

APPENDIX 1

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: 31 July 2007

AUTHOR: Stephen Llewellyn

REASON FOR REPORT TO MEMBERS

Councillor Howarth has requested that this item be determined by Committee due to the controversial nature of the application and the public interest shown in the application.

HDS does not consider it prudent to exercise delegated powers.

The application site and implications of the proposed development cut across more than one committee area.

1. SITE AND ITS SURROUNDINGS

The site is located on the northern side of the A36 (Southampton Road) between the A36 and Petersfinger Road on the south eastern edge of Salisbury. The site has a frontage to both the A36 opposite the entrance to the sewage treatment works and to Petersfinger Road between Elmfield House (to the east) and the railway bridge (at the western end).



Awarded in:
Housing Services
Waste and Recycling Services



The site is currently greenfield and extends to an area of approximately 3.5 hectares (ha). It is bisected by a drainage ditch that runs east to west through the site that marks a division between the existing uses and appearance of the site. The northern half of the site consists of an agricultural field that is under arable which is bordered by an established hedgerow on the north western boundary to Petersfinger Road, while the land on the southern side of the ditch consists of scrub and grassland and is open to the southern boundary to the A36. The land on the northern half of the site also falls in a north to south direction from Petersfinger Road towards the drainage ditch, while the southern half of the site is relatively flat. The alignment of the drainage ditch is fairly heavily vegetated with a line of mature trees, a number of which are covered by a Tree Preservation Order, located on its southern side.

To the west of the site is the Tesco retail store and its associated car park, beyond which is a retail and industrial estate.

To the north of the site, on a raised embankment, is the main regional railway line connecting Salisbury to London. Petersfinger Road that connects the residential district of Milford to the A36 to the east of the site borders the north eastern boundary of the site, travelling through the railway embankment at the most northern point of the site. A number of residential properties are located on the north eastern side of Petersfinger Road directly opposite the site. Beyond the railway line to the north are a number of agricultural fields.

To the east of the site, the northern field is bounded by the residential property of 'Elmfield House' that is located in Petersfinger Road, while to the east of the southern field is further scrub and grassland.

Immediately to the south of the site is the A36. Beyond the A36 to the south, there are a number of agricultural fields and generally flat meadow land comprising the floodplain of the River Avon that is designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) which is located approximately 400m to the south of the site. The floodplain of the River Avon extends to the southern edge of the A36. A sewage treatment works that serves Salisbury is also located to the south, while the residential property of 'Willow Cottage' is located immediately adjacent to the southern side of the A36 directly opposite the site.

The site is located at the urban/rural interface of the city. In this respect, although the site itself is of a rural character, consisting of an agricultural field and scrub and grassland, and the character of the land to the north, east and west is largely rural, the setting of the site is largely influenced by the urban context of the A36 to the south and the retail and industrial development to the west.

The site is allocated for a Park and Ride facility in the Salisbury District Local Plan. In addition, the site is also located within an Area of Special Archaeological Significance and a Water Source Catchment Area, while the southern part of the site is also designated as an Area of High Ecological Value and is located within a Development Restraint Area.

2. PLANNING HISTORY

S/1996/0488 Planning permission was approved in September 1996 for the construction of a park and ride facility with associated road adjustments, amenity buildings and landscaping. This scheme was similar in concept to the present application but differing in its siting, layout and landscaping.

S/1997/0805 A further planning application for the provision of a park and ride facility with associated road adjustments, amenity buildings and landscaping at the proposed Petersfinger site was submitted in May 1997.

This application was subsequently recommended for approval in July 1997 subject to conditions and notification of the application to the Secretary of State as a departure from the Development Plan. However, at the time the proposed A36 Salisbury Bypass was still under consideration and a final decision on the bypass was delayed until October 1997 at which point the park and ride proposal was not progressed further.

3. THE PROPOSAL

This application seeks full planning permission for the construction of a park and ride facility comprising the following:

- Provision of car parking and internal circulation roads;
- Provision of an amenity building accommodating toilets, waiting area, ticket machines and security control room;
- Provision of a new signal controlled junction on the A36 and access road to the site that will also facilitate vehicular access between the A36 and Petersfinger Road;
- Closure of the existing junction of the A36 and Petersfinger Road to motorised traffic;
- Provision of a pedestrian pathway and cycleway between the A36 and Petersfinger Road;
- Provision of a bus turning area and pick up/drop off point;
- Associated landscaping works;
- Drainage works; and
- Provision of CCTV and security installations and site lighting.

Prior to the submission of the application the applicant submitted a formal screening opinion to the Council and an opinion was sought from the Council as to whether it is necessary for the application to be accompanied by an Environmental Statement by virtue of the Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999. The Council concluded that the proposal represented a "Schedule 2" development as defined in the Regulations which, due to the scale and nature of the development, that would be of a markedly different character to the existing use of the site, and the sensitivity of the site, being adjacent to the River Avon System SSSI and River Avon SAC and being located within an Area of Special Archaeological Significance and an Area of High Ecological Value (in part), would result in a wide range of environmental impacts (ecology, archaeology, traffic patterns, local amenities) and therefore required the submission of an Environmental Statement to accompany the application.

An Environmental Statement has been provided with the application. This has been supplemented with additional information during the life of the application. The Environmental Statement deals with the impacts of the development on, amongst other things, traffic and transport, the landscape character, ecology and nature conservation, noise, air quality, water quality and drainage, archaeology, and construction and waste management. These issues are considered in more detail in the main body of the report below. A copy of the Non-Technical summary of the Environmental Statement is attached as Appendix 1 to this report for Member's information.

In addition to the Environmental Statement, a Design Statement, a Planning Support Statement, and a Transport Assessment have also accompanied the application.

The scheme principally entails the following main components:

1. Car Parking Area

The application seeks the formation of a car park to accommodate a total of 551 cars, including 4 disabled parking spaces, together with the internal circulation roads. The proposed layout is divided into two separate areas that are divided by the drainage ditch that bisects the site. The northern car park with a capacity of 319 parking spaces, including 4 dedicated disabled parking spaces, will be used as the main car park with direct access to the amenity building, while the southern car park with a capacity of 232 parking spaces will be used as the overflow car park. To reduce the walking distance from cars to the waiting area, a second bus stop with a bus shelter will be provided for the users of the southern car park with a dedicated pay on foot machine. A single crossing point that would bridge the existing drainage ditch would connect the two car park areas.

It is proposed that the hard landscaping would be undertaken in a mixture of surface treatments in order to break up the visual appearance of the surface treatment and to create more clearly defined areas. The main access road between the A36 and Petersfinger Road, including the initial section of the access route into the Park and Ride site and the bus turning area is proposed in stone mastic asphalt. The internal access routes within the site will be finished in a dense macadam wearing course with the parking bays themselves finished with a proprietary plastic grate system infilled with a single size stone. The internal footpaths would be picked out with proprietary resin bound aggregate with tactile paving on either side of crossing points to aid visually impaired users, while the surface treatment around the building would be block paving (granite setts).

2. Site Access and Highway Works

The scheme incorporates a new signal controlled junction on the A36, immediately to the east of the Bourne Way roundabout, facilitating access to the site. The A36 would be widened on the northern side to accommodate a third lane for traffic turning left into the site from the eastbound direction and a dedicated right turn lane for traffic turning into the development from the westbound direction to reduce delay. It is also proposed that access to the Sewage Treatment Works would be improved through the use of traffic signals and widening to the entrance of the access road.

The existing access to Petersfinger Road from the A36 would be closed to all vehicular traffic and access to Petersfinger Road off the A36 would be provided by a new road along the western boundary of the park and ride scheme and incorporated into the park and ride access. A dual purpose pedestrian/cycle way will also be constructed on the western side of the new access road that integrates with crossing points to the Park and Ride site and a route to the adjacent Tesco store.

To effectively facilitate and manage traffic movements along the A36 near to the park and ride site, thereby reducing the potential for congestion, the proposed scheme would include the provision of Microprocessor Optimised Vehicle Actuation (MOVA) system and other vehicle detection facilities. These would optimize the efficiency of the new signal controlled junction by allowing appropriate priority to either clear queues on the A36, or give priority to park and ride buses exiting the site.

The application is supported by a Traffic Impact Assessment, which in summary concludes the following:

- The junction will operate at capacity in 'design year' 2022 but will not directly impact on the existing Bourne Way Roundabout. The optimisation and use of technology at the new signal junction would minimise queues and delays.
- The proposed scheme, in comparison to existing conditions, would result in a reduction of AM westbound and PM eastbound peak traffic using a section of the A36 between College Roundabout and the site access.
- Bourne Way and College Roundabouts will benefit from the removal of vehicles by the development and operational efficiency will be improved in 2007 and 2022. The improvements to the operation of the highway network as a result of the reduction in traffic flow, would extend to the Salisbury Ring Road and city centre.
- The closure of the existing access to Petersfinger Road from the A36 would reduce delays to westbound traffic on the A36.
- The implementation of the P&R scheme and signal junction, including a link through to Petersfinger Road, a right turn lane on the A36 and prohibiting motor vehicle access at the existing A36/Petersfinger junction, will improve overall traffic flow on the A36 in this area.

3. The Amenity Building

It is proposed to erect an amenity building that would accommodate toilet facilities (including disabled toilets and baby changing facilities), a security control room, CCTV monitors and parking equipment and ticket machines, as well as providing a waiting area. The design of the building reflects a bold, innovative and contemporary design solution that will create a sense of place and arrival and provide an identity that is unique to the development, whilst also providing a focal point within the site. Although predominantly a single storey building, there is a raised first floor level that has arisen from the need to locate the Parking Ambassador at a level that would afford 360 degree observation of the site for surveillance. The building also features a roof canopy and covered seating area that stretches to the southern side of the building.

The choice of materials reflects the modern, contemporary design of the building with the external walls of the building being finished in roughcast through colour render and cedar boarding with a section of full height glazing to the waiting area, zinc sheet eaves overhang and a sheet metal and glazed roof canopy to the external seating area. At the same time, it also utilises materials that respond to the urban edge/semi-rural nature of the site through the use of a planted sedum mix roof covering.

The design of the building also strives to adopt a sustainable and environmentally responsible design. For example, the planted green roof that will serve as a means of rainwater harvesting through the use of grey water for toilet flushing, provides one of a number of sustainable features. In addition, the use of full height glazing to the waiting area would provide natural light, whilst the deep eaves overhang at ground and first floor level will act to counter solar gain and glare. The

orientation of the building has also been designed to provide where possible southerly facing internal public spaces.

4. Engineering Proposals

Construction of the proposed scheme would involve re-profiling of the existing topography of the site. In this respect, the northern part of the northern car park would be lowered by a maximum depth of 2m, while the southern part of the northern car park would be raised by up to 1m to form a plateau with adequate gradients for cars and pedestrian users. The southern car park would also be raised by up to 1.2m to provide storage capacity for the drainage system and an adequate gradient for the car and pedestrian users.

5. Landscaping Proposals

The landscaping proposals seek to adopt a number of design principles in order to minimise the potential impacts of the proposed development upon the surrounding landscape, which include the following:

- Retention of significant features – drainage ditch, existing mature trees and hedgerow;
- Provision of a landscape buffer along the northern, eastern and southern boundaries of the site with raised earthworks along the northern boundary to provide further visual screening;
- Planting integrated within car park areas to fragment and soften hard surfacing; and
- Planting of vegetation screening (tree belt, native shrub, and hedgerow/hedgerow trees) that is sympathetic with the rural character of the area and promotes nature conservation and biodiversity.

The proposed scheme would require the removal of 12 existing trees along the drainage ditch. These trees are to be removed because they cannot be accommodated within the proposed layout or because the arboricultural survey identified that they should be removed for reasons of safety or sound arboricultural management'. Additional tree planting along the ditch would be provided to mitigate the loss of these trees.

The principal elements of the landscaping scheme are as follows:

- The removal of 12 existing trees along the drainage ditch;
- Additional tree planting along the ditch, consisting of 7 Horse Chestnut and 3 Black Poplar trees, to mitigate the loss of these trees;
- Provision of 10m landscape buffer strip along the eastern boundary of the site, consisting of tree and shrub mixes;
- Provision of further landscape buffer strips to east, south and west boundaries of the site, consisting of tree and shrub mixes to reduce views into and out of the site;
- Provision of vegetated walkways to enable pedestrians to safely navigate through the site to and from the amenity building;
- Internal layout of the site planted and landscaped using native tree, hedge and shrub species to break up the car parking areas and improve the visual amenity of the site and define pedestrian routes;
- Retention of existing hedgerow and planting of new hedgerow to boundaries of the site;
- Provision of reed and marginal planting to attenuation ponds and swale;
- Retention of existing grass and/or scrub areas and provision of new grassed areas comprising various grass mixes and including amenity grass, swale and attenuation pond grass mix and wildflower and grass mix; and
- Erection of agricultural style post and rail timber fencing (1.2m high) to define the boundaries and enclose the site.

6. Drainage Proposals

The proposed scheme would increase the rate of surface run-off during periods of rainfall due to the greater coverage of hardstanding over the site. Due to the sensitivity of the surrounding environment, a sustainable surface water drainage strategy is proposed for the development, which would incorporate attenuation ponds and other attenuation features to ensure that the rate of run-off does not exceed the pre-development peak runoff from the site, and to provide the necessary levels of treatment to remove pollutants prior to discharge.

With regards to foul drainage, it is proposed that a two chamber septic tank discharging into a soakaway will serve the toilet facilities that would be provided within the proposed amenity building.

7. Hours of Operation

It is anticipated that the proposed scheme would operate between the hours of 06:45 and 20:00 Monday to Friday and 07:15 and 19:30 on Saturdays, and would be closed on Sundays and Bank Holidays. This would be in common with the operational hours of the other Park and Ride sites.

With regards to the frequency of bus movements, it is expected that during the morning and evening peak traffic times (07.30 to 10.00 and 16.00 to 18.00), shuttle buses would operate every 10 minutes, whilst at all other times of the day the buses would run every 15 minutes.

8. Security and CCTV

The proposed Park and Ride facility would include a high level of security with CCTV, security measures and site lighting installed throughout the site. The proposed security features at the site include:

- Parking attendant on site during opening hours;
- 24-hour CCTV coverage. CCTV would be mounted on columns up to 6m in height;
- Help Points located at all ticket machines and barriers. These would be linked directly to the attendant's office and to the Salisbury District Council's 24-hour CCTV control office; and
- Site lighting.

The applicant's propose to achieve a standard of security that is acceptable to obtain the 'Park Mark Award' (previously 'Safe Car Park Award'), which means that all aspects of design, surveillance, access arrangements, lighting, help-points and personnel management must meet high standards of contributing to a safe environment.

9. Site Lighting

With regards to the proposed site lighting, it is intended that the site would be lit during operational periods when natural light is not adequate to provide the levels of illumination necessary to maintain user safety and security.

The lighting strategy has been designed to balance the environmental, safety and security requirements of the scheme. However, an optimized layout (minimum number of columns and lanterns) has not been achieved due to the likelihood of light being blocked by the proposed planting within the site. The lighting strategy incorporates the use of 5m high lighting columns to light the site and its periphery and the use of polar illuminated bollards with a height of 1m along the internal pedestrian walkways and parking area.

