



**Salisbury Market Place**

**Public Realm Improvement**

**Design and Access Statement**

**LettsWheelerArchitects**

**April 2011**

# CONTENTS

	<i>page</i>		<i>page</i>
<b>1.0 :: THE PROJECT</b>		<b>5.0 :: DESIGN PROPOSALS</b>	
1.1 Project Introduction	5	<b>5.1 REORGANISING THE SPACE</b>	
1.2 Project Aims	6	5.1.1 Central Core	29
1.3 Project History	7	5.1.2 Pedestrian Perimeter	29
1.4 The Design Team	7	5.1.3 The 'Avenue'	29
1.5 Project Timetable	7	5.1.4 Civic Monuments	30
		5.1.5 Character and Setting	30
<b>2.0 :: POLICY CONTEXT</b>		<b>5.2 DESIGN FEATURES &amp; MATERIALS</b>	
2.1 National Planning Policy Guidance	8	5.2.1 Paving Design	31
2.2 South West Regional Strategy	8	5.2.2 Materials Palette	31
2.3 Emerging policy	8	5.2.3 Construction	32
2.4 Salisbury District Local Plan 2003	8	5.2.4 Contamination Assessment	32
2.5 Access and Mobility	9	5.2.5 Archaeology Assessment	32
2.6 Supplementary Design Guides	9	5.2.6 Sustainability	33
2.7 City Conservation Area Appraisal	9	5.2.7 Waste Management Plan	33
2.8 Public Realm Design	10	5.2.8 SUDS	33
2.9 The Scots Report	10	5.2.9 Flood Risk Statement	33
2.10 Further Policies and Documents	10	5.2.10 Artwork	33
		5.2.11 Street Furniture	34
		5.2.12 Lighting	34
<b>3.0 :: SITE CONTEXT</b>		<b>5.3 STRUCTURES WITHIN THE SPACE</b>	
3.1 The Site	11	5.3.1 Public Toilets	35
3.2 Site Conditions	12	5.3.2 Refuse	35
3.3 Open Space Context	12	5.3.3 Substation	35
3.4 Historical Context	13		
3.5 Evolution of the Space	14	<b>5.4 LANDSCAPING THE SPACE</b>	
3.6 Civic Monuments	15	5.4.1 Tree Condition Survey	36
3.7 Conservation and Character	15	5.4.2 Plane trees in the avenue	36
3.8 Existing Uses	16	5.4.3 Damage above and below ground	37
3.9 Trees and Soft Landscaping	17	5.4.4 The long-term view	38
3.10 Surface Materials	18		
3.11 Street Furniture	18	<b>5.5 USING THE SPACE</b>	
3.12 Commercial Context	19	5.5.1 A space for pedestrians	39
3.13 Parking, Vehicles Access and Loading	20	5.5.2 Café terrace	39
3.14 Public Transport and Cyclists	21	5.5.3 Markets	39
3.15 Pedestrian Movement	22	5.5.4 Other events	39
3.16 Making Connections	22	5.5.5 Below ground infrastructure	39
3.17 Services and utilities	23	5.5.6 Safety	40
3.18 Lighting	23	5.5.7 Air Quality	40
3.19 Public Toilets	24		
3.20 Emerging Design Principles	25	<b>5.6 ACCESSING THE SPACE</b>	
<b>4.0 :: STAKEHOLDER INVOLVEMENT</b>		5.6.1 Vehicle Access	41
4.1 Ongoing Discussions	26	5.6.2 Cycles	41
4.2 Public Consultation	26	5.6.3 Queen Street	41
4.3 Design Changes - Water Feature	28	5.6.4 Blue-badge Parking	41
4.4 Design Changes - Public toilets	28	5.6.5 Rights of Way	41
		5.6.6 Pedestrian Connections	41

## APPENDICES

page

### Appendix 1

Economic Statement 43

### Appendix 2

Surface Course and Jointing Report 46

### Appendix 3

Construction Options Technical Appraisal 49

### Appendix 4

Technical guide to StrataCell from Greenleaf 52

### Statements & Assessments included in the body of the D&A Statement:

~ Open Space Statement	8
~ Planning Statement	12
~ Heritage Statement	13
~ Transport Statement	20
~ Statement of Community Involvement	26
~ Construction Method Statement	32
~ Archeological Assessment	32
~ Contamination Assessment	32
~ Sustainability Assessment	33
~ Waste Management Plan + Waste Audit	33
~ Air Quality Assessment	40
~ Ecological Statement	40

## SUPPORTING INFORMATION

### Supplementary Drawings and Illustrations submitted with the Planning Application:

- ~ Drwg10 Design Features @ 1:500
- ~ Drwg101 Landscape Proposals @ 1:200
- ~ Drwg201 Building 1 @ 1:50
- ~ Drwg202 Building 2 @ 1:50
- ~ 437-005 Drainage Layout @ 1:500
- ~ Illustrative Views daytime / nighttime
- ~ Physical Model of the Market Place
- ~ Sample Panel of surface materials

### Supplementary Reports & Documents submitted with the Planning Application:

- ~ Archeological Watching Brief + Report
- ~ CCTV Drainage Survey & Conclusions
- ~ Statement on Flood Risk
- ~ Ground Investigation Report
- ~ Tree Survey & Arboricultural Implications Statement (*incl. bat roost statement*)
- ~ Lighting Impact Assessment + Specification
- ~ Site Topographical & Utilities Survey

## PREAMBLE

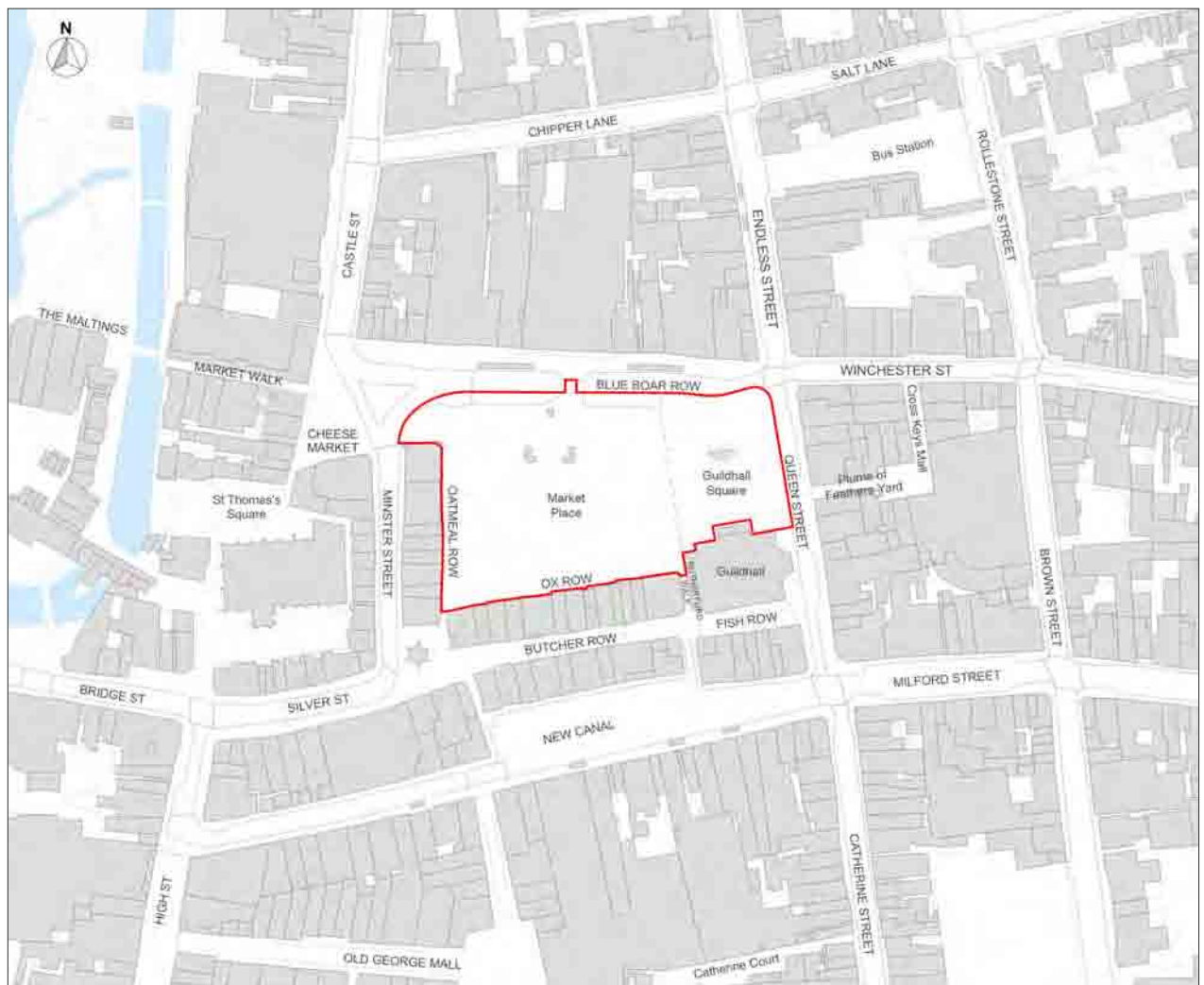
This Design and Access Statement accompanies and supports the Planning Application for the Salisbury Market Place Improvement Project. It is written in accordance with Salisbury District Council's 'Creating Places' guidelines and CABI's guide: "Design and access statements: how to write, read and use them."

The Statement outlines the main project aims, the policy context and the various stakeholder consultations that have informed the design process. It outlines the influence of site context and local character, and identifies its impact on the underlying design principles. The decision-making undertaken at the design development stage is also documented to ensure the clarity and rigour of the final design solution.

The Statement concludes by illustrating the current design that has evolved from this process, which is now being submitted for Planning Permission.

The following Design Team members have contributed to this report:

- ~ Architecture: Letts Wheeler (Lead Designers)
- ~ Highway and Civil Engineering: Stockley
- ~ Lighting Design: Sutton Vane Associates
- ~ Arboriculture: Duramen Consulting Ltd



Site Location plan: Salisbury city centre

## 1.0 :: THE PROJECT

### 1.1 Project Introduction

At the heart of the city of Salisbury lies the Market Place and Guildhall Square, one of Western Europe's largest medieval public spaces.

It is a bustling and much loved area that has been home to the twice-weekly Charter market for almost 800 years. It is also an important public space in which people meet and interact. In more recent years this space has become tired, neglected and dominated by car parking.

This project provides a much-needed opportunity for serious improvement to the space by enhancing its appearance and improving its flexibility to host markets and other events.

This is a once-in-a-generation opportunity to overhaul and transform the space into an attractive, vibrant, high quality destination, appropriate to its historic setting, and of which the city can be proud.

Salisbury Vision is spearheading the project, the first in an ambitious programme of regeneration works aimed at making Salisbury a better place to live in, work in, and visit. Salisbury Vision is a joint private and public sector initiative whose board comprises representatives from Wiltshire Council, Salisbury City Council, and the local business and community sectors.

*See also the Economic Statement in **Appendix 1** for further details.*



*Existing Aerial View of the Market Place and Guildhall Square*

## 1.2 Project Aims

The project aims to rejuvenate the Market Place and Guildhall Square to provide an attractive and welcoming public space for residents and visitors alike. The scheme aims to benefit both the historic and commercial environments of the city by respecting and enhancing the historic setting, whilst attracting new businesses and supporting existing ones.

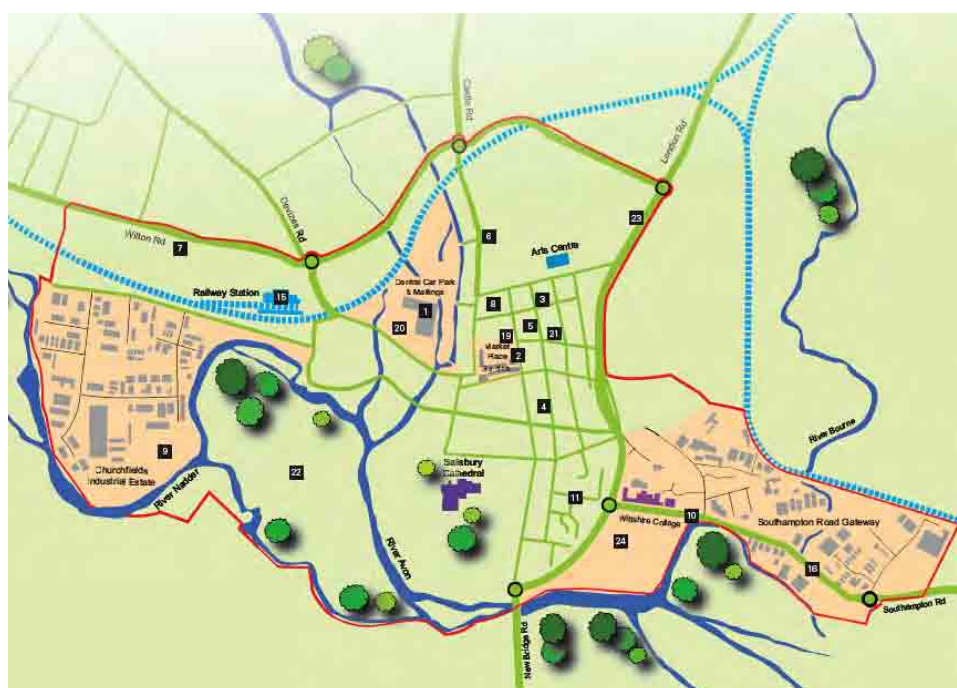
The Market Place lies at the commercial heart of Salisbury and is home to both the Charter Market and Fair. The proposals build on this strength and provide fresh opportunities for new uses and activities to take place within the space. The scheme will improve the economic vitality of the city and provide a long-term boost to business and commercial activity.

Specifically the project aims to:

- ~ provide a high quality public space that is designed for pedestrians and where people can congregate for social, leisure and community activities,
- ~ provide an enhanced space for the Charter and other markets,
- ~ act as a catalyst for other Vision projects, particularly commercial, development, by creating confidence in the city.

The project also has a remit to:

- ~ remove all car parking from the Market Place,
- ~ ensure the layout and surface treatments are designed in favour of people and cyclists,
- ~ create a lively and active urban space in which people can interact and 'people watch',
- ~ fully accommodate the existing markets within the proposals and ensure their future viability and success,
- ~ provide the necessary infrastructure for weekly and annual events,
- ~ provide an enhanced and more respectful setting to the War Memorial,
- ~ incorporate a public art element,
- ~ maintain active frontages and spill-out space from the surrounding premises,
- ~ be of a high quality design with coordinating street furniture that complement the city's historic character,
- ~ respect the layout and character of the existing trees in any future landscaping design,
- ~ introduce planting and other soft landscaping to bring more 'green' into the city centre
- ~ include vibrant and creative lighting around the Market Place to enhance and accentuate the historic perimeter buildings, e.g. the Guildhall
- ~ meet the broader project aspirations of Salisbury Vision, by improving direct connections to Cheesemart, The Maltings and Fisherton Square,
- ~ involve the residents of Salisbury and all users of the Market Place in the design development process.



