settlement Strategy of the WCS establishes a hierarchy of settlements to guide where development should be focused. The policy prioritises growth in Principal Settlements, comprising Salisbury, Chippenham, and Trowbridge. These are the main areas of focus for strategic growth. CP1 states:

*Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres. They will 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.*

Core Policy 2: Delivery Strategy of the WCS sets out how development will be distributed and delivered across Wiltshire. The policy emphasises sustainable patterns of growth, reducing the need to travel and supporting local services, development should be plan-led, aligning with the settlement strategy and supported by infrastructure, and windfall development (not allocated in plans) must still comply with the principles of sustainable development.

Within CP2, the WCS states that for strategically important sites, development will be supported at the sites in accordance with the Area Strategies and requirements in the development templates at Appendix A, this includes Churchfields & Engine Sheds, Salisbury, for the 5 ha of retained employment land and 1,100 dwellings.

The Salisbury Central Area Framework (CAF) 2019, identifies the Churchfields Industrial Estate as a trading, industry and employment character area, operating as the main employment area in Salisbury. The key objective in the CAF, for this area, is to enhance the Churchfields Industrial Estate area and support diversification of employment generating uses, which should be sought by:

- *Promoting the suitable relocation of employment uses, notably high-traffic generators*
- *Improving the quality of place to attract start-ups and a greater variety of employment types*
- *Supporting higher density employment uses, where appropriate*
- *Investigating the relocation of Wiltshire Council's depot*

Although the WCS identified Churchfields Industrial Estate for a mixed-use development, the CAF states the following:

*Churchfields Industrial Estate and the Engine Sheds site are currently allocated for a mixed-use development of strategic importance in the Wiltshire Core Strategy for 1,100 dwellings and 5 hectares of employment. To date, that change of use has not been delivered and Churchfields remains a strategic employment area providing a home for a diverse range of businesses. The long-term future of Churchfields will be determined through the review of the Local Plan.*

*In the meantime, opportunities to improve the area should be explored, including:*

- *supporting, where appropriate, the intensification of employment generating uses on Churchfields Industrial Estate*
- *careful consideration of the potential impacts of traffic volumes (including HVGs), noise and air pollution for any planning applications for employment generating uses on Churchfields Industrial Estate*
- *producing a strategy that provides alternative opportunities or sites for some of the uses which generate the heaviest vehicle movements (e.g. car transporters) to alleviate pressure on traffic pinch points in the city, in particular Fisherton Street/ Southwestern Road*
- *exploring opportunities to improve the pedestrian and cycle environment, in particular along Churchfields Road, to encourage non-vehicular access to the site.*

The Draft Local Plan, although afforded little weight at present, includes the future intentions for Churchfields Industrial Estate, in Draft Policy 22, Salisbury Principal Settlement, which states:

*6.Improve Churchfields Employment Area such that is integrates better within the site and presents a more attractive location to a greater diversity of businesses, particularly via measures to expand the range of employment uses and improve transport both within and around the locality...*

*The following Principal Employment Areas will be retained in accordance with Policy 65 (Existing employment land): Old Sarum, Southampton Road and Churchfields Employment Area.*

Draft Policy 34, Churchfields Employment Area, states that:

*Proposals for the development of employment uses are supported subject to:*

- *no increase in HGV traffic to and from the site;*
- *measures to minimise on-street parking;*
- *improvements to the public realm (such as tree planting, the visual appearance of boundaries and incidental open space); and*
- *improvements to connectivity by active modes of travel.*

*The nature and scope for improvements will be set out in detail by an Estate Regeneration Plan and Accessibility Study.*

Therefore, the proposed development within the Churchfields employment area is acceptable in principle, subject to the other policy provisions of the development plan.