The lighting scheme would utilize flat glass lanterns that would fully cut off any direct upward light and low wattage lamps, whilst the use of a shorter lighting column aims to reduce their visibility from the surrounding area. The lanterns situated to the north of, and in close proximity to, the drainage ditch which is a potentially sensitive wildlife habitat, would be fitted with a rear louver to reduce light spillage into this sensitive area, as would the lights towards the boundaries of the site. Furthermore, the site lighting would be based on illuminance levels suitable for rural or small village locations and are the same as those designed for the other park and ride schemes in Salisbury (Beehive, Wilton, Britford and London Road).

It is also proposed to upgrade the existing lighting columns on the A36 in the vicinity of the site. In this respect, the new A36 junction, new turning lanes along the A36 approach to the site and the new Petersfinger access road would be lit by lighting columns of 8m or 10m in height.

4. CONSULTATIONS

WCC Highways:

No objections to the proposed scheme. It has been confirmed that the layout has been vetted from a highway development control viewpoint and the scheme presents no highway safety issues. A request was made for a visibility splay to be provided at the internal road junction with the linking road (in the southerly direction where a parapet wall is located) and the parapet wall will be designed to provide acceptable visibility for vehicles exiting the car parks. Concern about cars obstructing buses when buses exit the bus stand was also raised, but this is an internal site management matter, which may only occur infrequently or in the unlikely event of a failure of the

management system (i.e. electronic barriers). A bus lay-by is shown on the linking road, which also obstructs visibility for emerging vehicles, but this is not considered to be a serious obstruction as the alighting passengers will make their way to their vehicles whilst the bus is able to leave the stop, so the bus is less likely to be obstructing when traffic is moving through the junction.

The proposed footway/cycleway positioned along the western boundary of the linking road is to be constructed on a level to tie in with the proposed carriageway. Given that this footway/cycleway has already been constructed at the wrong level as part of the Tesco extension development, it will be necessary to adjust the level and possibly the position of the footway/cycleway. An alternative scheme has, I understand, been designed for Tesco as a permanent solution, but equally, the design shown on the submitted drawing can also be constructed (with an appropriately designed accommodation link to Tesco land). I note the landscaping area to the rear of the footway/cycleway is also shown within the development area for this scheme.

A concern was raised by the Highways Agency about the design of the accommodation road to serve the Wessex Water treatment plant and I understand this concern has been resolved. It was confirmed to the Highways Agency, in April last year that it was not considered that there was a safety issue for this low use access road, which is contained within the signal junction. A dedicated right turn lane has also been provided to accommodate this access.

Highways Agency:

In response to the application as it was originally submitted, the Highways Agency advised that whilst there was no objection in principle to the application there were concerns with a number of elements of the proposals that needed to be amended before they could be regarded as acceptable. These concerns principally related to detailed aspects of the layout/geometry of the scheme, the future operation of the Park and Ride site itself and the wider effects of the proposals. In view of these issues, the Highways Agency issued an Article 14 Direction of Non-Approval (Holding Direction) that restrained the Local Planning Authority from granting planning permission for the proposed development for a period of 6 months in order to allow the necessary information to be provided and evaluated.

Following discussions between the applicant and the Highways Agency and the submission of amended plans, the Highways Agency has formally confirmed in writing that a satisfactory outcome to its concerns has been reached and that the Article 14 Direction of Non-Approval (Holding Direction) is removed and replaced with a response of no further comment and notice that it does not propose to give a direction restricting the grant of planning permission. It is advised, however, that in order for the proposed works to be implemented the applicant will be required to enter into an Agreement under Section 278 of the Highways Act 1980 with the Secretary of State for Transport stating, inter alia, that the developer will pay for all the necessary highway works.

WCC Libraries and Heritage:

No objection subject to the imposition of a condition requiring further archaeological investigation takes place prior to the commencement of development.

It is advised that an archaeological evaluation was carried out in September 2005 on the site and a number of archaeological features were uncovered during the evaluation including a pit and gully containing Neolithic and Early Bronze Age artefacts, suggesting a settlement of this period, and a ditch containing Saxon pottery. It is recommended that further archaeological investigation be undertaken on the site prior to the commencement of development in accordance with mitigation measures set out in section 11.5 of the Environmental Statement.

Natural England:

In response to the application as it was originally submitted, Natural England advised that the site lies within 400m of the River Avon and 300m of the River Bourne – both rivers are designated as part of the River Avon System SSSI and River Avon SAC. Whilst the proposal will not result in direct land take of the designated sites, the main issue is how the surface water will be managed on the site to prevent possible pathways of pollutants from entering the River Avon, both during and after construction. It was advised that overall it is considered that the proposals will not have a significant effect on the River Avon SAC or River Avon System SSSI when the site is fully operational. However, it was recommended that measures must be put in place to prevent pollution

incidents from entering the river during construction and that further assurances should be sought regarding measures to prevent discharges into the river during construction.

With regards to the impact of the proposal on protected species, it was advised that the protected species surveys were generally satisfactory and the mitigation measures to retain features for bats to commute and the provision of bat boxes and foraging areas for badgers were welcomed. However, it was recommended that a further reptile survey be undertaken and confirmation be sought that the trees to be felled do not support bat roosts as bats may use trees as roosts, particularly older trees with suitable holes and crevices or ivy clad trees.

Following further discussions and the submission of supplementary information relating to some minor amendments to the site layout, additional reptile surveys and clarification of a number of issues raised in previous correspondence, Natural England has subsequently confirmed that the approach to condition that a robust and legally enforceable Construction Environment Management Plan (CEMP) outlining the measures to be implemented to prevent pollution incidents adversely impacting on the River Avon System SSSI and River Avon SAC during construction must be submitted and approved as part of any planning permission is accepted. Furthermore, it has also been confirmed that the findings of the updated reptile survey and the bat survey are accepted, but it is recommended that conditions are imposed requiring that a further bat survey is undertaken and the measures set out in the Environmental Statement to safeguard any bats using the site for commuting/foraging are implemented, as well as the implementation of the mitigation measures outlined in the reptile survey report.

Wiltshire Wildlife Trust:

In response to the application as it was originally submitted, Wiltshire Wildlife Trust initially placed a holding objection to the proposed development subject to the following issues being addressed:

- Assessment of the potential impacts on the River Avon SAC during the construction phase;
- Assessment of the potential effects of the proposed development on the Petersfinger Farm Meadows and Clarendon Grange Meadows Wildlife Sites and subsequent mitigation measures if required; and
- A further reptile survey being undertaken.

Following further discussions and the submission of supplementary information, Wiltshire Wildlife Trust has subsequently confirmed the following:

- It is accepted that the Construction Environment Management Plan to protect the River Avon SAC is to be secured by condition;
- Wiltshire Wildlife Trust is now satisfied that the decision to exclude the Petersfinger Farm Meadows and Clarendon Grange Meadows Wildlife Sites from the scope of the Environmental Impact Assessment was taken after investigation into hydrological matters suggested that negative impacts on the sites were highly unlikely;
- The additional reptile survey was of a satisfactory standard and the proposed mitigation is to be supported;
- It is considered that bats are sufficiently mitigated for, although it is recommended that conditions are imposed requiring additional surveys of the trees for the presence of bats and the proposed mitigation measures outlined in the Environmental Statement to safeguard bat habitat are implemented;
- The inclusion of the recommendation that vegetation works are undertaken outside of the bird breeding season (March to August inclusive) is welcomed.

Wiltshire Wildlife trust has confirmed that subject to a Construction Environment Management Plan being secured by condition and incorporating its recommendations, it is confident that the proposal will have a minimal impact on biodiversity.

Environment Agency:

No objection. With regards to foul drainage, it is proposed to install a septic tank discharging to a soakaway and the applicant will be applying for a Consent to Discharge. This must be obtained prior to the occurrence of any discharge and should be obtained prior to the commencement of development.

In terms of surface water drainage, the details provided indicate that it is not likely that a Consent to Discharge will be required for surface water runoff. All surface water features should be regularly

maintained to ensure they continue to operate effectively. Only clean, uncontaminated surface water must be discharged to the ditch.

If any dewatering is to occur at the site the applicant should contact the Environment Agency.

Wessex Water:

It is advised that there is no public foul sewer in the close vicinity of the site and that the closest public foul sewer is approximately 150m west of the site. It is advised that the foul sewerage system should have adequate capacity. However, it is proposed that foul flows will not be connected to the public sewer.

There is no public surface water sewer in the vicinity of the site. Discharge to the watercourse or ditch via a SUDS system may be possible with the approval of the land drainage authority.

With regards to sewage treatment, it is advised that there is sewage treatment capacity available and there is adequate capacity at the terminal pumping station.

In terms of water supply, there are water mains in the vicinity of the site and there should be adequate capacity in the distribution system for the site to be supplied from the 6" main in Southampton Road. It is also advised that there could be supply services connections crossing the site.

GOSW:

GOSW confirm receipt of the Environmental Statement and would be grateful to receive notification of the outcome of the relevant committee.

SDC Design Forum:

The proposal was presented to the Design Forum at the pre-application stage and the general consensus of the Design Forum was that the scheme reflected a high quality and an imaginative design for the building. The comments of the Design Forum are set out below:

- The Forum welcomes the depth of research and public consultation carried out prior to the finalisation of the design. This is clearly reflected in the high quality of the scheme, including the imaginative design for the building.
- Concerns are raised over the probable introduction of high lighting columns and large signs that will detract from the appearance of the project, and the possibility of light spillage at night. These will need careful consideration.
- It will be necessary to balance the need for fast growing buffer zones, with the need for longer-term low maintenance of fast growing species.
- Some major tree planting should be introduced along the boundary with the A36 road, as this is one of the key points of entry into the city.
- Controlling run off or leaching into the river is of critical importance and will need a special environmental assessment.
- There appears to be no weather protection for people standing under the extended canopy.
- Because of the need for tree planting within the car park, security will primarily rely on CCTV, rather than direct visual sighting from the first floor ambassadors' room.
- Concerns are raised that the design of the new road access will encourage use of the Petersfinger rat run.

SDC Environmental Health:

No objection.

SDC Building Control:

No objection.

SDC Arboricultural Officer:

Initially some concerns were raised to the proposal on the grounds that the proposed layout includes parking spaces located within the protection zones of some of a group of mature trees that are located adjacent to the eastern boundary of the site within the neighbouring property of Elmfield House that are an important part of the existing landscape. In this respect, whilst some mitigation had been proposed there were concerns that the level changes could lead to asphyxiation of roots

of these trees which would result in a decline in their health. It was also advised that whilst the species mix for the landscape planting scheme is good, there were concerns that the size of the tree stock being proposed was too small. In addition, concerns were also raised in relation to the comments of the Highways Agency and that if the scheme were amended to take account of their proposals that significant belts of landscaping that are important to minimise the impact of the scheme will be lost as a result. In respect of the belt of trees adjacent to the drainage ditch in the middle of the site, however, it was advised that subject to the implementation of the protection measures outlined in the submitted arboricultural method statement that it should be possible to retain these trees.

Following further consideration, however, the latest comments with regards to the encroachment of parking spaces within the root protection zones of some of those trees adjacent to the eastern boundary of the site, and the use of above ground surfacing, is that the extent of the encroachment within the protection zones is limited and within the permitted discretionary limits. Therefore, subject to the development being carried out in accordance with the details outlined in the arboricultural method statement that there is no longer an objection to the proposal on arboricultural grounds. Furthermore, the proposed landscape scheme has also been amended to take account of the Arboricultural Officer's comments through the provision of increased tree/plant stock sizes and is now considered to be acceptable.

5. REPRESENTATIONS

Publicity

Advertisement	Yes - expired 23/02/06 Further advertisement of application – expired 26/07/07
Site Notice displayed	Yes - expired 16/02/06
Departure	No
Neighbour notification	Yes - expired 09/02/06 Re-advertisement of amended plans – expired 25/12/06

Neighbour Responses

In response to the application as it was originally submitted, a total of 22 letters of representation have been received. Of these letters, 19 letters raise issues of concern/objection to the proposed development, whilst the remaining 3 letters have been submitted in support.

Representations of Objection to Original Submission

Of the letters received in objection to the proposed development, 12 of these are individual letters of representation (including one that was submitted to the Salisbury Joint Transportation Team but that has been forwarded on). A summary of the grounds of objection that have been raised in these letters are provided below:

- The site proposed is the wrong site and is located too near to the city centre. Alternative locations for a Park & Ride site have been suggested that include Whaddon, off the Alderbury Bypass with an exit on to the Old Alderbury Road and between Alderbury and Salisbury.
- The permanent closure of Petersfinger Road – the closure would cause a great deal of inconvenience to motorists, including local residents, travelling to/from the Laverstock and London Road area. This would also mean extra traffic using the already congested ring road and Southampton Road, thereby increasing journey times and distances and adding to noise and pollution, all of which is environmentally unfriendly.
- Salisbury needs a bypass not Park & Ride.
- The proposal will exacerbate congestion to Southampton Road as the traffic will be held up by traffic lights.
- Park & Ride is expensive to build and operate and will never pay for itself.
- Park & Ride buses cause congestion in the town and they are mostly nearly empty.
- Park & Ride is parking cars in the countryside.
- The site is located on the wrong side of the road.
- The site on its lower area is very wet so drainage would not work because of run-off from roads and parking areas.
- The proposed drainage into the ground could affect the water supply to Petersfinger Farm that is pumped from a borehole.

- The proposal would make the vehicular access to Willow Cottage dangerous. The access to Petersfinger Farm and Willow Cottage would have to come off the access to Wessex Waters Sewage Treatment in order to be safe. Discussions had taken place with the Salisbury Joint Transportation Team (SJTT) to close up the existing access and provide a new access to Willow Cottage from the access to the Sewage Treatment site but this proposal has subsequently been rejected by SJTT.
- The proposal will devalue property.
- Concerns of noise and light pollution.
- The site is regularly covered by a barn owl.
- The introduction of traffic calming measures (speed humps) to Petersfinger Road and Milford Hill would almost paralyse the traffic flow and cause more congestion than ever.
- There is no provision for improvements for cyclists and pedestrians on the A36.
- A potential rat run will be created in Petersfinger Road.
- The A36 between the Tesco and college roundabouts is dangerous because the central reservation makes it impossible for emergency vehicles to pass the traffic.
- The proposals fail to address the inadequate performance of the Tesco roundabout – the opportunity should be taken to re-size this roundabout possibly by relocating it to the entrance to the Park & Ride access so that its capacity can be increased.
- Traffic leaving Tesco southbound needs a separate access to the A36 instead of joining the northbound traffic and congesting the only exit.
- An additional carriageway northbound is needed between the Tesco and College roundabout.

Further letters of objection have been received from Salisbury Transport 2000, South Wiltshire Agenda 21 Biodiversity Group, Milford Preservation Group and Salisbury and District trades Union Council. These letters have raised the following comments/ objections:

Salisbury Transport 2000

- Concerns over the ability of the current Park & Ride programme to provide a long-term solution to the problems of traffic congestion and pollution. This is of particular concern in as much as the introduction of new Park & Ride sites has been associated with an increased number of car journeys into the city centre as a result of parking spaces there being converted from long-stay to short-stay, rather than being removed.
- Is the site too close to the city centre? For many people, the case for moving the site out to the general area of the Alderbury trading estate, which has excellent slip roads to and from the dual carriageway of the A36 remains strong.
- If the section of the A36 between the proposed Park & Ride site and College roundabout were to be modified to allow a bus priority lane, bus journey times could well be reasonably short. However, with the present layout, there is little prospect of anything but frustration for Park & Ride bus passengers.
- The closure of the existing Petersfinger Road and Southampton Road (A36) junction is welcomed, but drivers will continue to rat-run through Laverstock and Milford by using the access road from the traffic light controlled junction to the railway bridge.
- Is there not a strong case for having traffic lights at the Bourne roundabout? This would allow priority to be given to buses leaving and cars entering the Park & Ride site.
- The provision of cycle parking provision is welcome, but it is questioned whether cyclists will be attracted to use a facility which is located so close to the city centre.
- While any provision for cyclists along the length of the A36 adjacent to the site would be a welcome improvement, but there will still be gaps which need to be addressed if there is to be a safe link from Salisbury to Alderbury. Could more of this link be created as a planning gain to this application?
- The extensive tree planting is welcomed for both aesthetic and environmental reasons, but it will hinder security surveillance.
- There is confusion over the relationship between this application and a previous application by Tesco (S/2003/2680) for a further 77 parking spaces in the upper field. This area is taken over entirely by the proposed Park & Ride site.