- 1 | Maltings / Central car park
- 2 | Salisbury Guildhall
- 3 | Salt Lane car park
- 4 | Brown Street car park
- 5 | Bus station
- 6 | Bus depot
- 7 | Old Manor Hospital
- 8 | Chipper Lane/Scots Lane
- 9 | Churchfields
- 10 | Eastern Gateway
- 11 | The Friary
- 15 | Station interchange
- 16 | Southampton Road
- 19 | The Market Place
- 20 | Fisherton Square
- 21 | Salisbury Chequers
- 22 | Harnham Water Meadows
- 23 | The Green Circle
- 24 | Churchill Gardens

Other Projects as Part of the wider Salisbury Vision Project

### 1.3 Project History

In August 2008 Salisbury Vision, in conjunction with the Royal Institute of British Architects, launched an international design competition to generate new ideas for the Market Place. It set ambitious aims to “create a grand square to rival any in Europe, helping Salisbury to prosper as a destination city and compete with other regional centres”.

The competition attracted 46 expressions of interest, from which a shortlist of six teams were invited to develop their initial concept designs. These were presented at a public consultation event held in January 2009, where Salisbury residents were invited to comment on all aspects and features of these proposals.

The outcome of this consultation exercise helped to guide the final selection of the winning design team. In May 2009, a judging panel, comprising local interest groups local councillors and architectural advisors, took the decision to appoint the Letts Wheeler design team to progress the project.

### 1.4 The Design Team

~ Architecture: *Letts Wheeler (Lead Designer)*



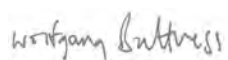
~ Highway and Civil Engineering: *Stockley*



~ Lighting Design: *Sutton Vane Associates*



~ Artwork: *Wolfgang Buttress*



~ Quantity Surveyor: *Focus Consultants*



### 1.5 Project Timetable

In April 2009 Salisbury District Council was dissolved and the new unitary authority of Wiltshire Council assumed responsibility for the delivery of the Salisbury Vision. In this, Wiltshire Council is supported by the newly created parish council of Salisbury City Council.

Throughout 2009/10 Letts Wheeler developed the Salisbury City Public Realm Design Guide, the underlying principles of which inform the designs for the Market Place improvement project.

In early 2010 Salisbury Vision appointed Letts Wheeler to further develop their competition-winning design for the Market Place, in consultation with key local stakeholders and users of the space. Throughout this process the project costs and all proposed features have been rigorously scrutinised to ensure their suitability and value for money for the project, whilst detailed surveys and site investigations have been undertaken to inform the proposals.

This design development process led to the scheme being presented at a public consultation in December 2010. The outcome of which has further informed the current scheme, now being submitted for Planning.

It is the intention that a contractor will be appointed in the Autumn of 2011, in order to examine the proposals and contribute practical, technical and constructional expertise to the scheme, with a view to starting on site by January 2012 and completing the construction works by summer 2012.



*Public Consultation event held at the Guildhall, January '09*

## 2.0 :: POLICY CONTEXT

These proposals have been developed in accordance within all relevant national and local policy contexts.

### 2.1 National Planning Policy Guidance

The ambitions of the project are embodied within PPS 4: Planning for Sustainable Economic Growth. The document encourages the establishment of a diverse range of uses within town centres to ensure their prosperity and their ability to attract further investment. The policy acknowledges the value of traditional street markets with complementary evening and night-time activities. The policy also encourages the positive reinforcement of individual town centres through projects that strengthen and enhance the character and nature of that place.

The proposals are also in accordance with Planning Policy Statement 5: Planning for the Historic Environment, which acknowledges the positive contribution that conservation of heritage assets and the historic environment can make to the establishment and maintenance of sustainable communities and economic vitality.

### 2.2 South West Regional Strategy

The South West Regional Space Strategy identifies Salisbury as being of national importance as a centre for tourism. Salisbury is also designated a 'quality regional town', for its retail offer and high quality image. The Strategy emphasises the cultural value of public open space, particularly within an historic context, and its ability to positively contribute to the quality and enjoyment of local people's lives.



Salisbury is a centre for tourism, located close to Stonehenge

### 2.3 Emerging Policy

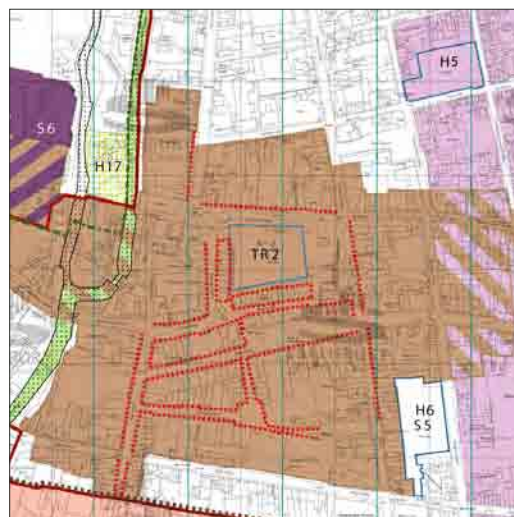
The publication of the South Wiltshire Core Strategy is currently in abeyance, and as such the Local Plan takes precedence. The Local Transport Plan and car parking strategy is due for imminent publication by Wiltshire Council. This will provide a comprehensive county-wide review of parking, addressing parking charges, locations and availability across Salisbury. Wiltshire Council remains committed to reducing the reliance on the private car and aims to encourage more sustainable modes of transport.

### 2.4 Salisbury District Local Plan 2003

The aims of the proposal - to enhance and improve the use of the Market Place for the benefit of the public, with a design that is in keeping with the local context, is enshrined within the current Local Plan.

Specifically, Policy TR2 states that car parking within the Market Place "will be removed during the Local Plan period, subject to the introduction and cost-effective operation of remaining park and ride sites in the Council's programme." All five Park and Ride sites serving Salisbury city centre have now been complete, removing the obligation of the Market Place to serve as a car park.

The proposals also respect the so-called "40ft rule", which requires all new buildings within Salisbury city centre to be beneath 12.2m in height. An exception is provided with Policy D6 that makes provisions for "Decorative architectural features that positively contribute to the variety, form and character of the area's roofscape, skyline and silhouette."



Extract from Local Plan - city centre map

## 2.5 Conservation Area Appraisal

The proposals respect the historic character and evolution of the city, which is comprehensively outlined in the city's Conservation Area Appraisal.

The Appraisal describes the Market Place's appearance as: "rather lacklustre and incoherent, dominated by parked cars and a variety of different surface treatments." It also notes that the right of way running across the Market Place is unduly emphasised by a line of closely spaced bollards that demarcate the car park.

The aims of the Market Place improvement project are broadly in line with the Appraisal's suggestions for improving the space, specifically to:

- ~ substantially reduce the impact of parked cars,
- ~ remove clutter, intrusive bollards, indifferent street furniture and signage,
- ~ redesign the entrance to the public toilets to enhance the historic area,
- ~ draw upon and celebrate the historic significance, role and form of this key space,
- ~ reinforce the double-line boulevard of trees parallel to Blue Boar Row,
- ~ create a reminder of the former linear waterways that once lined Salisbury streets,
- ~ create a 'place' as much as a 'space' that attracts people and activities.

The Appraisal also recommends employing a palette of locally distinctive traditional surface materials. An example of just such a pavements is given as North Walk in the Cathedral Close, where one can see paving materials including Purbeck, lias, pennant, Yorkstone, granite and other stone setts.



*Heritage pavement: North Walk*

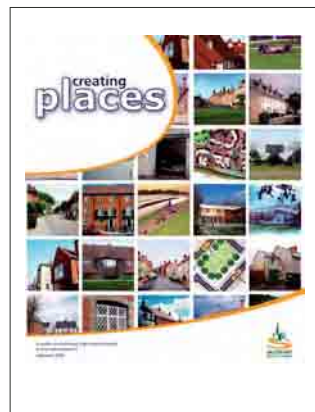
## 2.6 Access and Mobility

Legislation introduced under the Disability Discrimination Act 1995 prevents service providers from treating disabled people less favourably than other people for any reason relating to their disability. All project team members are mindful of their responsibilities under this legislation.

Wiltshire County Council has an adopted Disability Equality Scheme setting out its objectives in ensuring its services do not discriminate against or exclude any member of the community. The Council is committed to making services and facilities accessible to all.

## 2.7 Supplementary Design Guides

The proposals are in keeping with the broad aims of the South Wiltshire Design Guide 'Creating Places'. Within Chapter 8: "Considering the spaces between buildings," the Guide questions the use of the Market Place as a car park, citing that this "unsympathetic use" detracts from the high quality open space, and is not considered the best use of this fine public area.



*Design Guidance*



*Parking within the Market Place*

## 2.8 Public Realm Design

The design proposals for the Market Place are borne out of the principles outlined in the Public Realm Design Guide for Salisbury. This city-wide study sets out broad aims to improve Salisbury's streets and spaces. It recommends design layouts to ensure a high quality of public realm that employ materials and coordinated street furniture which respect and enhance the historic character of the city.

This Guide acknowledges and responds to the findings of "Streetscape – Streets for All", published by the Salisbury Civic Society in 2005. It is due to be adopted as Supplementary Design Guidance in 2011.



*Extract from the Salisbury Public Realm Design Guide*

## 2.9 The Scots Report

The Scots Report, published in 2003, concluded that investment in high quality materials in public spaces provides significant 'value for money' over the lifetime of the scheme. Such projects bring wider economic benefits, such as improving the business environment, increasing rateable values and rental incomes, attracting additional shopping and tourism.

The report also identified other tangible benefits to the community, such as reducing vandalism, anti-social behaviour and crime by fostering local pride in the scheme.

## 2.10 Further Policies and Documents Informing Our Approach

- ~ Department for Transport Manual for Streets: 2007
- ~ BS 8300: 2009 - Improving the Built Environment
- ~ Disability Discrimination Act: 1995 & 2005
- ~ Approved Document M of the Building Regulations: 2006 – Access to and Use of Buildings
- ~ Guidance on the use of Tactile Surface, Department for Transport
- ~ CABE The Principles of Inclusive Design: 2006

### 3.0 :: SITE CONTEXT

#### 3.1 The Site

The site of 0.81 hectares lies at the heart of Salisbury’s medieval city core. It comprises the existing Market Place and Guildhall Square and is defined by Blue Boar Row to the north, Queen Street to the east, and the frontages of Oatmeal Row and Ox Row to the west and south.

Fronting onto the Market Place are shops, cafes, public houses, restaurants and businesses, many of which have outdoor seating on the space. Running along the north edge of the site, and parallel to Blue Boar Row, is an incomplete avenue of trees. Along the western boundary of the site is a line of mature plane trees. Within the space lies a twin set of steps that lead to the below-ground public toilets.

The Market Place is divided from Guildhall Square by a row of lime trees. Guildhall Square represents roughly a quarter of the total site area, and is fronted by the Guildhall itself, which is at present being refurbished to become home to Salisbury City Council. The city’s War Memorial sits at the centre of the space. Further lime trees define the eastern boundary to the site.

The site plays host to the twice-weekly Charter Market and the annual Pleasure Fair along with other regular markets and annual events. At all other times much of the space is given over to public car parking. The site is wholly owned by Wiltshire Council.



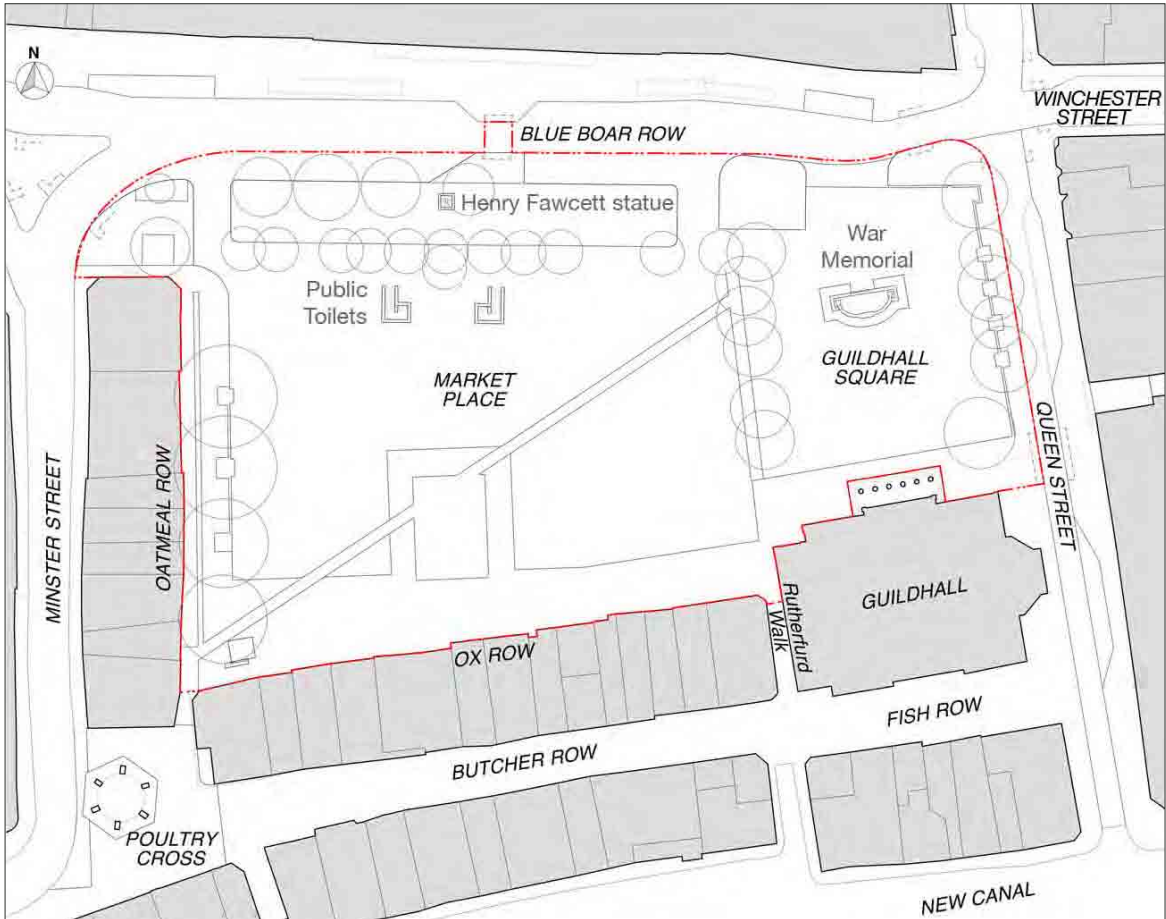
View along Ox Row towards Oatmeal Row



View west, along Blue Boar Row



War Memorial and Guildhall



Existing Site Plan, based on survey drawing

### 3.2 Site Conditions (Topography / Orientation / Microclimate )

The site is generally flat with a slight cross-fall to the north, towards Blue Boar Row.

Salisbury Cathedral spire and the tower of St Thomas are both visible above the distinctive skyline of the Market Place, providing valuable points of orientation. The lack of long views creates an intimate atmosphere within this part of the city.

The outdoor café seating areas are sited along the western and southern edges of the site, generally within the shaded areas.

On windy days it is acknowledged that the open nature of the space can cause gusty conditions, which causes problems for the operation of the market.

#### OPPORTUNITY:

- *The northern edge of the space provides the ideal location for additional seating, on the sunny side of the space, beneath the shade of the trees.*



Salisbury Cathedral from the water meadows



Green spaces in Salisbury city centre

### 3.3 Open Space Context

The impressive scale of the Market Place underlines its significance and importance to the city of Salisbury. The surrounding street pattern and dense urban fabric make the discovery of this public space even more striking, and further adds to its value. A consistent frontage of 3-4 storey buildings defines the space, providing excellent containment and a strong sense of place.