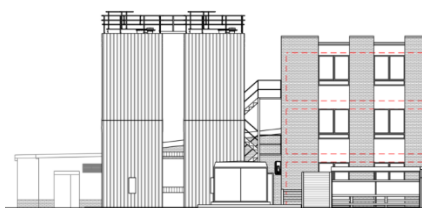
### **Design and Impact on the Character, Appearance, and Heritage Value of the Area**

Core Policy 57 of the WCS requires high-quality design that enhances local character, responds to the natural, historic, and built environment, retains important features (e.g., trees, hedges), supports sustainable construction and compatibility with surrounding uses, and creates safe, legible, and accessible spaces.

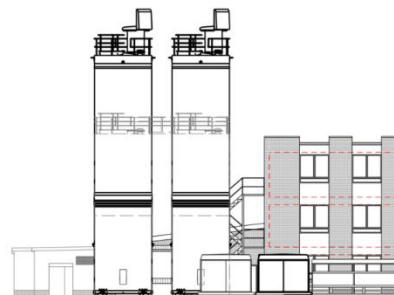
Section 12 of the NPPF emphasises design that is visually attractive, functionally effective, and contributes to the quality of the built environment.

The application seeks to replace the existing 10m tall silos located to the east of the front elevation of the main building, with 15m tall silos, in the same location. The application also seeks to implement an additional transformer, sited along the eastern boundary of the site, adjacent to an extension transformer. For comparison, the existing and proposed silos and transformer are shown on the elevations and plans below:

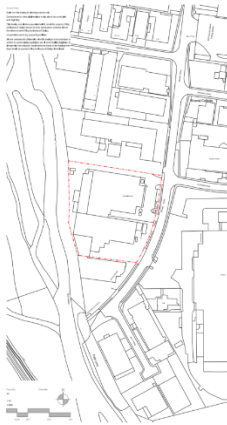
Existing silos and transformer



Proposed silos and transformer



### Location Plan



### Site Plan



Nicholas & Harris is looking to investment in a new production line, enabling them to meet the demand from their customers. The new production line, within the existing site structures, will be fully automated but is likely to require an increase in staff numbers of 30-50 employees. To facilitate the new production line, there is a need to increase the onsite storage capacity of flour to feed the existing and new production line. There are currently two 10-metre-high silos situated adjoining Brunel House and these automatically feed the current production process. The current silos are too small to meet existing production line requirements so additional flour is brought in. The proposal to increase the capacity of the silos will feed the new production line and reduce the dependency on bagged flour product to the existing line.

The proposed new silos will have the same diameter as the existing and be fitted on the same concrete slabs. There is therefore no requirement for excavations or an increase to the size of the area needed to accommodate the silos. There would, therefore, not be an impact on parking, loading and turning areas as existing. The applicant has asserted that the additional capacity will also reduce traffic movements to the site as larger silos will need to be filled less frequently and reduce delivery of bagged flour.

Although of significant height, proposed 5 metres higher than the existing, the site is set within an industrial estate, where the streetscene is occupied by industrial style buildings and structures to the north, east and south. The buildings are predominantly less than 15 metres tall, however at the southern end of Brunel Road, the office buildings are taller than the single storey warehouses to the east. The site is set against the western boundary of Churchfields Industrial Estate, and it is considered that the proposed silos would not be of visual harm within the context of the area, noting it is set within an industrial estate, where various buildings and structures associated with the businesses operating on the site are required and allowed. The Churchfields Industrial Estate is set outside of the Salisbury Conservation Area, and distanced from the other assets of heritage value which lie to the east.

Photomontage Representations have been provided, which demonstrate the visibility of the silos from the wider landscape, primarily the water meadow to the west, where there is potential for combined views of both the silos and the Cathedral. This was submitted following comments from the Conservation Consultee, included in full above.

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 (Planning Permission) 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.

Paragraphs 212 requires “great weight” to be given to an asset’s conservation “irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.” Paragraphs 213-215(214-216) require a balanced approach with any harm which would be caused being weighed against the potential public benefits which might be achieved.

