

APPENDIX B

Update Report to Northern Area Planning Committee – 8 March 2012

APPLICATION NO.	10/02952/FULLN
SITE	82 Salisbury Road, Andover, Hampshire, ANDOVER TOWN (MILLWAY)
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1.0 VIEWING PANEL

1.1 A Viewing Panel was held on 7 March 2012 with the following Members in attendance: Cllrs Andersen, Brooks, Giddings, Hawke, Long, Lovell, Lynn and J Whiteley.

2.0 CORRECTIONS TO AGENDA REPORT

2.1 This application is reported to Northern Area Planning Committee because of a staff interest. This is in addition to the reason set out in para. 1.1 of the agenda report.

2.2 In para. 5.4, page 80, under 'Main Deliveries' subheading all references to '170 Salisbury Road' should read '170 Millway Road'.

2.3 Para. 8.23 of the agenda report indicates the proposed building to be approximately 1.6 metres from the boundary with 80 Salisbury Road. This dimension should read in the region of 0.8 metres.

2.4 Paragraph 3.5 of the agenda report indicates 11 car parking spaces are proposed to the south of the building. This should read 12 spaces.

3.0 REPRESENTATIONS

3.1 Additional Representations received following re-notification/re-advertisement of amended plan to show a zebra crossing;

3.2 **Town Council** No objection.

3.3 **13 letters** – Objection:
Andover Residents (inc. 80 Salisbury Road)

Additional matters raised from first round representations received;

Highway Matters

- The lack of parking spaces will mean passing trade parking in the roads adjacent to Salisbury Road causing a nuisance.

- When the twelve parking spaces have been taken up or motorists decide not to park on the forecourt, where will the spill over be located? My guess it will be the side roads close by.
- There is not enough parking which would lead to people parking on the road. If people are in a hurry or part of the school run then its human nature to just 'stop here and nip in there'. Everyone knows the hell of the school run in some way or other and it is important that this is taken into account. As this area is close to the roundabout (which is already dangerous) any parking on the road would be hazardous. Again due to parking it is not the right place for takeaways. Some kind of Banking/Office possibly would be ok as the workers would presumably have adequate parking and are there during set hours.
- Zebra crossing sited so close to the already dangerous roundabout would become another hazard. Some pedestrians would be lulled into a false sense of security using the crossing but others will still try to cross elsewhere. Motorists will then have the problem of the roundabout, the zebra crossing and vehicles turning into or exiting the parking area, all in close proximity.
- Suggests someone visits the area on foot and tries to cross the road. The traffic does not slow down or decrease much during the night. Maybe speed cameras as well as a pedestrian crossing should be considered.
- A zebra crossing is definitely the right way forward. Any crossing with audible capabilities would be a constant annoyance to the nearby private residents. However the measurement criteria for a zebra crossing so close to the roundabout must surely be on both the legal and safety limits? Occupiers of nearby houses, 55, 55a and 57 Salisbury Road, close to the zebra crossing and new access point, will require making more difficult manoeuvres, than currently, in order to access and egress their own properties. Traffic turning left onto Salisbury Road from Lansdowne Avenue, currently has restricted views but this can only be aggravated with the additional vehicle manoeuvres taking place either at these properties or to the access point of the new units.
- Is zebra crossing going to be a belisha beacon crossing if so what about the light on constantly to all the households in the vicinity. This being right next to a very busy roundabout there is bound to be a very serious accident and cause lots of problems with the traffic building up coming from the schools and along Millway Road. Also traffic trying to get into the parking at the shops as this will be just before the crossing and exit almost on the roundabout what a situation this is going to cause.
- Backing of traffic in both directions due to traffic turning into the new units will add to danger and when there is a hold up at the unit access point there is a strong possibility that the side roads could be used as a rat run.
- Visibility to the right on approaching the roundabout along Millway Road is severely reduced and a potential accident is always present. Traffic flowing in both directions, generally, travel at greater than the designated speed limit – have percentiles for this area been carried out recently?

- Under current conditions this roundabout can be difficult to negotiate safely from Millway Road and therefore have concerns with the directing of more traffic onto the roundabout from the site exit point together with that of the larger delivery vehicles also being channelled in this direction.