South Wiltshire Agenda 21 Biodiversity Group

- The planting of trees and shrubs should be native to the locality and soil type. It is also important to ensure that an adequate supply of water is made available during the initial growing period and watering should be laid on as a trickle process. Maintenance should be provided for the first 2 years of this development.

- There appears to be little recognition of the provision of space for reptiles in this area. It is recommended that there is some provision of dry stone walls and low cover with wild flower borders that provides a favourable habitat for reptiles.

Salisbury and District trades Union Council

- This proposal needs to be well thought through as the present traffic congestion will be increased considerably, especially if the plan to close the route via Milford to Laverstock, thus forcing more traffic onto the A36, goes ahead.
- If the proposals are accepted, it is hoped that the provision of designated bus lanes, better access to and from Tesco and a rethink of plans to close the route through Milford will be taken into account.

Milford Preservation Group

- Concerns about the environmental impact of the scheme on Petersfinger Road and Milford Mill Road – these roads are already over-used and are not designed to take a large volume of traffic and there is already considerable danger to pedestrians and repeated damage to the ancient and historic Milford Bridge. The proposal will exacerbate this situation to the detriment of both the environment and the community.

In addition, three letters have been received from the agent acting for the adjacent landowner. Whilst these letters state that there is no objection to the principle of the Park & Ride facility on the proposed site, an objection has been raised to two matters of detail concerning the design and layout of the proposal and its impact on this adjacent area of land as follows:

- To provide the access for the Park & Ride facility, it will be necessary for the applicant to purchase land. Discussions have been held with the County Council concerning the potential to create an agricultural field access to this adjacent land from the access road to the Park & Ride facility. This will materially improve highway safety by removing the need to access this land directly from the A36. The proposed arrangement should be identified as part of the planning application.
- Concerns have been expressed to the County Council about the extent of the land required for the proposed landscaping fronting Southampton Road. The extent of new landscaping on this adjacent land to the west of the proposed site access road is excessive and unnecessary as there is nothing to screen and the proposed planting does not serve any other purpose. The landowner will resist selling the excessive land required for landscaping purposes and therefore the scheme will not be implemented in accordance with any planning permission and, more importantly, the assumptions adopted in the Environmental Statement.

Representations of Support to Original Submission

As mentioned above, 3 letters of support have been submitted to the proposed development.

These letters raise the following comments/reasons for support:

- The proposed road alterations, particularly the closure of the Petersfinger Road/A36 junction can only benefit from the closure of the dangerous right hand turn off the A36 and stop the rat-run along the inadequate Petersfinger Road.
- The provision of a through route from Milford to the A36 via the proposed access road to the Park & Ride facility between the railway bridge and the A36 is welcomed. If this is not the case, then the proposal is unacceptable, as this would have the effect of exacerbating the current congestion and traffic problems on alternative routes.
- Residents of Petersfinger Road will benefit from the proposed closure of Petersfinger Road at the junction with Southampton Road creating a safer environment for the residents living along the section of the road between the railway bridge and Southampton Road.
- The provision of a refuse vehicle turning point removes the need for such vehicles to have to back along Petersfinger Road.
- The creation of a new signal controlled junction and new link road servicing the Park and Ride site and Milford areas are well thought out.
- Landscape and visual impact is enhanced from earlier schemes with far greater screening all around the perimeter of the site including the A36 boundary – in keeping with the country aspect of the area. Planted walkways with lit bollards should help limit the harshness of this area.
- The green roof of the amenities building and provision of CCTV is welcomed.

However, one of the letters of support also raises the following further comments:

- The timeframe for the maturing of the landscaping is long and in the interim the car park area will be visible. The planting should consist of larger, more mature specimens and greater use of evergreen species that will provide year round screening.
- There should be provision for the residents of Petersfinger Road to have access to the new bus system. Otherwise, residents would be forced to drive their vehicles unnecessary short distances to the site with the effect of reducing the number of available parking spaces.
- It would be beneficial for residents of Petersfinger Road if pavements are created to enable residents to walk safely into the site and to the adjacent Tesco store.
- The speed limit for traffic passing under the railway bridge and along the proposed access road to the Park & Ride facility should be restricted to 20mph to provide a safer environment, particularly for pedestrians.

Following the submission of amended plans and additional information in response to concerns raised by consultees, a further period of neighbour notification was undertaken. This has generated a further 6 letters of representation, 5 of which have been submitted in objection to the proposal and a single letter in support.

Representations of Objection to Amended Proposal

As mentioned, 5 letters of objection have been received to the amended proposal. These include 4 individual letters, as well as a further letter from the agent acting for the adjacent landowner. These letters have raised the following grounds of objection some of which reiterate the comments elicited from the original consultation process.

- The proposal will in no way reduce the traffic along Petersfinger Road between the A36 and Manor Farm Road and could make it substantially worse. This route is already used as a rat-run.
- Park & Ride can never make a profit or cover its original expenses.
- The numbers of nearly empty Park & Ride buses cause nearly as much congestion as the traffic they are seeking to remove.
- The drainage to soakaway will not work. There is standing water in the adjoining field.
- How will farm stock be moved along the road to Petersfinger Farm? If livestock cannot be kept on the agricultural fields they would have to be farmed for hay that is inappropriate in an Environmental Sensitive Area.
- The proposed widening of the footway to 3 metres is a welcome addition to the cycle and pedestrian facilities along the A36, although 2.5m is not an optimum width for a shared use facility. It is questioned why the new shared use path is narrower than the 3.5m wide dual-purpose footway/carriageway as stated in the Environmental Statement.
- It is difficult to discern what is intended for the pedestrian facilities at the junction of Petersfinger Road and the A36. It is not clear what the “dedicated footway at the junction” is or where it will be placed. It would seem an ideal opportunity to construct a shared use footway and cycleway across the junction parallel to the carriageway of the A36 as a further addition to the pedestrian and cycling facilities between Salisbury and Alderbury.
- The amended proposal/additional information does not address the potential problems created by allowing traffic to turn left into Petersfinger Road from the new access road, thereby creating a rat-run through Milford where the Golden Way cycleway along Piggy lane meets Petersfinger Road.
- The site is in the wrong location. It would make far more sense to locate the Park & Ride facility along the A36. To put the site at the point of maximum constriction seems to be a recipe for disaster. The traffic congestion at this point is already problematic. If the aim is to ease traffic entering the city then the relief mechanism should be located at a point where it aids that aim and not compounds it.
- The proposal document mentions consultation – but despite living in the area that will be affected I haven’t seen or heard of this consultation. Consultation by stealth is not consultation and therefore cannot be considered meaningful.

A further letter has been received from the agent acting for the adjacent landowner. Whilst this letter reiterates that there is no objection to the principle of the Park & Ride facility on the proposed site, but again advises that there is an objection to two matters of detail concerning the design and layout of the proposal and its impact on this adjacent area of land. These objections are as follows:

- The inclusion of an access to the adjacent land as part of the revised proposals is welcomed. However, it is considered that, for highway safety reasons, the width of the access should be widened to ensure that agricultural machinery can satisfactorily access the land. In this regard,

it would be appropriate for the access and associated road to be a minimum of 7.3 metres wide with the appropriate 10 metre corner radii.

- The second detailed objection concerning the extent of the landscaping proposals that encroach onto the adjacent land has not been addressed and therefore the objection is maintained.

Representations of Support to Amended Proposal

Following the submission of amended plans and further re-consultation period an additional single letter of support for the proposed development has been received. This raises the following comment/grounds for support:

- The proposed closure of Petersfinger Road at the junction with the A36 will benefit residents due to the reduced traffic flow through Petersfinger Road.

Parish Council Responses

In response to the application as it was originally submitted the Parish Councils responded as follows:

Laverstock & Ford Parish Council:

No objection, but raise the following comments:

1. The Parish Council have concerns that the access road may lead to increased traffic through Petersfinger Road;
2. The effect on Milford Mill Bridge which would be at risk from increased vehicle use; and
3. There is a cycle/footpath on the western edge of the site (along the access road) that ceases at the new Petersfinger Road junction. With the small rail bridge and the restricted visibility the Parish Council is concerned that there is no pedestrian/cycle provision through the bridge and beyond.

Clarendon Park Parish Council:

Object for the following reasons:

1. The site is too close to the centre of Salisbury to be of benefit to residents in the Parish. It is unlikely that local residents will take their cars to Southampton Road, sit in a queue of traffic, park their car at the Park and Ride site and sit on the bus in another queue of traffic;
2. The congestion at the Tesco roundabout is already very bad and the enlargement of the Tesco store will make congestion worse. The Park and Ride site will increase traffic in the area so that congestion will increase still further. The Park and Ride buses will be delayed by this congestion;
3. The siting of traffic lights on the A36 must slow the flow of through traffic. It is noted that much of the traffic data dates back to 2002;
4. The filter lane at the traffic lights heading towards Salisbury is too short so that traffic waiting to enter the site or traffic wishing to access the Petersfinger/Laverstock road will impede through traffic;
5. The lighting on the site will create light pollution in a predominantly rural area. It is not clear whether security lighting will be on all night;
6. There is no information on the current effectiveness of the other Park and Ride sites in Salisbury District. Due to the difficulties with the Petersfinger site, this information is highly relevant and should be provided before a decision is made.

(It should be noted that three members of the Clarendon Park Parish Council declared a personal and prejudicial interest in this application and took no part in the meeting. As a result of these declarations the meeting was not quorate. However, on the advice of Salisbury District Council Legal Department the meeting proceeded to discuss the application and formulate a response).

Following the submission of amended plans a further period of consultation has been undertaken with the Parish Councils and the following responses have been received:

Laverstock & Ford Parish Council:

Object to the proposed development for the following reasons:

1. There is already congestion already along Southampton Road and another junction will increase the problem.
2. It will encourage more traffic to use Petersfinger Road, Manor Farm Road and Laverstock Road.
3. Park and Ride would be better to decant onto Tesco roundabout.

4. It would be preferable for the entrance to Petersfinger Road to be separate from the entrance to the Park and Ride site.
5. New access to field from Petersfinger Road at Park and Ride site. This area will be prime for development meaning more traffic will spill onto Petersfinger Road. If the field entrance was at the roundabout as there is on the opposite side of the road where Christmas trees are sold this could prevent a future problem.
6. Concerns of heavy lorries and other large vehicles using Petersfinger Road unless weight limit signs are put at the junction of the A36 and Petersfinger Road.

Clarendon Park Parish Council:

The following concerns are raised:

1. It is proposed that the footpath along the A36 should be widened. Since this would be an isolated stretch of widening there appears to be no reason to do this.
2. Drainage. The site drainage appears to run on land in the garden of Elmsfield House. This is already a very wet area and further water drained in this direction will adversely affect that property.
3. Access to Willow Cottage and Petersfinger Farm will be adversely affected. It is certain that queuing traffic on the A36 past the site will be more prevalent and it will be difficult to enter or leave these properties.

6. POLICY CONTEXT

The proposed development must be considered in relation to national, regional, county and local guidance or policy and this section provides an overview of the relevant planning guidance and policy to the determination of this application. The Local Development Plan normally has primacy, as it is shaped by national and regional planning policy, whilst the latter is still relevant to development control decisions, particularly where it post dated Development Plan documents.

National Policy Context

The Government's policies on different aspects of the planning system are set out in Planning Policy Statements (PPS's) and Planning Policy Guidance (PPG's). The following national planning policy is considered to be of relevance to the current proposal.

PPS1: Delivering Sustainable Development

PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development. Sustainable development is the core principle underpinning planning and the government's four main aims for sustainable development are:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and
- The maintenance of high and stable levels of economic growth and employment.

PPS1 also requires the planning system to facilitate and promote sustainable and inclusive patterns of urban and rural development.

Good design is also key to the government's strategy and PPS1 provides advice on design and the role that it has to play in achieving sustainable development. Relevant statements stressing the importance of good design include:

"Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning". (Para 33)

"Planning policies should promote high quality inclusive design in the layout of new development and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted". (Para 13iv)

"Good design should contribute positively to making places better for people". (Para 34)

PPS7: Sustainable Development in Rural Areas

PPS7 sets out the Government's planning policies for rural areas. This guidance set out in this document makes it clear that new development should be strictly controlled and that there is a presumption against new development for which there is no demonstrable need. In this respect, PPS7 states that:

"New building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled; the Government's overall aim is to protect the countryside for the sake of its intrinsic character and beauty, the diversity of its landscape, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all". (Para 1iv)

PPS7 also identifies that planning authorities should ensure that the quality and character of the wider countryside is protected and, where possible, enhanced and states:

"They should have particular regard to any areas that have been statutorily designated for their landscape, wildlife or historic qualities where greater priority should be given to restraint of potentially damaging development". (Para 15)

PPS9: Biodiversity and Geological Conservation

PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system and sets out that the broad aim is that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.

The guidance states that to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered planning authorities should adhere to six key principles that include that:

- Planning decisions should be based on up to date information
- Planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation
- The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting permission would result in significant harm to those interests, alternative sites that would result in less or no harm should be considered. In the absence of any such alternatives, adequate mitigation measures should be put in place. Where a planning decision would result in significant harm to biodiversity and geological conservation interests that cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.

PPS9 and the accompanying Circular 06/2005 gives guidance on the treatment of sites with international and national designation, regional and local sites, ancient woodland and other important natural habitats, networks of natural habitats and the protection of species.

PPG13: Transport

PPG13 sets out the national planning policy guidance in relation to transport which is underpinned by a sustainable transportation and land use strategy that encourages sustainable development.

The guidance identifies that the objectives are to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

With particular reference to park and ride schemes, paragraphs 59-61 of PPG13 state:

"Park and ride schemes, in appropriate circumstances, can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. Schemes can vary considerably in size and purpose and may be based around bus, light rail or rail. Well-designed and well-conceived schemes - which accord with the advice in this guidance - should be given favourable treatment through the planning system".

“Schemes need to be developed as an integral part of the planning and transport strategy for the area, and should be included in the local transport plan and, where possible, in the development plan. Proposals need to be consistent with the strategic context set out in the RTS, and where they would have a strategic role, for instance as a rail-based scheme on a main line, they would need to be considered within the regional transport and planning context”.

“Schemes need to be subject to robust assessment, including consideration of alternative sites, the impact on local amenity, and travel impacts, including traffic reduction and generation. Where their use is appropriate, schemes need to be designed and implemented in association with other measures, such as public transport improvements, traffic management and parking controls. Schemes should not be designed to increase significantly the total public parking stock available in a town and care should be taken (for example through tariff structures) to avoid encouraging additional travel, and especially commuting, by car. Schemes should be designed for use by disabled people, and to promote the potential for walking, cycling and motorcycle journeys to and from the site. They should also be designed and operated in order to maximise safety in the area and for those using the schemes. The English Historic Towns Forum has published a good practice guide on bus-based park and ride”.