The Council’s Core Strategy Policy CP58 requires that designated and non-designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance and encourages proposals which improve the condition of heritage assets at risk.

The Council’s Core Strategy CP57 requires a high quality of design in all new developments. The policy requires applicants to “demonstrate how the proposal will make a positive contribution to the character of Wiltshire through (amongst other things) responding to the value of the natural and historic environment and being sympathetic to and conserving historic buildings and landscapes. Development is required to respond positively to the existing 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 Salisbury Neighbourhood Development Plan, Policy 9, Protecting Key Views in Salisbury, states that:

*Development proposals within the central area or with clear views of the Cathedral Spire should be accompanied by a statement which sets out how views, according to the typology of views in **Figure 12**, are preserved. Major development should be accompanied by a Landscape and Visual Impact Assessment.*

Figure 12 shown below:

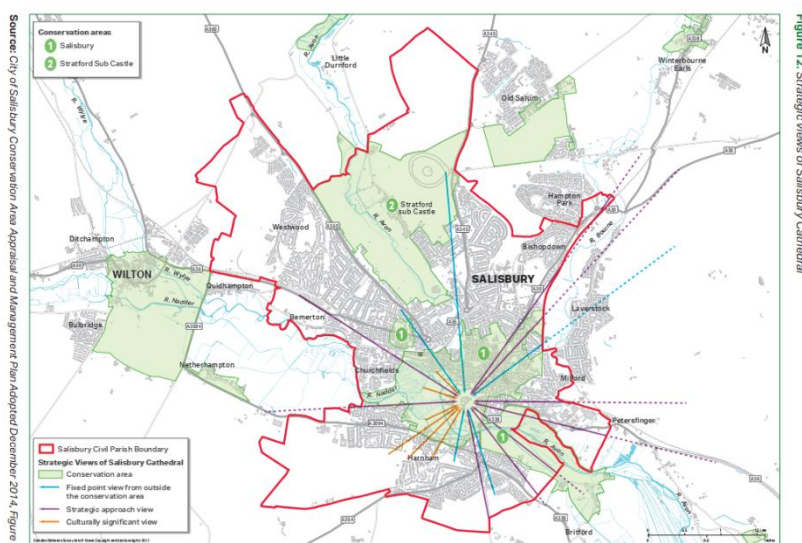


Figure 12. Strategic views of Salisbury Cathedral

The strategic approach view, shown in purple on the above is presented along Netherhampton Road and the A36, leading to Lower Road, which runs adjacent to Churchfields Industrial Estate. The application is accompanied by a photomontage representation, which includes figures reflecting views from the site, and further to the west, and how the proposal would impact views of the Cathedral and into the landscape of Salisbury.

Concerns were raised regarding the visibility of the proposed silos when viewing towards Salisbury, and the Cathedral, primarily from the Watermeadows to the west of the site. As Salisbury Cathedral is Grade I listed, it was requested that an LVIA be submitted to present the visibility of the silos from the landscape to the west, and how this may impact on the setting of the Cathedral.

A Type 3 photowire / photomontage representations document has been provided, showing the proposals in their context, and specifically in relation to the views of the Cathedral spire (prepared in accordance with the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA3)<sup>1</sup> and the Landscape Institutes' guidance on the 'Visual Representation of Development Proposals'). The study concluded that:

