

## Agenda Item 7

Development Services  
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# Report

**SUBJECT:** Planning application S/2006/0122 – Formation and laying out of car park to provide park and ride facility. Erection of ancillary buildings and structures. Formation of new access to A36 and associated engineering works. Closure of existing junction of A36 with Petersfinger Road to motorised traffic and formation of new junction to Petersfinger Road with access road to park and ride site at Petersfinger Park and Ride Site, A36 (Southampton Road) / Petersfinger Road, Salisbury for Mouchel Parkman

**REPORT TO:** Planning and Regulatory Committee

**DATE:** 28 August 2007

**AUTHOR:** Stephen Llewellyn

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### Reason for Report:

The purpose of this report is to provide an update on this application following the resolution of the Planning and Regulatory Committee to defer the application at its' meeting held on 31<sup>st</sup> July 2007 to ensure that all interested parties are notified of, and given the opportunity to attend, the meeting.

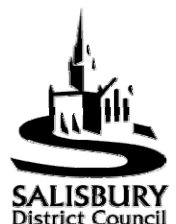
### Background

Following a site visit held earlier that day, the Planning and Regulatory Committee resolved to defer the application to ensure that all interested parties are notified of, and given the opportunity to attend, the meeting.

The report of the Head of Development Services, together with the schedule of additional correspondence, that were previously circulated at the meeting of the Planning and Regulatory Committee held on 31<sup>st</sup> July 2007 are attached at [Appendix 1](#) and [Appendix 2](#) respectively.



Awarded in:  
Housing Services  
Waste and Recycling Services



## **Additional Representations Received Since Previous Report Written**

Since the report was written for the previous meeting of the Planning and Regulatory Committee on 31<sup>st</sup> July 2007, one further letter of representation has been received from the Laverstock and Ford Downland and Watermeadows Trust. This letter was reported in the schedule of additional correspondence at the meeting of the Planning and Regulatory Committee held on 31<sup>st</sup> July 2007 (see Appendix 2). This letter requests that the following issues be considered:

- The traffic volumes have significantly increased since WS Atkins ranked the Petersfinger site as most favourable on the basis that the traffic queue ends near the Petersfinger site.....the queue now regularly ends near the Alderbury site.
- The site includes the remains of a section of classic water meadow at the confluence of the Bourne and the Avon which has been allowed to scrub up but still contains a rich flora and fauna of high ecological value – should this iconic entrance to Salisbury be replaced by a car park?
- Has the Southern Area Flood Defence Committee been consulted over the flood management proposals of the site?
- Should the fragile economics of this park and ride lead to the car park being closed presumably this would lead to the land being further developed with warehouses or retail development?
- If the development does go ahead the opportunities to interpret the remaining watermeadow and ancient pottery to car park users should be taken as part of the mitigation measures.

A statement has also been received from County Councillor Mrs Douglas, as a member of the public. This statement raises the following comments:

“I am concerned that the proposed site at Petersfinger is located, for westbound traffic coming into Salisbury, after the dual carriageway has ended, such that cars driving to the P&R will add to, and buses bearing P&R passengers into town will get stuck in, the congestion which results from a dual carriageway feeding into a single carriageway.

This problem is raised in the Salisbury Joint Transportation Team’s Final report into Traffic Capacity and Park and Ride Study for Salisbury South Eastern Approaches, published in August 2002 (Para 4.7).

This report describes plans to dual the A36 between College Roundabout and Bourne Way (paras 6.16-6.25) and/or introduce a segregated westbound bus lane between Kennel Farm and Bourne Way roundabout (para 6.37). It also outlines several Package Options, including a combination of these plans (Chapter 8).

Yet, there is no mention of these in the papers for the Planning and Regulatory Committee.

### **Are there plans to implement a whole package?**

In my opinion, it would be foolish to introduce a Park & Ride scheme at Petersfinger without measures to address the congestion which results from a dual carriageway feeding into a single carriageway. I urge the Committee to seek funding to implement these measures”.

