

REPORT OUTLINE FOR AREA PLANNING COMMITTEES**Report No.**

Date of Meeting	16 th May 2024
Application Number	PL/2023/10726
Site Address	Salisbury East Goods Yard, (former Eastern Sidings), Adjacent to Royal Mail Delivery Office off Fisherton Street, Salisbury, Wilts, SP2 7QP
Proposal	Provision of car parking facility close to station to support redevelopment of forecourt to front of Salisbury Railway Station, providing a temporary car park facility for maximum of three years for use by passengers, with creation of 89 no. parking spaces for passenger use and 8 no. spaces marked out for Royal Mail use
Applicant	South Western Rail
Town/Parish Council	Salisbury
Electoral Division	Salisbury St. Edmunds – (Paul Sample)
Grid Ref	53.552238, -6.074243
Type of application	Full Planning
Case Officer	Joe Richardson

Reason for the application being considered by Committee

The application has been called-in before committee by Cllr Sample if officers are minded to approve.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved for the reason(s) set out below.

2. Report Summary

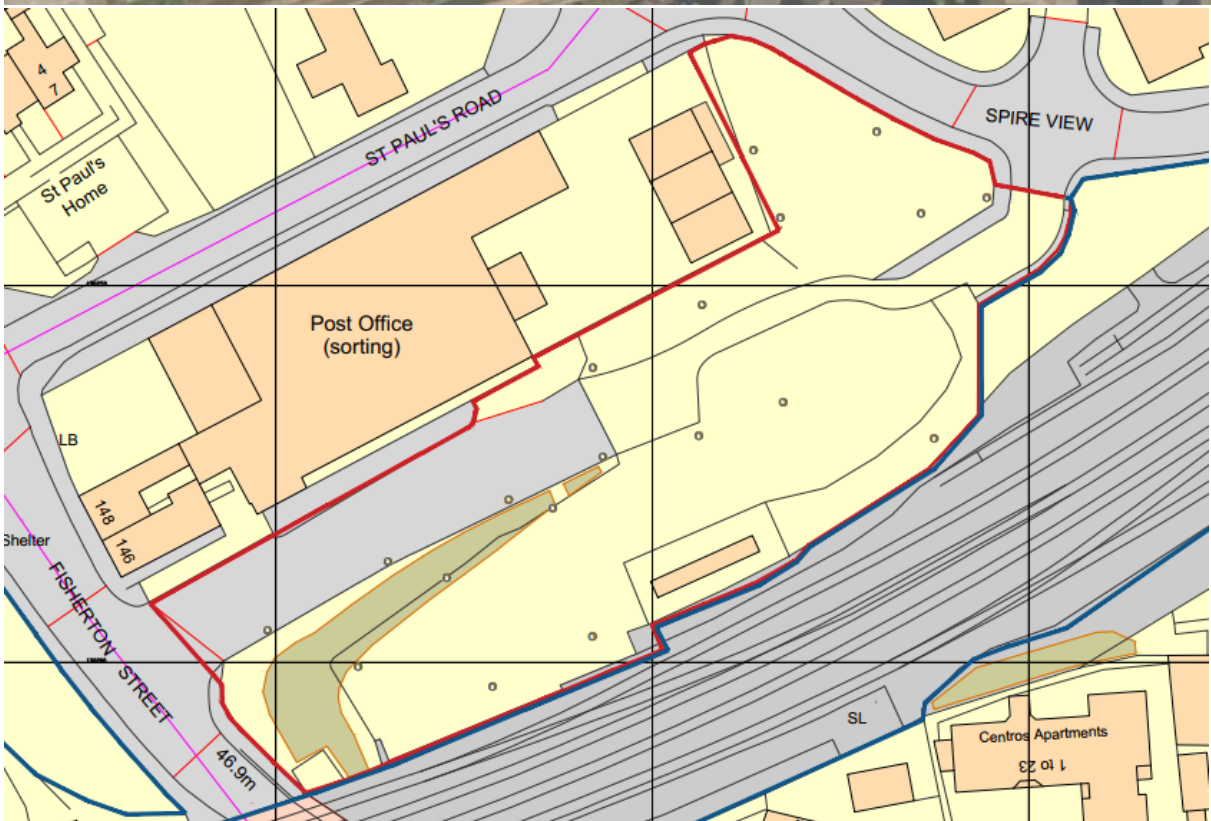
The issues in this case are:

- Principle of development including planning history;
- Design and scale;
- Impact to the amenity of the area
- Ecological Impact including the River Avon SAC and New Forest SPA;
- Parking/Highway Safety;
- Drainage/Land Contamination;
- Other matters

3. Site Description

The application site relates to a parcel of land approximately 0.5 hectares in size formerly known as the Eastern Sidings, is 250 metres to the east of the Salisbury railway station entrance and is accessed via Fisherton Street. There is an existing vehicular access/exit onto St Pauls Road,

adjacent to the Spire View residential properties that is currently not in use. Fisherton Street is a busy access road into the city centre and particularly the Churchfields Industrial Estate.



The site is located to the north of the eastbound railway line which from Exeter St Davids to London Waterloo. The north eastern boundary of the site adjoins Spire View, a residential road giving access to two storey residential apartment buildings within the residential city of Salisbury. The Salisbury Conservation Area abuts the site with the Conservation Area boundary to the south/south west. The

site is within Flood Zone 1 and within an area of ground water flooding where levels are between 0.5 metres and 5 metres below the ground surface. The site is also located within the River Avon SAC catchment area and within the 13.8km New Forest Recreation Zone of Influence.

In 2009, planning consent was granted by the Secretary of State following the refusal of planning permission by the former Salisbury District Council for the removal of the existing social club and the creation of a 178 space car park for railway station users including access improvements and a new pedestrian crossing (S/2007/2156) however this permission was never implemented. However, the social club building has been demolished.

4. Planning History

S/2007/2156 – Removal of the existing club building and creation of 178 space car park for railway station users including access improvements and new pedestrian crossing REF 07.02.08 Granted on APPEAL 21.04.09

S/2001/0622 – Use of land as a car park and construction of a new access WTD 14.05.04

5. The Proposal

The proposal seeks planning permission for the provision of a car parking facility close to the Salisbury Railway Station to support the redevelopment of the forecourt to the front of the Salisbury Railway Station providing a temporary car park facility (3 years maximum) for use by passengers with the creation of 89 parking spaces for passenger use and 8 parking spaces marked out for Royal Mail use. The majority of the site would be hard-surfaced and marked out for car parking, interspersed with lighting columns.