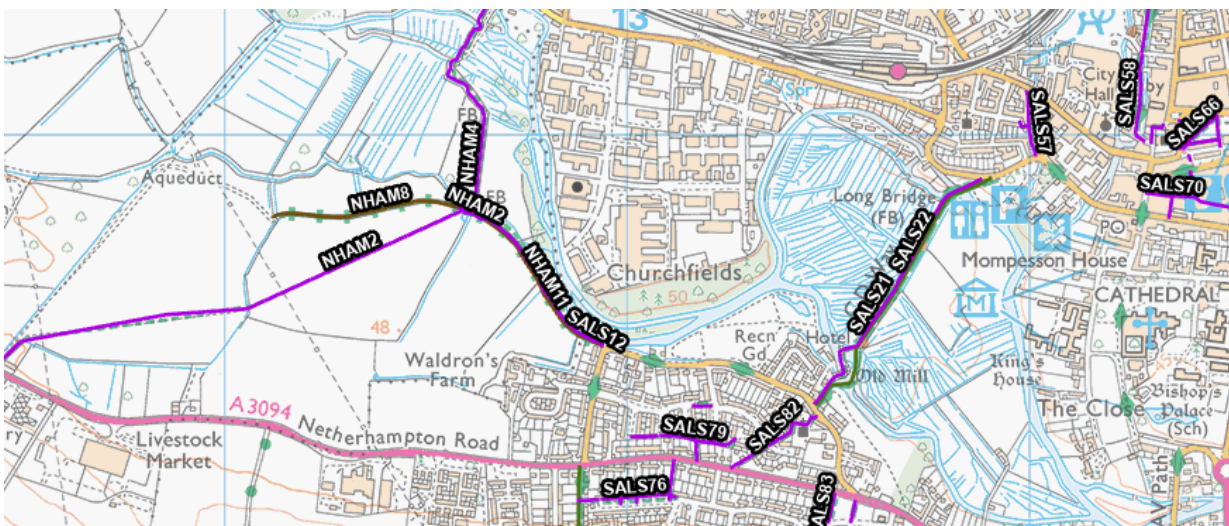
*The final 'photomontages' show that from the majority of the surrounding landscape the silos would be well screened by existing vegetation and would not break the skyline (even in winter).*

- *From the Town Path (Viewpoint 1), the proposals would be completely screened in all seasons.*
- *From the water meadows on the lower ground to the west (Viewpoints 2 and 3) and from Netherhampton Road (Viewpoint 4) the silos would, at worst, only be glimpsed through or over the top of tree canopies in winter. In the context of the views, the silos would be scarcely appreciated, and the views of the Cathedral spire would not be affected. In summer from these viewpoints the silos would be completely screened.*
- *From the rising ground to the south (Viewpoints 5 and 6), more elevated views would allow the tops of the silos to just be seen (bearing in mind the worst-case scenario mentioned above), however from this distance, the change would be barely discernible in the overall view. In the context of the Cathedral, the change would be scarcely appreciated.*

Viewpoint 1 is the view looking west-northwest from the footpath/cycleway SALS21 'Town Path'. Viewpoint 2 is the view looking east from footpath NHAM4 'Broken Bridges' and Viewpoint 3 is the view looking east from footpath NHAM2. Viewpoint 4 is the view looking northeast from the pavement along Netherhampton Road (A3094). The viewpoint map, and Public rights of Way map are shown below in the context of the application site.



(Indigo Landscape Architects Ltd ref:1324-A-01 Photowire Viewpoint Location Plan)



Development Management Portal Map, Rights of Way

The representations provided show that from Viewpoint 1, throughout the year, the existing vegetation would screen the proposed silos from view, when looking east towards the Cathedral. Representations from Viewpoints 2, 3 and 4, footpath NHAM4, NHAM2 and Netherhampton Road, looking northeast towards the site, present that the proposal would, in a worst-case scenario, be glimpsed through or above the tree canopies in winter when vegetation is sparse. The representations are clear in presenting that in the context of the broader setting, the silos would not be of impact on views of the Cathedral and would be fully screened throughout the summer months.

The assessment provided reviewing the impact of the height of the proposed silos on the broader landscape, and views of the Grade I listed Cathedral has addressed concerns raised by the Conservation consultee, providing visual mapping and imagery that shows that, at most, the silos would be glimpsed from key public viewpoints, when looking towards the Cathedral, and as such, the proposed height and scale of the silos in this proposal would not be of detrimental impact on the Cathedral, or views in and out of the Cathedral area, maintaining the preservation of the setting of the listed building, in line with relevant policy.