Other hard landscaped spaces within Salisbury, such as Cheesemarket and New Canal, take the form of incidental squares, and cannot compete with the scale of the Market Place. The city centre is particularly well served for green open spaces, including: the Cathedral grounds, Queen Elizabeth Gardens, the Maltings, St Edmund's churchyard, Bourne Hill Gardens, Wyndham Park, the Greencroft, Winston Churchill Gardens and the Water Meadows. All these spaces are within a 15min walk of the Market Place.

Lying as it does at the confluence of the five tributaries of the Avon, Nadder, Wylde, Bourne and Ebble rivers, the city is also influenced by the presence of water. These watercourses and their associated pathways, provide attractive green links that thread through the urban core and provide a wealth of opportunities for rest and relaxation.

#### OPPORTUNITY:

- *The Market Place should be valued as an asset to the city, and used by local residents as a destination to visit and enjoy. The project will see the whole of the Market Place being designated a public amenity, resulting in a significant increase in public open space within the city.*



View towards Cathedral spire from Market Place

### 3.4 Historical Context

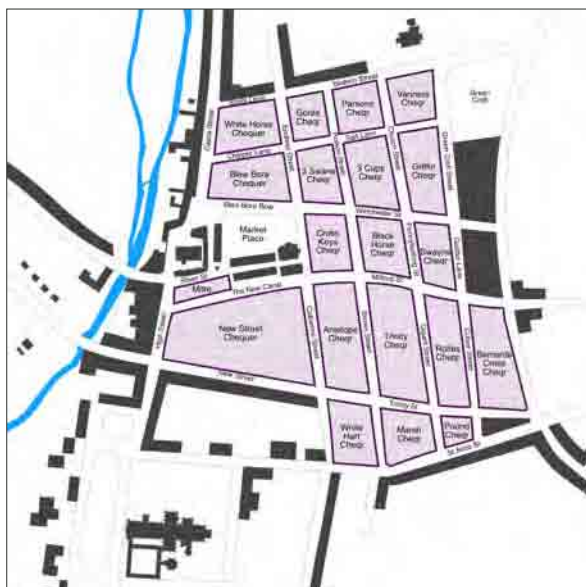
The city of Salisbury was established in the 13th Century and was laid out along an ordering plan of street grids. The building plots set out within this network are typically long and narrow, lending the city a fine urban character and pleasantly animated streets. This sense of a planned medieval city still gives Salisbury much of its unique character today.

The slight irregularity of the street grid arises from its original distortion to accommodate pre-existing routes across the land, and to enable the streets to carry watercourses. Many of the dense urban blocks, or Chequers, within the grid are laced with a fine network of alleyways, or carved out to create courtyards for inns or workshop yards.

The position of the Market Place at the heart of the city underlines its importance at the commercial heart of the city, and the space has performed its dual roles of public space and trading space since the establishment of the Charter Market in 1227.

#### OPPORTUNITY:

- The proposals should relate to the existing network of streets and alleyways. It should reflect the historic Chequers grid and the presence of water that once flowed through the city streets.



Salisbury Chequers, 1751



John Speed map of Salisbury, early C17th



Butcher Row, towards Poultry Cross



Minster Street, showing open water courses

### 3.5 Evolution of the Space

The Market Place was laid out at the time of the city's founding as a single large open space. Over time, the character and organisation of the space has continued to develop and evolve in response to changing needs and circumstances.

Originally, the Market Place would have stretched much further, however over the years permanent structures have encroached into the space. Such developments include the one remaining market cross, Poultry Cross, and the buildings along Ox and Oatmeal Rows, which grew out of temporary market stalls and structures. The names of the neighbouring streets: Fish Row, Butcher Row and Cheese Market; provide historic clues and evidence of the different trading areas around the Market Place.

Throughout the Victorian period the space was used to host large civic gatherings and banquets to celebrate key public events, such as Queen Victoria's Silver Jubilee in 1862. However, by the 1920s the Market Place had been divided into two separate areas with the planting of the line of lime trees along the edge of Guildhall Square, segregating the commercial and civic uses of the space.



*The historic livestock market*



*The Victorian vision of a grand public space*

The Guildhall itself was built in 1788 to replace the former Elizabethan civic Town Hall, damaged by fire and demolished in 1800. This building once stood roughly where the War Memorial is now sited.

With the rise of the automobile the car has taken over, with much of the space now being given over to a city centre car park. This has had the impact of squeezing out pedestrians from the Market Place whilst slowly clogging up the space with an accumulation of clutter: street signs, vehicles, bollards, etc. More recently the below-ground electrical substation and public toilets have been added.

#### OPPORTUNITY:

*- The current division of the space prevents it from hosting large scale public events, and grand civic functions previously held here. The proposals should acknowledge the historical evolution of the space, whilst restoring it to a single large space capable of holding these events once again.*



*The Elizabethan Council House*



*The Guildhall today*

### 3.6 Civic Monuments

The Market Place has a long held tradition as a space for civic monuments. Perhaps the first was the statue of Sidney Herbert, erected in 1863. The statue stood directly in front of the Guildhall until May 1953, when it was relocated to Victoria Park in to make room for the Queen’s Coronation celebrations.

The statue to Henry Fawcett along Blue Boar Row was erected in 1887. It remains there to this day, though somewhat obscured by the trees.

The War Memorial, erected in 1922, is constructed from Portland stone surmounted by a lion sculpture, lanterns and name plaques, all in bronze. It remains the centrepiece of the city’s Remembrance Day commemorations but spends much of the year isolated in a sea of tarmac with its back to the Guildhall. Being centrally located within Guildhall Square it limits the ways in which this space can be used.

**OPPORTUNITY:**

*- These civic monuments should be integrated and given pride of place within the completed scheme. The War Memorial should be given a new setting with more space in front for parades and commemorations.*



Henry Fawcett statue



Sidney Herbert statue, circa 1930

### 3.7 Conservation and Character

Salisbury is a medieval city with buildings of varying ages, architectural styles and materials. Within the Market Place there are medieval timber-framed buildings, brick facades, and roofs of red/brown clay tiles or natural slate. The variety of buildings and building styles contributes to the rich experience of the space.

Almost all of the buildings surrounding the Market Place are either Listed Buildings, or are classified in the Salisbury City Conservation Area Appraisal as “providing a positive contribution” to the street.

The Guildhall is a dominant feature of the Market Place. This late eighteenth century building formerly served as a Magistrates Court. It is constructed in gault brick and stone, and is visually prominent because of the scale, classical style and its position within the square. The double-fronted buildings of Oatmeal and Ox Rows, and the alleyways that connect through to New Canal and Cross Keys also contribute to the character of the Market Place.

**OPPORTUNITY:**

*- The designs should complement and take inspiration from the historic environment, and employ a materiality and grain in keeping with the context. The completed scheme should be subservient to, whilst enhancing, the setting of the existing Listed Buildings.*

- Listed Buildings and structures
- Buildings of positive contribution
- Other buildings and structures



Extract from Conservation Area Appraisal

### 3.8 Existing Uses

The Market Place has served as a focal point for business and trade since the beginning. But it has also served a dual historical role as a place for recreation and for hosting events, festivals and commemorations. The historical uses of the space form a part of the city's tradition and culture, and are important to the local economy, attracting shoppers and visitors from across the region.

The Charter Market has been trading here for nearly 800 years, since Henry III granted this right under the City Charter of 1227. The Market is now held every Tuesday and Saturday, and comprises over 100 stalls of various market and farmer traders. Additionally there is a fortnightly Farmer's Market, whilst a continental market visits three times a year.

Salisbury City Council operates the Charter Market, and the stalls are provided and set out by the traders themselves. The stalls are aligned to a historically evolved layout, rather than a rationally developed plan, which gives the market a traditional atmosphere much loved by local residents.

Throughout the year the space hosts a series of regular and seasonal events, foremost being the Annual Pleasure Fair, which is almost as old as the Charter Market itself.

This event takes place each October, and features traditional and modern stalls, rides, and attractions. The event brings large, cumbersome vehicles into the Market Place, which have been known to damage the existing surfaces and trees. Large, noisy generators are positioned around the perimeter of the Market Place to power the event.

Other regular events held within the space include: the St George's Day celebrations, Armed Forces Day, the International Arts Festival, Food Festival, Remembrance Day Commemorations, and the Christmas Lights switch on.

#### CONSTRAINT:

- *The proposals will need to accommodate the existing arrangement of the stalls for the Charter Market. The design will need to be sufficiently robust to accommodate vehicles associated with the Pleasure Fair.*

#### OPPORTUNITY:

- *The survival of the existing markets and events and the continued use of the space should form part of the project's legacy. Infrastructure should be installed to allow both new and existing events to flourish.*



*The War Memorial*



*St George's Day celebrations*



*Typical Market day in Salisbury*



*The historic Pleasure Fair*

### 3.9 Trees and Soft Landscaping

The plane trees in the Market Place and the lime trees in Guildhall Square are a comparatively recent addition in the history and development of the Square.

Before the 1860s, photographic and documentary evidence suggests that there were no trees in this historic space.

The Victorians planted the plane trees along Oatmeal Row most probably to mark Queen Victoria's silver jubilee in 1862, whilst the lime trees were planted sometime later, possibly around the time that the War Memorial was erected, in the 1920's.

Photographs of Queen Victoria's Silver Jubilee celebrations show that the plane trees along Blue Boar Row were closely planted and were either not expected to grow so large or were intended to be pruned and maintained on a more regular basis in order to keep them to a smaller size.

Today, there are a number of problems associated with the existing trees, such as the lack of root growth area stemming from the way in which the trees were originally planted, the lack of permeable surface and from the irregular approach to on-going maintenance that has been adopted over recent decades.

#### CONSTRAINT:

- The existing trees provide a valuable amenity in the space, however they also restrict the way the space can be used and they are causing many problems both above and below ground, which will continue over the next few years if nothing is done.

#### OPPORTUNITY:

- The new trees within the final scheme will form a key element of the proposals. They can serve an important function in softening the environment, producing shade and providing colour and blossom at different times of the year.



Plan showing the existing trees closely planted



Large planes causing heave on Oatmeal Row



The sea of tarmac leaves little permeable surface

### 3.10 Surface Materials

The dominant surface material across the Market Place and Guildhall Square is tarmac, in keeping with its use as a surface car park, but far from complementary with the surrounding historic city fabric. The avenue parallel to Blue Boar Row is paved in red concrete blocks, possibly installed at the time of the red brick entrance way to the below-ground toilets.

A limited improvement scheme was conducted in 1996, which included Yorkstone paving to some central parts of the Market Place and along Oatmeal and Ox Rows. Today this exhibits heavy staining, chipped and uneven surfaces, and has seen the loss of the jointing material through regular mechanical cleaning. The Yorkstone and drainage channels along Oatmeal Row have also been dislodged and damaged by vigorous root action from the mature plane trees.

More recently (prior to 2003) the materials along the eastern edge of the site were replaced as part of the improvement works to Queen Street. This work included new Yorkstone paving with lias kerbs, and tegula cobbles within the highway.

#### OPPORTUNITY:

*- To re-surface the Market Place in durable, attractive and long-lasting materials that enhance and complement the materials, colours and textures of the surrounding Listed Buildings. To re-use within the proposals all salvageable Yorkstone material.*



*Line of bollards, and block paving*



*Recent improvements to Queen Street*

### 3.11 Street Furniture

Street furniture has accumulated within the space incrementally and haphazardly over the years, with furniture of different styles and suppliers added as part of various improvement schemes. This inconsistent approach has resulted in an ad-hoc palette of timber and cast iron bollards; timber benches of varying styles and ages; and functional and decorative lighting columns, both historic and contemporary.

Many of these items are simply not fit for purpose nor fit for their location and have not stood up to the rough treatment they receive on a regular basis.

The space has also become clogged with a steady accumulation of clutter mostly associated with vehicles parking on the space, including street signs, parking meters, bollards, etc. The removal of the car parking will help precipitate the removal of many of these items.

A number of features associated with the seasonal planting displays remain in place throughout the year. Such features, including the hanging basket posts and the box planters along Ox Row, are unnecessary, inconvenient and unsightly.

#### OPPORTUNITY:

*- To remove all unnecessary street clutter. To introduce a consistent and coordinated approach to street furniture within the space. To find a permanent solution to the planting displays.*



*Typical timber bench in need of repair*



*Yorkstone paving and redundant hanging basket post*

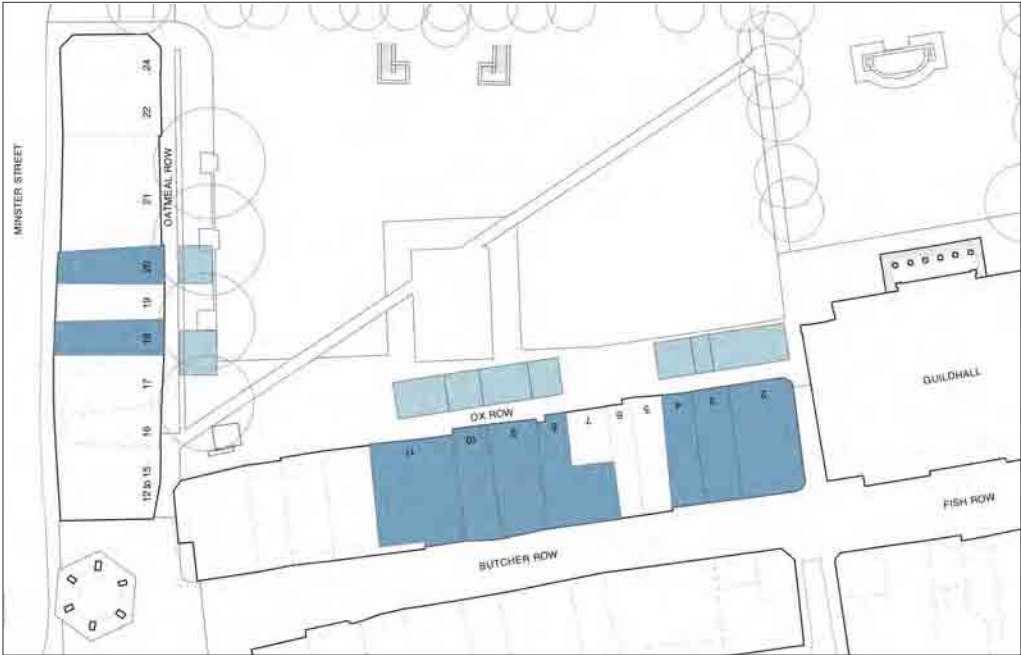
### 3.12 Commercial Context

A number of retail premises front onto the Market Place along its western and southern boundaries. Many of these businesses are cafés, public houses and restaurants with outdoor seating that extends out into the space. A numbers of premises remain open in the evenings during the summer months, but this could be further encouraged, as the space appears largely inactive from early evening onwards.

The licensing agreements currently state a need to maintain a clear, unimpeded pedestrian right-of-way between the commercial premises and the licensing areas. This creates a conflict between passing members of the public and staff members serving seated customers.

Refuse and recycling generated by these businesses is currently placed in communal paladin bins set out along the edge of the café licensing areas. This is because the businesses here have no rear yards and therefore nowhere to store rubbish for collection in the normal way. This is unacceptable in a high quality urban environment. The paladins are unsightly inconvenient and create unpleasant smells for diners and visitors to the Market Place.

**OPPORTUNITY:**  
 - To support and enhance the existing café terrace with improved lighting to encourage extended café opening hours and better use of the space into the evenings. To investigate rationalising the licensing arrangements by providing a right of way along the edge of the Market Place. To create a central refuse collection point and relocate the unsightly bins away from the café seating areas.