6. Local and National Planning Policy

National Planning Policy Framework

Section 2 Achieving Sustainable Development

Section 9 Promoting Sustainable Transport

Section 12 Achieving Well Designed Places

Section 15 Conserving and enhancing the natural environment

Wiltshire Core Strategy

Core Policy 1 Settlement Strategy

Core Policy 2 Delivery Strategy

Core Policy 20 Spatial Strategy for the Salisbury Community Area

Core Policy 36 Economic Regeneration

Core Policy 50 Biodiversity and Geodiversity

Core Policy 51 Landscaping

Core Policy 57 Ensuring high quality design and place shaping

Core Policy 58 Ensuring the conservation of the historic environment

Core Policy 60 Sustainable Transport

Core Policy 61 Transport and New Development

Core Policy 62 Development Impacts on the Transport Network

Core Policy 67 Flood Risk

Core Policy 69 Protection of the River Avon SAC

Wiltshire Local Transport Plan 2015-2026:

Car Parking Strategy

Salisbury Central Framework (CAF) August 2020

Emerging Local Plan

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990

7. Summary of consultation responses

Salisbury City Council – Objection with comments stating:

Concerns that the car park will remain active beyond 3 years/permanent;
Concerns regarding traffic impact on cycle route;
Pedestrian crossing must be in place before car park is open and in use;

And raise Spire View resident concerns including:

Light pollution from parked cars into Spire View;
Loss of vegetation and impact on wildlife;
Impact assessment on land required;
No safe exit onto Fisherton Street (right hand turn);
Pedestrian improvements/widening of footpath required, pedestrian priority required including Spire View residents;
Need for boarded fencing;
Vehicle Increase

WC Highways – No objection subject to conditions with the following comments stating:

Background and sustainability comments

I refer to the above planning application. I have the now received the requested transport statement (TS) by the Transportation Consultancy. The statement is thorough and detailed. In order for the Future High Street Fund station forecourt upgrade project to be delivered there is a need to provide temporary car parking for rail passengers – which this planning application seeks to address. Overall the project will support business growth and enhance the city providing a more sustainable environment in relation to rail use in and out of the city. There are major sustainability benefits to the overall proposal of which this application forms a necessary part if the sustainability aims are to be achieved.

Car park access and egress proposals

A significant part of the site is already used for car parking. The proposed car park will take ENTRY only access from Fisherton Street with the EXIT route being via Spire View, St Paul's Road and back to Fisherton Street via the existing St Paul's Road / Fisherton street simple priority junction. For a description of these routes see the TS. St Paul's Road has no waiting at any time restrictions, although there are often cars parked in the restricted area either by indiscriminate parking or by disabled badge holders exempt from the restriction. The proposed development may assist in reducing this car parking on St Paul's Road which will be a significant benefit to road user safety and convenience at this location.

Walking route

Users of the proposed car park will have an approximate 220 metre walk to reach the rail station involving crossing the busy Fisherton Street. The walk will take about 3 minutes. The walking route between the proposed car park and the station is indicated at Figure 2.5 of the TS. A proposed pedestrian refuge indicated at Figure 2.5 and detailed at Appendix C of the TS. To ensure a safer

walking route it will be important that the refuge is in place before the revised car park comes into use.

Traffic accidents

The local road traffic accident record has been examined in Section 2 of the TS. There is no identified road traffic accident cluster that would be exacerbated by the proposed development.

Traffic impact

The proposed car park will replace a similar number of spaces currently at the forecourt to the East Goods Yard. There will therefore be no significant change in the amount of trips generated to the area. There will of course be some change in distribution of trips at the local junctions within the area. Traffic surveys have been carried out and the impacts of the forecast changes in distribution examined. The revised car park will generate about 107 exiting vehicles on St Paul's Road and Spire view in the PM peak hour and about 59 in the AM peak hour. For the peak hour this is about one vehicle every 34 seconds. Table 6.2 details the forecast traffic impact at the Fisherton Street / St Paul's Road junction. The longest expected delay is about 17 seconds. The length of the queueing traffic, even turning out from St Paul's Road, is negligible. There will be no significant capacity and delay issue at the entrance to the car park from Fisherton Street - which is to be expected given the entrance only layout.

Planning conditions

I recommend the following planning conditions:-

Prior to the development hereby permitted being first brought into use the pedestrian refuge detailed in the Transport Statement at Appendix C shall have been provided.

REASON: In the interests of highway safety.

No part of the proposed entrance and exit height barriers shall be erected above or on the public highway.

REASON: To prevent unauthorised structures within the public highway.

At all times while the development hereby permitted is operational the entrance off Fisherton Street shall be clearly signed as ENTRANCE ONLY and the exit to Spire view shall be clearly signed as EXIT ONLY.

REASON: In the interests of safe and convenient operation of the car park.

The car parking spaces within the car park shall be demarcated and the relevant directional road marking arrows and road markings as detailed on drawing number SAL/AHR/S1/00/DR/A/20000/G shall be provided before the proposed development hereby permitted is brought into use.

REASON: In the interests of safe and convenient operation of the car park.

The access to the car park from Fisherton Street and the exit from the car park to Spire View shall both be laid out as detailed on the submitted plan SAL/AHR/S1/00/DR/A/20000/G.

REASON: In the interests of highway safety.

WC Public Protection – No objection subject to conditions with the following comments received stating:

There are residential properties in close proximity to the development site in Spire View. I note concern has been raised regarding the inclusion of security lighting on the development site which

may negatively impact nearby residents by shining directly into habitable windows, I therefore recommend the following conditions are applied to any approval of this application:

- Before the first use of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E3 or better in the ILP document "Guidance Notes for the Reduction of Obtrusive Light - Guidance Note 01:20. A letter written by a suitably qualified member of the ILP confirming this shall be submitted to the Local Planning Authority. The scheme shall thereafter be permanently retained in accordance with the details submitted.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 0800 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

WC Ecology – No objection subject to conditions with comments received stating:

Thank you for consulting Ecology, I have reviewed the application and supporting documents against OS Maps and aerial photography of the site and surrounding area, together with GIS layers of statutory and non-statutory sites and existing records of protected species.

The following submitted documentation was reviewed to inform this response:

- i. Environmental Appraisal. December 2019. Camboll;
- ii. General Arrangement. October 2023. AHR Building Consultancy
- iii. Preliminary Ecological Appraisal Rev A. March 2024. Syntegra Consulting
- iv. Proposal for External Lighting and Sall Power. December 2023. Lachmann Consultants
- v. Ecology Consultation Response. April 2024. AHR

Protected Species

We welcome the additional information 'Ecology Consultation Response' which was submitted to support the current application and includes an updated lighting strategy and landscape plan.

We note that no evidence of protected or notable species were identified on site. However, it is clear that habitat clearance was undertaken prior to the completion of the ecology survey which has prevented an accurate baseline assessment. The landscape plan has outlined a number of recommendations to enhance biodiversity across the site including retention of the remaining vegetation, additional native planting and the inclusion of bird boxes and habitat piles for invertebrates.

The site is currently unlit and appeared to support functionally linked habitat to the wider area. The PEA has assessed the site to be of moderate to high quality habitat for foraging and commuting bats. An increase in artificial lux levels can deter bats which could result in roost abandonment and/or the severance of key foraging areas. This will likely result in a significant negative impact upon the health of bat populations across the region. Artificial light at night can have a substantial adverse effect on biodiversity.