PPG16: Archaeology and Planning

PPG16 specifically relates to archaeology and sets out the Government’s policy on archaeological remain on land and how they should be preserved or recorded. It identifies that archaeological remains should be seen as a finite, non-renewable resource and therefore appropriate management is therefore essential. With regards to the management of archaeological remains through the planning system, PPG16 states:

“The key to informed and reasonable planning decisions...is for consideration to be given early, before formal planning applications are made, to the question whether archaeological remains exist on a site where development is planned and the implications for the development proposal. When important remains are known to exist or when archaeologists have good reason to believe that important remains exist, developers will be able to help by preparing sympathetic designs”. (Para 12)

“If physical preservation in situ is not feasible, an archaeological excavation for the purposes of ‘preservation by record’, may be an acceptable alternative”. (Para 13)

“The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether that monument is scheduled or unscheduled. Developers and local authorities should take into account archaeological considerations and deal with them from the beginning of the development control process”. (Para 18)

PPS23: Planning and Pollution Control

PPS23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use.

PPS23 also states:

“In considering individual planning applications, the potential for contamination to be present must be considered in relation to the existing use and circumstances of the land, the proposed new use and the possibility of encountering contamination during development. The LPA should satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and subsequent management measures to deal with unacceptable risks”. (Para 23)

PPG24: Planning and Noise

PPG24 identifies that the impact of noise can be a material consideration in the determination of planning applications and sets out guidance on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development. The document outlines some of the main considerations that local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.

PPS25: Development and Flood Risk

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

Summary of Government Policy

Overall the Government guidance is promoting a consistent theme, which is to seek to reduce environmental damage caused by existing patterns of transport, especially reliance on the private car. To achieve this, the Government is not seeking to introduce draconian measures to force people out of their cars, but is promoting a policy of providing meaningful alternative travel choices. A cornerstone of this strategy is to provide integrated transport infrastructure so that there are a series of choices of modes of travel. The Government acknowledges Park and Ride strategies as a useful component in providing integrated and sustainable transport solutions.

Regional Planning Policy

The Regional Spatial Strategy is currently set out in Regional Planning Guidance for the South West RPG10, although a new Spatial Strategy is currently being developed and progressing towards adoption. RPG10 provides a broad development strategy for the region to inform the preparation of Development Plans and Local Transport Plans and provides the spatial framework for other strategies and programmes.

The Development Plan

Section 54A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require an application to be determined in accordance with the Development Plan unless material considerations indicate otherwise. Hence, the starting point when considering any application is whether it accords with the Development Plan.

The Development Plan for this application comprises the policies in the following adopted plans:

- Wiltshire and Swindon Structure Plan 2016 (Adopted April 2006)
- Salisbury District Local Plan (Adopted June 2003)
- Wiltshire and Swindon Waste Local Plan 2011 (Adopted March 2005)
- Wiltshire and Swindon Minerals Local Plan (Adopted November 2001)

The relevant policies of the above documents are outlined below.

Wiltshire and Swindon Structure Plan 2016 (Adopted April 2006)

This document is an Alteration to the Wiltshire Structure Plan 2011 and is intended to be fully consistent with the aims and objectives of national and regional planning policy framework as described above.

The following policies of the Wiltshire and Swindon Structure Plan 2016 are relevant to this current proposal:

DP1 (Sustainable Development), T1 (Transport Plans), T3 (Public Passenger Transport), T4 (Transport Interchanges), T5 (Cycling and Walking), T6 (Demand Management), C1 (Nature Conservation), C2 (Nature Conservation), C3 (Nature Conservation), C5 (The Water Environment), C12 (Agriculture) and W1 (Waste Management).

Of particular relevance to this current proposal are the transportation policies. Sustainable patterns of land use and transport underpin these policies and a strategy that seeks to integrate planning and transport to reduce the need to travel, especially by car, to promote more sustainable transport choices, to encourage greater use of public transport, cycling and walking, whilst providing good accessibility and promoting economic viability. The implementation of Park and Ride is part of this strategy.

- Policy T1 requires comprehensive transport plans to be developed with a view to improving the existing transport infrastructure and reducing the need to travel by private car.
- Policy T3 addresses Public Passenger Transport and requires an appropriate level of safe and efficient public transport services in order to meet a number of objectives including reducing the reliance on the car and contributing to environmentally sustainable development.
- Policy T4 is of specific relevance to this proposal as it requires provision for new or improved interchange facilities including bus park and ride facilities.
- Policy T5 requires the provision of measures to encourage cycling and walking in order to offer alternatives to private car use.
- Policy T6 refers to transport demand management measures to reduce reliance on the car and encourage the use of sustainable transport modes.

Salisbury District Local Plan (Adopted June 2003)

The site is allocated for a Park and Ride facility in the Salisbury District Local Plan (Adopted June 2003) under Policy TR8(ii). In addition, to this allocation, the site is also shown on the Proposals Map as being located within an Area of High Archaeological Value and a Water Source Catchment Area, and in part within a Development Restraint Area and an Area of High Ecological Value. The site also contains trees that are the subject of a Tree Preservation Order and is technically located within the countryside.

The following policies of the Salisbury District Local Plan (Adopted June 2003) are therefore relevant to the current proposal:

General Development Policies:

G1 (Sustainable Development), G2 (General Development Control Criteria), G4 (Water - Flood Risk), G5 (Water - Infrastructure), G6 (Water – Sustainable Drainage) and G8 (Water – Development Restraint Areas).

Design Policies:

D1 (Design – Extensive Development).

Conservation Policies:

CN17 (Trees – Replanting), CN21 (Areas of Special Archaeological Significance), CN22 (Archaeology – Preservation and Recording) and CN23 (Archaeology – Implications and Investigation).

The Rural and Natural Environment Policies:

C1 (Protection of Countryside), C2 (Countryside – Restriction of Development), C8 (Landscape – Loss of Trees, Hedges and Replacement Planting), C10 (Nature Conservation – Protected Sites), C11 (Nature Conservation – Non-Statutory Sites), C12 (Nature Conservation – Protected Species), C13 (Nature Conservation – Protection of Wildlife Habitats), C17 (Conservation of Rivers, Watercourses and Associated Wetlands), C18 (Protection of Rivers and Floodplain) and C19 (Protection of Best and Most Versatile Agricultural Land).

Transportation Policies:

TR1 (Transport – Sustainable Land Use Strategy) and TR8 (Transport – Park and Ride).

As mentioned above, of particular importance, is the fact that the site is one of five sites allocated for a Park and Ride facility under Policy TR8. This policy states, in relation to the Petersfinger site, that the development of the site will be dependent upon the formation of a satisfactory junction with the A36, while the supporting text to this policy also identifies that this junction could serve not only the Park and Ride site but also replace the existing Petersfinger Road junction that is sub-standard. Together with the four other Park and Ride sites, that have all been developed and are operational, it forms part of the comprehensive transportation strategy for Salisbury and Wilton.

Wiltshire and Swindon Waste Local Plan 2011 (Adopted March 2005)

Policy 10 (Waste Audits) and Policy 14 (Provision for Recycling) of the above document are of relevance to the current proposal. Both of these policies seek to ensure that, from the outset, new development is implemented with the principle of sustainable development at its core.

Policy 10 seeks to ensure, as far as practicable, the optimum use of resources through the demolition and construction process. It requires that all new development be subject to a waste audit that will establish the volume, tonnage and nature of materials likely to arise from site demolition, excavation, clearance, preparation, storage and construction, and identify opportunities for recycling and more efficient consumption. Policy 14, however, seeks the provision of recycling measures to be incorporated within development proposals so that waste generated by the occupation and use of new development can be captured at source.

Wiltshire and Swindon Minerals Local Plan (Adopted November 2001)

There are no relevant policies in this document.

Supplementary Planning Guidance (SPG's)

Whilst not afforded section 54 status, SPG's, may be taken into account as a material planning consideration. The following documents are relevant to this application.

Creating Places

Creating Places supplements the design policies of the Development Plan and sets out detailed design criteria to both help developers achieve high quality designs appropriate to their specific context and criteria against which the Local Planning Authority will scrutinise applications. Applications must be accompanied by an adequate design statement, which highlights the intellectual design concept for the proposals, including how it responds to the vernacular context.

Achieving Sustainable Development

Whilst this SPG has been designed largely for smaller scale developments of up to 1000m², major applications are expected to cover and expand on the same principles. The guidance is designed to raise awareness about sustainability issues and encourage a better quality for the benefit of all. It includes a checklist of questions ranging from direct environmental impacts on the site and surroundings to building materials, recycling, energy efficiency, waste, as well as matters relating to access and community issues.

Reclaiming Resources for Community: A Development Guide

This SPG, adopted by WCC and Swindon Borough, provides advice and guidance supplemental to Policies 10 and 14 of the Wiltshire and Swindon Waste Local Plan 2011.

Other Relevant Documents

Salisbury Transport Plan (2000) and Wiltshire Local Transport Plan (2001)

The Salisbury Transport Plan (2000) sets out the transport strategy for the city which is aimed at improving environmental and traffic conditions by removing congestion and reliance on the private car by re-routing traffic and providing meaningful alternatives. The implementation of Park and Ride forms one key component of this strategy.

The Park and Ride element of the strategy includes five complementary Park and Ride sites on each of the main approaches to the city centre. The aim of Park and Ride is to give commuters an alternative to bringing their car into the city centre. The intention is to provide long stay car parking outside the main urban area and to make it convenient for commuters to complete their journey by bus. It is envisaged that this will reduce peak hour travel demands on the main arterial routes into city and will also free up more short-term parking spaces to assist the retail viability of the city centre. Furthermore, the aim of reducing the volume and general impact of traffic on the city centre will allow enhancements of the historic core such as pedestrianisation, improved air quality, reduced noise and generally an upgrading of the urban environment. The Petersfinger site would serve motorists approaching Salisbury from the south and south east along the A36 (east) from Southampton.

Importantly, the Wiltshire Local Transport Plan (2001), although now superseded, has secured and ring-fenced the provision of £3.2m of Government funding for the construction of the Petersfinger Park and Ride facility that will be held in reserve until all of the necessary statutory processes have been completed.

7. MAIN PLANNING ISSUES

1. Site Selection Process
2. Design and Layout
3. Landscape Character and Visual Impact
4. Highway and Transport Issues
5. Nature Conservation and Biodiversity
6. Archaeology and Cultural Heritage
7. Noise
8. Air Quality
9. Water Quality and Drainage
10. Geology and Contaminated Land
11. Land Use
12. Construction and Waste Management

8. PLANNING CONSIDERATIONS

As noted above, an Environmental Statement has been submitted to accompany the application. The Environmental Statement deals with the significant effects on the environment arising from the development and mitigation measures under individual topic headings. As these topic headings cover practically many of the material planning considerations, they are used as a basis for discussion.

1. Site Selection Process

As mentioned above, several objections have been received to the proposal on the grounds that the site is not the best one and is located too close to the city centre and that consideration should be given to other alternative sites. In this respect, other alternative locations for the Park and Ride facility have been suggested, which include Whaddon and Alderbury. In order to assess the validity of these arguments it is necessary to appraise Members of the original site selection process.

The need for the Petersfinger Park and Ride scheme has been established following a series of transport studies and proposals that have focused upon finding ways to alleviate the traffic issues affecting Salisbury. Following the cancellation of the Salisbury Bypass by the Government in 1997, a Transport Study was set up to consider alternative solutions to the traffic problems of the Salisbury area which was led by the Government Office for the South West (GOSW) in partnership with Wiltshire County Council, Salisbury District Council and the Highways Agency. This study led to the development of the Salisbury Transport Plan (a transport strategy for the city) that identified a package of measures aimed at improving environmental and traffic conditions by removing congestion and reducing car dependency and encouraging the use of other modes of travel. A central component to achieving the objectives of this strategy was the introduction of the provision of a series of satellite Park and Ride facilities designed to service each of the principal routes into the city. At this stage, the strategy identified that at least five Park and Ride facilities were required.

In 2002, WS Atkins undertook a traffic capacity assessment of the A36 that was also aimed at identifying the optimum location for a Park and Ride facility on the A36. As a result of this assessment, four potential sites were identified for further examination. These were located at Petersfinger, Kennel Farm, Alderbury Common and Whaddon Interchange. WS Atkins set out the advantages and disadvantages of each of these sites in their report and concluded that the Petersfinger site was the preferred option as it had several factors in its favour. In this respect, the Petersfinger site was the closest to the city centre, which it was considered would help overcome drivers' reluctance to leave their cars before congestion starts to become apparent, there would be shorter bus journey times so reducing the number of buses required for an attractive level of service, while it was also established that the Petersfinger site would have the highest demand forecasts. It was also concluded that the Petersfinger site offered the benefit of environmental improvements to the residents of Petersfinger Road through the closure of its junction with the A36.

The site has subsequently been the subject of robust scrutiny and consultation prior to this planning application through the Local Plan process. When considering the allocation of the Petersfinger site at the Local Plan Inquiry the Inspector concluded that there was no strong case for recommending an alternative site in preference to the allocated site and no modification to the plan be made. Consequently, this site, together with the four other Park and Ride sites that have been developed

(Old Sarum (Beehive), Wilton, Britford and London Road), has been allocated for a Park and Ride facility in the Salisbury District Local Plan (Adopted June 2003) under Policy TR8(ii). In accordance with government guidance, planning is a Plan led system and guidance is clear that planning authorities must make decisions in accordance with the Development Plan unless material considerations indicate otherwise. Therefore there is a strong presumption in favour of this application unless there are other reasons for setting policy aside. The remainder of this report will analyse whether such circumstances exist.

2. Design and Layout

When considering the appropriateness of the design of a land use such as a park and ride site, there is a central dichotomy that must be resolved. On the one hand, by their very nature park and ride sites are a functional, modern land use that effectively amounts to a large car park and bus interchange, a typical urban feature which no matter how well designed will never appear anything other than as such. On the other hand, in designing such facilities, there is a challenge to achieve a design and layout that fits comfortably in its context and ameliorates the impact of the development on the surroundings. The key to resolving this tension is to seek a design that does not attempt to be something it is not, whilst mitigating the impacts by the use of architectural style; materials and landscaping that echo the wider context.

In this case, it is considered that the balance has been well struck, with the design and layout of the development having been carefully considered and treated to produce a proposal that will sit comfortably within its setting. For example, the amenities building is of a contemporary design and is designed to perform a very specific function. To attempt to pretend that it is anything else would be inappropriate. However, the scale of the building seek to respond to the semi-rural nature of the site rather than relate to the much larger forms and styles of the adjacent retail units, while the materials/colour finish have been carefully selected to reflect the semi-rural surroundings of the site through the use of a planted sedum (green) roof covering and terracotta (earthy colour) rendered finish that will reduce the environmental impact of the building. As such, it is considered that the proposal provides an innovative building that is of a high quality of design.