The proposed silos will be in the same location as the existing, and the additional transformer sited adjacent to the existing, on the street facing edge of the site. This frontage already appears developed, with a timber fenced smoking area and boundary for the parking area established along the boundary adjacent to the footpath and highway. The proposed transformer is to be the same as the existing, in both scale and external finish, and is not therefore considered of harm to the setting of the area.

The silos, as confirmed in email dated 03/02/2026, will be finished in polyester with a smooth finish, and an example image has been provided. The colours to be used have also been provided, in email dated 03/02/2026, as RAL9016 for the top 30% and Standard RAL90001 for the lower 70%. It was considered that the colour format was considered the best option in providing a level of camouflaging to the top 30% which would be more visible above the existing developments in the area. This external finish is considered acceptable within the setting of the site, and would integrate suitably with the adjacent building and structures.

### **Amenity**

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents. The National Planning Policy Framework (NPPF), particularly Paragraph 135, reinforces the need for development to provide a high standard of amenity for both existing and future users. The site has no residential neighbours, and is set within an Industrial Estate, therefore the buildings adjacent to the site are occupied for commercial and industrial purposes. The proposal would replace the existing silos with larger silos so that more flour can be stored on site, reducing the need for vehicles to bring in flour supplies as regularly.

The Public Protection consultee has provided comment to the application, confirming that the Secondary Substation Pre-Design Requirements Document, which outlines that the sound power level of the proposed new transformer at 28dB, and as the nearest residential noise sensitive receptor is over 400m away and are shielded by other buildings on the industrial estate, Public Protection has no further comments to make.

The development proposal would provide additional storage space for core product ingredients. The existing bakery and its associated activities are well established and given the closest residential properties are a significant distance away, it is unlikely that neighbour amenity would be harmed by the proposal. Appropriate levels of amenity are achievable, in accordance with CP57.

### **Highways Impacts and Parking**

Transport implications are a key factor in assessing planning applications, especially for larger developments. Proposals must demonstrate safe and suitable access for all users, including pedestrians, cyclists, and those with mobility impairments, no severe residual impacts on the surrounding highway network, promotion of sustainable travel, reducing reliance on private vehicles, adequate parking and cycle provision, in line with adopted standards, and protection and enhancement of public rights of way and active travel routes.

Relevant policies include Core Policies 60–64 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. The Local

Cycling and Walking Infrastructure Plan (LCWIP) and LTN 1/20 (DfT) provide further design guidance for active travel infrastructure.

There are no proposed changes to the existing access, parking or highway safety arrangements for the site. However, the proposal is expected to streamline existing processes and therefore reduce the number of traffic movements to and from the site and is therefore not considered of detrimental impact on highways.

### **Ecology and Biodiversity**

The ecological impact of development is a key planning consideration, especially for larger schemes. Proposals must assess and address potential effects on protected species, priority habitats, and ecological networks.

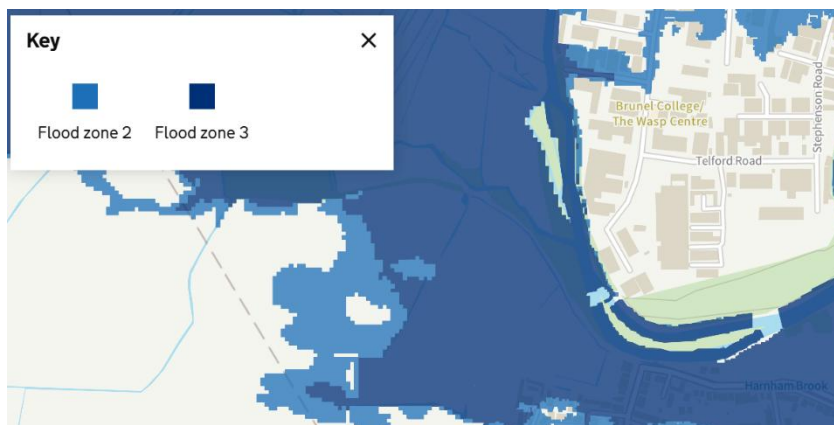
The site is set within the New Forest Protected sites 13.8km Recreation Zone of Influence, however the application only seeks to replace the existing silos, in the same location, on the concrete bases already in place. The application does not propose any additional overnight accommodation that would require phosphate mitigation, and is contained within the already developed areas of the site.