The information provided within the 'Ecological Consultation Response' will ensure baffles are implemented and operation will be reduced to 80% maximum and reduced to 10% output when not in use. These proposals will ensure light spill is reduced on site and the boundary features remain dark.

BNG

Core Policy 50 of the Wiltshire Core Strategy requires all development to demonstrate no net loss of biodiversity and the expectation is that development will deliver a net gain. The NPPF also encourages applications to deliver measurable net gains (para 174 d). At the current time therefore, the Council expects all applications to demonstrate no net loss of biodiversity and where appropriate to deliver a net gain.

Due to the removal of habitat prior to survey it is difficult to determine the baseline habitats that were present on site. Nevertheless, the remaining habitat will be retained and additional native planting and biodiversity enhancements will be implemented as outlined within the landscape plan. A management plan will be required to ensure the habitats created are retained for the lifetime of the scheme. This could be secured through a condition.

River Avon SAC 20m Buffer

Due to the location of the proposed development in close proximity to the River Avon 20m buffer, a Habitats Regulations Assessment (HRA) for potential significant effects on the SAC was triggered. A test of likely significance has been carried out by the Appropriate Authority (Wiltshire Council) as required by Regulation 63 Conservation of Habitats and Species Regulations (as amended) 2019. This concluded that given the nature and location of the development, any temporary construction impacts and operational impacts would be de-minimus. The HRA has concluded that the application is not likely to have significant impacts on the SAC and an Appropriate Assessment is not required.

Hampshire River Avon Catchment

This development falls within the catchment of the River Avon SAC and has potential to cause adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. A test of likely significance has been carried out by the relevant Competent Authority (Wiltshire Council) as required by Regulation 63 Conservation of Habitats and Species Regulations 2017 (as amended). This concluded that due to the scale and nature of the proposals there is no mechanism for adverse effect and operational impacts would be de- minimis.

New Forest Protected Sites 13.8km Recreation Zone of Influence

A test of likely significance has been carried out by the relevant Competent Authority (Wiltshire Council) as required by Regulation 63 Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This concluded that given the scale and nature of the development, there is no mechanism for adverse effect and operational impacts would be de-minimus. **The HRA has concluded that the application is not likely to have significant impacts on the SAC and Appropriate Assessment is not required.**

CONDITIONS:

1. The development will be carried out in strict accordance with the following documents:
 - Ecology Consultation Response. April 2024. AHR
 - Landscaping General Arrangement. April 2024. AHR
 - Drawing NO. 574273LL R4. December 2023. Thorlux Lighting

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

2. Prior to the start of construction, a Wildlife Protection and Enhancement Scheme will be submitted to and approved in writing by the local planning authority. The detail shall include;
 - Composition, size and number of the native planting mixes for the proposed planting;
 - Schedule of works demonstrating that planting will be no later than the first planting season post completion of works;
 - Details of the protection measures to be implemented for the new planting;

- *Management measures to be implemented to ensure retention of the planting, to include replacement where necessary.*

REASON: To ensure the management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

INFORMATIVES:

Birds in the Nesting Season

The adults, young, eggs and nests of all species of birds are protected by the Wildlife and Countryside Act 1981 (as amended) while they are breeding. Please be advised that works should not take place that will harm nesting birds from March to August inclusive. All British birds, their nests and eggs are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000 while birds are nesting, building nests and sitting on eggs. The applicant is advised to check any structure or vegetation capable of supporting breeding birds and delay removing or altering such features until after young birds have fledged. Damage to extensive areas that could contain nests/breeding birds should be undertaken outside the breeding season. This season is usually taken to be the period between 1st March and 31st August but some species are known to breed outside these limits.

Reptiles

There is a residual risk that reptiles could occur on the application site. These species are legally protected and planning permission does not provide a defence against prosecution. In order to minimise the risk of these species occurring on the site, the developer is advised to clear vegetation during the winter and remove all waste arising from such clearance. If these species are found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or the Council Landscape and Design Team (ecologyconsultations@wiltshire.gov.uk)

WC Drainage – No objection subject to conditions

WC Conservation – No objection with comments received stating:

The site lies just outside of the Salisbury City CA. The proposed car park would have no significant impact on the setting of the CA, arguably it makes better and tidier use of the space, albeit requiring a potentially unsightly height restriction barrier. The additional traffic on St Paul's Rd would have a very minor impact on the setting of the grade II listed St Paul's Homes to the north, but this seems very unlikely to be at a level considered to be a concern in heritage terms.

Environment Agency – No objection subject to conditions with the following comments received:

Contaminated Land

The previous industrial use of the proposed development site presents a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site overlies a Principal Aquifer. The submitted Environmental Appraisal by Ramboll Ltd dated December 2019, demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority. In light of the above, the proposed development will be acceptable if the following conditions are included in any planning permission, including requiring the submission of a remediation strategy.

This should be carried out by a competent person in line with paragraph 180 of the National Planning Policy Framework. Without these conditions we would object to the proposal in line with paragraph 180 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

8. Publicity

The application has been advertised by way of letters to near neighbours of the site and by the displaying of site notices around the site subject to this proposal.

The publicity has generated eight letters of objection in total with comments received summarised as the following:

- Loss of vegetation and trees impacting on wildlife habitat;
- Works to remove vegetation already undertaken;
- Light and noise impacts/pollution;
- Increase in vehicular movements within Spire View;
- Negatively affect traffic flow from St Paul's Road to Fisherton Street;
- No plans of the proposed pedestrian crossing;
- Proposal does not include the necessary infrastructure to ensuring those using vehicles can safely walk to the railway station from the location of this scheme;
- Highway safety in respect of Royal Mail vans blocking St Pauls Road;
- Proposed lighting and CCTV in close proximity to 146 Fisherton Street;
- Air pollution;
- Traffic and environmental impact on Spire View residents with increase in use of mini roundabout associated with Spire View and loss of habitat

9. Planning Considerations

9.1 Principle of development including planning history

The key aim of this proposal is to provide a car parking facility close to the station to support a separate project involving the redevelopment of the forecourt to the front of Salisbury Railway Station. This project will provide a temporary car park facility for use by passengers during this separate project when parking to the front of the station will be limited. Of relevance to this scheme are the following planning policies.

Core Policy 1 of the Core Strategy sets out the 'Settlement Strategy' for the county, and identifies four tiers of settlement - Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. Only the Principal Settlements, Market Towns, Local Service Centres and Large Villages have defined limits of development.

Core Policy 2 of the Core Strategy sets out the 'Delivery Strategy'. It identifies the scale of growth appropriate within each settlement tier, stating that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Core Policy 36 of the Wiltshire Core Strategy (WCS) refers to economic regeneration and states the following:

The Core Strategy supports regeneration opportunities and aims to maximise the re- use of previously developed land. The provision of economic development on previously developed land will therefore be supported.

The Salisbury, Chippenham and Trowbridge regeneration programmes provide a framework for co-ordinating and achieving the sustainable regeneration of the Principal Settlements. These identify a number of regeneration projects, focussed on the central areas, which are considered important to the future economic and social prosperity of the settlements.