Plan showing existing café licensing areas on the Market Place



Planters, refuse bins and seating areas along Ox Row



Café seating on Oatmeal Row

### 3.13 Parking, Vehicles Access and Loading

On a typical non-market day, the Market Place is dominated by parked cars. There are currently 53 public short-stay car parking spaces, and 12 secure motorcycle spaces in the Market Place. Guildhall Square provides further parking spaces for Permit Holders, and there are 8no. disabled parking spaces reserved for Blue Badge holders.

Access to the Market Place is via two routes connected to Blue Boar Row through the avenue of trees. A third access connects Blue Boar Row to Guildhall Square.

As a whole Salisbury is well served for public parking having in excess of 2500 spaces in the city centre. These are provided either on street or at the 8 public surface and multi-storey car parks that are situated within a 15min walk of the Market Place.

Improvement works undertaken in 1996 reduced the parking area, stopping it at the diagonal route across the space, but it has been a long-term goal of Wiltshire Council to remove all car parking from the Market Place and Guildhall Square, as outlined in Section 2.0 - Policy Context.



Salisbury Market Place, full of cars



Vehicle access to the Market Place through the avenue

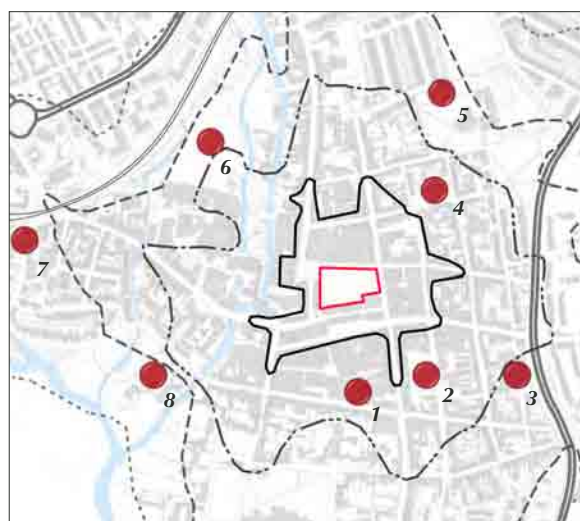
Business premises on the Market Place are currently serviced by delivery and refuse vehicles directly from their frontages throughout the day. Market traders are currently permitted to park their vehicles on the Market Place, and along the parking bays in Blue Boar Row.

#### CONSTRAINT:

- The existing disabled parking spaces will need to be relocated within or close by to the Market Place. The secure motorcycle spaces should be relocated elsewhere. Loading and access arrangements across the Market Place will need to be revisited in order to bring them in line with the rest of the city centre. Business representatives have also requested that some evening public car parking is retained on, or close to, the Market Place.

#### OPPORTUNITY:

- The removal of the car parking will create a pedestrian friendly space and enable the space to be freely used at all times. It will also result in less cars reaching the Market Place, helping to reduce traffic in the city centre. The removal of the existing vehicular access points to the Market Place will allow for the pedestrian route to be strengthened along Blue Boar Row.



- |   |   |
|---|---|
|  Existing Market Place                   | 1. Old George Mall (550 spaces)         |
|  3 minute walk                           | 2. Brown Street Car Park (165 spaces)   |
|  6 minute walk                           | 3. Culver Street Car Park (530 spaces)  |
|  9 minute walk                           | 4. Salt Lane Car Park (160 spaces)      |
|  12 minute walk                          | 5. College Street Car Park (150 spaces) |
|  all from the centre of the Market Place | 6. Central Car Park (1610 spaces)       |
|   | 7. Station Car Park (270 spaces)        |
|   | 8. Lush House Car Park (80 spaces)      |

Existing city centre car park in Salisbury

### 3.14 Public Transport and Cyclists

Blue Boar Row is a busy one-way traffic thoroughfare, flowing west to east. It is a key connection on the city's bus network, and accommodates regularly stopping services either en route across the city or to Rollestone Street Bus Station.

Queen Street, to the east of the site, is a much quieter street, open only to buses and taxis outside of the hours 10:00 to 16:00. A taxi rank is located in neighbouring Minster Street.

The Wiltshire Cycleway passes around the Market Place, as does Sustrans Route 45. There are no cycle parking facilities currently provided within the space. Nearby, cycle stands are provided at the west end of Blue Boar Row and behind the Guildhall. Cyclists should be encouraged to access the city centre, as part of Wiltshire Council's commitment to more sustainable modes of transport.

#### CONSTRAINT:

- *The existing traffic flow and public transport arrangements should not be affected by the proposals.*

#### OPPORTUNITY:

- *Cycle parking should be provided within the space. Business representative requested that the possibility of a coach drop off in the vicinity of the Market Place be investigated, to assist with boosting trade.*



*Restricted access to Queen Street*



*Bus stops along Blue Boar Row*

### 3.15 Pedestrian Movement

At present the Market Place does not facilitate free and easy pedestrian movement across the space. Cars parked within the central area result in pedestrian movements being largely pushed out to the perimeter of site.

A strong diagonal right-of-way across the space connects Poultry Cross to Winchester Street, but is restricted by the electricity substation in the south west corner of the Market Place. This route intersects with a second right-of-way along the edge of Guildhall Square, which serves as a continuation of Rutherford Walk. The diagonal route is picked out in contrasting Yorkstone setts and block paving.

Pedestrians can directly access the space from the surrounding streets, or via the connections to Butcher Row at either Poultry Cross or Rutherford Walk. Existing pedestrian crossings exist adjacent to the Guildhall across Queen Street, across the centre of Blue Boar Row, at the junction of Blue Boar Row and Queen Street, and perhaps most notably via an island at the junction of Blue Boar Row and Minster St.

The avenue of trees along the northern edge of the space creates a natural east-west pedestrian connection leading from Cheesemarket. This route is currently interrupted by the cross-overs for vehicles accessing the Market Place.



View from cafe seating area to diagonal right of way



View from the corner of Cheesemarket

#### CONSTRAINT:

- The existing rights of way across the space need to be maintained and be clearly identifiable in the finished scheme. The electricity substation situated in the south west corner of the Market Place restricts the main pedestrian thoroughfare through to the Poultry Cross.

#### OPPORTUNITY:

- To create a new high quality public realm in which pedestrians take precedence, and feel safe, comfortable and free to explore, inhabit and relax within the space.

### 3.16 Making Connections

The original competition brief for this project sought to include within the scheme the immediate surrounding streets and the connection across to Cheesemarket. It was envisaged that the design solution would employ a bold, shared surface approach stretching across to the frontage of Queen Street and Blue Boar Row.

This was not possible to achieve due to a reduction in the scope of the project, and delays in the publication of the Local Transport Strategy. As a result the traffic arrangements along Queen Street and Blue Boar Row are likely to remain unaffected for some time.

However, the current proposals do not preclude the principles of the original scheme from being implemented. Indeed the proposals for the Market Place are in harmony with the guidance in the Public Realm Design Guide for Salisbury.

#### OPPORTUNITY:

- This project should inform and tie into future public realm initiatives in the vicinity and across the city, in line with the Public Realm Design Guide for Salisbury.

### 3.17 Services and Utilities

A ground radar survey has identified that the main concentration of below-ground services run along the western and northern edges of the site.

The majority of these services lie below the level that will be disturbed as part of these works. However, a number of shallow low voltage cables have been identified associated with the electricity cabinets for use by market traders and for other events. Accessible power supply points, along with lighting, water supply, washing & WC facilities will all continue to be needed by traders, local businesses, street cleaning and the emergency services and will continue to be provided as part of the scheme.

The main electricity substation for the Market Place sits in the south-west corner of the site. Although the substation is mainly buried below ground, a raised seating platform which provides ventilation for the equipment restricts pedestrian access through the narrow opening from the Poultry Cross.

The network owner was contacted in order to explore the potential for relocating the substation away from this pinch-point, but the costs were prohibitive.

There are 3no. CCTV camera locations within the Market Place, at either end of Blue Boar Row, and at the corner of the Guildhall. These will need to be retained, and if possible their sightlines should be improved.

#### CONSTRAINT:

*- The existing substation, highway lighting, CCTV camera layout, power & water supplies will all need to be retained within the proposals.*

#### OPPORTUNITY:

*- Power supply and water points for market traders and other events could be much better integrated within the proposals, and provide the flexibility and opportunities for other public events to be accommodated.*

### 3.18 Lighting

The current lighting conditions within Market Place are poor, with light levels falling below those recommended in the British Standards. This gives the space an unwelcoming appearance by night and is consequently relatively unused after dusk. This restricts opportunities for businesses to remain open after dark and may also encourage antisocial behaviour.

The existing street lighting along Blue Boar Row and Queen Street is fairly new and provides adequate light levels to the highway. The existing lighting in the Market Place and Guildhall Square is a mixture of antique and utilitarian equipment, which produces a very poor quality of light. There is no coherent strategy for lighting pedestrian routes or meeting places, café areas or markets nor are there any permanent lighting facilities for other special events. There is no architectural lighting to any of the Listed Buildings around the Market Place.

#### CONSTRAINT:

*- Light fittings will need to be sensitive and robust in order to complement their historic and urban setting.*

#### OPPORTUNITY:

*- To create a welcoming, attractive and well illuminated space, with flexibility to suit a variety of uses. To enhance the rich architectural features within and surrounding the space.*



*Salisbury Market Place, by night*



*Existing substation in the south-west corner of the site*

### 3.19 Public Toilets

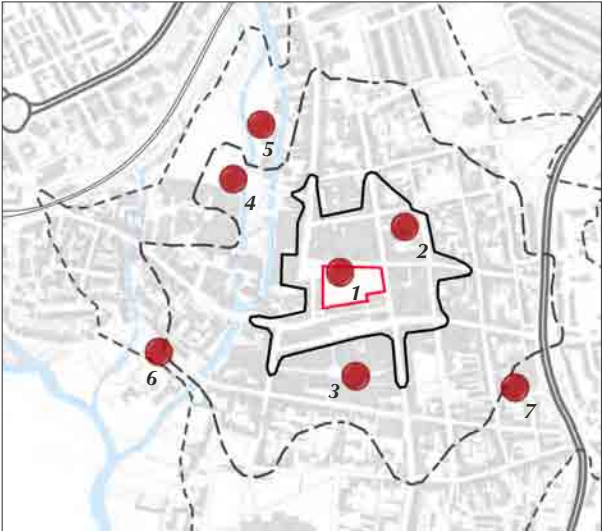
Salisbury is well served for public toilets, having 6 public toilet sites located within a 10 minute walk of the Market Place.

At present the existing below ground public toilets in the Market Place are not accessible to the infirm, parents with buggies and disabled users. Changing the access arrangements to provide access to all people would be very difficult within the existing layout, and would result in further structures within the Market Place.

Above ground, the toilet entrances intrude into and are out of keeping with the historic setting. They also obstruct the way the space can be used and restrict the arrangements of markets and events held within the space. The facilities have become a focus for anti-social behaviour late at night and are in need of modernisation.

**OPPORTUNITY:**

- To provide a new above-ground facility accessible to all users. To remove the below-ground toilets to increase the flexibility of the space when hosting large scale events.



- |                         |                              |
|-------------------------|------------------------------|
| — Existing Market Place | 1. Market Place              |
| — 3 minute walk         | 2. Rollestone St Bus Station |
| --- 6 minute walk       | 3. Old George Mall           |
| - - - 9 minute walk     | 4. Central Car Park          |
|                         | 5. Millstream Coach Station  |
|                         | 6. Queen Elizabeth Gardens   |
|                         | 7. Culver Street Car Park    |



The market is set up around the existing public toilets

Plan showing walking distances to existing public toilet locations

### 3.20 Emerging Design Principles

- ~ To create a single large flexible open central space, providing opportunities for exciting new events, activities and outdoor entertainments.
- ~ To resurface the Market Place and the Guildhall Square with high quality and long-lasting materials that complement the beautiful buildings around and reflect the historic character and evolution of the space.
- ~ To remove all vehicle parking and unnecessary street clutter to create a pedestrian friendly space every day of the week, whilst accommodating the needs of cyclists.
- ~ To relocate the War Memorial to a more appropriate setting that also allows more space for parades and commemoration events.
- ~ To accommodate the needs of the existing Charter Market and Pleasure Fair, create more room for their expansion and provide the necessary infra-structure to serve them and other events and activities.
- ~ To create a high quality setting to attract new visitors into the Market Place and give local businesses a boost.
- ~ To support and expand the existing use and facilities for café and restaurants.
- ~ To relocate the refuse bins out of view in a discrete purpose built store.
- ~ To replace the existing toilets with new above-ground facilities, accessible to all.
- ~ To provide a new lighting scheme for the space, which can adapt to a wide range of activities and functions, to improve the illumination of the key pedestrian routes and meeting points, to employ low-energy fittings which are more environmentally sustainable and cheaper to run.
- ~ To create a new focus for the Market Place along the avenue of trees with opportunities for art and a safe interactive water feature to attract families and children into the centre of the city.
- ~ To provide additional seating and street furniture along the avenue of trees on Blue Boar Row and encourage people to explore, inhabit and relax within the space.
- ~ To replace the existing trees, with new semi-mature native trees, better suited to their environment.
- ~ To tie into future public realm initiatives in the vicinity and across the city.

## 4.0 :: STAKEHOLDER INVOLVEMENT

### 4.1 Ongoing Discussions

The Design Team has undertaken a broad ranging and comprehensive programme of stakeholder consultations, and has sought, wherever possible, to address the concerns and contributions of all interested parties in the final design solution.

During the design development process the Design Team met with representatives of all interested parties from Wiltshire Council. Specific users of the Market Place, such as the Market Traders Association, the Showmen's Guild of Great Britain and those businesses directly affected were also involved in the consultation process.

The Design Team met with the following groups and organisations:

- ~ Wiltshire Council Planning and Conservation Teams
- ~ Wiltshire Council Highways
- ~ Wiltshire Council Public Protection
- ~ Wiltshire Council Operations Management (Waste, Public WC's)
- ~ Wiltshire Council Legal Services Unit
- ~ English Heritage
- ~ Salisbury Civic Society
- ~ Local business representatives surrounding the Market Place
- ~ Local access and disability groups
- ~ Salisbury City Council
- ~ Salisbury City CCTV Management
- ~ Salisbury City Centre Management
- ~ Market Traders Association
- ~ Salisbury Farmers Market Manager
- ~ Wiltshire Fire & Rescue Service
- ~ Salisbury's Architectural Liaison Officer
- ~ SSE (Scottish and Southern Energy)

### 4.2 Public Consultation

In late November and early December 2010 the team conducted a major Public Consultation exercise. This took the form of a public exhibition held in Guildhall Square for two days, and later exhibited at the City Library, Wiltshire College and the Five Rivers Leisure Centre.

The aims of the project and the proposals were presented through a series of exhibition boards and a scale model to explain the scheme. Those attending were encouraged to complete a 'comments form' to feedback their views. The exhibition boards and response forms were also made available via the Salisbury Vision website.

Over 850 response forms were received and processed, representing a broad range of strong opinions both for and against the proposals. A majority of respondents acknowledged that some improvement is needed and a number raised particular concerns.

There was broad agreement that the current surface treatments are unsightly, and in need of improvement. Most respondents felt that the removal of parked vehicles would improve the market place. There was also an appetite for new events to be held within the space. Most respondents supported the need for improved lighting in the Market Place and it was also acknowledged that the existing commercial refuse bins detract from the space and should be relocated. However there were strong feelings expressed on a number of issues.