The layout follows the pattern of the landform and the alignment of the drainage ditch that bisects the site which has helped to integrate the scheme into its setting and to protect and minimise the environmental impact along the ditch. Similarly, while there can be no mistaking that the proposal is a large car park, the proposed soft landscaping envisages avenues of tree planting to break up the car parking areas with low shrub planting alongside all footpaths to define pedestrian routes, utilising appropriate species, to produce a pleasant internal environment. The proposal also includes the provision of landscape buffer strips to the perimeters of the site, consisting of native tree and shrub planting, that within time will develop into maturity and further integrate the scheme within the area. The proposed hard landscaping would introduce different surface materials for different areas within the site depending upon their use. The surfacing materials that have been selected reflect both the urban grain of the settlement and the semi-rural nature of the site and are of subdued/muted colours to reduce their visual impact.

The overall design concept behind the application has been conceived to meet a number of criteria that includes the following:

- To create a high quality scheme that fits within the constraints of the site and achieves integration into its setting;
- To provide an amenity building for users that provides an informative, safe and comfortable waiting area and that demonstrates an environmentally responsible design through the use of sustainable methods within the design;
- To identify and use materials that integrate the development into the local setting and are appropriate for the purpose of the development;
- To provide visual screening from sensitive receptor locations;
- To retain existing vegetation on site and to use planting species that are important and appropriate to the local landscape character, of local ecological value and suitable for the purpose of the development; and
- To ensure that the development provides a secure environment and discourages crime through careful consideration to the car park layout, specification of planting and the provision and location of CCTV and lighting.

In conclusion, it is considered that the design concept has been developed and executed to a high standard that through sensitive design provides a scheme that integrated into its setting. If Members are minded to accept it, then it is considered that the design and layout provides for a development that has architectural integrity but also sits comfortably within its wider setting.

3. Landscape Character and Visual Impact

As mentioned above, the site consists of an agricultural field that is under arable on the northern half of the site, while the southern section of the site consists of scrub and grassland. The site is located on the urban/rural interface of the city on the edge of the Rive Avon chalk valley. In this respect, the character of the site itself is largely rural, consisting of an arable field and scrub and grassland, and is located in the wider context in relation to agricultural fields to the north and agricultural fields and generally flat meadow land comprising the floodplain of the River Avon to the south of the site. At the same time, however, the immediate setting of the site is largely influenced by the urban context of the A36 and its associated street lighting/signage and the retail and industrial development along Southampton Road to the west.

An assessment of the potential landscape and visual impacts of the proposed scheme was undertaken as part of the ES process. In considering this issue, it is recognised that by their very nature park and ride sites are a form of land use that effectively amounts to a large car park and is an urban feature. As such, it is almost inevitable that it is not possible to permit a major infrastructure project such as this without it having irretrievable impacts on the character of the site and the landscape. Indeed, in this instance, the resultant character of the site would be very different to that of the existing greenfield site. The key questions that must therefore be addressed are whether the development can be designed with suitable planting to reduce and soften the impact to an extent that is considered acceptable and whether the visual impact of the scheme can be mitigated to allow it to satisfactorily integrate into its setting in relation to short, medium and long distance views?

To assess the visual impacts of the proposed scheme, a visual appraisal of the views of the site from a number of selected viewpoints and an assessment of the existing view and the visual effect of the completed scheme was undertaken as part of the ES process. This assessment identifies that the proposed development would be visible from many of the viewpoints to some extent during the opening year, particularly in respect of the immediate views (A36, Petersfinger Road and the Tesco car park), and highlights the lighting as one of the main features that would be visible, particularly during the winter months. However, the assessment also identifies that following the establishment and maturity of the landscape planting (assessment based on a period of 15 years after completion), that it would provide further screening of the development and blend it into the rural setting and that lighting would be less evident.

The ES concludes that the development would have a moderate adverse effect on the character of the site and the immediate setting, which is confined to the immediate context of Petersfinger Road, the section of the A36 immediately adjacent to the site and the Tesco store car park, from those views that are available immediately surrounding. However, as the proposed planting within the scheme matures and the site becomes further screened it is considered that the impact of the development would reduce and would result in a slight adverse effect on the landscape character immediately surrounding the site.

Beyond the immediate setting, the assessment has confirmed that the site becomes increasingly screened by existing vegetation and although the proposed scheme would be evident it would be visually inconspicuous given its location adjacent to the Tesco retail store and the retail/industrial development along Southampton Road. In this respect, the ES concludes that from the north, south and east on the higher ridges, intermittent views of the development would be possible but it would only be identifiable by the light emitted at night. To the west views are rapidly curtailed beyond the immediate vicinity of the site with the only publicly accessible viewpoint within close proximity to Harnham Bridge from which only the 10m lighting columns would be visible. Furthermore, the ES concludes that as the proposed planting matures, the hard nature of the development would become increasingly wooded, softening the impact and blending it into the characteristics of the area. As a result, overall, it is concluded that the scheme would result in a neutral effect – not visible on the landscape character of the wider area.

On assessment of the landscaping proposals submitted with the application, it is Officer's opinion that the correct approach is being adopted to mitigate the visual impact of the proposal. As mentioned above, the basic design principles of the landscape proposals are to retain existing mature trees and hedgerow and to provide landscape buffers consisting of tree and shrub mixes to the boundaries to reduce views into the site. This will be supplemented with planting of the internal layout of the site using native tree, hedge and shrub species, as well as re-contouring of the site. The result should not only mean that the visual impact of the development is reduced and that it

integrates into its setting but that it also produces a pleasant internal environment for the users. During the course of the application, the size of the proposed tree and some shrub planting has also been increased to address concerns raised by the Council's Arboricultural Officer. This should help to avoid vandalism and will also give the scheme the feel of some maturity from the outset. An arboricultural method statement that sets out the protection measures and methods of construction that need to be implemented during the construction phases to ensure the short term and long term integrity of the trees that are to be retained on, and adjacent to, the site has also been submitted in support of the application. The implementation of this method statement can be secured by condition.

As noted above, the ES identifies that one of the most conspicuous aspects of the scheme would be the lighting. The ES, however, states that the lighting scheme would utilize shorter (5m) lighting columns to reduce light spread and lighting levels will be adopted in accordance with a standard recognised as being suitable for rural or small village locations. In addition, flat glass lanterns will be used that would project light downwards and fully cut off any direct upward light to minimise light spill, while the lanterns adjacent to the drainage ditch and boundaries of the site would be fitted with a rear louver to reduce light spillage.

In light of the careful consideration that has been given to the design of the landscape planting and site lighting as discussed above, together with the conclusions of the ES, it is considered that the proposed scheme would not appear as an unduly alien intrusion into the landscape. While, the proposed development and site lighting would be visible it would be viewed in the context of the adjacent retail and industrial development to the west and the A36 and as such it is considered that it would not become a dominant or visually intrusive feature within the landscape. When considering this issue, it is also considered necessary to remember that the development is also required to be considered within the context of all the policies promoting park and ride provision referred to above. Overall, and on balance, provided that suitable conditions are imposed to ensure the implementation and future management of the landscape planting and control of lighting levels and times, it is considered that there are no justifiable grounds to object to the proposal in terms of its landscape and visual impacts.

4. Highway and Transport Issues

As noted above, a Transport Assessment has been submitted in support of the application that has assessed the transport and highway implications likely to result from the proposed development. This assessment examines the existing baseline traffic conditions in comparison to the predicted changes in traffic flows on the road network surrounding the development site as a result of the proposed development. The assessment considers the impacts of the proposed scheme on traffic flows for years 2007 (anticipated opening year) and a design year of 2022, as well as considering the traffic flows across the road network in 2007 and 2022 on the basis of a 'without development' scenario. Furthermore, the assessment also takes into account both the general future traffic growth on the highway network (identification of baseline conditions were determined in 2005) and the changes in traffic levels resulting from committed developments in the vicinity of the site (expansion of Tesco store) in the predicted traffic flows for the opening year in 2007 and the design year of 2022. The assessment of the impact of the proposed development on the highway network surrounding the development site is complex and therefore the following considerations simply seek to provide an overview of the development impact.

The Transport Assessment identifies, in relation to the existing baseline conditions (based on traffic surveys completed in 2005), that the A36 has significant westbound flows in the AM peak period and eastbound flows in the PM peak and that the A36, between College roundabout and Bourne Way roundabout, experiences congested traffic conditions in both the east and west bound directions at peak times with subsequent blocking back. This congestion results in the westbound traffic blocking back into the Bourne Way roundabout and eastbound traffic during the PM peak queues back through the College roundabout onto Churchill Way. This assessment also highlights that congestion at the Bourne Way roundabout occurs outside of the peak periods and at weekends as a result of the volume of eastbound traffic for periods being insufficient to hold back the traffic emerging from Bourne Way which blocks the A36 westbound flow. However, it is suggested that the delays and congestion experienced on the A36 between the Bourne Way and College roundabouts are primarily a result of the frequent access points serving the retail units.

With regards to Petersfinger Road, the Transport Assessment highlights that the operation of the junction with the A36 is adversely affected by the absence of a dedicated right turn lane for A36 westbound traffic turning into Petersfinger Road. Consequently, right turn traffic can block the

westbound straight through traffic on the A36 and when this occurs extensive queues can quickly form. In addition, it is identified that Petersfinger Road itself experiences a significant level of flows in the peak periods indicating that the route is used as an intensive 'rat run' between the A36 and the residential areas of Laverstock and Milford by traffic attempting to avoid the traffic congestion along the A36.

As outlined above, the proposed scheme incorporates a new signal controlled junction on the A36, to the east of the Bourne Way roundabout and opposite the existing vehicular access to the sewage treatment works, facilitating access to the site. The existing access to Petersfinger Road from the A36 would be closed to all motorised vehicles and the access to Petersfinger Road off the A36 would be provided by a new link road along the western boundary of the park and ride site and incorporated into the park and ride access.

The Transport Assessment predicts that the implementation of the proposed Park and Ride scheme would be of a positive benefit to the majority of the road network surrounding the site by improving the overall traffic flow in this area. The greatest benefit would be to that section of Petersfinger Road, between the existing junction with the A36 and the new junction with the proposed link road with the A36, as a result of the removal of all through traffic (approximately a 98% reduction) arising from the closure of the existing junction with the A36 to motorised transport with only traffic accessing the dwellings remaining. The closure of this junction would also have the benefit of reducing delays to the westbound traffic on the A36 that currently results from vehicles turning right into Petersfinger Road at this junction blocking the carriageway.

It is also predicted that the proposed scheme, in comparison to baseline conditions, would result in net reductions to the traffic flow to the A36 between the proposed junction to the site and College roundabout. In this respect, the proposed scheme would reduce the overall westbound AM peak traffic by approximately 8% and eastbound traffic by approximately 7% in the PM peak period on this section of road for the 'opening year' (2007), although the reduction of traffic (i.e. in percentage terms) is marginally less for the 'design year' in 2022 due to the growth of network traffic. Nevertheless, it is concluded that the improvements to the operation of the highway network as a result of these reductions in traffic flow would extend to the west of the development (Churchill Way) and the city centre network where the road network would also experience reduced traffic flows.

The only increase in traffic flows, identified by the Transport Assessment, would be to that section of the A36 between the existing junction with Petersfinger Road and the proposed new access junction. This increase would be caused by existing Petersfinger Road traffic reassigning along this section of the A36 to the new signalled junction due to the closure of the existing junction to Petersfinger Road. Although the existing traffic flows on Petersfinger Road are significantly lower than the existing flows on the A36 this would result in an approximate 20% increase in traffic along this stretch of the A36. Nevertheless, these traffic flows remain consistent with the existing traffic flows east of the Petersfinger Road junction and therefore within the highway design capacity.

The Transport Assessment has also included a robust assessment of the new signal controlled junction to the A36. This has assumed a 'worst case scenario' where any reduction to the traffic flows on the A36 as a result of the proposal is replaced by newly attracted traffic, although it is stated that this scenario is unlikely to happen. The results of this assessment show that the junction will operate within capacity at the 'opening year' of 2007, but in the 'design year' of 2022 it will operate at capacity and would be less efficient, with increased queues, than would be the case when this scenario is not applied. It is also recognized that the proposed junction would increase queuing for westbound traffic along a section of the A36 to the east of the junction caused by cars turning right into the proposed Park and Ride site. However, the use of vehicle detection technology at the junction would optimize junction efficiency by allowing appropriate priority to minimize queues and delays. The impact of these queues would also be offset by the benefits of removing existing queues through the closure of the existing junction with Petersfinger Road. Furthermore, the Transport Assessment concludes that the both the Bourne Way and College Roundabouts will benefit from the removal of vehicles by the proposed development and operational efficiency will be improved in 2007 and 2022.

The proposed development has led to objections on the grounds that the proposed scheme will not reduce the use of Petersfinger Road as a 'rat run' and may actually exacerbate this problem. In direct contrast, however, the Transport Assessment concludes that the proposed scheme has the potential to reduce traffic flows on Petersfinger Road to the north of the site. In this respect, it is considered that some commuters currently using Petersfinger Road as a 'rat run' may choose to

use the Park and Ride (the assessment has estimated that 10% of the Petersfinger Road traffic would transfer to the Park and Ride), while, secondly, as traffic levels reduce on the A36 as a consequence of the proposed scheme some of the traffic using Petersfinger Road may reassign to the A36. Furthermore, the Transport Assessment also concludes that the design of the scheme would not encourage the increased use of Petersfinger Road as a 'rat run' into the city centre in order to avoid congestion on the A36. In this respect, it is highlighted that the junction signal timings would be designed in order that the Petersfinger Road traffic would experience the same level of delays as currently experienced at the existing junction, while the relocation of the Petersfinger Road junction would result in an increase in journey length of 300m for traffic wishing to use Petersfinger Road.

The proposed development has been scrutinised by both the Highways Agency and WCC Highways and their views are reported in detail above. While WCC Highways raised no objections to the proposed scheme, the Highways Agency raised concerns to a number of elements of the proposals that principally related to detailed design aspects of the proposed new signal controlled junction and layout of the scheme but which also questioned the validity of the traffic models used as part of the Transport Assessment and the subsequent conclusions extracted from the model regarding the wider effects of the proposals. In view of these issues, the Highways Agency originally issued a 'holding direction' in order to allow the necessary information to be provided and evaluated. However, following discussions held directly between the applicant and the Highways Agency and the submission of minor amendments to the proposed scheme, these issues have been resolved and the Highways Agency no longer has any objection to the proposal.

It is acknowledged that the proposed scheme would result in increased westbound traffic flows and queuing on the section of the A36 to the east of the proposed new signal controlled junction and that this could affect the residential property of 'Willow Cottage' that has a vehicular access onto the A36. When considering this issue, however, it is important that the development is also considered within the wider context and objectives of the transport strategy of which the provision of park and ride is a part. In this respect, the objective of Park and Ride is to bring about wholesale improvements to city wide amenity by increasing the share for sustainable transport modes and reducing the reliance on the private car with the subsequent reduction in traffic congestion and associated noise and pollution, and improving the accessibility and attractiveness of the environment of the city centre through car reduction. Despite the objections to the proposal on highway grounds it is evident there would be no adverse effect on highway safety conditions and therefore, on balance, it is considered that in the absence of any objections to the scheme from the Highways Agency and WCC Highways it would be difficult to advance cogent highway reasons for refusing this planning application.

5. Nature Conservation and Biodiversity

As mentioned above, the site is located within an Area of High Ecological Value and is located within approximately 400m of the River Avon SAC and the River Avon System SSSI. It is also located within relatively close proximity to the East Harnham Meadows SSSI and the Petersfinger Farm Meadows and Clarendon Grange Meadows that are both designated as Sites of Nature Conservation Importance (SNCI).

An assessment of the nature conservation interest of the site and environs and the effect of the proposed scheme thereon, during both the construction and operational phases of the development, was undertaken as part of the ES process.