It is considered that the wider scope of works associated with this project will support this policy.

Also of relevance to this application are Core Policies CP60 (Sustainable Transport), CP61 (Transport and New Development) and CP62 (Development Impacts on the Transport Network).

CP60 of the WCS regards sustainable transport states:

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. Planning developments in accessible locations*
- ii. Promoting sustainable transport alternatives to the use of the private car*
- iii. Maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. Promoting appropriate demand management measures*
- v. Influencing the routing of freight within and through the county*
- vi. Assessing and where necessary mitigating the impact of developments on transport users, local communities and the environment.*

Core Policy CP61 of the WCS regards transport and new development states:

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- That consideration has been given to the needs of all transport users (where relevant) according to the following hierarchy.*
- Visually impaired and other disabled people*
- Pedestrians*
- Cyclists.*
- Public transport*
- Goods vehicles.*
- Powered two-wheelers.*
- Private cars.*
- That the proposal is capable of being served by safe access to the highway network.*
- That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

Core Policy CP62 of the WCS regards development impacts on the transport network states:

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated

The former application in 2007 was considered against the then adopted planning policy TR4 of the Salisbury District Local Plan (SDLP) which stated:

The former Eastern Goods Yards is proposed as a freight/passenger interchange. The Steam Engine Shed site is proposed as a freight interchange/terminal. Other development will not be permitted on the above land if it would prejudice the implementation of these proposals.

The fore-mentioned policy is referred to within the Inspector's report (Ref No: APP/T3915/A/08/2080984) stating '*LP Policy TR4 allocates a large proportion of the site for a 'passenger interchange' and there can be no doubt that the proposal would make it easier for journeys to be made by rail to and from Salisbury station, thus encouraging greater use of sustainable means of transport*'.

Subsequently, policy TR4 was deleted from the 2015 WCS. Thus there is no longer a specific planning policy which relates to the development of this particular site.

However, the Railway Station site is also referred to within the adopted Salisbury Central Framework (CAF) and recommends the following:

The CAF recommends the following Key Objective for the Station Character Area: To enhance the city's station forecourt area, and create a new hub around the northern section area focused on business and residential uses and an improved transport hub sought by

- *Delivering public realm improvements to the station forecourt area, including a much improved Stonehenge bus stop facility, delivering people friendly streets, and reconfiguration of parking and station-related infrastructure;*
- *Delivering a longer term master planned proposal for the redevelopment of the wider station area, to potentially include a business hub (north of the station), managed workspace, hotel/conferencing facilities, retail, and residential uses (potentially including student housing/homes for young people).*

This proposal for the creation of a car parking facility is in line with the adopted CAF by way of the improvements to parking and station-related infrastructure.

Officers also note paragraph 109 of the National Planning Policy Framework (NPPF) that states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Consequently, it would appear that there is a general acceptance at national and local level that whilst the accessing by private car of city and town centre sites should be discouraged, there may be a case that the enhancement of existing car parking within sustainable central areas may be acceptable if it helps in the wider goals of encouraging more sustainable modes of transport.

Notwithstanding the above in respect of policy terms, members are advised to have regard for the planning history of this site and the precedent set by planning application S/2007/2156 that granted

planning permission for a larger car park of 178 spaces in 2009 following an appeal decision by the Secretary of State. This scheme is for a smaller car park within the land and for a temporary three year period to support the Future High Street Fund station forecourt upgrade project. In order for this to be delivered, there is a need to provide temporary car parking for rail passengers which this planning application seeks to address. Overall the project will support business growth and enhance the city providing a more sustainable environment in relation to rail use in and out of the city. There are major sustainability benefits to the overall proposal of which this application forms a necessary part if the sustainability aims are to be achieved.

Officers also note the recent planning permission PL/2023/08490 that granted consent for the demolition of an existing vehicle testing centre, and erection of new delivery office, with associated car parking, landscaping and other ancillary development on land located with Churchfields Industrial Estate, approximately 0.8 miles to the west of the existing sorting office to which this site abuts. The applicant was the Royal Mail Group and a temporary change of use of this site for parking of vehicles (a five year permission) had already been granted with this permission expiring in early 2027.

The granting of this permission PL/2023/08490 supports the existing Royal Mail delivery office at Fisherton Street adjacent to this application site for the temporary car park. This existing delivery office has extremely limited parking, with only 12 spaces available on the site itself for fleet vehicles, and no capacity for staff parking. 8 spaces are proposed to be retained by the Royal Mail Group associated with this temporary three year period application when all fleet vehicles will then be expected to utilise the land at Churchfields once the recently granted planning permission for the delivery office has been implemented.

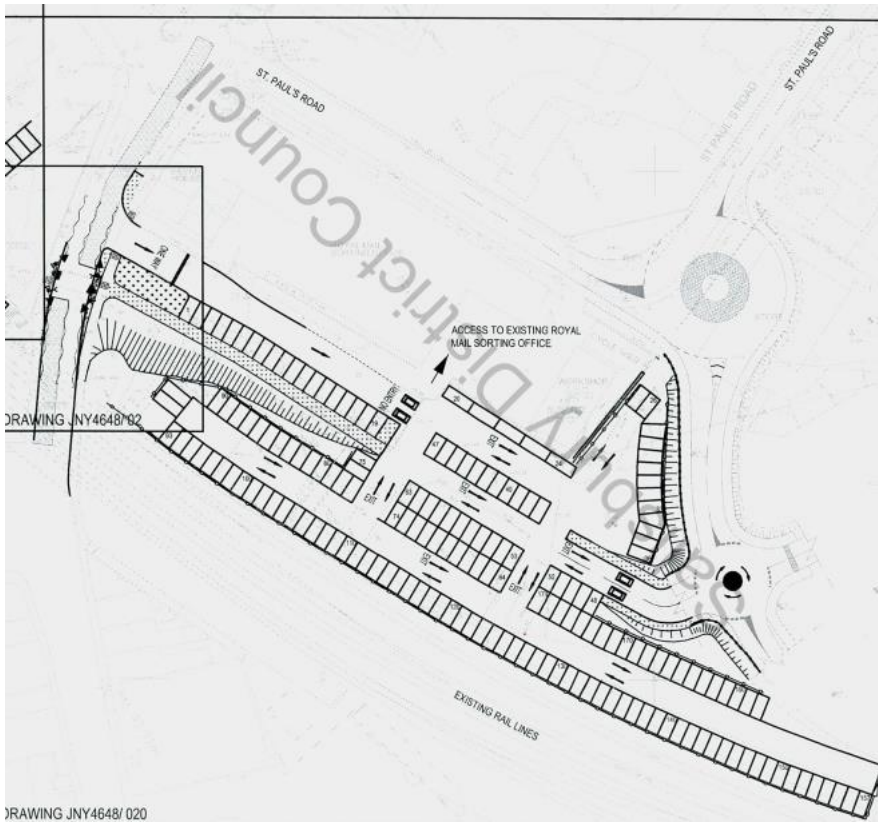
For the reasons as outlined above that include the planning history of the site and related recent consents associated with the Royal Mail Group, the proposed development for the creation of a car park for a temporary three year period is considered acceptable in principle, provided the development is appropriate in terms of its scale, siting and design to its context, and provided other interests including residential amenity, highways and ecology are addressed. These matters are discussed in subsequent sections of this report.