Unless exempt, National policy requires a minimum of 10% Biodiversity Net Gain (BNG) for major developments. The application falls within the de minimis exemption, as it does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat, or 5 metres of on-site linear habitats such as hedgerows.

### **Drainage and Flood Risk**

Core Policy 67 of the Wiltshire Core Strategy and paragraph 181 of the NPPF requires that all new development avoids increasing flood risk on-site or elsewhere and, where appropriate, incorporates sustainable drainage measures. Development must also comply with national policy on flood risk management and drainage design. Paragraph 176 (via footnote 62) of the NPPF states that householder development should not be subject to the sequential test, nor the exception test.

The site lies in Flood Zone 1 and is therefore at the lowest risk of flooding, Flood Zones 2 & 3 fall immediately adjacent to the site to the west, due to the proximity of the watermeadows area. See map below:



As the application site lies within Flood Zone 1, it is not, therefore, considered at risk of flooding. The application seeks to implement silos of a larger scale on the existing concrete

bases, and an additional transformer on existing hardstanding and is not considered of impact on the adjacent flood zones, or at increased risk of flooding in the area. A Flood Risk Assessment is not required, and the application is considered acceptable in line with CP67 and para 181 of the NPPF.

## **PLANNING BALANCE AND CONCLUSION**

At the heart of the NPPF there is a presumption in favour of sustainable development requiring local planning authorities to approve development proposals that accord with an up-to-date development plan without delay; and where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless (taken from paragraph 11d of the NPPF):

- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole
- 

The application seeks to replace the existing 2 silos with taller (15m) silos in the same position, and an additional transformer to support continued growth of the business on site. The application is a result of increased production requirements and broader intensification on the site with an additional production line being implemented. The application would support growth of the business, whilst retaining it within Salisbury, and would also contribute economically, as information provided has indicated that the growth of the business will result in an additional 30-50 employees.

The application has been considered, and when balancing the likely minor visual impacts at a distance on the wider landscape and heritage assets and the benefit of enhancing and expanding an existing employment on the site, is not considered of measurable harm that would warrant refusal. Policy supports the retention and expansion of businesses within Principal Settlements, and key employment areas. Churchfields Industrial Estate has established screening, and when assessed in conjunction with the visual appraisal submitted, the proposed taller silos are not considered of landscape harm, and would only be glimpsed when viewed against the backdrop of the Cathedral and broader City Centre area. The justification for the proposed silos reflects a need and demand for the business to continue functioning at the site, and will further the current capacity, which is of key economic importance.

The application has been considered acceptable in terms of impact on neighbouring amenity, highways safety, and areas of ecological significance. The application is considered of suitable and acceptable scale, siting, and finish, that would ensure it integrates into the setting of the Industrial Estate, and would not be of visual harm on the landscape.

The principle of development is considered acceptable when assessed against the settlement strategy of the Wiltshire Core Strategy and other relevant policy considerations.

## **RECOMMENDATION:**

**That Planning Permission be GRANTED, subject to 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.The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Location Plan ref: 210 – MS – 000 Date Received: 22/10/2025

Proposed Site Plan ref: P-100 Date Received: 03/11/2025

Proposed Street and Side Elevations ref: P-201 Date Received: 22/10/2025

Proposed Front and Central Side Elevations ref: P-202 Date Received: 22/10/2025

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

3.The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those detailed on the application form, approved plans, and in email dated 03/02/2026.

REASON: In the interests of visual amenity and the character and appearance of the area.