Other matters

- Concern that hours of operation could be extended in future from currently proposed 7am – 10pm. May also become Licensed Premises and have Cash Point outside. There might well be 24 hour usage of this site unless safeguards are introduced, for instance shuttered at closing time saving both noise pollution and the risk of late night cash machine removal.
- Residents will be left to clean up or look at the rubbish from the two take away outlets.
- Aggravation of people having takeaways after coming out of public houses.
- Andover has become a ghost town no one will want to shop here all we have are telephone shops, card shops, restaurants, takeaway shops and charity shops no wonder people are going elsewhere to do their shopping.
- Will affect unemployment at current outlets within a mile of site and a possibility of losing the post office (Hexagon) as it may suffer sustainability of duplicate store. There has been substantial recent investment to maintain the post office with food outlet and creation of five new jobs which may be jeopardised and closure of the post office due to lack of business.
- More flats would be far beneficial than another store.
- Very concerned about the plant being next to our residence and the noise, this may cause us problems right next to our back garden, also smells which there are bound to be with take away shops no matter how much you try and overcome them. We would like a brick wall built to our border to help omit some of the problems with the noise as well as the extra protection and cladding which is being suggested for the plant. (80 Salisbury Road).

3.4 **1 letter** – Support: Andover resident

- No additional matters raised from those first round representations received.

4.0 **PLANNING CONSIDERATIONS** **Highways Matters**

- 4.1 Further layout plan drawings have been received on 05.03.12 and are attached to this update report. These drawings do not revise the application proposals but show some of the layout more clearly including the one way traffic flow through the site. The submitted drawing showing a zebra crossing on Salisbury Road is also attached.

- 4.2 As worded in the agenda report recommended condition 3 requires highway works to be completed before development commences. It is only necessary to ensure the highway works are completed before the development is brought into use and the condition is therefore worded accordingly below.
- 4.3 The recommendation in the agenda report did not mention that the legal agreement would also secure a financial contribution towards contribution towards pedestrian/cycle/transport improvement schemes and is to secure provision of pedestrian infrastructure improvements on Millway Road. This is rectified in the revised recommendation below. Preparation of a legal agreement covering these matters is in progress.
- 4.4 **Noise from fixed plant and machinery**
The applicant has queried that the plant noise requirement as worded in recommended condition 12 is unrealistic and unnecessary. The Environmental Protection Officer has looked again at the condition wording and advises that the condition should be amended as set out below in the amended recommendation. This does not remove the effect of the condition in protecting the amenities of residential properties in the vicinity of the site.
- 4.5 **Relationship with 80 Salisbury Road**
Para. 8.23 of the agenda report indicates the proposed building to be approximately 1.6 metres from the boundary with 80 Salisbury Road. This dimension should read in the region of 0.8 metres. There is also an eaves projection of around 0.5 metres on the proposed building that brings the roof edge closer to the boundary. The proposed building is therefore closer to the boundary than the existing and would have an increased impact on 80 Salisbury Road including creating a little more shading as a result of being closer to the boundary. The side elevation of the proposed building though is significantly shorter than the side elevation of the existing building. Overall the proposed building in respect of shadowing and overbearing impact on 80 Salisbury Road is still considered acceptable.
- 4.6 80 Salisbury Road has asked for a brick wall on the boundary with their property to help reduce noise. There is currently a timber fence on the boundary. Recommended condition 16 requires details of boundary treatment to be agreed so that the type of boundary treatment on the boundary with 80 Salisbury Road can be dealt with under this condition. The concerns raised by 80 Salisbury Road about noise and smells have been considered in detail by the Environmental Protection Officer and controls are secured through recommended conditions 6 – 13.
- 4.7 **Ecology/biodiversity**
The HCC Ecology Officer has advised no objection but did indicate that there was potential to enhance the biodiversity of the site by including roosting opportunities for bats, bird nest boxes or the use of native species in the landscape planting. Notes to applicant 9 and 10 have been added to the recommendation in respect of biodiversity enhancement opportunities.