As a direct result of the feedback received by Salisbury Vision, the following changes were made to the scheme.

*Concern:* This disabled parking is being removed

*Response:* Designated disabled parking will be provided on Blue Boar Row.

*Concern:* The existing toilets are an important amenity and should stay.

*Response:* The existing toilets will be retained. A single accessible, above-ground toilet will be provided to ensure availability of accessible facilities to all people.

*Concern:* The layout of the twice weekly market is being altered.

*Response:* The proposals will be changed to accommodate the existing market layout.

*Concern:* The water feature is unnecessary and a waste of money.

*Response:* The water feature will be omitted from future proposals.

*Concern:* The benches appear cold, and insufficient seating is proposed.

*Response:* Benches will be dual-aspect to increase the amount of seating, and will have timber surfaces and backs for better comfort.

*Concern:* The diagonal right-of-way that crosses the market place is being removed.

*Response:* The route will remain and will be marked out using metal studs inset into the surface.

*Concern:* The cost of the project is too great, especially at a time of Council cuts.

*Response:* Substantial cost savings have been sought.

In response to all the concerns expressed, the Design Team has made a number of proportionate and appropriate design changes to the scheme, which have reduced the overall budget by around 20%, without undermining the key aims and objectives of the original vision.



Plan of the proposals as displayed at the Public Consultation - showing temporary event within the space.

### 4.3 Design Changes – Water Feature

At the time of the Public Consultation the design included a simple, linear water feature, running along the length of the avenue, parallel to Blue Boar Row.

The feature was intended to draw a different audience into the Market Place by creating a new focus along this space. The water feature was designed to reflect the historic character of the setting, inspired by the water channels that once criss-crossed the city bringing fresh water into the centre of Salisbury.

It consisted of an open rill, 250mm wide, which featured a modulating flow of water that rippled along its length, crossed by a number of small bridging points. It was designed to be playful and interactive with integrated lighting.

The public expressed a great deal of scepticism about feature, fearing it would attract anti-social behaviour and collect litter. Objections were raised on the grounds that it would be unsafe and would interrupt the operations of the market.

There were also concerns that the installation and on-going maintenance cost of the feature would not out-weight the benefits. A number of respondents felt that the city was already well served by naturally flowing water features.

The water feature has now been omitted but the artwork designed by artist Wolfgang Buttress, which provided the setting for the fountain remains an important focus in the avenue.



*Proposed water feature within the avenue at the time of the Public Consultation*

### 4.4 Design Changes – Public toilets

At the time of the Public Consultation it was proposed to replace the below ground Market Place public toilets, with new above ground fully accessible, 24 hour WC facilities, which could be remotely monitored to ensure regular cleaning, maintenance and repair.

Through the Public Consultation process it was made clear that the existing facilities are well used and the replacement facility, though welcome, would not have enough capacity to meet the demand. There was also a need to provide sinks and cleaning facilities for the market traders.

Following the feedback, the below-ground toilets will be retained within the scheme, and a new fully accessible toilet facility will be provided at ground level.

The entrance to the below-ground toilets has been redesigned and the intrusive arch and sign have been replaced with a low level wall built from local stone incorporating discrete new signage.



*Proposed new toilets at the time of the Public Consultation*

## 5.0 :: DESIGN PROPOSALS

### 5.1 REORGANISING THE SPACE

#### 5.1.1 Central core

The creation of a single, flexible, open public space at the heart of the proposals is fundamental to the success of the scheme. The current division of the space segregates the commercial and civic uses of the space. By reuniting the Market Place with Guildhall Square it will create different layout opportunities and provide more room for both the Charter Market and Pleasure Fair. The single open space will be able to accommodate a greater variety of markets and other events.

This central area will still be accessible for occasional vehicle use, to set up and dismantle the market stalls, and to service the businesses on the Market Place. The surface material and its substrate will be designed to accommodate this level of vehicular traffic, and be capable of hosting the annual Pleasure Fair.

#### 5.1.2 Pedestrian Perimeter

The newly created open space will be surrounded by a pedestrian-only pavement apron. A shallow kerb upstand will separate the pedestrian only perimeter from the main space, in order to restrict vehicle access from the central core. This upstand will be dropped at key points to allow pedestrians with mobility concerns to access to the central space.

#### 5.1.3 The 'Avenue'

The design seeks to reinstate and strengthen the avenue of trees that runs parallel to Blue Boar Row. This key thoroughfare will be animated by a unique and site-specific artwork designed by Wolfgang Buttress, which will help to enliven and animate the main space. The avenue will be lined with benches and soft planting to strengthen this linear connection. Closing off the vehicle crossing points along the avenue with further strengthen this pedestrian route.



Landscaping Proposals

#### 5.1.4 Civic Monuments

The statue of Henry Fawcett will remain in its present location on the avenue but with more space around to view the monument.

The War Memorial will be relocated to a more prominent position within the new space.

The War Memorial was erected in 1922 when the Market Place was still a busy and bustling cattle market with all the associated smells and mess. To a great extent this dictated the position and orientation of the Memorial in a new 'civic' area of the square. Much has changed since then and the Market Place is a very different place. In fact, the design of the Memorial (it has a definite front and back) lends itself much better to a location at the end of a view rather than occupying a central location as it does at present.

Therefore the War Memorial will be carefully dismantled and rebuilt in a new location on the east side of the Market Place. This will give the monument a more prominent position within the square and will allow the whole of the space to be used for Remembrance Day parades and commemorations. As part of the relocation, the lamps will be refurbished and the plinth repaved in a local stone.



*Detail of Guildhall Square*

#### 5.1.5 Character and Setting

The design has evolved out of an understanding of the Market Place and its history, as well as an investigation into the best surfaces and construction build-ups for the activities and functions that take place at the moment, and ensuring we consider future potential as well.

The discreet and sensitive proposals respect the rich architecture and heritage of the Market Place whilst providing a simple, flexible approach to the use of the space rather than imposing a contemporary or fashionable solution, which will date and become obsolete in a few years.

The relationship of the perimeter buildings to the Market Place will be largely unchanged by the proposals, as the generous apron of Yorkstone pavement will extend directly from the shops and building frontages, as they do today.

The 'new' element is the central core of the space, which is to be a single open, flexible space. This will be laid in small granite setts of mixed colours in a chequer pattern, (inspired by the historic grid layout of Salisbury city centre), providing a robust platform for new events, markets, fairs and their vehicles. Although the granite is not a local material, it is a traditional paving material all over the UK.

The Guildhall has always had a different kind of relationship to the square, compared with the buildings on the Market Place, due to its civic function and the requirement for vehicles to draw up adjacent to the steps. Therefore this is reflected in the setting, where the granite setts come right up to the portico and are of a different orientation and colour from those in the Market Place. The distinction is a subtle one but an important and practical one, which values the past but responds to the needs of the present.

## 5.2 DESIGN FEATURES & MATERIALS

### 5.2.1 Paving Design

The paving design reflects the three different functions of the space. A central open space paved in granite which has occasional vehicle use, separated by a shallow kerb from a pedestrian-only apron in Yorkstone and a busy pedestrian avenue lined by trees and benches and paved in a mix of local stones. The paving in the avenue has been designed in collaboration with artist Wolfgang Buttress.

The central core of the Market Place has a robust granite surface laid out in a chequer design, which reflects the history of the city's development, as previously described.

### 5.2.2 Materials Palette

The materials have been selected to be durable, attractive and long-lasting, whilst providing a surface that is easy to clean, maintain and repair. Natural stone is the only realistic choice for such an historic setting, as its qualities and characteristics will positively contribute to the already rich environment. For buildings and structures we have sourced local or regional materials wherever possible, to enhance and complement the colours and textures of the surrounding Listed Buildings.

The proposed surface material for the central area is granite. This will satisfy the challenging practical and technical demands of the space, and its regular use for markets and other events. Traditional small, cropped setts will be used to create the rigid, robust surface, and allow for their seamless reinstatement after minor works.

The subtle pattern is achieved with mixing a limited palette of different coloured granite setts in varying proportions (see granite sample board) and has the added advantage of disguising or concealing oily stains and marks from fast food outlets and vehicles. The texture and speckle in the granite setts will also help to mask the inevitable chewing gum discards.

Large expanses of granite can be quite cold and unwelcoming. This is neither acceptable nor desirable here. The chequer design was also developed in order to reduce the scale to a human level and to break up the visual appearance of what would otherwise be a monotonous surface. The chequer pattern also guides the eye towards the War Memorial.

The pedestrian-only apron to the Market Place will be re-paved in Yorkstone. As much as possible of the existing site material will be reused and relayed in a more traditional pattern, with additional Yorkstone introduced where necessary to match.



*Proposed view along the Avenue*

### 5.2.3 Construction

The build-up options, including a technical appraisal of various different construction methods, materials and jointing systems, are identified and discussed in **Appendices 2 & 3**. The preferred construction build-up was chosen because of its high longevity and low risk of failure.

It is Wiltshire Council's intention to procure a contractor at an early stage in the process (Early Contractor Involvement) in order to take advantage of their expertise in construction, programming, and buildability.

Once the successful contractor has been appointed, they will draw up a detailed construction method statement. This statement will also include information on sequencing and phasing options in order to minimise potential disruption to businesses and traders on the Market Place.

Contraction and expansion joints will be incorporated into and through both the surface course and the concrete roadbase. These will be within the width of the standard joints between paving units so will not be noticeable.

### 5.2.4 Contamination Assessment

The site has no known previous uses that are likely to have caused the contamination of the land. In October 2010 a site investigation was undertaken to provide further information on the ground conditions. Samples taken from the boreholes and trial pit locations were sent for contamination testing. No samples produced results that would be harmful to humans, and nearly all of the values were below the more stringent guidelines for residential end use. *A Site Investigation Report summarising this information is submitted with this Application.*

### 5.2.5 Archaeology Assessment

As part of our initial site investigations, a Watching Brief was prepared by our consultant Archeological contractor, Oxford Archaeology, and approved by the Council Archeologist.

During our site investigation works no items of interest were uncovered. *A Report on these works, together with the original Watching Brief, is submitted with this Application.*

A similar procedure will be employed during the main works, with a watching brief prepared and agreed before starting on site. The Archeological contractor will be in attendance during some of the ground works to monitor and record what is uncovered.



Proposed view along the Avenue

### 5.2.6 Sustainability

By utilising a half depth granite sett, the formation proposed for the Market Place is shallower in depth than the other options available to us (see **Appendix 3**). This helps to reduce the amount material that has to be dug out of the site and disposed of. Specifying a slimmer depth of stone also means that less material than normal will be used.

As part of the site investigations, some Yorkstone areas were removed and the construction build up and condition of the stone was assessed. On the evidence of that assessment it was resolved to use as much as possible of the existing Yorkstone apron of paving around the Market Place. Obviously the extent of suitable stone will have to be determined once the contractor has lifted the material on site.

### 5.2.7 Waste Audit & Waste Management Plan

A Waste Audit and Waste Management Plan, as required by Policy 10 of the Wiltshire Local Plan, will be carried out by the contractor once they have been selected. The early appointment of a contractor is key in order to take advantage of their expertise in construction, programming, and buildability.

The Waste Audit & Waste Management Plan will follow the format identified in Policy 10, as outlined below:

- ~ Site description.
- ~ Type & Volume of waste to be generated through the development process.
- ~ Steps taken to reduce, re-use and recycle waste produced.
- ~ Steps taken to minimise the use of raw materials.
- ~ Steps taken to minimise the pollution potential of unavoidable waste.
- ~ Steps taken to dispose of any unavoidable waste in an environmentally acceptable manner.
- ~ Steps taken to ensure maximum waste recovery by end users (i.e recycling).
- ~ Proposed method of transporting waste created during the development and the subsequent use of the site.

### 5.2.8 Sustainable Urban Drainage (SUDS)

The new hard landscaping scheme is drained using a series of channels, formed within the surface finishes. New drainage is, where possible, tied into the existing below drainage system. Existing drainage which is not to be re-used is retained and in-filled with foamed concrete.

Attenuation is provided by using oversized pipes laid flat, and connected to the surface channels. In the event of a large storm, these will hold a large amount of water and limit the flow into the outlet manholes. Petrol interceptors are linked to each of the new manholes serving the surface water drainage and will pick up petrol spills from surface and allow these to be removed.

### 5.2.9 Flood Risk Statement

Information from the Envirocheck Report identifies that the site is outside the area of flooding from an extreme flood from rivers or sea without defences (in line with the information on the Environment Agency website). The site investigation has identified that the water table is roughly 2.3m below the current ground level. *A separate Statement on Flood Risk has been submitted to accompany this Application.*

### 5.2.10 Artwork

Along the spine of the avenue is an aisle of paving, designed in collaboration with artist Wolfgang Buttress. This feature takes its inspiration from the patchwork of materials and richly worn surface of the nave of Salisbury Cathedral. This unique and site-specific artwork, uses a palette of locally distinctive and traditional surface materials, including blue lias, Chilmark and Purbeck stones. The artist will work alongside local quarries and craftspeople to embellish, engrave and inscribe into the paving.

**5.2.11 Street Furniture**

The proposals aim to remove all street furniture items from the central space, in order to leave an open, flexible central space capable of hosting a range of events. Street furniture items like the benches and lighting columns are arranged around the edge of the space, out of the way of the pedestrian thoroughfare and positioned along kerb lines to prevent vehicles from accessing the pedestrian-only space.

The street furniture has been designed or selected for its simplicity and robustness. However, we are also conscious that it must be sensitive to the historic surroundings and must work harmoniously together to create a pleasant and attractive environment. Benches, cycle racks, telephone kiosks and litterbins flank the avenue in two rows, and are aligned and oriented along its length.

Dual-aspect benches will be installed along the avenue and Oatmeal Row, to provide more seating space than exists today. The robust reconstituted stone bases will have timber seats in a durable, and sustainable hardwood. The seats will also have timber backrest and armrests to meet the needs of old and infirm people.

**5.2.12 Lighting**

The lighting proposals aim to make the Market Place a more welcoming and inviting space after dark. The general approach is to light the key features and the routes around the perimeter of the space, whilst using lighting columns to provide general illumination for the main space, for special events or when necessary.

These columns will also focus light along the avenue, whilst smaller columns follow the edges of the Market Place to light other key routes.

The new lighting will be integrated into the proposals discretely to complement the materials, features and character of the Market Place. The main lighting columns are the simplest and most efficient way to illuminate the space, without cluttering the central area. They will be clad in timber above head height to match the seating.

The lighting scheme has been designed to be as energy efficient and as sustainable as possible. This is achieved by the creation of various lit scenes that will be switched on or off depending on the use and requirements of the square. These switching arrangement will also allow for darker lighting conditions during the hours of midnight and dawn, thus saving energy where possible.

*A Lighting Assessment, together with the Lighting Design proposals and Specifications has been submitted to accompany this Application.*



*Proposed nighttime view along the Avenue*

### 5.3 STRUCTURES WITHIN THE SPACE

The design proposes two new structures: a central refuse store, and an adjacent additional refuse store combined with a new fully accessible toilet. Their combined gross internal floor area totals 38m<sup>2</sup>.

#### 5.3.1 Public Toilets

The existing below-ground toilets are to be retained and integrated into the proposals. The retaining walls to both entrances will be over-clad in a local stone in keeping with the overall proposals. Additional internal lighting to the entrance way will also be provided. A complete internal refurbishment is outside the remit of this project.