9.2 Design and Scale

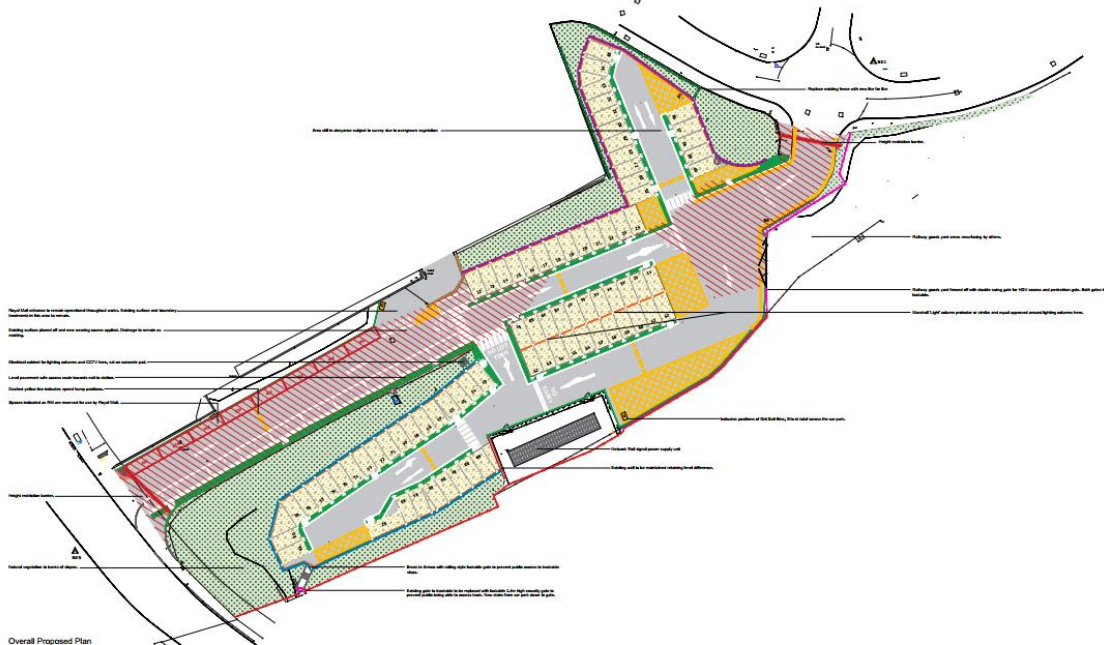
Core Policy 57 of the Wiltshire Core Strategy (WCS) requires there to be a high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality.

The layout of the proposed car park and that of the previously approved car park on site are shown below for comparative reasons.

Car park layout approved under application S/2007/2156 below:



Proposed car park layout subject to this proposal (below):

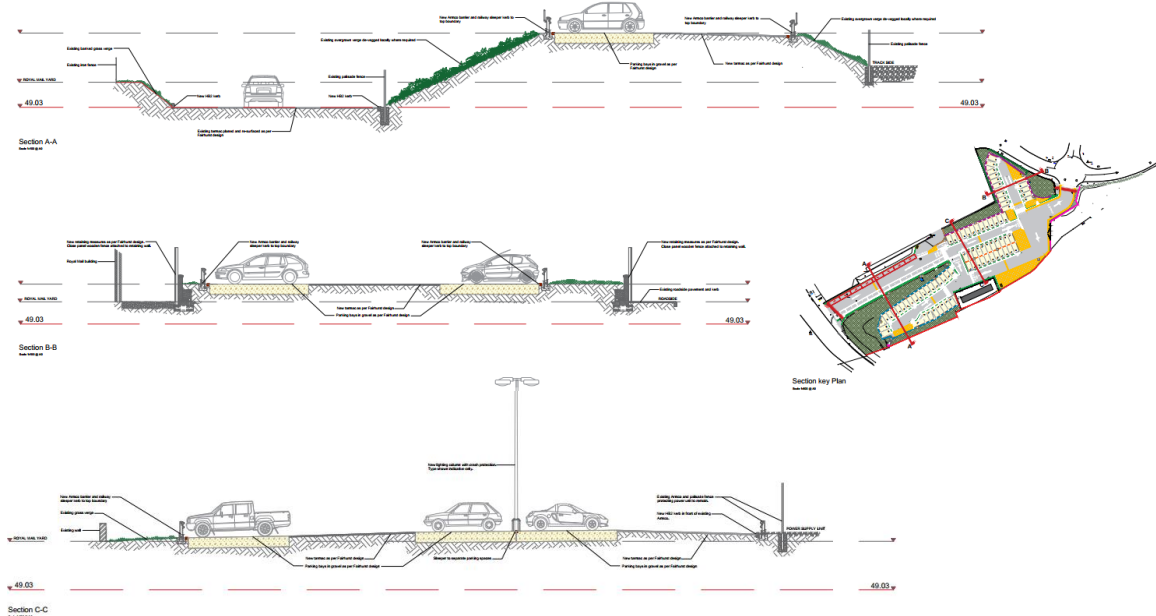


This scheme as shown in the above plan shows a layout for the car park which will be accessed from Fisherton Street. There will be ten parallel parking spaces to the right hand side, with eight spaces on the left hand side reserved for use by Royal Mail. At the top of the access road, the existing Royal Mail yard entrance and security barrier will be retained, which also marks the extent of their right of way through the site. This access road will continue through the site and will be a predominately one-way system, with additional section of parking with two-way access to the northern section of the site and also the south western section of the site. The access road is denoted as one-way only for passengers/users with the exit at the far eastern end of the site where it is proposed to utilise the existing road access point via the mini roundabout on Spire View.

To the central southern section of the site there is a fenced off Principal Supply Point and generator which is to be retained with the current security fencing and gates. The layout will also ensure Network Rail can access this area when needed. To the eastern end of the site between the railway line and Spire View is an area of land which is to be retained by Network Rail for use as their compound. This is also to be securely fenced off with lockable gates and the layout has been designed to ensure Network Rail can manoeuvre their HGV to this location.

The site incorporates safe walking routes for passengers with designated crossing points and wayfinding signs directing them to the pedestrian exit and the station. Speed humps will also be installed to regulate vehicle speed within the car park. New lighting is to be provided throughout the car park which will be LED lighting heads mounted on lighting columns. A new electrical enclosure cabinet is also proposed and will be located within the car park, which will be fed via an underground series of electrical services ducts. Further ducts and turning chambers will be provided throughout the site to link the electrical services enclosure with the new lighting columns. A series of CCTV cameras are proposed to be provided offering surveillance and recording across the car park. Signage will also be provided to advise users of the presence of CCTV which will require separate advertising consent.