## **WCC Highways (Development Control) Response to Statement by County Councillor Mrs Douglas**

“The Petersfinger Park & Ride site is one of five identified as a requirement for Salisbury in the Salisbury Transport Plan. It is acknowledged that there are issues on the A36 corridor that have been identified as requiring a solution which this application does not address, and that the situation is recognised as far from ideal. This proposal should be considered as part only of a series of measures,

some of which have been funded and implemented, whilst others remain for solutions to be fully identified. Funding was secured, subject to conditions, to undertake study work with the objective of mitigating the problems caused to transport on the Southampton Road, through the planning agreement to extend the Tesco retail store at Bourne Way. This work remains to be progressed by the Salisbury Joint Transportation Team.

The A36 is currently under the control of the Highways Agency, and has the status of a 'virtually de-trunked' route. The Highways Agency is unlikely to promote any scheme to improve the route. Affordability of major improvements is an issue for the local authority, and funding sources are extremely restricted. It is likely that funding will have to be sought through the regional funding allocation, and no certainty can be offered.

This site will complete the ring of Park & Ride sites around the City and help enable the parking strategy to be fully implemented. Car drivers will be influenced not just by journey time to the city centre, but also by city centre parking charges. The on-going problems of local link capacity are not regarded as a valid reason to reject the application, as the proposal will mitigate, and not exacerbate the existing situation".

### **Additional Consultations Undertaken and Responses Received Since Previous Report Written**

Following further discussions with the Council's Legal Officers in respect of the previous submission of amended plans and additional information, that principally relates to detailed design aspects of the proposed new signal controlled junction and layout of the scheme and a further reptile survey that has been undertaken, it has been advised that in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 that further consultation must be undertaken with all consultees to which the original Environmental Statement was sent.

Further consultation in respect of the amended plans and additional information has previously been undertaken with the Highways Agency, WCC Highways, Natural England and Wiltshire Wildlife Trust and their consultation responses were included in the report that was previously circulated at the meeting of the Planning and Regulatory Committee held on 31<sup>st</sup> July 2007 (see attached at Appendix 1).

The additional consultation process with the other consultees to whom the original Environmental Statement was sent is currently being carried out and is due to expire on 28<sup>th</sup> August 2007. As part of this process, the following responses have been received to-date.

WCC Planning:  
Response is awaited.

WCC Libraries and Heritage:  
Response is awaited.

Environment Agency:  
Response is awaited.

Wessex Water:  
Response is awaited.  
GOSW:  
Response is awaited.

Joint Transportation Team:  
Response is awaited.

SDC Environmental Health:  
No further observations/comments to make.

SDC Building Control:  
No adverse comments to make.

SDC Arboricultural Officer:  
No further comments to make.

SDC Forward Planning:  
The revisions received do not alter the policy implications of this proposal that remain as per the previous comments that were provided.

### **Further Planning Considerations**

As reported in the schedule of additional correspondence that was circulated at the meeting of the Planning and Regulatory Committee held on 31<sup>st</sup> July 2007 (see Appendix 2), an appropriate assessment under the Habitat Regulations has been carried out for this site and the impact of the development upon the Special Area of Conservation considered. It has been concluded that subject to the imposition of suitable conditions to secure the provision of mitigation measures that the proposed scheme, either alone or in combination, would not have an adverse impact on the River Avon SAC or the River Avon System SSSI.

### **Updated Recommendation**

#### **APPROVE subject to:**

- (i) the conditions as set out in the report previously circulated at the meeting of the Planning and Regulatory Committee held on 31<sup>st</sup> July 2007 and any such further conditions or amendments to conditions as considered necessary and appropriate to be delegated to the Head of Development Services; and
- (ii) no new substantive material planning issues being raised as a result of the current further consultation period that is received before the expiry of the consultation period.