A single new, above-ground, fully accessible, public toilet facility will also be built and integrated alongside one of the proposed bin stores. The new toilet will be a coin-operated purpose built facility, accessible 24 hours a day, with the same cleaning and servicing regime as the neighbouring public toilets.

This new facility will be specifically designed to serve the needs of people with lesser mobility, and the fit-out will be to a high standard. The building will be clad in local stone, protected with an anti-graffiti coating.

*Further details can be seen on the drawings submitted to accompany this Application.*

#### 5.3.1 Refuse

A number of alternative solutions were explored when trying to find an alternative arrangement or location for the paladin bins on the Market Place. Due to space restrictions, solutions requiring premises to store their refuse on site were deemed impractical.

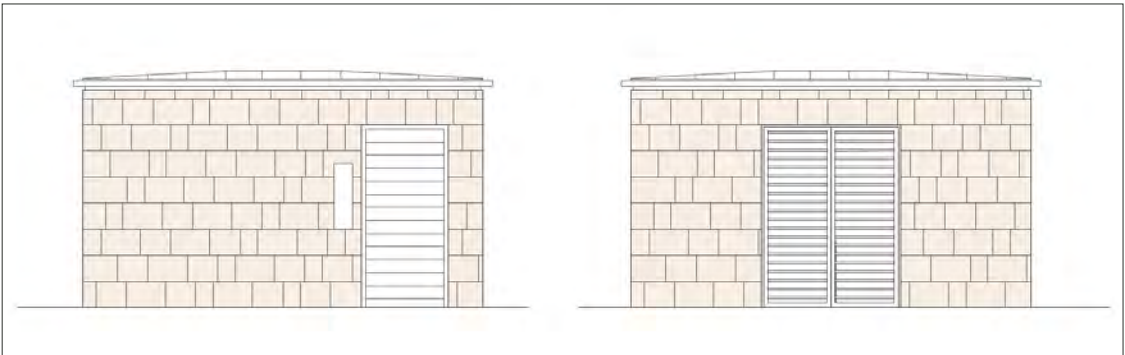
Following discussions with both Wiltshire Council Waste Services and local businesses a centrally located secure refuse store has been provided, which will hide the bins from view. This new purpose-built store will be capable of housing all the commercial refuse and recycling bins that currently sit around the Market Place, with some additional capacity for future-proofing.

The location along the avenue was chosen as a neutral, central location to suit all business premises on the square. The building will be clad in local stone, protected with an anti-graffiti coating and screened from view by the trees and other features along the avenue. Following the public consultation, the bin store has been divided into two separate buildings to reduce the scale and impact.

The refuse stores are located adjacent to a dedicated loading bay, on Blue Boar Row that can be used by the refuse collection vehicle for its twice-daily collections.

#### 5.3.3 Substation

The cost of relocating the electricity substation is prohibitive. Therefore the platform will be re-clad in stone to match the materials used elsewhere and the adjoining cabinets integrated into the proposals.



*Proposed public toilet and refuse store*

## 5.4 LANDSCAPING THE SPACE

### 5.4.1 Tree Condition Survey

Following discussions from Wiltshire Council's tree officer we have instructed an independent form of qualified arboriculturalist to carry out a detailed tree survey (and implications assessment) as well as a detailed CCTV drainage survey & report to assess the impact of the trees on the Market Place and Guildhall Square.

Full details of the condition of the drains can be read in the CCTV drainage survey by consultants 365. Likely causes of the damage are also included in the inspection report. The main conclusions which consulting engineers Stockley have drawn from the CCTV drainage survey are as follows:

- ~ A number of the existing drain runs across the Market Place have been damaged and partially blocked by mass root ingress. The severity of varies up from fine root ingress up to 30% blockages. *A separate CCTV Drainage Survey Conclusions has been submitted to accompany this Application..*
- ~ The drains with significant damage (i.e. over 10% of cross section) need to be repaired as part of these works otherwise this drainage will impact on the new scheme and costly repairs will have to be undertaken in the future.
- ~ Given the nature and bulk of the root blockage, the drains cannot be repaired in situ by re-lining them as this only gives a temporary solution. This would require a future repair in a few years, as it does not prevent the lined section of pipe being damaged by further tree root ingress. Lining also reduces the capacity of the pipeline.
- ~ Where the tree roots are growing above the drains it will be extremely difficult to repair the drains without damaging the tree roots, and therefore the tree. Where either entire new lengths of pipe or sections of pipe need to be installed the roots in the vicinity of the pipe in these areas will need to be cut back.
- ~ Even the drains with lesser problems (ie: tap roots at the joints) are likely to need repair in the medium term 3-5 years.

~ Given the evidence of above-ground surface damage by root systems, it is highly likely that the plane trees along Oatmeal Row and the plane trees along the avenue will all be significantly affected, especially as we may end up trimming some significant roots as part of the above works.

The main conclusions from the tree survey carried out by Duramen Consulting Ltd are:

- ~ The large mature plane trees on Oatmeal Row have significant management challenges with the roots causing considerable disruption to surfaces above ground, which will only get worse. Pruning might help but might also exacerbate the situation by re-invigorating root growth
- ~ The condition of the avenue of plane trees has significantly deteriorated since the publication of the A. Cole & R. Horsey 2005 report for Wiltshire Council and more trees now require removal (Duramen Tree Survey - 5.12) which would leave a total of only nine trees – three on the north side and six on the south. Almost all the tree roots are causing disruption to the surfaces around their base.
- ~ The lime trees to the north of the Guildhall form a significant visual barrier to a single open flexible space. Their life expectancy is between 20-40 years.

There are broadly three main challenges highlighted in the Duramen report:

- i) The condition of some of the trees - particularly the planes in the avenue – and how they should be replaced.
- ii) The disruption the trees are causing both above and below ground.
- iii) The benefits of taking a common-sense approach to deliver a long-term solution to the trees in the Market Place in the light of their condition, the damage they are causing and the design objectives.

### 5.4.2 The condition of the plane trees in the avenue

The existing avenue of plane trees that run parallel with Blue Boar Row is incomplete. Building on the findings of the Wiltshire Council's 2005 report, the Duramen report concludes that the long term future of these

trees 'is limited and whilst the inevitable can be held off for a few years with possibly the loss of two or three trees in the short term, at some time in the next 10 years further losses will be necessary'.

Under this scenario, it would be impossible to replace the trees in order to recreate the avenue due to size difference of any replacements. Spot removals undertaken on an ad-hoc basis will only exacerbate the disordered and messy appearance of the avenue in the Market Place (see attached section through Square).

Therefore it is essential that a pragmatic and long-term view is taken, which we believe can only be properly realised by the removal of all the plane trees at the same time, in order to plan a sensible approach to replanting with appropriate replacements.

### 5.4.3 The damage the trees are causing both above and below ground.

The condition of the surface materials around the base of the trees is cause for considerable concern. Almost all of the plane trees along the avenue and along Oatmeal Row are causing some form of disruption to the surfaces adjacent through root action (*Duramen Tree Survey - 5.5 & 5.13, submitted with this Application*).

The damaged and uneven surfaces are unattractive and create trip hazards for pedestrians. The uneven surfaces tend to be

located along the key pedestrian routes across the square and clearly represent an existing and on-going maintenance liability to the Council.

Given the size of the canopies, it is likely that the roots of the mature plane trees along Oatmeal Row extend all the way over to the buildings. The disruption above ground is clear to see in the attached photographs.

It is not advisable to lay rigid materials on top of areas where tree roots are already damaging the surfaces because the roots will very quickly damage new surfaces as well. Therefore if the trees were all to be retained, all the damaged areas would need to be replaced with flexible materials such as tarmac or resin bonded gravel resulting in large areas of tarmac / bonded gravel of different shapes and sizes. This is neither an attractive nor a long-term solution. The flexible material will continue to move and will require regular maintenance in order to prevent the formation of further trip hazards.

If only damaged & diseased trees are removed this will not address the long-term damage to surfaces (see 5.14 - Duramen Tree Survey) and drains (see *Stockley conclusions from the CCTV drain survey, submitted with this Application*).

Many of the existing drain runs are damaged or blocked by tree roots. The consulting engineers Stockley highlight the areas of most concern in the report on the CCTV drainage survey.



Plan highlighting the existing trees proposed for removal in the Duramen Tree Survey Report

If nothing is done to repair or replace the damaged drains, the situation will only get worse and significant damage could be done to both building structures and the drainage system.

Replacing the drains with new drains where roots have overgrown the pipes is highly likely to damage the existing tree root system and therefore the trees as well. This is most likely along Oatmeal Row and along the avenue of plane trees, where the drain runs closely follow the line of trees.

Therefore we consider the only realistic long-term solution to this is the removal of all the existing trees in the avenue and their replacement with appropriate specimens in specially designed tree pits. Any other solution will only perpetuate existing problems and serve to temporarily delay the inevitable need to remove and replace the existing trees.

#### 5.4.4 The long-term view

The creation of a large open flexible space was a key project objective at the competition stage and remains a crucial design proposal, which is fundamental to the whole scheme. It is not possible to achieve this without removing the line of lime trees between the Market Place and the Guildhall Square.

Given all the challenges and problems that the trees pose, both now and looking into the not-too-distant future (over the next ten years) it is essential to address these difficult and sensitive issues head on. All the evidence from the tree report and the CCTV drainage survey leads to the conclusion that many more trees on the Market Place will need to be replaced over the next 10 years, to prevent them from damaging people, buildings and services infrastructure. Failure to face up to these issues will only cause additional and potentially greater problems in the future.

The Market Place Project was conceived as part of the Salisbury Vision to be a once in a generation opportunity to address the sustained under-use of this key commercial space within the heart of the city.

To deliver this in a sustainable and long-term manner necessitates going beyond the 'sticking plaster' approaches that have been adopted in the past.

The significant investment being made to deliver this comprehensive approach must not be undermined by short-term considerations relating to the differential life-span of existing trees within the Market Place and Guildhall Square today. An approach that fails to deliver this would sell short the future generations who would otherwise benefit from a high quality, coherent and even surface punctuated with appropriate trees planted in pits specifically designed for the purpose.

It is not proposed to replace like with like because new plane trees are likely to generate the same issues and problems as the old ones. Also it is not proposed to replace with the same number of trees because it is generally accepted that the existing trees are too closely planted (the A. Cole & R. Horsey 2005 report for Wiltshire Council & Duramen tree survey 5.10) and because there are competing demands on space, particularly in the avenue - to provide above ground WC's, improved lighting, refuse storage, and benches. See Letts Wheeler Landscaping Plan.

The proposed tree replacements are *Pyrus calleryana* Chanticleer, which is a hardy pear tree - ideally suited to an urban environment.

The Chanticleer pear trees will be planted as semi mature specimens and will reach 8-10m high at maturity. They are slender and have a tight, upright crown – which is perfect for planting on the roadside. The flowers emerge early in the spring, covering the tree in clusters of creamy white blossom that provide a good source of nectar for bees when most other plants are still dormant. The deep green leaves are neat ovals that end in a short point. In autumn, the leaves turn a deep purple red, crimson or orange-yellow, depending on the soil conditions and the colour lasts into early winter. The miniature pea-sized pears are brown and quite inconspicuous and tend to be eaten by squirrels and birds and while they are fine for humans to eat, they are so small that it isn't really worth the effort.

The new trees will be planted in pits with high volume soil areas for root growth to enable the new trees to thrive and grow. There are a great many new root-cell type planting systems on the market like the StrataCell from Greenleaf, which will provide excellent conditions for trees to flourish, information on which is attached in **Appendix 4**.

## 5.5 USING THE SPACE

The proposals will encourage new uses within the space, and better accommodate the existing arrangements for the markets and other events.

### 5.5.1 A space for pedestrians

The design aims to make Salisbury's Market Place a traffic-free space that residents and visitors alike can enjoy. A pedestrian friendly space will be created through the removal of the car parking and unnecessary street clutter.

Pedestrians will have free and uninterrupted access across the space, and more opportunities to enjoy the experience of sitting, relaxing, admiring the buildings around, visiting local shops & markets or just watching the world go by.

### 5.5.2 Café Terrace

The café seating areas will be defined by the wide Yorkstone apron of pavement, as they are today. This extends along the frontages of Ox Row and Oatmeal Row.

The relocation of the refuse bins and planters will improve the outdoor refreshment areas and offer the potential for expansion. The new evening lighting scheme will also benefit these businesses.

### 5.5.3 Markets

The existing layout of the Charter and other markets will not be affected by the completed scheme. In the end the layout and positioning of the market pitches is a matter for Salisbury City Council (who are responsible for managing the market and the market traders) and the Market traders themselves to agree.

However, the proposals will create additional space, into which the market could expand, or the arrangement of the stalls could be restructured to enable the market to function better. Every effort will be made during the construction phase to ensure the minimum of disruption whilst the regular markets are held on the Market Place.

### 5.5.4 Other Events

The redesigned space will allow the city the opportunity to host a diverse range of uses, particular large scale events that are currently excluded by the restrictions and obstructions of the current layout and space. These could include outdoor concerts, or open-air theatre, as well as live 'big screen' events, ice skating, and classic car rallies. It was found through the public consultation that there is a healthy appetite for new events to be held in the space.

Existing events such as the St George's Day celebrations, Remembrance Day Parades, the Christmas Lights switch-on and the Food and Drink Festival will all have room to develop and expand.

### 5.5.5 Below Ground Infrastructure

The existing infrastructure that supplies power and water to the markets and fairs will be upgraded as part of this work. A network of new 'pop-up' power and water points will be integrated into the surface and located around the Market Place to allow for greater flexibility and accommodate different layouts.

Three-phase power outlets are also currently being examined with the Showmen's Guild of Great Britain, in order to reduce the need for the large diesel generators that provide the Fair with electricity.

### 5.5.6 Safety

The proposals to reorganise the space, improve the lighting, and reduce the scale and impact of the trees will all help to improve CCTV coverage and erase some of the shadier corners of the existing space. No changes are proposed to the locations of the existing CCTV cameras.

### 5.5.7 Air Quality Assessment

Wiltshire Council's Air Quality Action Plan produced in 2003 was based on STP1 (Travel Planning Strategy), and a reduction in city centre parking was commensurate with the objectives of STP1.

The removal of all public car parking from the Guildhall Square and Market Place will have a significant & positive impact on air quality reducing the levels of all those air pollutants connected with traffic and car movements. Trees also contribute to a reduction in air pollutants, therefore it is likely that the proposed tree removals will have a negative impact on air quality, however since the objective is the removal of the cars from the space, this is likely to be of limited impact anyway.

The annual Pleasure Fair has been the source of complaints in the past from surrounding businesses as the generators used have been aligned with first floor office windows and the occupiers affected adversely by exhaust fumes. We are currently exploring an option to install 3-phase power outlets to serve the Fair, to reduce the need for these generators.

### 5.5.8 Ecological Statement

A Phase One Habitat Survey has not been prepared as part of this Application. It is anticipated that, given the city centre location and the urban environment, the likelihood of discovering any protected species on site is low.

An assessment of the potential for bat roosts within the trees was conducted as part of the Tree Survey. *For further details on these conclusions refer to the Tree Report submitted with this Application.*

Prior to commencing the works on site, a mitigation strategy will be prepared and agreed with the County Ecologist, to ensure that the removal of the trees will not result in the loss of any protected habitats.

