

SCHEDULE OF LATE CORRESPONDENCE

Planning & Regulatory Committee 18th November 2008

Planning application No: S/2007/2518:

For;

‘Construction of a Regional Distribution Centre and Associated Infrastructure works including Roads, Parking areas, Drainage and Landscape planting, at Solstice Park, Amesbury’.

u p r

39, Beverley Hills Park
Porton Road
Amesbury
SP4 7LH

11th November 2008

Salisbury District Planning Department
13 NOV 2008
Acknowledges
Copy to
Action

AB

Dear Sirs

Re: S/2007/2518 - Proposed Construction
of the RDC on Solstice Park
18th November 2008

I refer to your letter of 07.11.08 regarding the above application.

I felt very sad and disappointed that the Northern Area Committee granted the full application of the proposed RDC to go ahead.

The councillors are voted in office to represent the wishes of the people, but then often appear to ignore them. They act on the basis that they know better, but may be they are privy to information that the general public are not?

The emphasis is put on creating more jobs, but again I say that it would attract more people from a completely different area to Wiltshire, and feel that this a red herring.

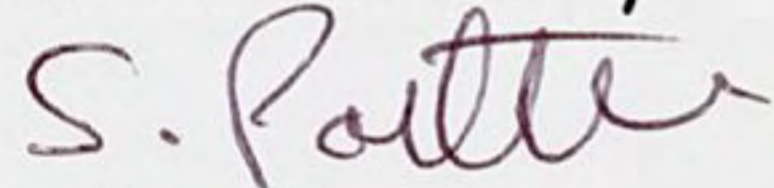
The increased traffic on the A303 and the roads surrounding the villages will not be able to cope with the traffic and again I say that no such construction, operating on a 24 hour basis, should not be built any where near a two lane motorway or near a residential area. No sincere consideration has been given to the houses and park homes that would be so close to the proposed RDC, as they will suffer with ill health in due course and interfere with their family life.

At the meeting in September one of the councillors said 'what we don't want is lots of small businesses', why not? Is it anything to do with business tax? If you had a shopping village with its own car park, surely this would attract a great deal of business from surrounding areas. For example we need some

clothing shops in Amesbury and if we had one in a Shopping Village, it would attract a great deal of business, and people would want to go into the heart of Amesbury to have a look around etc. An RDC would not attract business from the people of Amesbury, because it will be a self contained business. Lots of people travelling on the A303 stop off at Solstice Park now and would want to investigate the Shopping Village. Traffic would be increased slightly, as many people would already be travelling on the A303 and if coming from surrounding areas would go straight into the Shopping Village car park. This would also create many jobs and it would not operate 24 hours and you would not have lorries hurtling along on the smaller roads for 24 hours, 365 days a year.

The proposed location is wholly unsuitable for an RDC and hope that it does not go ahead and that real consideration is given to the majority of the residents of Amesbury who do not want it built.