In considering this issue, the ES identifies that the proposed development could potentially have an impact on the River Avon SAC and the River Avon System SSSI, as a result of the potential pollution of surface water and groundwater resources from contaminants due to increased traffic flows and accidental vehicle spillages. In this respect, the ES highlights that potential risks to the River Avon SAC and River Avon System SSSI during the construction phase are posed by accidental leakages/spillages from construction vehicles and chemicals used on site, while there is increased potential for contamination of surface waters from pollutants originating from vehicles using the site and accidental spillages from vehicles once the site is operational. The ES, however, concludes that the proposed development includes the implementation of a sustainable surface water drainage strategy that has been designed as mitigation against these potential impacts during the operational phase (this is discussed in more detail under 'water quality and drainage'), while the potential impacts of the construction phase would be managed to minimise their risk and significance through the implementation of a Construction Environmental Management Plan (CEMP) that would describe how construction activities would be undertaken and managed and

measures implemented to provide mitigation against any potential impacts. As such, it is concluded that the nature conservation interests of the River Avon SAC and River Avon System SSSI would be fully protected and would not be adversely affected by the proposed scheme.

With regards to the impact of the proposed scheme on protected species, a bat survey undertaken as part of this assessment has identified that there is a bat population associated with the site and although there was no evidence of bat roosts being present within the site it was apparent that the drainage ditch is important as a bat commuting and foraging corridor. In considering the potential impact of the proposed scheme on bat activity on the site, the ES identifies that the conversion of the existing greenfield site and associated loss of grassland habitat would have an adverse impact in terms of loss of some foraging habitat. In addition, the proposal also involves the felling of some of the existing mature trees that would constitute the loss of potential future roost sites, while the introduction of lighting to the site would have some disruptive impacts on bat activity. These impacts, however, would be mitigated as far as possible through the implementation of the landscape scheme that would provide shelter opportunities for bats, the provision of new damp areas as part of the drainage strategy that would provide suitable bat foraging opportunities and the provision of bat boxes to compensate for any loss of roosting opportunities through tree removal. Furthermore, it is proposed that a sensitive lighting scheme would be implemented, while the drainage ditch and its associated habitat would also be retained within the proposed scheme. As a result of these measures, the ES concludes that the bat population associated with the site would not be subject to any ecologically significant impacts as a result of the proposed scheme.

The ES also identifies that the proposed scheme would result in some adverse impacts on badgers and birds as a result of the proposed scheme associated with the loss of some foraging and nesting habitat, increased disturbance during both the construction and operational phases of the development and the introduction of lighting on to the site. However, no ecologically significant impacts are anticipated as a result of the proposed scheme on badgers and birds due to the retention and enhancement of the drainage ditch and boundary hedgerow that currently provide the best habitat for foraging and nesting for birds and the fact that the site would not be active at night, while there is no evidence that the site is currently being used by badgers. Mitigation measures, however, are proposed to minimise any adverse impacts and include the provision of bird boxes to compensate for any loss of nesting opportunities through scrub and tree removal, the provision of suitable habitat for foraging and nesting through the landscape scheme and sensitive lighting of the site.

In summary, the ES concludes that the proposed scheme would not have any adverse impacts on the identified ecological resources of concern above the local level and that the package of ecological mitigation measures which is proposed would, if implemented fully and successfully, minimise the identified adverse impacts and minimise the overall loss of ecological value of the site arising from the proposed scheme. In fact, it is stated the proposal could even achieve a net gain in ecological value by increasing the variety of habitats available on site through the creation of damp areas associated with the sustainable surface water strategy drainage, creation of a wildflower meadow, strengthening of boundaries through landscape planting and the provision of bird and bat boxes as alternative habitats, albeit that this would not be significant.

The proposed development and its impacts on the nature conservation interests of the site and environs have been fully assessed by both Natural England and Wiltshire Wildlife Trust and their views are reported in detail above. Despite initial concerns regarding the potential impacts on the River Avon SAC and the River Avon System SSSI during the construction phase of the development, following discussions with the applicant both Natural England and Wiltshire Wildlife Trust have confirmed their agreement to the approach of conditioning the submission of a CEMP outlining the measures to be implemented to prevent pollution incidents adversely impacting on the River Avon SAC and River Avon System SSSI during construction. The applicant has also carried out a further reptile survey and provided further information/clarification of the assessment of the impacts of the proposed development on the Petersfinger Farm Meadows and Clarendon Grange Meadows SNCI's to address the concerns that had been raised in respect of these matters. Consequently, neither Natural England or Wiltshire Wildlife Trust now raises any objection to the proposed scheme, subject to the imposition of appropriate conditions that are suggested below in accordance with their recommendations, nor which it is considered would achieve adequate mitigation.

6. Archaeology and Cultural Heritage

As noted above, the site is located within an Area of Special Archaeological Significance as designated within the Salisbury District Local Plan and a number of archaeological remains ranging

from the Prehistoric (Mesolithic, Neolithic and Bronze Age), Romano-British, Saxon, Medieval to the Post-Medieval/Modern periods have been found in the locality of the site. To the north of the application site, but separated from it by the railway line, are the Medieval kiln sites near Milford Farm that includes a Scheduled Ancient Monument.

An assessment of the archaeological interest of the site and environs and the effect of the proposals thereon was undertaken as part of the ES process. This included an archaeological evaluation of the site in the form of trial trenching that comprised a 2% sample of the northern field and a single trial trench in the southern field that was carried out in September 2005. A number of archaeological features were uncovered as a result of this evaluation including subsurface ditches and pits containing later Neolithic or early Bronze Age flint artefacts and Bronze Age pottery, while a ditch containing possible Saxon pottery was also identified in the northern part of the site. In addition, traces of the former water meadow channels have been detected, on aerial photographs, running into the southern field of the application site.

With regards to the impact of the proposed development on this archaeological resource, much of the northern field would be cut away and re-profiled and as such any surface or sub-surface artefacts and features would be totally removed by this operation. On the other hand, much of the southern portion of the site would be raised after topsoil stripping and although the former course of the River Bourne would be retained, any surface evidence of the former water meadows would be buried or damaged by this process.

Nevertheless, despite these impacts, it is considered that acceptable mitigation measures can be implemented. In this respect, it is proposed that a written scheme of investigation is prepared and further archaeological investigation in the form of a 'strip, map and sample' technique is undertaken in those areas of the northern field where archaeological remains have been identified prior to the commencement of development, while in the remainder of the northern and southern fields all topsoil stripping is monitored by an archaeologist and any artefacts or subsurface features recorded, to mitigate the effect on the archaeological resource. As a result, the assessment of the ES concludes that the proposed scheme would have a low adverse effect on the currently identified archaeological resource of the area and the significance of these effects is considered to be minor.

The County Archaeologist has endorsed the assessment and conclusions of the ES and subject to the imposition of a condition requiring further archaeological investigation to be undertaken on the site prior to the commencement of development in accordance with the mitigation measures set out in the ES, which is recommended below, there is no objection to the proposal. It is therefore considered that the proposal would not have an adverse effect on archaeology that would justify the refusal of this application.

7. Noise

An assessment of the effect of road traffic noise impacts, both on-site and on the surrounding highway network, associated with the operation of the proposed scheme on the nearby residential properties was also undertaken as part of the ES process.

The assessment concludes that the proposed scheme (the 'do something' scenario) would produce a reduction in traffic volumes experienced along Petersfinger Road due to the closure of the existing Petersfinger Road/A36 junction to motorised traffic and the transfer of traffic onto the proposed new access road to the site that will also facilitate vehicular access between the A36 and Petersfinger Road. As a result, noise levels experienced by residents living in properties located adjacent to Petersfinger Road would be expected to decrease and they would experience a beneficial noise impact as a result of the proposed scheme.

The ES also identifies that in a 'do nothing' scenario, there would be 3 properties that would experience noise levels between 68-73dB(A), 10 properties would experience noise levels between 63-68dB(A) and 5 properties would experience noise levels between 58-63dB(A). By contrast, as a result of the proposed scheme (the 'do something' scenario) there would be 4 fewer properties that would experience noise levels between 63-68dB(A).

The assessment, however, concludes that the properties located along the A36 would experience an increase in noise level. Nevertheless, for many situations, a relatively large change in traffic flow is required to bring about perceivable changes in noise levels. Indeed, Department for Transport (DfT) guidance for the appraisal of transport projects, "Transport Analysis Guidance" considers that changes in the average level of fluctuating sound, such as typical traffic noise, are not generally

perceived until the differences are approximately 3dB or more and that a 25% increase or 20% decrease in traffic flow, if speed and other factors remain unaltered, only results in a 1dB change. In this instance, the assessment concludes that the change in traffic volumes along the A36 as a result of the scheme would be lower than 25% and therefore the increase in noise level would be lower than 1dB(A). As a result, the number of people potentially annoyed by noise as a result of the scheme would not change from the existing levels.

Overall, the assessment concludes that the impact of the proposed scheme on noise levels experienced by the nearby residential properties and other sensitive locations is considered to be slight beneficial and that no further mitigation measures are required.

The above views have been endorsed by the Council's Environmental Health Officer who has commented that in this instance a change in noise level of 1dB is not considered to be of an order of magnitude that would warrant a recommendation for refusal or the imposition of further conditions.

8. Air Quality

The ES includes an analysis of the potential air quality issues associated with the proposed scheme and includes an appraisal of existing local air quality conditions and an assessment of the potential effects on air quality during both the construction and operational phases of the scheme.

With regards to the baseline conditions, the ES identifies that the current concentrations of the key traffic generated pollutants, such as carbon monoxide (CO) and nitrogen dioxide (NO₂) are within their relevant UK Air Quality Strategy objectives and that there is little likelihood of these objectives being exceeded for the site.

In assessing the impact of the proposed scheme on local air quality, consideration is given to the number of properties that would experience a change in air quality based on a calculation of the key pollutants according to distance bands from those affected road segments that would experience more than a 10% increase in traffic flows for a 'do nothing' scenario and a 'do something' scenario for the anticipated opening year (2007) and the design year (2022). The assessment indicates that for the pollutants PM₁₀ and NO₂ there is an improvement in air quality as a result of the proposed scheme for 16 residential properties but there is a deterioration for 14 others, while in relation to other pollutants (CO, benzene and 1,3 butadiene) the assessment shows that there is an improvement in air quality for 16 properties, no change for 4 properties and a deterioration for 10 others.

The ES concludes that the residential properties that would experience deterioration in air quality are primarily located adjacent to the A36, although the properties that are located at the northern end of Petersfinger Road ('High Noon' and 'Windy Ridge') would also experience a slight deterioration in air quality due to the provision of the new access road between the A36 and Petersfinger Road. However, the magnitude of the predicted changes in pollutant concentrations is very low and is not considered to be significant. For example, at Willow Cottage, the 'do nothing' scenario has a predicted NO₂ concentration of 4.08µg/m³, whilst the 'do something' scenario (based on a design year of 2022) has a concentration of 4.11µg/m³. As such, the residual impact upon local air quality is considered to be slight adverse.

By contrast, it is concluded that there will be significant improvements in local air quality that will be experienced by the residents of the properties located along Petersfinger Road as a result of the closure of the Petersfinger Road/A36 junction, with a reduction in the concentration of all of the key traffic generated pollutants. Furthermore, the predicted concentrations of key traffic generated pollutants as a result of the proposed scheme would remain well within the relevant Air Quality Objectives and therefore it is not considered that there is any requirement for mitigation measures. Moreover, one of the measures to reduce traffic congestion in the city centre is to provide park and ride sites on the approaches to the city, which in turn is likely to improve air quality through decreased pollution concentrations at localised 'hot spots', thereby providing wider air quality benefits in the city.

The southern part of the site also falls within a Development Restraint Area, as defined by the Salisbury District Local Plan, and as such Policy G7 of the Local Plan is relevant to the proposed development. This designation relates to an area around the sewage treatment plant that is located on the southern side of the A36 and which is liable to suffer occasional odour nuisance as a result of the processed carried out at the sewage works. This policy states that development, which would result in regular occupation of premises within the Development Restraint Areas, will not be

permitted. Although the site would be in permanent use throughout the day, users will not be on the site for prolonged periods of time, while the southern part of the site, which is located in closest proximity to the sewage works, is proposed as an overspill car park and would therefore be less intensively used. As such, it is accepted that there would be no significant negative impacts on the users of the site in terms of odour as they would not be present on the site for long enough periods to be affected.

Environmental Health have advised that the proposed development of the Park and Ride facility is in accordance with the Council's Air Quality Action Plan to reduce levels of nitrogen dioxide within the city centre and therefore there is no objection to the proposal on air quality grounds.

9. Water Quality and Drainage

This section of the ES considers the effect of the proposed scheme in terms of the associated drainage on surface water and groundwater flows and water quality.

In considering this issue, the ES has identified that the proposed development could potentially have an impact on surface water features (River Avon, River Bourne and the drainage ditch that crosses the site) and groundwater resources (minor and major aquifer) within the vicinity of the site by increasing the rate of surface water run-off, restricting groundwater recharge through reduced infiltration and increasing flows in drainage ditches due to the greater coverage of hardstanding, as well as the potential for deterioration in water quality due to potential pollution from contaminants due to increased traffic flows and accidental vehicle spillages.

The proposed development, however, includes the implementation of a sustainable surface water drainage strategy that has been designed as mitigation against these potential impacts and to ensure that the water quality of the surface water and groundwater features/resources within the vicinity of the site are not adversely affected. In this respect, the proposed drainage system utilises a permeable parking bay system that is constructed using a proprietary plastic matrix system infilled with gravel/stone. The ground investigation for the scheme identified that the northern car park is suitable for infiltration drainage and as such the parking bays would allow surface water to infiltrate into the sub-base and would act as a simple soakaway system in the northern car park. The southern section of the site, however, is less suitable for infiltration drainage and therefore it is proposed that a parallel system would also be implemented in the form of a series of sub-surface overflow pipes that would outfall to the existing drainage ditches running through the site via a proposed swale and attenuation basins.

As mentioned above, there is potential for deterioration in water quality due to increased contamination from general surface road run-off and accidental vehicle spillage, without mitigation measures. The proposed sustainable surface water drainage strategy, however, provides measures to provide the necessary levels of treatment to remove pollutants prior to discharge. In this respect, surface water run-off passing through the parking bay drainage system, that consists of a permeable gravel surface laid above two layers of geo-textile membrane, would be filtered and the contaminants would be absorbed and retained or break down under natural biological processes before infiltration to sub-soils or discharge to the ditches, swale and the attenuation basins where further passive treatment would occur.

In terms of flood risk, the southern section of the site is also located immediately adjacent to the north of the River Avon floodplain and although it is not located within the floodplain itself given the ground levels of this section of the site it could potentially be prone to flooding. To prevent flooding within the southern car park and to provide extra flood storage capacity it is proposed that the finished levels of the southern car park would be raised by up to 1 metre, such that they would be above the predicted 1 in 100 year flood level of the River Avon including provision for climate change. Furthermore, as a result of the implementation of this drainage strategy, the rate of discharge from the proposed development would be controlled through a combination of the parking bay sub-bases, the ditches/swales and attenuation basins such that the peak outflow rate would not exceed the existing greenfield (pre-development) run-off rate.