## **5.6 ACCESSING THE SPACE**

### **5.6.1 Vehicle Access**

The central core area will be designed to accommodate occasional vehicular access necessary for setting up and dismantling the market, fair and other events, or to access premises on the Market Place.

Vehicles will be permitted access to the Market Place outside the hours of 10:00 to 16:00 for servicing and delivery access. Market Traders will be permitted access for their vehicles on or around the Market Place at the discretion of the Markets and Fairs Officer. Wiltshire Council are exploring a number of alternative parking facilities nearby for the traders.

No public parking will be permitted on the Market Place at any time.

Access to the Market Place will be from a single ingress / egress point off Queen St. This access point will be restricted by the use of lift-assisted, manually operated bollards.

An additional temporary access will be provided across the avenue from Blue Boar Row, to allow over-sized vehicles to drive onto the Market Place (e.g. for the Fair). This access will remain closed for much of the time, as it will only be required for special events. Temporary ramps and the removal of some street furniture items will be required to create this access.

### **5.6.2 Cycles**

Cycle provision in the Market Place will be increased by twelve cycle stands which will be arranged in three groups of four along the avenue in between the trees.

### **5.6.3 Queen Street**

The existing traffic restrictions on Queen Street will remain unaffected.

### **5.6.4 Blue-badge Parking**

The proposals will remove the 8no. disabled parking spaces from Guildhall Square. 6no. new blue-badge spaces will be created along Blue Boar Row. The 2no. remaining spaces will be relocated to nearby streets. There are a number of options here but the precise locations are being explored by Wiltshire Council.

### **5.6.5 Rights of Way**

The proposals will not affect the existing rights of way, which are to remain open and unobstructed at all times. Metal studs set into the surface materials will define the diagonal route across the Market Place, and the continuation of Rutherford Walk.

### **5.6.6 Pedestrian Connections**

The proposals aim to improve the pedestrian crossing over Blue Boar Row. The carriageway is already narrowed at the existing crossing. The new crossing will be raised and repaved in Yorkstone to match the pedestrian surfaces on either side, forming a pedestrian-prioritised route across the carriageway, which whilst not having the designation of a zebra-crossing, will nevertheless encourage motorists to stop and allow pedestrians to cross.

# APPENDIX 1

## Economic Statement

# APPENDIX 1

## Economic Statement

The Market Place project is a key project for the city and provides a cornerstone for future investment.

In the past, the approaches taken to improve the Market Place and Guildhall Square have been ad hoc and piecemeal. As a result, they have failed to address some of the underlying issues that continue to compromise the square today. This current proposal was conceived to provide a long-term and comprehensive solution to these challenges that considers both how the space will look in the future and how it will be used. At the heart of this are some key principles that we consider to be central to the future economic success of the space.

These are:

- i) The need to remove parked vehicles and create a pedestrian friendly space for every day of the week.
- ii) The benefits of creating a single unified space to enhance its flexibility in use and to allow for the widest possible range of events and activities all year round. To enhance the War Memorial, give a far better space for its central focus for acts of remembrance, whilst opening the vista to the Guildhall, which will allow it to develop as a central culture event location, in the very heart of the city.
- iii) To create a better setting for businesses around the Market Square and to encourage visitors to stay and dwell in the space and encourage them to spend their money within the city. This includes creating a better setting for existing and future cafés, bars and restaurants, as well as encouraging more commercial uses of the Market Place including more events and markets.
- iv) To create an attractive, high quality and robust surface that is both durable and easy and less expensive to maintain.
- v) To resolve the on-going problems associated with tree damage in a manner that creates a permanent solution, not just a temporary fix and which complies with health and safety issues, which the current tree heave make dangerous.

- vi) To remove all unsightly and unnecessary street clutter (particularly the bollards associated with the existing car park use) to create an open and flexible space for people, not cars.
- vii) To provide up to date toilet facilities expected in a modern city centre and for the first time to provide facilities for the disabled.
- viii) To provide an acceptable but hidden rubbish store, so as to free the heart of the city from the visible presence of the rubbish associated with daily business life.

Whilst it is difficult to quantify the direct financial benefits that will arise from this project, the Vision and its partners strongly believe that the project will deliver significant and sustained commercial benefits to the city in a way that will create a strong environment for future investment in the city by the private sector, provided a long term approach is taken. This is evidenced from the many successful similar projects in other city centers the length and breadth of the country.

This project has received the strong and vocal support of Salisbury City Centre Management Limited (that represents the retailers and the business community within the city) and the Chamber of Commerce (which also represents the city's commercial life). These organisations, which are both represented on the Vision Board, have done much research to show the overwhelming need and appetite for these changes.

A long term approach to the project would need to take into account the whole-life cost of the scheme, which can be defined as the total cost of asset, including construction and subsequent operating costs, over the lifetime of the asset. Therefore the whole-life cost should include maintenance and repair costs, as well as taking account of the wider economic benefits of the scheme such as improving the business environment, increasing rateable values and rental incomes, attracting additional shopping and tourism, as well as other tangible benefits to the community, such as reducing vandalism, anti-social behaviour and crime by fostering local pride in the scheme. These wider benefits can be quantified in terms of 'value added' to the whole-life costs.

The SCOTS report published in 2003 looked at the 'Whole Life Costing for Natural Stone Streetscape Works' and compared a range of different construction materials including asphalt. The report concluded that even when only moderate uplifts in wider benefits to the economy are taken account of, the whole-life costs of natural materials compare favourably to asphalt. For natural stone schemes to be economically justifiable the design must ensure that future maintenance burdens are minimised and a maintenance system must be in place to safeguard the investments made.

Examples in the SCOTS report for similar schemes in natural stone show an improvement of £25 per m<sup>2</sup> in 'value added' over asphalt when taking into account moderate uplift and much more significant improvements when maximum economic and aesthetic cost benefits are considered appropriate – the uplift depends on how much weight is given to these wider economic benefits.

The CABE Publication 'Paved with Gold', published in 2007, came to similar conclusions. The research in this document shows how to calculate the extra financial value that good street design contributes, over average or poor design. It shows how clear financial benefits can be calculated from investing in better quality street design. It also shows how, by using stated preference surveys, public values can be measured alongside private values, so that they can be properly included in the decision-making process.

In London an achievable improvement in street design quality added an average of 5.2% to residential prices on the case study high streets, and an average of 4.9% to retail rents.

We believe that the delivery of this project will serve to transform the existing Market Place in the minds of many from being the cluttered car park it is today into what it should be (and has always traditionally been), namely the thriving commercial heart of this medieval city.

The delivery of this project will also, very importantly, signal the commitment of Salisbury Vision (and all its partners) to the implementation of the wider Vision projects, some of which are already being progressed. Within the city centre these include the retail-led redevelopment of the Maltings and Central Car Park site and the Public Realm Strategy.

The Vision strongly believes that a Market Place project that fails to deliver the key principles outlined above will not only be a significant missed opportunity (that will not come around again for perhaps another generation) but will also signal to the wider commercial world that the city is not serious about (or capable) of tackling these long term challenges. Under this situation it would be much more difficult to convince the private sector about Salisbury as a city in which it may choose to invest. In this context, we consider the economic case for the project to be unequivocal.

## **APPENDIX 2**

**Surface Course and**

**Jointing Report**

## APPENDIX 2

### Surface Course and Jointing Report

This report describes the various aspects of forming either a rigid or unbound surface.

The British Standards state that there are two different types of surface course available – bound and unbound. These are outlined below.

For the Salisbury Market Place, the formations outlined within the formations table are based on the vehicle loadings, ground conditions, and the desired size of unit (100 x 100 or 80 x 80). These dictate that we have to use a bound surface course. Whilst there are different roadbase options available within this, these correspond to different thicknesses of stone unit.

#### Bound surface course

Surface course where the paving units are laid on a laying course of fine concrete and the joints are filled with a cement mortar grout. An essential of a rigid surface is a bound base material = one that becomes monolithic when set.

Bedding mortar is placed to the top of the roadbase, with stone setts laid directly onto this. The surface of the roadbase and underside of the setts are applied with an adhesive primer to enhance the adhesion bond strength of the bedding mortar. High strength jointing mortar (typically as strong as the concrete roadbase on which the stone is laid) is then placed around each of the stone setts, bonding each of the stone units to each other and to the bedding mortar - thus creating a single composite structure.

Movement and expansion joints are required through both the surface and the roadbase under. These are located within the standard joint widths between stone units, which are 10-12mm for a bound surface course. Expansion joints require careful detailing.

The most effective method for installing the joints is the slurry grout jointing system. Gun grouting or pointing by hand is a waste of time and will result in structural failures. Grouting is a manual technique using specialist tools. The grout is applied as a liquid to the surface of the stone setts, and through the action of the liquid, this fills the joints between the stone setts. Although during installation, the jointing material flows across the surface of the stone, it is cleaned off as soon as the joints are filled using specialist tools which can be provided by the manufacturer of the jointing / bedding material.

In instances of holes required to be dug through the surface by utility companies, reinstatement is achieved through re-compaction of the formation layers, dowelling in and casting a new section of concrete slab. The setts are then replaced in accordance with the original construction. Often such works are undertaken by a direct labour organisation.

A bound surface stands up very well to the effects of brushing through mechanical power brushing/vacuum sweeping, and there are similar schemes on the continent, cleaned in the same manner, which have been in place for nearly 40 years. The effects of high pressure jet washing will quicken the degradation of the joints, and should be avoided for this type of surface.

There is no difference in the adhesion bond between a sett having a cropped side and one having a sawn side.

Used in conjunction with the PQC roadbase, a bound surface course provides a high quality, cost effective, robust surface which will withstand the vehicle loadings whilst not requiring a large amount of material to be excavated from the site.

## Unbound surface course

Paving units are laid onto a laying course of course aggregate, which has no binder added. The joints are filled with fine aggregate with no binder (cement) added. Stone units are held in position by the jointing aggregate surrounding them.

Unbound surface courses are installed by hand. The aggregate is worked into the joints during the laying process and very fine topping aggregate is swept, then washed into the joints after paving is completed. Regular maintenance is required to ensure the joints remain completely filled with fine aggregate.

Natural stone (granite) setts must have rough, cropped sides if they are to be laid unbound. Movement joints are not required. Joint widths between stone units tend to be in the order of 8 – 15 mm

Unbound surface courses will be damaged in a short space of time through the action of mechanical brushing and vacuum sweeping. High pressure jet washing will almost instantly remove a large amount of the jointing material, hence there will need to be a regular regime of reinstatement. Both of these methods of cleaning should be avoided for this type of surfacing.

## Unit Size

One of the favoured options for Salisbury looks to use a 100mm x 100mm plan size, x 50mm deep sett. These half depth setts are very good for surface loads (including high point loads), but they must be installed properly with a high level of workmanship.

These thin elements give a surface with a high longevity, which is assured by the sound concrete roadbase. This gives a scheme that is good value for money and provides a low risk of failure. Both a full depth and half depth scheme rely on good workmanship during construction.

## Summary

Unbound construction creates a rustic appearance that cannot be submitted to the cleaning regimes that are currently used on this surface.

The existing stone paving around the perimeter of the market place is unbound. It explains why there is a widespread loss of joint material from between units.

Bound construction provides a clean appearance that can survive the many uses of the market place, together with the rough and ready cleaning regimes for many years before intervention is required.

## **APPENDIX 3**

### **Construction Options**

### **Technical Appraisal**

## APPENDIX 3

### Technical & Aesthetic Considerations of Formation and Finishes Options

by Letts Wheeler Architects & Stockley Consulting Engineers

Option	Option Description	Technical Considerations	Aesthetic Considerations
A	100mm thick Granite on 40mm type A mortar bed on 200mm BIT	<p><b>Durability:</b> Granite if laid properly in either rigid or semi rigid construction is extremely durable with a 50-100 year life. It can be used in heavily trafficked areas or where there are heavy loads. Full depth setts need to be used with this type of construction.</p> <p><b>Maintenance:</b> Rigid jointing should reduce both short term and long term maintenance as mechanical pavement cleaning equipment can be used to maintain the surfaces without any issues. High pressure water jet cleaning can be used, but is often used with excessive pressure and so should be avoided, where possible.</p> <p>The material is resistant to most stains and marks and can be treated with de-icing materials and salts without risk of damage or discolouration.</p> <p>There are additional surface treatments which can be considered to protect areas where staining might be expected.</p> <p><b>Repair / Replacement:</b> If mixed stock is chosen, invisible repairs are possible. Rigid construction, is not popular with Utility companies, however materials can be stockpiled for issue to the Utility companies for their reinstatement teams. Enforcement procedures may need strengthening if there is no existing culture of swift &amp; proper reinstatement.</p> <p>This option would provide a high quality, durable surface provided the correct number of induced breaks are installed into the surfacing.</p>	<p>Granite is a natural material with a consistent colour and texture.</p> <p>The natural colours and textures in the stone will complement the historic setting and the listed buildings around.</p> <p>Granite can be quite a cold and homogeneous material, however warm rich textures can be introduced and uniformity reduced by choosing a mixed palette of colours - which has the additional benefit of hiding stains and chewing gum deposits.</p>
B	100mm thick Granite on 40mm thick mortar bed on 200mm CBM	<p><b>Durability:</b> <i>as above</i></p> <p><b>Maintenance:</b> <i>as above</i></p> <p><b>Repair / Replacement:</b> <i>as above</i></p> <p>Given the choice between PQC and CBM, we would recommend PQC for a number of reasons.</p> <p>CBM is a weak mix concrete which is often translated as lean mix and as a result is not taken seriously by the contractor. It is often used as a capping layer beneath a roadbase. It is stiff but not strong. It is not a high quality concrete mix like PQC.</p>	

Option	Option Description	Technical Considerations	Aesthetic Considerations
C	50mm thick Granite on 30mm thick mortar bed on 150mm thick PQC	<p><b>Durability:</b> <i>as above</i>  <b>Maintenance:</b> <i>as above</i>  <b>Repair / Replacement:</b> <i>as above</i></p> <p>This is the preferred formation, as it gives a crisp surface with a high longevity with a low risk of failure.</p> <p>Contraction and expansion joints will be incorporated into the through the surface course and the concrete roadbase – these will be within the width of the standard joints between paving units so will not be noticeable.</p>	
D	<p>Kellen Breccia units on 150mm PQC.</p> <p><i>Kellen is a modular concrete paving system with natural stone aggregate layer cement bonded to the top surface.</i></p>	<p><b>Durability:</b> The material is a fairly recent addition to the market - 20 years old. Therefore suppliers advise to expect a 25+ year life for the stone. Jointing between units will require regular reinstatement on a monthly basis.</p> <p><b>Maintenance:</b> Material is laid in a sand bed with sand filled joints. Mechanical pavement cleaning equipment will remove jointing material and smaller cut blocks, which will need to be re-inserted on a regular basis throughout the lifetime of the scheme. The verticality of the paving may also suffer as a result of compaction of the sand bedding.</p> <p>High pressure jetting or mechanical cleaning should not be used on this surface.</p> <p><b>Repair / Replacement:</b> If mixed stock is chosen, invisible repairs are possible. Replacement is simple and can be undertaken by any groundworker.</p>	<p>Kellen has a wide colour palette with subtle differences in natural stone colours. Although the material has a natural finish it is uniform in size and appearance and does not feel like a natural material. It has an industrial / mechanical character not particularly suited to the Market Place. This may lead to objections from EH, the Conservation and Planning Department, as well as other organisations like the Civic Trust.</p>