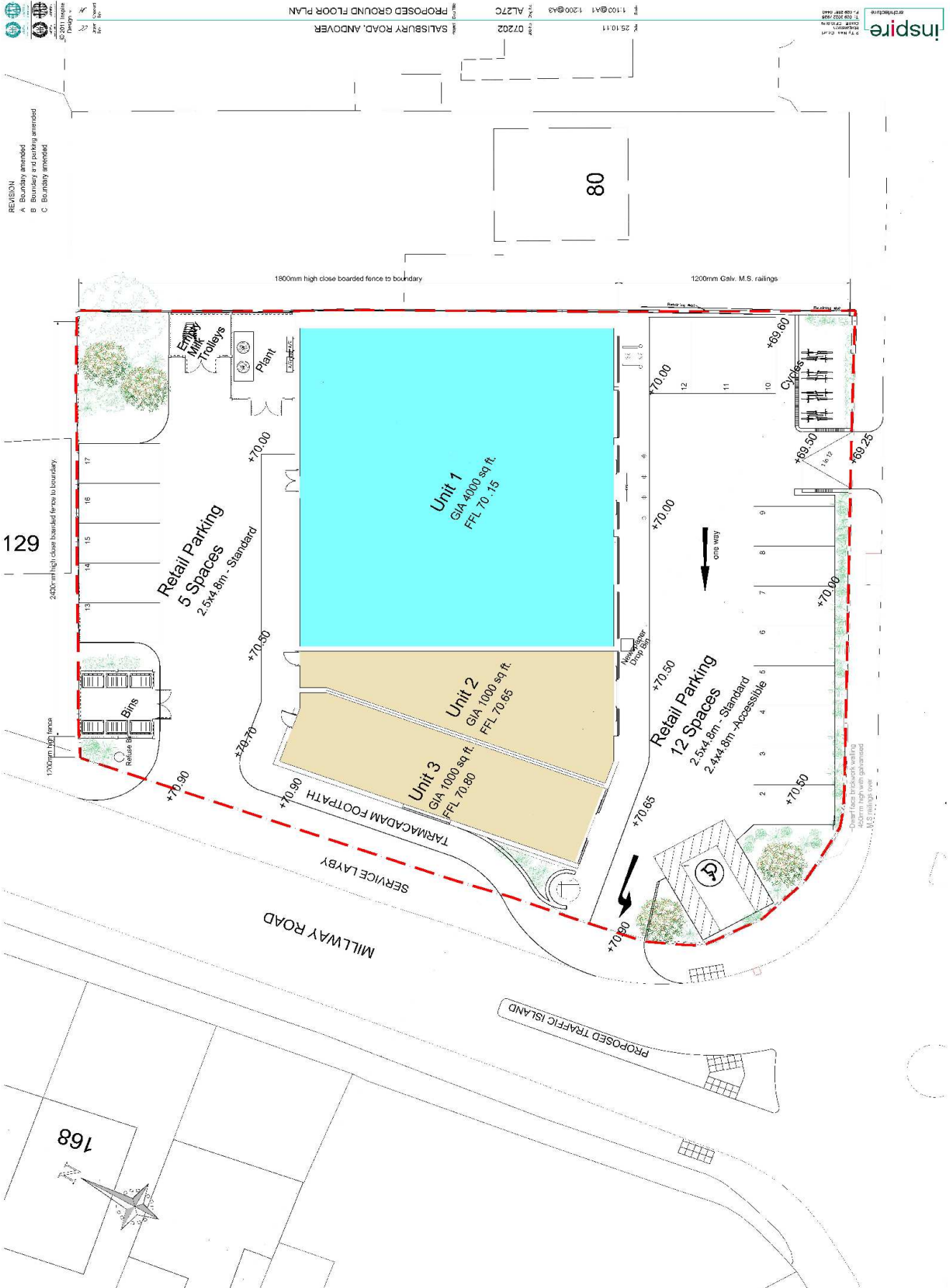
5.0 **AMENDED RECOMMENDATION**

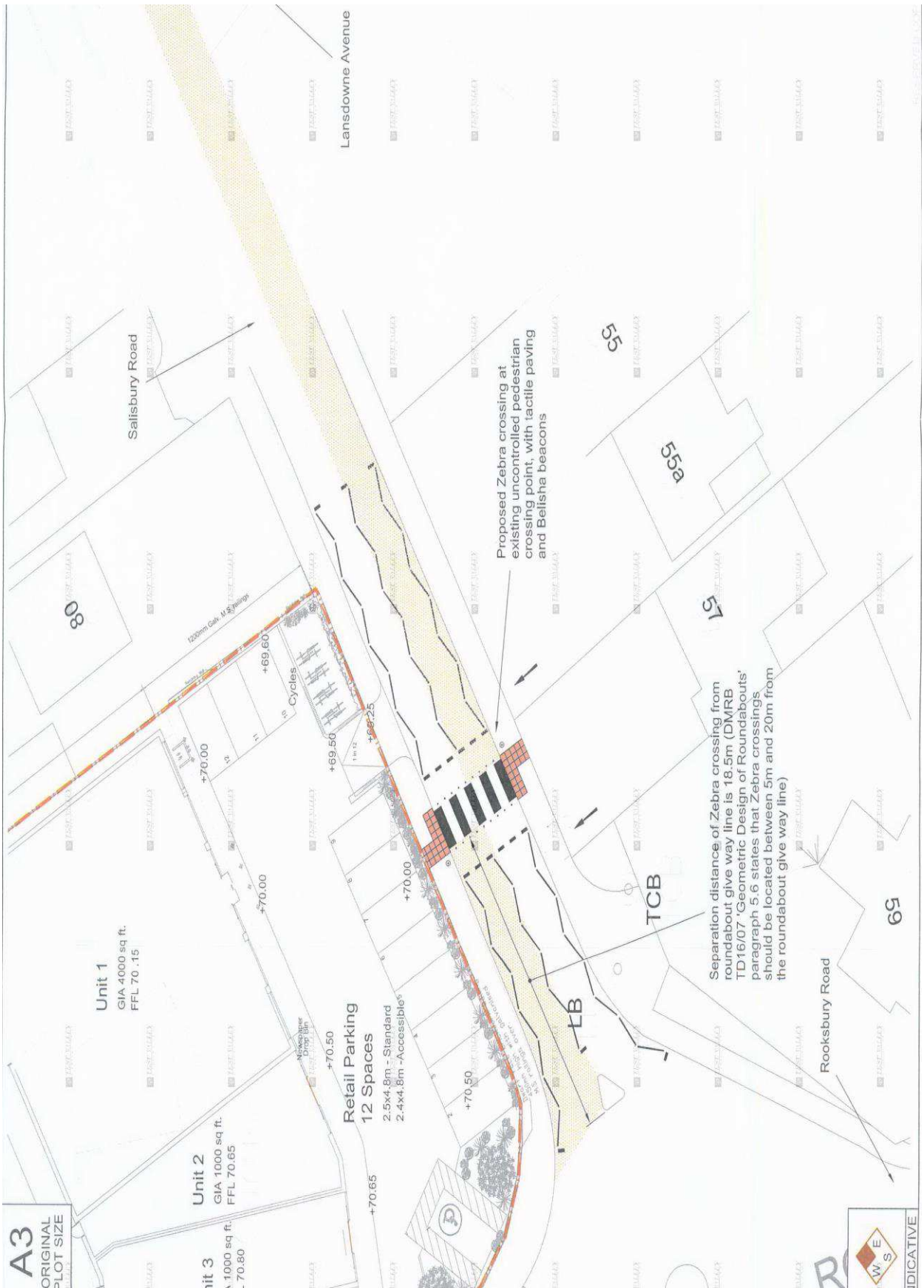
Delegate to the Head of Planning and Building that subject to the completion of a legal agreement to secure financial contributions towards the implementation and monitoring of Traffic Regulation Orders and pedestrian/cycle/transport improvement schemes in the vicinity of the site, and to secure provision of pedestrian infrastructure improvements on Millway Road, then PERMISSION subject to conditions and notes as the agenda report recommendation but with conditions 3 and 12 revised and additional notes to applicant 8, 9 and 10 as follows:

- 3. The approved development shall not be occupied until the highway works, namely the 'kerb splitter island', service lay-by and footpath realignment/works, as shown on inspire architecture plan 07202/AL26 Rev.D (dated 28 September 2011) have been completed. Reason: In the interests of highway and pedestrian safety in accordance with Test Valley Borough Local Plan 2006 policies TRA01, TRA04, TRA05, and TRA09.**
- 12. No fixed plant and/or machinery shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, have been submitted to and approved in writing by the Local Planning Authority. The rating level of the noise emitted cumulatively from all fixed plant at the site shall not exceed 35dB between 0700 and 2300, and 30dB between 2300 and 0700. The noise levels shall be determined by measurement or calculation at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS4142:1997." Reason: In the interest of local amenities in accordance with Policy AME01 and AME04 of the Test Valley Borough Local Plan 2006.**

Notes to applicant:

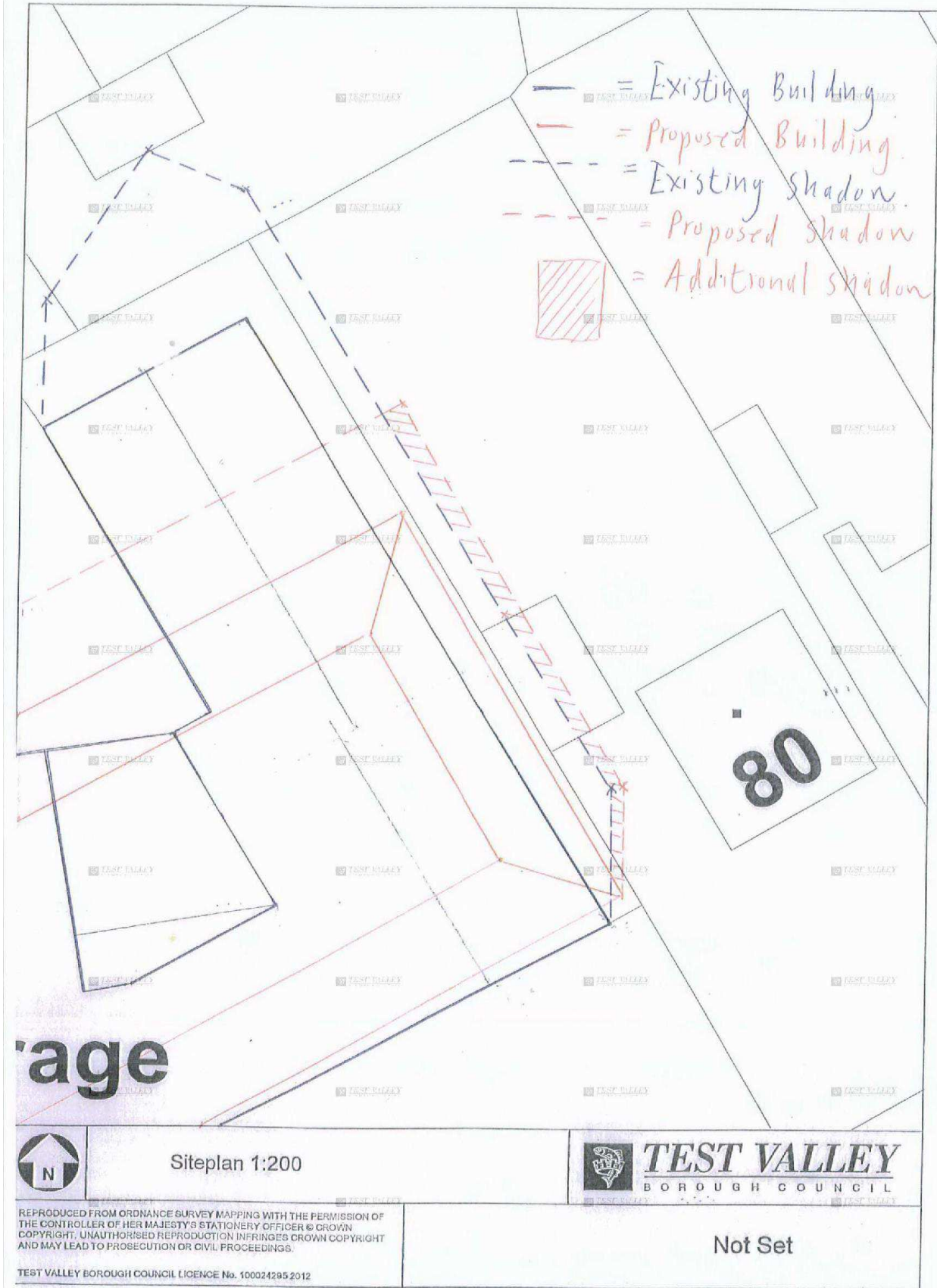
- 8. Implementation of the highway works referred to in Condition 3 will require entering into a formal s278 legal agreement with the Highway Authority under the Highway Act 1980. Please ensure that early contact is made with the Highway Authority.**
- 9. Birds' nests, when occupied or being built, receive legal protection under the *Wildlife and Countryside Act 1981* (as amended). It is highly advisable to undertake clearance of potential nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work during this period then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately 5m) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.**
- 10. Measures to enhance the biodiversity of the site which could include roosting opportunities for bats, bird nest boxes or the use of native species in the landscape planting should be considered.**





APPENDIX C

ADDITIONAL SHADOW AT 12.00 ON 21st MARCH



ADDITIONAL SHADOW AT 1.00pm ON 21st MARCH



Siteplan 1:200



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Not Set

TEST VALLEY BOROUGH COUNCIL LICENCE No. 100024295 2012

ADDITIONAL SHADOW AT 2.00pm ON 21st MARCH



age



Siteplan 1:200



TEST VALLEY
BOROUGH COUNCIL

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Not Set

TEST VALLEY BOROUGH COUNCIL LICENCE No. 100024295 2012

ADDITIONAL SHADOW AT 3.00pm ON 21st MARCH



Siteplan 1:200



TEST VALLEY
BOROUGH COUNCIL

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Not Set

TEST VALLEY BOROUGH COUNCIL LICENCE No. 100024295 2012

ADDITIONAL SHADOW AT 4.00pm ON 21st MARCH



age



Siteplan 1:200



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