The only boundary external to the railway site which will be affected by the planned works is the timber fence which abuts Spire View. This fence is out of alignment due to the extent of vegetation behind and is need of replacing due to site clearance of the vegetation. To achieve the parking layout in this area it will also be necessary to raise the site levels meaning there will be a change in level of approximately 1m between the car park (high point) and pavement to Spire View (low point). To achieve this, a retaining wall is to be constructed to the perimeter of this area which will be clad in timber fencing to match the existing style and to a height of 2.4m above pavement level. This is shown in a plan below:



To the southern boundary of the site, a palisade fence is proposed to prevent access to the live railway which will be retained. At the south west point, there is a pedestrian track access gate which is to be replaced with a secure lockable version to match the palisade fencing. Access to this area will be restricted to Network Rail staff only with a new set of steps provided to improve access. The boundary between the new car park and the Network Rail compound to the south east of the site will be separated by a new section of palisade fence, again this will match those to the railway boundary with a double gate for vehicle access and a single gate for staff access.

To the perimeter of the parking bays there will be vehicle restraint Armco barriers to prevent vehicles from travelling beyond the site boundaries. This includes all boundaries adjacent to the railway track. Boundaries with a steep banking or drop within close proximity as shown in the section drawing above will also have Armco barriers for vehicles, along with integrated handrails to prevent pedestrian access.

By way of the works as identified and outlined above, officers consider the overall scale and layout of the proposed car park accords with the requirements of Core Policy CP57 of the WCS.

9.3 Impact to the amenity of the area including the adjacent Salisbury Conservation Area

Core Policy 57 requires that development should ensure the impact on the amenities of existing occupants is acceptable, and ensuring that appropriate levels of amenity are achievable within the development itself, and the NPPF (paragraph 135f) states that planning decisions should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.'

The site is located immediately within a mixed commercial/residential environment with the main harm of the proposal to the adjacent residential properties set within Spire View and residential flats within Fisherton Street located within a few meters of the eastern boundary of the site and at one of the vehicular access points proposed. Officers also note the letters of concern received to this proposal in respect to amenity impacts by way of the scheme to that of the occupiers of Spire View. These concerns largely refer to the increase in vehicular movements within the site, noise and light pollution by way of the increase in vehicular activities from users of the proposed car park and lighting within the site.

The Council's Public Protection Team have assessed this proposal and have provided the following comments to this scheme that state the following:

There are residential properties in close proximity to the development site in Spire View. I note concern has been raised regarding the inclusion of security lighting on the development site which may negatively impact nearby residents by shining directly into habitable windows, I therefore recommend the following conditions are applied to any approval of this application:

- *Before the first use of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E3 or better in the ILP document "Guidance Notes for the Reduction of Obtrusive Light - Guidance Note 01:20. A letter written by a suitably qualified member of the ILP confirming this shall be submitted to the Local Planning Authority. The scheme shall thereafter be permanently retained in accordance with the details submitted. Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.*

- *No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 0800 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.*

Comments received around vehicular movements and additional lighting are duly noted. Given the existing setting of the site where there is a mixture of residential and commercial uses already in situ where such movements are commonplace, it would not be unusual to experience noises associated with vehicular movements. Whilst inevitably there would be an increase in vehicular movements and potential noise associated with the use of the site, officers consider given the context of the site with the surrounding road infrastructure and rail networks, any increase by way of the proposed would not

be significant to justify the refusal of planning permission. Furthermore, officers note the suggested conditions from the Council’s Public Protection Officer around lighting detail that would reduce light pollution from within the site onto the surrounding area.

To clarify, a table of the advice for the environmental zones is shown below where a condition can be imposed onto consent to preserve this. In terms of the suburban nature of the site, any lighting would need to adhere to the E3 specification as shown.

Table 2: Environmental zones

Zone	Surrounding	Lighting environment	Examples
E0	Protected	Dark (SQM 20.5+)	Astronomical Observable dark skies, UNESCO starlight reserves, IDA dark sky places
E1	Natural	Dark (SQM 20 to 20.5)	Relatively uninhabited rural areas, National Parks, Areas of Outstanding Natural Beauty, IDA buffer zones etc.
E2	Rural	Low district brightness (SQM ~15 to 20)	Sparsely inhabited rural areas, village or relatively dark outer suburban locations
E3	Suburban	Medium district brightness	Well inhabited rural and urban settlements, small town centres of suburban locations
E4	Urban	High district brightness	Town / City centres with high levels of night-time activity

As such, subject to the imposing of the suggested conditions or similarly worded conditions as outlined by the Council’s Public Protection Team, officers are of the opinion that the proposal accords with the requirements of Core Policy CP57 of the WCS.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of any functions, with respect to any buildings or other land in a conservation area, under or by virtue of any of the provisions mentioned in this Section, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Core Policy 58 of the WCS states development should protect, conserve and where possible enhance the historic environment.

The southwestern edge of the site abuts the Salisbury Conservation Area as shown below and there are several listed buildings within the vicinity of application site.



Officers note the comments received from the Council's Conservation Officer that state:

The site lies just outside of the Salisbury City CA. The proposed car park would have no significant impact on the setting of the CA, arguably it makes better and tidier use of the space, albeit requiring a potentially unsightly height restriction barrier. The additional traffic on St Paul's Rd would have a very minor impact on the setting of the grade II listed St Paul's Homes to the north, but this seems very unlikely to be at a level considered to be a concern in heritage terms.

On the basis of the comments as outlined above, officers consider the scheme accords with the requirements of Core Policy CP58 of the WCS.

9.4 Ecological Impact including the River Avon SAC and New Forest SPA

CP50 of the Wiltshire Core Strategy and the National Planning Policy Framework require that the planning authority ensures protection of important habitats and species in relation to development and seeks enhancement for the benefit of biodiversity through the planning system.

The application is accompanied by the following documentation listed below that has been assessed by the Council's Ecologist. Full details of the comments received from the Council's Ecologist are shown within the consultee response section of this report.

- Environmental Appraisal. December 2019. Camboll;
- General Arrangement. October 2023. AHR Building Consultancy
- Preliminary Ecological Appraisal Rev A. March 2024. Syntegra Consulting
- Proposal for External Lighting and Sall Power. December 2023. Lachmann Consultant
- Ecology Consultation Response. April 2024. AHR

Due to concerns raised by the Council's Ecologist in regard to the originally submitted documentation with this application, additional information has been provided by the applicant to address concerns raised around this as the originally submitted environmental appraisal was out of date and no details in regard to biodiversity net gain and proposed lighting within the site had been provided. This date has now been provided and no objection is raised by the ecologist subject to the imposing of the suggested conditions that works are carried out in strict accordance with the submitted documentation and; that a wildlife protection and enhancement scheme is submitted to the Local Planning Authority to the construction of works associated with the proposal.