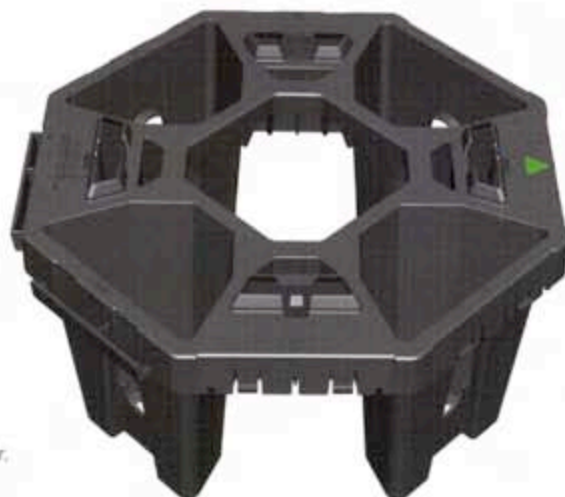
Option	Option Description	Technical Considerations	Aesthetic Considerations
E	<p>Mastertint on 80mm BIT. Mastertint is a stone mastic asphalt wearing course available in various different colours options. Coloured stones are added to a clear binder, which means the colour will not wear out of flake off.</p>	<p><b>Durability:</b> Similar to tarmac -15+ year life before resurfacing required. Can be used in heavily trafficked areas or where there are heavy loads.</p> <p><b>Maintenance:</b> Not resistant to oil stains. Depending on colour, oil stains &amp; chewing gum can be highly visible. Removal requires detergent / high pressure water jet equipment.</p> <p><b>Repair / Replacement:</b> Invisible repairs are impossible. Damaged areas have to be cut out and resurfaced and is likely to result in differences in appearance which will be highly visible. Specialist contractor and machinery required to repair materials.</p> <p>The action of freezing conditions during the winter months will shorten the life of the asphalt surfacing.</p>	<p>The colour palette is limited and not very subtle. The material is usually laid in bus &amp; cycle lanes to demarcate the routes. The colours do not necessarily complement the historic environment of the Market Place and may lead to objections from EH, the Conservation and Planning Department, as well as other organisations like the Civic Trust. It has a fairly monotonous appearance particularly in large areas and there are concerns over the repair / replacement of the material.</p>
F	<p>Resin bonded gravel on 80 BIT. Resin bonded gravel is a hard wearing decorative or coloured gravel bonded to an existing solid surface by means of a transparent or coloured resin.</p>	<p><b>Durability:</b> 5-10 year life before resurfacing is required. Not recommended for heavily trafficked areas or heavy loads.</p> <p><b>Maintenance:</b> Resistant to oil stains &amp; does not fade in UV sunlight. Chewing gum not easy to remove without damaging the surface as removal requires detergent / high pressure water jet equipment. Complete resurfacing would be required on a regular basis (see above) if the appearance is not to become tired and worn out.</p> <p><b>Repair / Replacement:</b> Invisible repairs are impossible. Damaged areas have to be cut out and resurfaced in the same way tarmac is patched and is likely to result in differences in appearance. The resin surface can become detached from the bituminous surface under, resulting in patch repairs.</p>	<p>Resin bonded gravel comes in different natural colours &amp; sizes of aggregate and provides an attractive 'conservation' type surface which would not necessarily be out of keeping with the Market Place. It is often used in car parks and often in context of listed buildings and monuments. It has a fairly monotonous appearance particularly in large areas and needs constant and regular maintenance to keep the material looking attractive. The main concerns are over the durability, longevity, and repair / replacement of the material.</p>

**Given the concerns and issues discussed above, we recommend Option C (50mm thick Granite on 150 thick PQC), which meets the high technical and aesthetic demands of the project.**

## APPENDIX 4

### StrataCell by Greenleaf

# UPDATE: 10



StrataCell's integrated matrix means modules are simple and fast to click together.

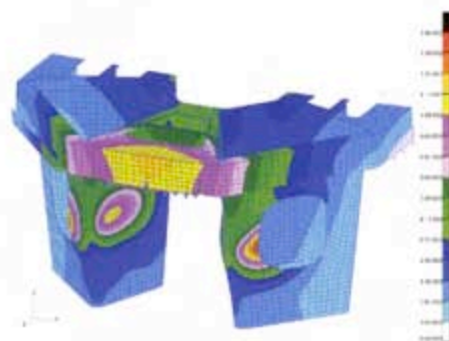
#### Inside this issue:

<b>StrataCell the next generation</b> Root cell development takes a giant step forward	2
<b>Arborsystem StrataCell tree pit package</b> GR1023 detailed tree pit drawing available in Autocad format	3
<b>Project profile:</b> Portishead	4
<b>Greenleaf inspire landmark regeneration</b> Arborsystem provides optimum growing conditions to enable tree to reach maturity	4

## Enter the Strata sphere

New **StrataCell™** has a world leading **94%** soil volume allocated to tree root growth

Representing the fourth-generation root cell development, **StrataCell™** was developed in 2007, primarily to provide a larger module to accommodate the rooting volume required for large-canopy trees.



Extensive computer modelling and laboratory testing have established **StrataCell** as the strongest large soil cell.

Working in collaboration with other industry leaders, **StrataCell** was built upon successful trials and projects that were also aimed at reducing installation and transport costs, and improving the module's robust strength.

Designed to highly advanced engineering specifications to support greater vertical loads, **StrataCell** brings tree-root systems closer to pavement surfaces. Engineers have calculated that, with only 300mm of granular pavement depth, a **StrataCell** matrix can support maximum traffic loads.

With vertical and lateral forces also considered in the engineering make-up of tree pits, **StrataCell's** well-designed matrix units lock together well, forming a monolithic framework with excellent modular strength. (contd..)



StrataCells are fast and simple to install

Haywood Way, Hastings,  
East Sussex TN35 4PL

Sales and service: 01424 717797  
Technical assistance: 01424 433233  
Sales Fax line: 01424 533003  
Email: [enquiries@treesintowns.com](mailto:enquiries@treesintowns.com)  
Website: [treesintowns.com](http://treesintowns.com)

# StrataCell™ the next

Highly secure connectors allow for **StrataCell** modules to click together fast and simply.

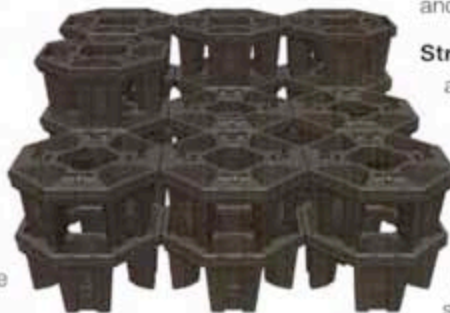
Its open and skeletal structure provides an enormous growth zone for delicate root systems, with in excess of 94% of the soil volume allocated for tree root growth. These high soil volume tree pits are distinctly

more advantageous for trees as optimum conditions for nature and nurture are recreated for trees to live and flourish.

**StrataCell** apertures are built to generous specifications, permitting common conduits, service pipes and aeration mechanisms to be incorporated into the structure's design.



Large void space between columns



## StrataCell™ benefits:

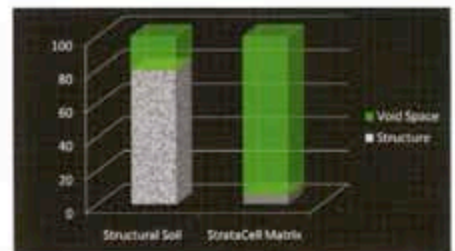
- Designed to support enormous vertical as well as lateral loads
- Excellent modular strength
- Integrated matrix means modules are simple and fast to click together
- In excess of 94% of total soil volume is available for tree root growth
- Generously designed apertures permit common conduits, service pipes and aeration systems
- Significant volume reduction for freight and lower transport costs
- Reduced installation costs
- Constructed from 100% post-industrial waste material



Trees in towns thrive with large uncompacted soil volumes

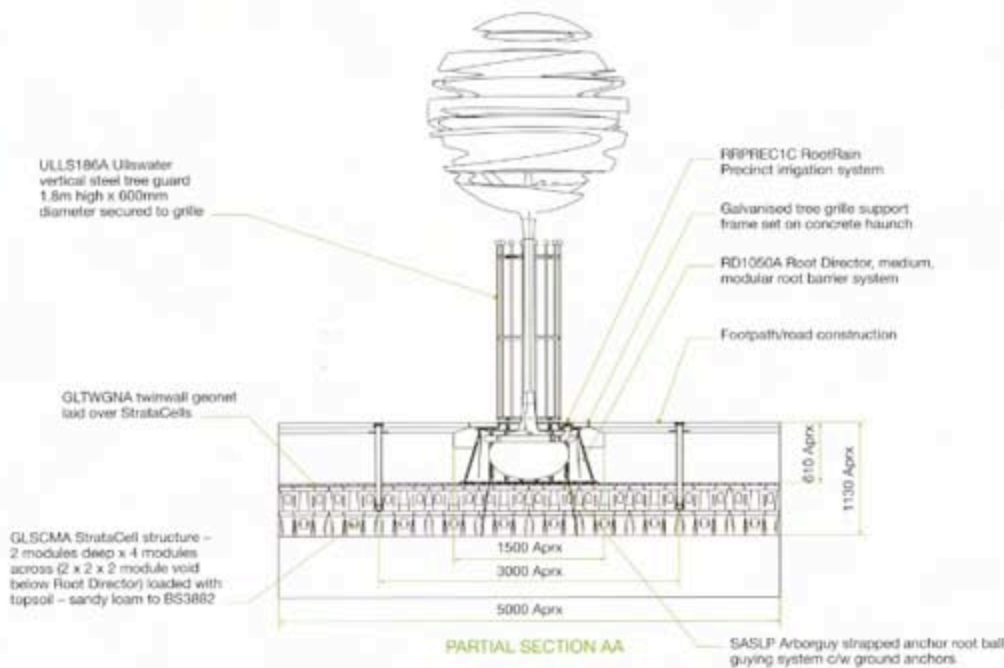


StrataCells need only 300mm of granular pavement depth



Graph showing greatly increased soil volume with StrataCell system

# generation of root cells



## GR1023: Tree pit package

### Package includes:

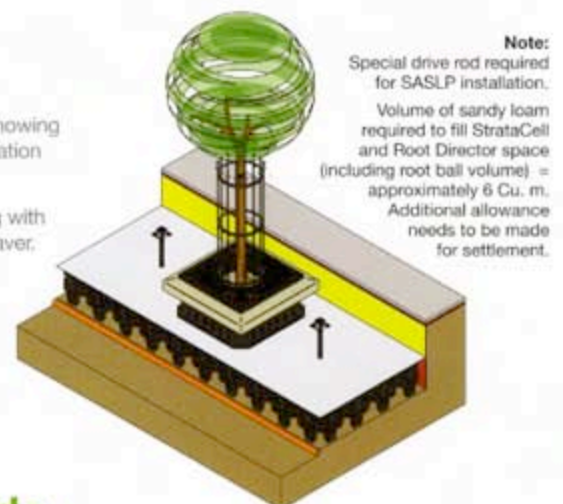
- GLSCMA StrataCells, 72 No. 500mm x 500mm x 250mm
- RD1050A Root Director
- RRPREC1C RootRain Precinct single inlet aeration/irrigation system with cast inlet
- RRARBVDI3C Arborvent double inlet aeration/irrigation system with cast inlets
- ADUR12A Adur 1200mm x 1200mm tree grille, finished in black with galvanised steel support frame
- ULLS186A Ullswater vertical steel tree guard with rolled angle-section rings, 16mm rounds bars topped with 50mm diameter ball finials, finished in black
- GLGTTA Tree guard tie
- GLTWGNA twinwall geonet - 10 Sq. m
- SASLP Arboguy strapped anchor system - Large

## Autocad drawings available on request

To simplify the specification and installation of our range of products, we have created a series of detailed tree pit drawings.

These have been drawn in consultation with landscape architects and tree planting professionals. All GR line drawings are available in CAD format. Please call our sales team.

- Assists architects and specifiers in showing how products should be drawn in relation to different location scenarios.
- Facilitates specifying for tree planting with a single product code - a real time saver.
- Adaptable for different locations.
- Contractors can order utilising a single product code and quantities.
- Ensures product compatibility.



## New Product Design Guide

Following on from the success of our previous design guides, we are pleased to announce edition 7, our most comprehensive guide yet, detailing all products and tree planting specifications. Be one of the first to receive a copy by reserving yours NOW!

Haywood Way, Hastings,  
East Sussex TN35 4PL

Sales and service: 01424 717797  
 Technical assistance: 01424 433233  
 Sales Fax line: 01424 533003  
 Email: [enquiries@treesintowns.com](mailto:enquiries@treesintowns.com)  
 Website: [treesintowns.com](http://treesintowns.com)



## Project profiles:

### Green leafing urban areas

Illustrative of how successful tree planting can enhance retail spaces, this scheme in Portishead utilised a range of **Greenleaf** tree pit products.

The vibrant green impact of trees, coupled with bold and striking hard landscape features gives an immediate 'sense of place' to enhance the shopping experience for the public. In time, these trees will provide beautiful shade so the below ground specification becomes all important in ensuring that the trees are given the scope and rooting volume to grow into.

By utilising **Greenleaf's** standard package tree pit details, the process of specifying and implementing successful tree planting is greatly simplified – phone or email us now to discover the support we can offer you, to integrate healthy long term trees into your projects.



This thriving tree is evidence to the success of **Greenleaf's Arborsystem**

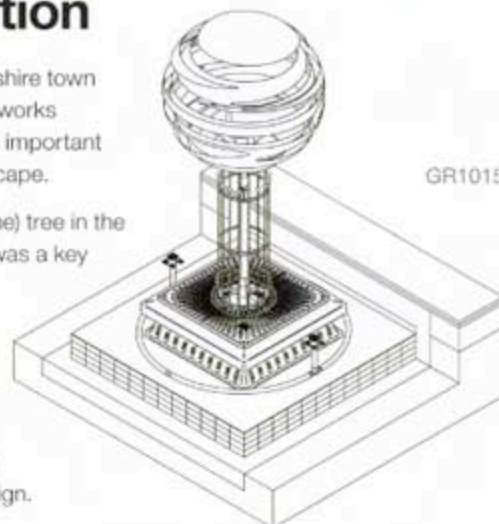
### Greenleaf inspire landmark regeneration

The Great War memorial in the South Staffordshire town of Cheslyn Hay was erected in 1921. Highway works commenced in 2006 to improve access to this important memoir and regenerate the surrounding landscape.

The planting of a *Tilia Cordata* 'Greenspire' (lime) tree in the hard paved surface adjacent to the memorial was a key design feature for this project.

Optimum conditions were designed in for the tree to ensure its establishment and success in a very exposed urban location.

The complete **Greenleaf Arborsystem** was utilized and as this tree matures, will itself, continue to be a monument of tree literate design.



**Greenleaf** overseas: Germany | France | Spain | Denmark | Canada | Ireland | Poland | Australia | New Zealand

Haywood Way, Hastings,  
East Sussex TN35 4PL

Sales and service: 01424 717797  
Technical assistance: 01424 433233  
Sales Fax line: 01424 533003  
Email: enquiries@treesintowns.co.uk  
Website: treesintowns.co.uk

**Greenleaf** Ireland, Ivy House  
24a Church Road, L'Derry, BT47 3QQ

Tel: +44 (0)28 7134 5620  
Fax: +44 (0)28 7134 4800  
Email: sales@greenleafireland.com  
Website: greenleafireland.com