In summary, the assessment concludes that while there is the potential for deterioration in water quality due to increased potential for contaminants from road run-off and vehicle spillage from the development, owing to the implementation of the sustainable drainage strategy these potential impacts would be largely designed out. With the implementation of the sustainable drainage strategy the residual impact of the development on local water quality is considered to be of negligible to minor (not noteworthy) adverse significance and of negligible significance in terms of

the overall impact on the water quality of the wider catchment that includes the River Avon. Overall, it is concluded that the sustainable drainage system would provide sufficient mitigation to protect the water environment and that no other additional mitigation measures are required for the operation of the proposed scheme. However, the ES does state that the effectiveness of the sustainable drainage strategy would require the implementation of an effective maintenance regime, that would range from regular inspections and remedial works through to de-silting over the longer term, and that the failure to implement this regime may lead to the reduced effectiveness of attenuation features and deterioration in water quality that is discharged from the site or infiltrated.

The proposed sustainable surface water drainage strategy has been designed following discussions between the Environment Agency and the applicant in which the Environment Agency has advised that it promotes the use of SUDs where appropriate. In response to this application, the Environment Agency has confirmed that it has no objection to the methods and principles of the proposed sustainable surface water drainage strategy and that the details provided indicate that it is not likely that a Consent to Discharge will be required in respect of surface water run-off. However, it is advised that only clean, uncontaminated surface water must be discharged to the drainage ditch that crosses the site and that all of the surface water remediation measures (e.g. permeable parking bays, swales, ditches and attenuation basins) must be regularly maintained to ensure that they continue to operate effectively. This can be controlled by condition should Members be minded to approve this application. Having regard to the conclusions of the ES and the comments of the Environment Agency, it is considered that the proposed scheme would not adversely affect water quality and drainage in the environs of the site.

With regards to foul drainage, the proposed amenity building includes the provision of a small toilet block and it is proposed that foul water disposal will be discharged to a soakaway via a two-chamber septic tank. The guidance contained in Circular 03/99 'Planning Requirement in Respect of the Use of Non-Mains Sewerage Incorporating Septic Tank in New Development' stipulates that the first presumption must always be to provide a system of foul drainage that discharges into a public sewer unless when taking into account the cost and/or practicability it can be shown that connection to a public sewer is not feasible. In those circumstances where connection to a public sewer is not feasible then a sewage package treatment plant should be considered and only if it can be demonstrated that either of these methods of disposal are not feasible should a system incorporating septic tanks be considered and proposed if appropriate. In accordance with the guidance contained in Circular 03/99 the Environment Agency has previously informed the applicant that it is always their preferred option for foul drainage to connect to mains sewer and only if this is unfeasible should other private treatment facilities be considered.

In this instance, the ES states that the nearest public foul drainage sewer is located within the access road leading to the adjacent Tesco store and Wessex Water records show that a gravity drainage system cannot be achieved due to relative difference between existing site levels and the invert levels of the Wessex Water drainage system. It is also stated that consideration has been given to a pumped discharge that could be achieved using a rising main of over 400m but due to economic considerations of constructing this and potential for septicity/smells from infrequent/low usage and very shallow topography along the length of the rising main, this option has been discounted. The applicant, however, has not yet applied for a Consent to Discharge which is required for the proposed use of a septic tank and although the Environment Agency has not raised any objection to the proposed development it has also advised that it cannot provide any guarantee regarding the eventual outcome of such an application until all investigations associated with the determination have been completed, which includes an assessment of the justification provided by the applicant as to why a connection cannot be made to the mains sewer. As such, the Environment Agency may still conclude that a connection to the mains sewer, probably by the use of a pumped discharge, is feasible. Furthermore, the applicant has also verbally advised that the practicability of the use of foul drainage being discharged to an on-site treatment plant is currently being investigated. In light of the above confusion as to the actual means of foul drainage disposal that will be implemented as part of the proposed scheme, and following discussion with the Environment Agency, should Members be minded to approve this application then it is recommended that a condition be imposed requiring the submission and approval of full details of a foul drainage scheme.

10. Contamination

The ES also includes an assessment of potential land contamination and the environmental risk associated with the existing site conditions as a result of the proposed development.

The site has remained undeveloped throughout its documented historical use and at present is in use as farmland and open field (rank grassland and shrub). As a result, the ES concludes that it is considered that the most likely source of contamination on-site may come from contaminated made ground on the site and any undetermined made ground associated with adjacent developments, as well as chemicals used in association with the agricultural/ farming activities on the site. However, the ES states that there is considered to be a low probability of contamination risk associated with these identified sources.

Offsite, the ES identifies that the most significant potential contaminating land uses are the railway line to the immediate north and the petrol filling station within the adjacent Tesco development to the west of the site, but that no pollution incidents in the immediate vicinity of the site have been identified. However, it is identified that there may be unknown potential for the generation of landfill gases from a former landfill site located in close proximity to the north of the site.

While significant contamination (from either on-site or offsite sources) is not expected to be present on the site, the ES states that if potentially contaminated material, residues or suspect material is encountered during the construction phase further investigation would be required to quantify the potential risk from contamination and appropriate remedial measures would be implemented where necessary. More importantly, it identifies that there remains an unknown potential for the generation and build-up of landfill gases from the former landfill to the north of the site which could affect the proposed scheme. To mitigate against this potential risk, the ES states that further investigation work will be required prior to the commencement of development to determine whether a risk is posed and, if required, mitigation measures in the form of gas protection design measures would be implemented as part of the development of the scheme, particularly with regard to the construction of the amenity building. It is recommended that this is controlled by the imposition of a condition if Members are minded to approve this application.

With regards to the potential for contamination arising from the proposed scheme, the most significant potential impact is considered to be from increased general surface water run-off and accidental leakages/spillages from vehicles using the site impacting upon the local water environment. However, as outlined in detail above, the ES concludes that these impacts would be largely mitigated through the use of a sustainable surface water drainage strategy such that the proposal would have a negligible overall impact on the water environment, and no other mitigation is required to minimise potential impacts during the operation of the proposed scheme.

Environmental Health and the Environment Agency have raised no objection to the proposed scheme. Therefore subject to the imposition of a condition requiring the further investigation for the presence of landfill gases, together with any previously unidentified contaminants that are found during the construction works, and the implementation of appropriate remedial measures, if necessary, it is considered that there is no justification to recommend the refusal this application on the grounds of contamination.

11. Land Use

The ES also considered the effect of the proposed scheme on the land use of the site. In this respect, the existing use of the site comprises agricultural land (arable field) to the north of the drainage ditch that crosses the site and scrub/grassland on the southern half of the site that would be irretrievably lost as a result of the proposed scheme. As such, the assessment considered the implications of the loss of this land use, and in particular that of the agricultural land.

In terms of the agricultural land quality, this assessment identifies that the existing agricultural land that comprises approximately 2.0ha (59%) of the 3.5ha site constitutes 'best and most versatile agricultural land' that is defined as agricultural land graded as 1, 2 or 3a quality in accordance with the Ministry of Agriculture, Fisheries and Food (MAFF) Agricultural Land Classification (ALC) system. In this respect, this agricultural field comprises approximately 1.2ha of Grade 2 land (very good) and 0.8ha of Grade 3a land (good to moderate). The best and most versatile agricultural land is a finite national resource and as such there is an emphasis on the retention and safeguarding of such land from development. This is reflected in Policy C19 of the Salisbury District Local Plan that states that the best and most versatile agricultural land will be protected from development, particularly where it would be irretrievably lost to agriculture, except where sufficient land in lower grades is unavailable or lower grade land is of an environmental value that outweighs the agricultural considerations. In this instance, the proposed scheme would result in the permanent loss of this best and most versatile agricultural land to the national resource for which there is no mitigation.

The ES, however, concludes that the loss of this area of best and most versatile agricultural land is assessed as a permanent, adverse impact of minor significance at a national level. It is also identified that this area of agricultural land is currently being farmed on an insecure tenancy agreement and represents 0.1% of the larger holding of the farm enterprise. As such, the ES concludes that the loss of this relatively small parcel of agricultural land is assessed as a permanent, adverse impact of negligible significance at a local level. Furthermore, whilst there is no mitigation for the loss of the best and most versatile agricultural land, it is proposed that the highest quality soil (that corresponding with the ALC Grade 2 and 3a land) would be safeguarded, and re-used on site for tree and shrub landscape planting.

When considering this issue in relation to planning policy, while there is an apparent conflict with Policy C19, it is important to bear in mind the fact that this site has been allocated for a Park and Ride facility in the Salisbury District Local Plan under Policy TR8(ii). Having regard to this allocation and the conclusions of the ES, on balance, it is considered that the proposal would not adversely affect the national resource of the best and most versatile agricultural land to such a significant extent as to justify refusal in this instance.

12. Construction and Waste Management

The ES also outlines the potential environmental impacts of construction activities for the proposed scheme. It identifies that construction impacts arise from activities which have the potential generate impacts such as noise and vibration, emissions to the air (including pollutants, odour and dust etc), traffic movements and pollution of water resources and identifies the location of the receptors and resources that could be particularly sensitive to disruption and disturbance from the construction activities arising from the development. These include the nearby residential and commercial properties, users of the A36, the water environment and the ecological and archaeological resources on or close to the site.

In addition, the ES also identifies potential impacts that may arise as a result of the construction activities in relation to water quality and drainage (pollution of surface water and groundwater resources), noise, air quality, ecological resources, archaeological features, traffic and the landscape character and visual impact of the site, and outlines potential measures that could be implemented to mitigate and manage these impacts.

The ES concludes that the potential environmental impacts of the construction phase can be successfully managed to minimise their risk and significance through the implementation of a Construction Environmental Management Plan (CEMP) that would identify the measures that would be implemented and describe how construction activities would be undertaken and managed to provide mitigation against any potential impacts.

As mentioned above, despite initial concerns regarding the potential impacts on the River Avon System SSSI and River Avon SAC during the construction phase, following discussions both Natural England and Wiltshire Wildlife Trust have confirmed their agreement to the approach of conditioning the submission of a CEMP outlining the measures to be implemented to prevent pollution incidents adversely impacting on the River Avon System SSSI and River Avon SAC during construction. In addition, it is also considered to be prudent to impose a condition requiring the submission and approval of a CEMP prior to the commencement of development in relation to other potential impacts arising from the construction phase, such as noise, dust generation, lighting, construction traffic etc, and which it is considered would provide adequate mitigation.

With regards to waste management, a waste audit has been prepared in accordance with Policies 10 and 14 of the Wiltshire and Swindon Waste Local Plan 2011 in support of the application. This identifies that the design of the development has minimised the requirement to dispose of materials off-site by reusing excavated material from the northern section of the site in the re-profiling of the site, although it is estimated that there would be a surplus of 10,000m³ that is not suitable as structural fill that would be exported from the site to a licensed tip. It is also identified that there would be a requirement to import materials to facilitate the construction of the development that would include materials for the ground re-profiling of the southern section of the site, to create the porous filtration surface for the parking spaces, for the construction of the internal road network and for the construction of the amenity building. However, it is stated that there would be a presumption towards the re-use of secondary aggregate and recycled materials and the use of local materials and local suppliers wherever possible. The ES concludes that the construction waste associated with the development would be managed through the use of a CEMP that would encourage

recycling and reuse and ensure the efficient disposal of unavoidable waste. Again, it is considered that this can be suitably controlled by condition.

Once operational, it is anticipated that there would be minimal quantities of waste produced due to the short period of time for which the users of the Park and Ride facility would be present on site. Nevertheless, it is recognised that there is potential for general litter to be created and therefore it is proposed that segregated waste collection facilities would be provided.

CONCLUSION

The site is allocated for Park and Ride purposes in the Salisbury District Local Plan under Policy TR8(ii) that must be afforded significant weight and is in accordance with the Salisbury Transport Plan (2000) that sets out the transport strategy for the city and incorporates the implementation of Park and Ride as part of that strategy. The proposed development of a Park and Ride facility also accords with national, regional and local transport and land use policy through the promotion of sustainable travel and car trip reduction.

The environmental impact of the proposal has been examined through the submission of a detailed and robust Environmental Statement, which concludes that subject to the implementation of appropriate mitigation measures, the proposed development will not have significant effects on the environment, during both the construction and operational phases of the scheme, in respect of the landscape, nature conservation, archaeology, noise, air quality, water quality and drainage, contamination, land use and construction and waste management. The impact of the proposed scheme on neighbouring amenity has also been considered as part of the assessment of the environmental impacts considered in the Environmental Statement and addressed above and it is concluded that overall no material harm that would justify the refusal of this application arises as a result of the proposed development.

Moreover, it is considered that the proposed scheme has been carefully designed to retain existing important trees and landscape features (e.g. drainage ditch) as far as possible and to achieve a layout and hard and soft landscaping that follows the pattern of the landform and that with time will produce a development that will integrate comfortably within its setting. The proposal also provides an innovative and contemporary building that is of a high quality of design but which still respects the context of the site through its scale and materials.

The implications of the proposed scheme on the highway network surrounding the application site have also been scrutinised in the Transport Assessment submitted in support of the application. This concludes that the implementation of the proposed Park and Ride scheme will improve the overall traffic flows on the A36 and surrounding road network, as well as providing wider benefits through the reduction in traffic flows on the road network to the west of the site (Churchill Way and city centre network).

For all of the above reasons, it is considered that the proposed development is well conceived and sympathetically designed, and is in accordance with the relevant national, regional and local planning policy.

RECOMMENDATION: APPROVE

REASONS FOR APPROVAL

The site is allocated for Park and Ride purposes in the Salisbury District Local Plan under Policy TR8(ii) that must be afforded significant weight and is in accordance with the Salisbury Transport Plan (2000) that sets out the transport strategy for the city and incorporates the implementation of Park and Ride as part of that strategy. The proposed development of a Park and Ride facility also accords with national, regional and local transport and land use policy through the promotion of sustainable travel and car trip reduction.

The environmental impact of the proposal has been examined through the submission of a detailed and robust Environmental Statement, which concludes that subject to the implementation of appropriate mitigation measures, the proposed development will not have significant effects on the environment, during both the construction and operational phases of the scheme, in respect of the landscape, nature conservation, archaeology, noise, air quality, water quality and drainage, contamination, land use and construction and waste management. The impact of the proposed scheme on neighbouring amenity has also been considered as part of the assessment of the

environmental impacts considered in the Environmental Statement and addressed above and it is concluded that overall no material harm that would justify the refusal of this application arises as a result of the proposed development.

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For all of the above reasons, it is considered that the proposed development is well conceived and sympathetically designed, and is in accordance with the relevant national, regional and local planning policy.

And subject to the following conditions:

1. The development hereby approved 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 Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and samples of all external facing and roofing materials to be used in the construction of the amenity building, hereby approved, have been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason -

To ensure that the external appearance of the building is satisfactory.

3. The development shall be carried out in strict accordance with the drawings hereby approved, or with such other details as may subsequently be submitted to, and approved in writing by, the Local Planning Authority.

Reason –

For the avoidance of doubt.

4. No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) have been submitted to, and approved in writing by, the Local Planning Authority and these works shall thereafter be carried out in accordance with the approved details prior to the first commencement of the use hereby approved or in accordance with a timetable to be agreed in writing with the Local Planning Authority. These details shall include, as appropriate, indications of all existing trees, hedgerows and other site features and details of any to be retained together with measures for their protection in the course of development and proposed finished levels or contours. Details of soft landscaping works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes, numbers/densities and positions. The details for the hard landscaping of the site shall include full details of the surfacing materials and colours of all hard surfaces, and where so required by the Local Planning Authority samples of such materials and finishes. If within a period of 10 years from the date of the planting or establishment of any tree, shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species

and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason –

To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development and establishment of the approved landscape scheme, in the interests of visual amenity.

5. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules covering all elements of the implementation of the agreed landscape scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first commencement of the development, or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall thereafter be carried out in accordance with the approved details.

Reason –

To enable the Local Planning Authority to secure the satisfactory evolution, management and maintenance of landscape works, in the interests of visual amenity.

6. No development shall take place until a schedule of landscape maintenance for a minimum period of 10 years has been submitted to, and approved in writing by, the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason –

To enable the Local Planning Authority to secure the satisfactory maintenance of landscape works for a sufficient period of time to enable planted material to become adequately established.

7. No tree, shrub, or hedge which are shown as being retained on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. All tree works approved shall be carried out in accordance with British Standard Recommendations for Tree Work (BS.3998: 1989).

If any tree shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 3 years of the completion of the development, another tree, shrub or hedge shall be planted at the same place, and that tree, shrub, or hedge shall be of such size, specification, and species, and should be planted at such time as may be specified in writing by the Local Planning Authority.

If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason -

To ensure the retention and safeguarding of existing trees forming part of the approved landscaping scheme, whilst providing for the suitable replacement of any that are subsequently lost and to ensure the satisfactory establishment of the approved scheme for the landscaping of the site.

8. The development, hereby approved, shall be carried out in full accordance with the recommended tree protection measures contained in the submitted Arboricultural Method Statement dated December 2005 prepared by Simon Jones Associates Ltd contained at Appendix 8.2 of the submitted Environmental Statement and the Vegetation Protection, Removal and Retention Plan (drawing no. 745116-3000-002 RevF), unless otherwise first agreed in writing by the Local Planning Authority. The tree protection measures must be in place in accordance with the recommended details prior to the commencement of development.

Reason –

To ensure the retention and safeguarding of existing trees forming part of the approved landscaping scheme in the interest of the environment and amenity of the site.

9. No development shall take place until a scheme of all boundary treatments and internal retaining structures and vehicle barriers (walls, fencing and other means of enclosure), to include details/a plan indicating the positions, design, materials and type of boundary treatment/retaining structure and vehicle barrier to be erected has been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the first commencement of the use hereby approved, maintained for a period of five years and thereafter retained.

Reason -

In the interests of visual amenity.

10. No development shall take place until a scheme for the external lighting of the site, to include details of the lighting columns and lanterns, positions, hours of lighting and levels of illuminance, has been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the first commencement of the use hereby approved.

Reason –

To enable the Local Planning Authority to exercise control over the appearance of the lighting installation and/or the level of illumination in the interests of visual amenity and nature conservation.

11. No development shall take place until full details of the CCTV equipment to be installed on the site, to include details of the position of the cameras, the columns on which they are mounted (including height) and the finished colour of the equipment, has been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the first commencement of the use hereby approved.

Reason –

In the interests of the appearance of the development.

12. No development shall take place until a full and detailed Construction Environmental Management Plan (CEMP) that outlines the mitigation measures that are to be implemented with regards to the construction works and the impacts in relation to noise; air quality; hydrology, water quality and drainage; nature conservation; landscape character and visual impact; archaeology; traffic and any other impacts that are identified during the course of the construction works, has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall at least outline all measures to be implemented to mitigate the impacts of the construction works as outlined in the submitted Environmental Statement and in particular those set out in section 14.0 'Construction and Waste Management'. The CEMP shall thereafter be carried out in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason –

In order to secure the implementation of specified mitigation measures during and after construction on the site, in the interest of amenity, nature conservation interests, the protection of trees, landscaping and the protection and enhancement of the historic environment.

13. No development shall take place within the application site area until the applicant, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation that has been submitted to, and approved in writing by, the Local Planning Authority.

Reason –

To ensure that the archaeology of the site is adequately recorded.

14. No development shall take place until a scheme for the provision of foul drainage works to serve the development has been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall subsequently be carried out in its entirety prior to the

first commencement of the use hereby approved and thereafter retained, unless otherwise first agreed in writing by the Local Planning Authority to any variation.

Reason -

To ensure that the development is provided with a satisfactory means of foul drainage and in order to prevent pollution of any surface water and groundwater resource.

15. The development, hereby approved, shall be carried out in accordance with the surface water drainage scheme indicated on the Proposed Drainage Layout plan (drawing no.745116-500-001 RevC) and as detailed in the submitted Environmental Statement, unless otherwise first agreed in writing by the Local Planning Authority to any variation. The surface water drainage scheme shall be fully implemented prior to the commencement of the use hereby approved and thereafter retained.

Reason –

To ensure that the development is provided with a satisfactory means of surface water disposal and in order to prevent pollution of any surface water and groundwater resource.

16. The development, hereby approved, shall be carried out in accordance with the maintenance schedule outlined in the Drainage System Maintenance Statement contained at Appendix 2.5 of the submitted Environmental Statement in perpetuity, unless otherwise first agreed in writing by the Local Planning Authority to any variation.

Reason -

To ensure that the development is provided with a satisfactory means of surface water disposal and in order to prevent pollution of any surface water and groundwater resource.

17. No development shall take place until a scheme of water efficiency measures to reduce the water consumption of the amenity building, hereby approved, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved measures shall subsequently be implemented and made available for use prior to the first commencement of use of the amenity building and shall thereafter be retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

In the interests of the conservation of water resources and sustainable development.

18. No development shall take place, until further investigation for the presence of landfill gases has been undertaken in accordance with a scheme to be submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall include a site investigation report documenting the ground conditions of the site, incorporating a conceptual model of all the potential pollutant linkages and an assessment of risk to identified receptors, and in particular relating to groundwater and surface waters associated on and off the site that may be affected.

If the risk assessment identifies unacceptable risk(s) a detailed scheme specifying remedial works and measures necessary to avoid risk from contaminants/or gases when the site is developed, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority. This shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site. The remediation scheme as may be agreed by the Local Planning Authority shall be fully implemented in accordance with the approved details prior to the first commencement of the use hereby approved, unless the Local Planning Authority gives prior written consent to any variation.

If during development, contamination not previously identified, is found to be present at the site no further development shall be carried out until a revised remediation programme detailing the nature and extent of the unforeseen contamination and any remedial works to be undertaken to deal with the unsuspected contamination has been submitted to, and approved in writing by, the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority. The remediation works shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on site. The remediation works to deal

with the unforeseen contamination shall thereafter be implemented in accordance with the approved details prior to the first commencement of the use hereby approved.

On completion of the works, a validation report detailing the implementation of the agreed remedial works and measures shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first commencement of the use hereby approved.

Reason -

To identify unacceptable risks to human health and other sensitive receptors, to prevent pollution of the land and controlled waters and to ensure that the development is carried out safely in the public interest and in accordance with best practice in PPG23.

19. No development shall take place, until a Waste Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The agreed scheme shall include appropriate targets and objectives for the minimisation and recycling of any waste/materials generated during the construction phase. The development shall thereafter be carried out in accordance with the approved details.

Reason -

To ensure that the development includes sustainable waste recycling features.

20. No development shall take place until a scheme for the provision of a safe means of access to the site for construction traffic has been submitted to, and approved in writing by, the Local Planning Authority. The access for construction traffic shall thereafter be constructed in accordance with the approved details as the first operation of the construction phase and prior to the commencement of any other construction works and shall be retained throughout the course of development or in accordance with a timetable to be agreed in writing with the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

In the interests of highway safety.

21. Prior to the commencement of construction of the new access road to the site from the A36 (including that section linking the A36 to Petersfinger Road), full details of the road layout and construction, that shall include longitudinal sections, typical cross, road drainage street lighting and signage, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason -

In the interests of highway safety.

22. Before the first commencement of the use hereby approved, the new signal controlled junction and the new access road to the site from the A36 (including that section linking the A36 to Petersfinger Road) including the associated pedestrian facilities, drainage, street lighting and signage and all other highway works or improvements specified on the approved plans, shall have been completed in accordance with the approved details and to the satisfaction of the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

In the interests of highway safety.

23. Prior to the commencement of any works associated with the closure of the existing A36/Petersfinger Road junction, full details of the means of closure of the existing junction shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details in their entirety prior to the first commencement of the use hereby approved and thereafter shall be retained.

Reason -

In the interests of highway safety and residential amenity.

24. Prior to the closure of the existing A36/Petersfinger Road junction, the new access road between the A36 and Petersfinger Road, hereby approved, shall be properly constructed and made available for public use, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

In the interests of highway safety.

25. No development shall take place until a detailed scheme for the provision of secure and covered cycle parking facilities has been submitted to, and approved in writing by, the Local Planning Authority. The operation of the development, hereby permitted, shall not be commenced until the cycle parking facilities have been provided in accordance with the approved details and they shall thereafter be retained.

Reason -

In order to secure adequate provision is made for the safe storage of bicycles in the interests of sustainable development.

26. No development shall commence and no vegetation works, including all tree, scrub and hedgerow works/clearance, shall take place between the months of March to August inclusive, unless otherwise first agreed in writing by the Local Planning Authority.

Reason –

In order to avoid the bird breeding/nesting season and thereby mitigate the impacts on protected species.

27. The development, hereby approved, shall be carried out in accordance with the mitigation measures detailed in Section 9.5 of the submitted Environmental Statement, unless otherwise first agreed in writing by the Local Planning Authority to any variation. The mitigation measures shall be fully implemented in accordance with a timetable to be agreed in writing with the Local Planning Authority and thereafter retained.

Reason -

To ensure the adequate protection of protected species in the interests of nature conservation.

28. No development shall take place, including the clearance/felling of trees, hedgerow and scrub, until details and design of the bird nest boxes and bat boxes, including a timetable for their implementation/provision, has been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and thereafter retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason -

In order to ensure that the designs of the bird and bat boxes are appropriate and provide a suitable alternative habitat, in the interests of nature conservation.

29. The development, hereby approved, shall be carried out in accordance with the recommendations and mitigation measures detailed in section 5 of the submitted 'Additional Reptile Surveys' prepared by Nicholas Pearson Associates and dated July 2006, unless otherwise first agreed in writing by the Local Planning Authority to any variation.

Reason –

To ensure the adequate protection of protected species in the interests of nature conservation.

30. Prior to any tree works or tree felling taking place, a bat survey of all trees that are to be removed shall be carried out and a report of these findings shall be submitted to, and approved in writing by, the Local Planning Authority.

If the survey identifies the presence of bats within any of the trees to be felled, a method statement detailing the mitigation measures that are to be implemented/ taken to ensure the protection of the protected species and its habitat shall be submitted to, and approved in

writing by, the Local Planning Authority. The agreed mitigation measures shall thereafter be fully implemented in accordance with a timetable to be agreed in writing with the Local Planning Authority and, where appropriate, thereafter retained, unless otherwise first agreed in writing by the Local Planning Authority to any variation.

Reason -

To ensure the protection of protected species and their habitat in the interests of nature conservation.

31. The use hereby permitted for the Park and Ride site shall not take place except between the hours of 0645-2200 on Mondays-Saturdays, unless otherwise first agreed in writing with the Local Planning Authority to any variation.

Reason –

To avoid the risk of disturbance to neighbouring dwellings/the amenities of the locality during unsocial hours.

32. No construction works shall take place outside of the hours of 7:00am and 7:00pm on Monday to Friday, outside the hours of 8:00am and 1:00pm on Saturdays and at no time on Sundays or public holidays, unless otherwise first agreed in writing with the Local Planning Authority to any variation. This condition shall not apply to the works associated with the construction of the new signal controlled junction to the A36, the new access road between the A36 and Petersfinger Road and the closure of the existing A36/Petersfinger Road junction.

Reason -

To minimise the disturbance which noise during the construction of the proposed development could otherwise have upon the amenities of nearby dwellings.

33. The site shall be used as a Park and Ride facility in accordance with the approved alternative transportation strategy of Salisbury District Council and for no other purpose, including any purpose in any class of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any statutory document revoking or re-enacting that Order with or without modification.

Reason –

To allow the Local Planning Authority to exercise control over the future use of the site.

34. Notwithstanding the provisions of Class B, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), there shall be no temporary uses of the site of any kind for any period, unless it is first agreed in writing with the Local Planning Authority.

Reason –

To ensure that the parking areas are at all times available for parking and servicing, in the interests of highway safety.

And in accordance with the following policies of the Adopted Salisbury District Local Plan:

- G1 (Sustainable Development)
- G2 (General Development Control Criteria)
- G4 (Water - Flood Risk)
- G5 (Water - Infrastructure)
- G6 (Water – Sustainable Drainage)
- G8 (Water – Development Restraint Areas)
- D1 (Design – Extensive Development)
- CN17 (Trees – Replanting)
- CN21 (Areas of Special Archaeological Significance)
- CN22 (Archaeology – Preservation and Recording)
- CN23 (Archaeology – Implications and Investigation)
- C1 (Protection of Countryside)
- C2 (Countryside – Restriction of Development)

- C8 (Landscape – Loss of Trees, Hedges and Replacement Planting)
- C10 (Nature Conservation – Protected Sites)
- C11 (Nature Conservation – Non-Statutory Sites)
- C12 (Nature Conservation – Protected Species)
- C13 (Nature Conservation – Protection of Wildlife Habitats)
- C17 (Conservation of Rivers, Watercourses and Associated Wetlands)
- C18 (Protection of Rivers and Floodplain)
- C19 (Protection of Best and Most Versatile Agricultural Land)
- TR1 (Transport – Sustainable Land Use Strategy)
- TR8 (Transport – Park and Ride)

Informative Notes:

1. In conjunction with Condition No13 above, the applicant is advised that the further archaeological investigation that is required by this condition should take place in accordance with the mitigation measures set out in section 11.5 of the submitted Environmental Statement.
2. In conjunction with Condition No14 above, the applicant is advised that in accordance with Circular 03/99 the first presumption must always be to provide a system of foul drainage discharging into a public sewer. If an alternative scheme of foul drainage, other than connection to the mains sewer, is proposed, then the applicant is advised that in conjunction with the details of the proposed scheme a full and detailed justification explaining the reasons why connection to the mains sewer is not feasible must be provided for the approval of the Local Planning Authority.
3. In accordance with the comments of the Environment Agency, the applicant is advised that if any dewatering is to occur at the site then the Regulatory Water Quality team at the Environment Agency should be contacted to discuss whether a Consent to Discharge/ Prohibition notice will be required. The Environment Agency can be contacted at Rivers House, Sunrise Business Park, Higher Shaftesbury Road, Blandford, Dorset DT11 8ST Tel: 01258 483370.
4. The applicant is advised that separate consent will be required from the Council for any tree works to those trees that are the subject of a Tree Preservation Order and that are to be retained.
5. The applicant's attention is drawn to the comments of the Highways Agency that advise that "in order for the works to be implemented the Developer will be required to enter into an Agreement under Section 278 of the Highways Act 1980 with the Secretary of State for Transport stating, inter alia, that the developer will pay for all the necessary highway works". It is also advised that all works affecting the trunk road must be carried out by, or on behalf of, the secretary of State's trunk road agent for the area. Therefore before carrying out the works, the applicant must first contact the agent at the following address:
Mr David Hogan, InterRoute, 910 Hempton Court, Aztec West, Almondsbury, Bristol, BS32 4SR (Tel: 01454 452249).
6. The applicant is advised that if any sign of protected species are found during the construction works, hereby approved, work should stop immediately and Natural England be contacted immediately for further advice.