Officers note the comments received from members of the public, the City Council and the local member around the loss and removal of habitat with works being undertaken to facilitate this prior to any permission being granted. The agent for this scheme has provided a response to the removal of this vegetation in that this land clearance was done and is done by the land owner, Network Rail on a periodic basis and that planning permission is not required for the removal of this vegetation. An appropriately qualified person was on site during the removal of the vegetation from the land if any protected species were found and disturbed by this vegetation removal. The appearance of the vegetation was only intended to be temporary but had grown up since the construction of the Spire View development and was not intended to act as a 'green buffer' for the site.

In regard to Biodiversity Net Gain, Core Policy 50 of the Wiltshire Core Strategy requires all development to demonstrate no net loss of biodiversity and the expectation is that development will deliver a net gain. The NPPF also encourages applications to deliver measurable net gains (para 174 d). At the current time therefore, the Council expects all applications to demonstrate no net loss of biodiversity and where appropriate to deliver a net gain.

The Council's Ecologist has provided the following comments on this matter:

Due to the removal of habitat prior to survey it is difficult to determine the baseline habitats that were present on site. Nevertheless, the remaining habitat will be retained and additional native planting and biodiversity enhancements will be implemented as outlined within the landscape plan. A management plan will be required to ensure the habitats created are retained for the lifetime of the scheme. This could be secured through a condition.

Subject to the imposing of the suggested conditions of the Council's ecologist to address the ecological matters raised throughout the consultation of this planning application, officers consider that the proposal accords with the requirements of Core Policy CP50 of the WCS.

In terms of the River Avon SAC catchment and the New Forest SPA of which this site is located within, the Council's ecologist has provided comments that confirm the impact of the proposal would have no adverse impact on these protection zones.

By way of the scale and type of proposal subject to this planning application and the impacts to the protection zones as outlined above by the Council's Ecologist, officers are of the opinion that any adverse effect or impact to the River Avon SAC/buffer zone and New Forest SPA would be de-minimis.

9.5 Parking/Highway Safety

This scheme proposes to provide an 89 space car park with 8 spaces for Royal Mail vehicles accessed from Fisherton Street. The access road through the site is denoted as one-way only for passengers/users with the exit at the far eastern end of the site where it is proposed to utilise the existing road access point via the mini roundabout on Spire View. As previously stated, the key aim of this proposal is to provide a car parking facility close to the station to support a separate project involving the redevelopment of the forecourt to the front of Salisbury Railway Station. This project will provide a temporary car park facility for use by passengers during this separate project when parking to the front of the station will be limited.

Core Policy CP60 states: *The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.*

Core Policy CP61 states: *New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.*

The National Planning Policy Framework (NPPF) sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108 - 117). Within this section

of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan (Paragraph 115), the latter being identified as a key tool to deliver sustainable transport objectives.

Officers note the volume of concerns received in regard to highway safety, the parking around the site by Royal Mail vehicles, the lack of a pedestrian crossing not being included within this application and the increase in vehicular movement associated with this proposal.

The Council's Highway Officer originally objected to this scheme on the basis that a transport statement have not been provided. The application is now accompanied by this statement undertaken by The Transportation Consultancy that has been assessed by the Highways Officer. Full comments of the Highway Officer response received are detailed within the consultee response section of this report. However, it is noted that no objection to this proposal is raised from a highway perspective subject to the imposing of several conditions as referred to within the comments of the Highways Officer in the consultee response section of this report.

In terms of the first suggested condition, this being the pedestrian refuge within Fisherton Street, this is proposed to be installed as part of the Fisherton Gateway enhancement project currently being undertaken. This refuge/pedestrian crossing is proposed to be installed at the entrance to the proposed car park to enable a safe walking route from the proposed car park to the railway station. However, these works do not form part of this planning application and will be undertaken by Wiltshire Council separately.

Comments received regarding unauthorised parking within St Pauls Road and the surrounding area are duly noted but are not a material consideration of this planning application. These are matters for the Council's Highways Enforcement team to investigate.

Whilst a number of objections have been received to this scheme on the basis of highway safety concerns, officers are aware of the precedent set by way of planning permission S/2007/2156 that granted planning permission for a large car park to that of what is proposed by way of this scheme. As the Council's Highways Officer has not raised an objection to this scheme, the refusal of planning permission would be difficult to justify at any appeal. As a result, subject to the suggested conditions as outlined above from the Council's Highways Officer, it is considered that the proposed works will not cause any significant detrimental impact to highway safety or highway users to justify the refusal of planning permission for this scheme.

9.6 Drainage/Land Contamination

The application is accompanied by a Flood Risk Assessment that has been assessed by the Council's Drainage Team and an Environmental Appraisal in respect of any land contamination matters that has been assessed by the Environment Agency. Subject to the suggested conditions or suitably worded conditions being imposed onto any consent, these matters will be suitably addressed.

9.7 Other matters

Officers note the concerns received regarding the damage to fencing around the perimeter of the site following the removal of overgrown vegetation from within the site. This fencing is proposed to be replaced as part of the proposal and is shown on submitted DWG No: SAL-AHR-S1-00-DR-A-09200 Rev C Fencing and Boundary Plan Details.

10. Conclusion and Planning Balance

This proposal seeks planning permission for the provision of a car parking facility close to the Salisbury Railway Station to support the redevelopment of the forecourt providing a temporary car park facility (3 years maximum) for use by passengers with the creation of 89 parking spaces for passenger use and 8 parking spaces marked out for Royal Mail use.

The written concerns received from members of the public, the local member and Salisbury City Council during the consultation process for this planning application are duly noted and have been carefully considered.

Members are advised to consider the planning history of this site and precedent set by planning permission S/2007/2156 that granted on appeal, a 178 space car park on the land that was never implemented. This proposal seeks consent for a considerably smaller car park than to that of the previously approved scheme. This scheme is for a smaller car park upon the land for a temporary three year period to support the Future High Street Fund station forecourt upgrade project. In order for this to be delivered, there is a need to provide temporary car parking for rail passengers which this planning application seeks to address.

Overall it is considered that by granting this planning application planning permission, the overall enhancement project to the Salisbury Railway Station of which this application forms part of, will support business growth and enhance the city providing a more sustainable environment in relation to rail use in and out of the city. There are major sustainability benefits to the overall proposal of which this application forms a necessary part if the sustainability aims are to be achieved. For the reasoning as outlined within this report, the proposal is considered to accord with the requirements of Core Policies CP36, CP60, CP61 and CP62 in terms economic regeneration noting the Fisherton Gateway Enhancement Project works and the requirements of sustainable travel and reduction of private car use.

Therefore, the sustainable location of the site in the absence of any ecological or infrastructure consultee objection affords significant weight in the determination of this application. Suggested conditions around highways safety measures, ecological enhancement and amenity issues as per the responses from the statutory consultees that have no objection to this proposal can be imposed onto any consent.

As such, for the reasons as outlined within this report, officers consider the proposal for the creation of a 89 space car park with 8 spaces for Royal Mail conforms to the objectives of Core Policies 1, 2, 36, 50, 57, 58, 60, 61, 62 and 69 of the Wiltshire Core Strategy, the adopted Central Area Framework (CAF) and the requirements of the NPPF. Taking the above into account, the application is not considered contrary to these policies as it does not cause any significant material harm that would justify a refusal of planning permission. Therefore, planning permission should be granted for the development proposal.

11. RECOMMENDATION:

Approve with conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

DWG No: SAL-AHR-S1-00-DR-A-08100 Rev C Site Location Plan Date Received 03.01.24

DWG No: SAL-AHR-S1-00-DR-A-90600 Rev B Proposed Line Marking and Signage Plan Date Received 07.12.23

DWG No: 157905/2010 Rev A Retaining Wall Details Date Received 07.12.23

DWG No: 157905/2011 Rev A Section A-A Drainage Trench Plan Date Received 07.12.23

DWG No: 4923/SAL/ELEC1 Proposed Lighting Plan Date Received 07.12.23

DWG No: SAL-AHR-S1-00-DR-A-90900 Rev B Proposed Sections, A-A, B-B and C-C Date Received 07.12.23

DWG No: SAL-AHR-S1-00-DR-A-09700- Rev C Proposed Demolition and Setting Out Plan Date Received 03.01.24

DWG No: SAL-AHR-S1-00-DR-A-20000 Rev G Proposed Site Layout Plan Date Received 03.01.24

DWG No: SAL-AHR-S1-00-DR-A-09800 Rev D Proposed HGV Swept Path Analysis Plan Date Received 03.01.24

DWG No: 157905/2001 Rev C Proposed Pavement Layout Plan Date Received 03.01.24

DWG No: 157905/2006 Rev B Proposed Site Levels Plan Date Received 03.01.24

DWG No: SAL-AHR-S1-00-DR-A-09200 Rev C Proposed Fencing Layout and Boundary Plan Date Received 03.01.24

DWG No: 157905/2004 Rev D Proposed Drainage Layout Plan Date Received 03.01.24

Ecology Consultation Response undertaken by AHR dated April 2024 Date Received 29.04.24

DWG No: SAL-AHR-S1-00-DR-A-20040 Proposed Landscaping Plan Date Received 29.04.24

DWG No: 574273 LL R4 Proposed Lighting Layout Plan Date Received 29.04.24

REASON: For the avoidance of doubt, in the interests of proper planning and for the protection, mitigation and enhancement of biodiversity.

- 3 The use of the land for the car park hereby permitted and all associated infrastructure and paraphernalia associated with this use shall cease/be removed from the land in its entirety on or before the 17th May 2027. A restoration scheme to include a scheme of works for the re-landscaping of the land shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to the extinguishment of the use of the land or by no later than the 17th February 2027. All restoration works shall be carried out in accordance with the approved details.

REASON: In the interests of amenity, in order to secure the restoration of the land upon removal/extinguishment of the use for which permission can only be justified on the basis of a special temporary need.

- 4 No part of the proposed entrance and exit height barriers shall be erected above or on the public highway.

REASON: To prevent unauthorised structures within the public highway.

- 5 Prior to the development hereby permitted being first brought into use the pedestrian refuge detailed in the Transport Statement at Appendix C shall have been provided.

REASON: In the interests of highway safety.

- 6 At all times while the development hereby permitted is operational the entrance off Fisherton Street shall be clearly signed as ENTRANCE ONLY and the exit to Spire view shall be clearly signed as EXIT ONLY.

REASON: In the interests of safe and convenient operation of the car park.

- 7 The car parking spaces within the car park shall be demarcated and the relevant directional road marking arrows and road markings as detailed on DWG No: SAL/AHR/S1/00/DR/A/20000/G shall be provided before the proposed development hereby permitted is first brought into use.

REASON: In the interests of safe and convenient operation of the car park.

- 8 The access to the car park from Fisherton Street and the exit from the car park to Spire View shall both be laid out as detailed on DWG No: SAL/AHR/S1/00/DR/A/20000/G before the proposed development hereby permitted is first brought into use.

REASON: In the interests of highway safety.

- 9 Before the first use of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E3 or better in the ILP document "Guidance Notes for the Reduction of Obtrusive Light - Guidance Note 01:20. A report by a suitably qualified member of the ILP confirming this shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be permanently retained in accordance with the details submitted.

REASON: In the interests of residential amenity and to minimise light pollution.

- 10 No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 0800 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: In the interests of residential amenity.

- 11 Prior to the start of construction, a Wildlife Protection and Enhancement Scheme will be submitted to and approved in writing by the local planning authority. The detail shall include;
Composition, size and number of the native planting mixes for the proposed planting;
Schedule of works demonstrating that planting will be no later than the first planting season post completion of works;
Details of the protection measures to be implemented for the new planting and;
Management measures to be implemented to ensure retention of the planting, to include replacement where necessary.

REASON: To ensure the management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

12

Prior to development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

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

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution.

13

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

REASON: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

14

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

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

15

Notwithstanding the submitted Drainage Strategy and SuDs Audit (dated November 2023), no development shall commence on site until a drainage and surface water drainage scheme for the site (based on sustainable drainage principles SuDS) has been submitted to and approved in writing by the Local Planning Authority. It shall include:

A construction management plan, which shall include details of, and measures to retain, the existing vegetation across the site together with drainage arrangement during construction phase;

Confirmation of groundwater levels providing floatation calculations or liner details, if required, to demonstrate that the interface buried attenuation and groundwater can be safely managed;

A plan of the site showing overland exceedance routes for flows in excess of the 1 in 100 year (40%) rainfall event that manage the risks to people and property.

The surface water scheme shall be implemented before first use of the development hereby permitted and be constructed in accordance with the approved details.

REASON: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained in perpetuity.

16

No development shall take place until ground investigations, including soakaway testing in accordance with BRE 365 have been carried out on site incorporating the drainage design and a report of these investigations has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved detail.

REASON: To prevent the increased risk of flooding.

17

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

REASON: To ensure a satisfactory landscaped setting for the development.

INFORMATIVE TO APPLICANT(S):

1. BREEDING BIRDS IN THE NESTING SEASON

The adults, young, eggs and nests of all species of birds are protected by the Wildlife and Countryside Act 1981 (as amended) while they are breeding. Please be advised that works should not take place that will harm nesting birds from March to August inclusive. All British birds, their nests and eggs are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000 while birds are nesting, building nests and sitting on eggs. The applicant is advised to check any structure or vegetation capable of supporting breeding birds and delay removing or altering such features until after young birds have fledged. Damage to extensive areas that could contain nests/breeding birds should be undertaken outside the breeding season. This season is usually taken to be the period

between 1st March and 31st August but some species are known to breed outside these limits.

2.REPTILES

There is a residual risk that reptiles could occur on the application site. These species are legally protected and planning permission does not provide a defence against prosecution. In order to minimise the risk of these species occurring on the site, the developer is advised to clear vegetation during the winter and remove all waste arising from such clearance. If these species are found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or the Council Landscape and Design Team (ecologyconsultations@wiltshire.gov.uk).