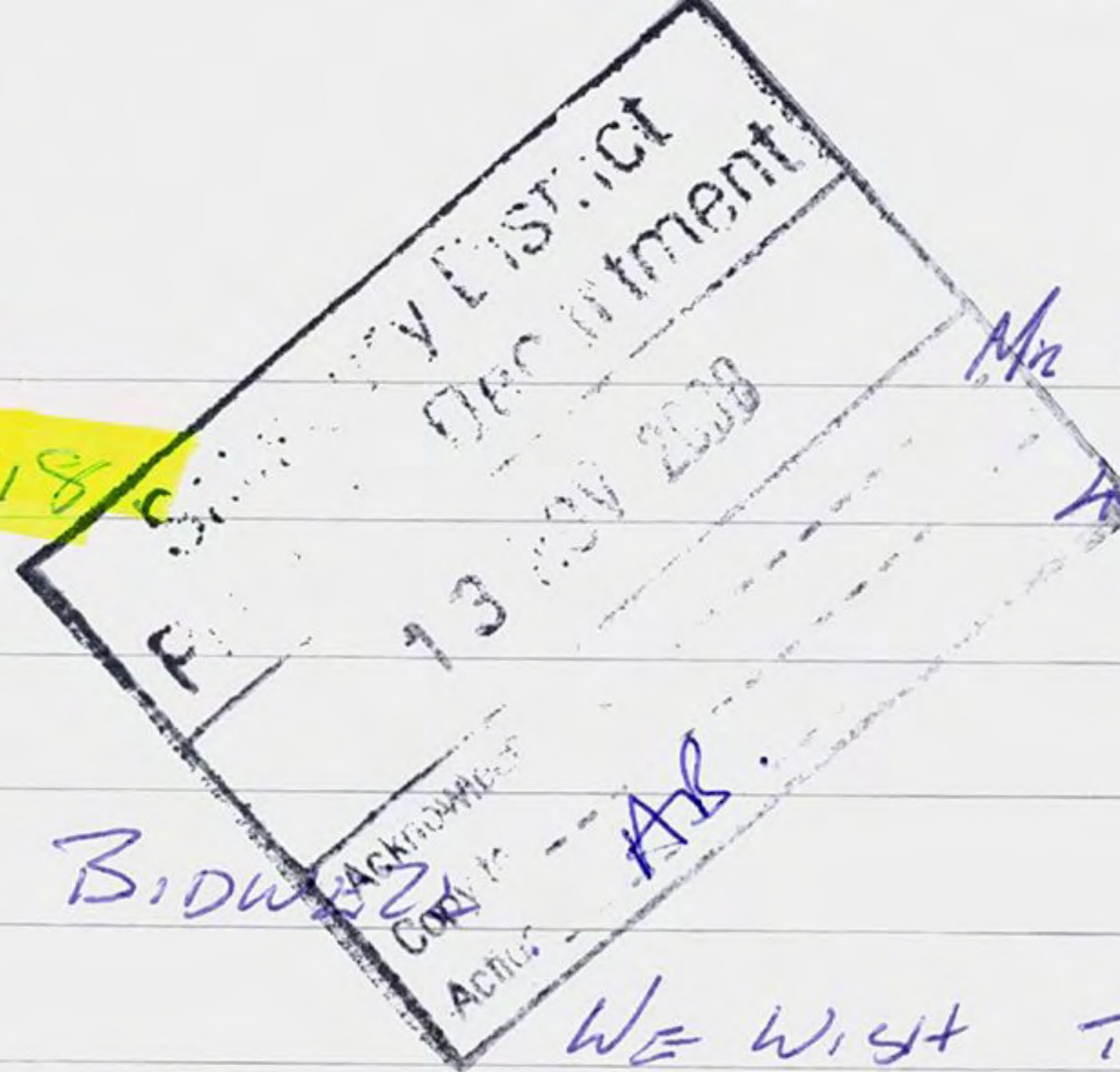
Yours faithfully



Sue Poulton

APPLICATION No

S/2007/2518



Mr Mrs SMITH

AT RALIEGH CRESCENT
AMESBURY

Dear Mr Bidwell

WE WISH TO PLACE AN
OBJECTION TO THE BUILDINGS OF THE DISTRIBUTION
COMPLEX FOR SOLSTICE PARK.

THE SIGHTING OF
THE SAID BUILDINGS ARE FAR TOO CLOSE
TO RESIDENTIAL AREAS, WHICH WILL CAUSE IN
OUR OPINION UNTOLD DISRUPTION AND STRESS.

WE HAVE HAD EXPERIANCE OF UPSET AND
NOISE, FROM THE DAIRY PRODUCTION UNIT AT
PEMBROKE RD & FESTIVAL AVE. (NAMED CHURCH FIELDS
DAIRY). WHILST LIVING AT SALISBURY.

WE HAD MANY SLEEPLESS NIGHTS FROM THE NOISE
OF REFRIDGERATION UNITS, AND HEAVY GOODS LOREYS
RUMBLING TO AND FRO FROM THE DAIRY.

HAVING MOOVED TO THE ABOVE ADDRESS, WHICH IS
A QUIET RESIDENTIAL AREA OF RETIRED PEOPLE,
WE DO NOT WISH TO EXPERIANCE ANY MORE, OF THE
NOISE OF THE SAME ILK.

Yours Sincerely
M. & S. Smith

~ P+R' CC

Lorraine Brown

From: Margaret Willmot [margaret@willmot.eclipse.co.uk]
Sent: 12 November 2008 22:11
To: Development Control
Subject: Planning Application Ref: S/2007/2518, lack of reference to S/2008/1113

For the attention of: Mr A Bidwell, Development Control, SDC

Dear Mr Bidwell

I have seen the officer's report prepared for the Planning & Regulatory Panel meeting on 18th November re Planning Application S/2007/2518. I note that the 'Planning History' section purports to cover 'all applications affecting the application site to date'. However it does not include the following:

Application number **S/2008/1113** Abbey Manor Ltd - Zone A Solstice Park, Amesbury, Salisbury, SP4 7LJ
 Proposed construction of a regional distribution centre and associated infrastructure works, including roads, parking areas, drainage and landscape planting.

I believe that this reserved matters application, for a regional distribution centre for Robert Wiseman Dairies, was approved on 19.9.2008.

This would seem to be of some relevance to the consideration of S/2007/2518, in that a "**significant and very important issue**" mentioned in the officer's report on S/2007/2518 (page 38) is "**whether the area of land devoted to B8 use that would result from this application would be too great a proportion of the total land supply**".

This omission also raises the question as to whether the land allocated for S/2008/1113 has been included in the 10.52 hectares of "areas already developed or committed" referred to in SDC Forward Planning's memo of 17.5.2008 and mentioned on page 37 of the officer's report.

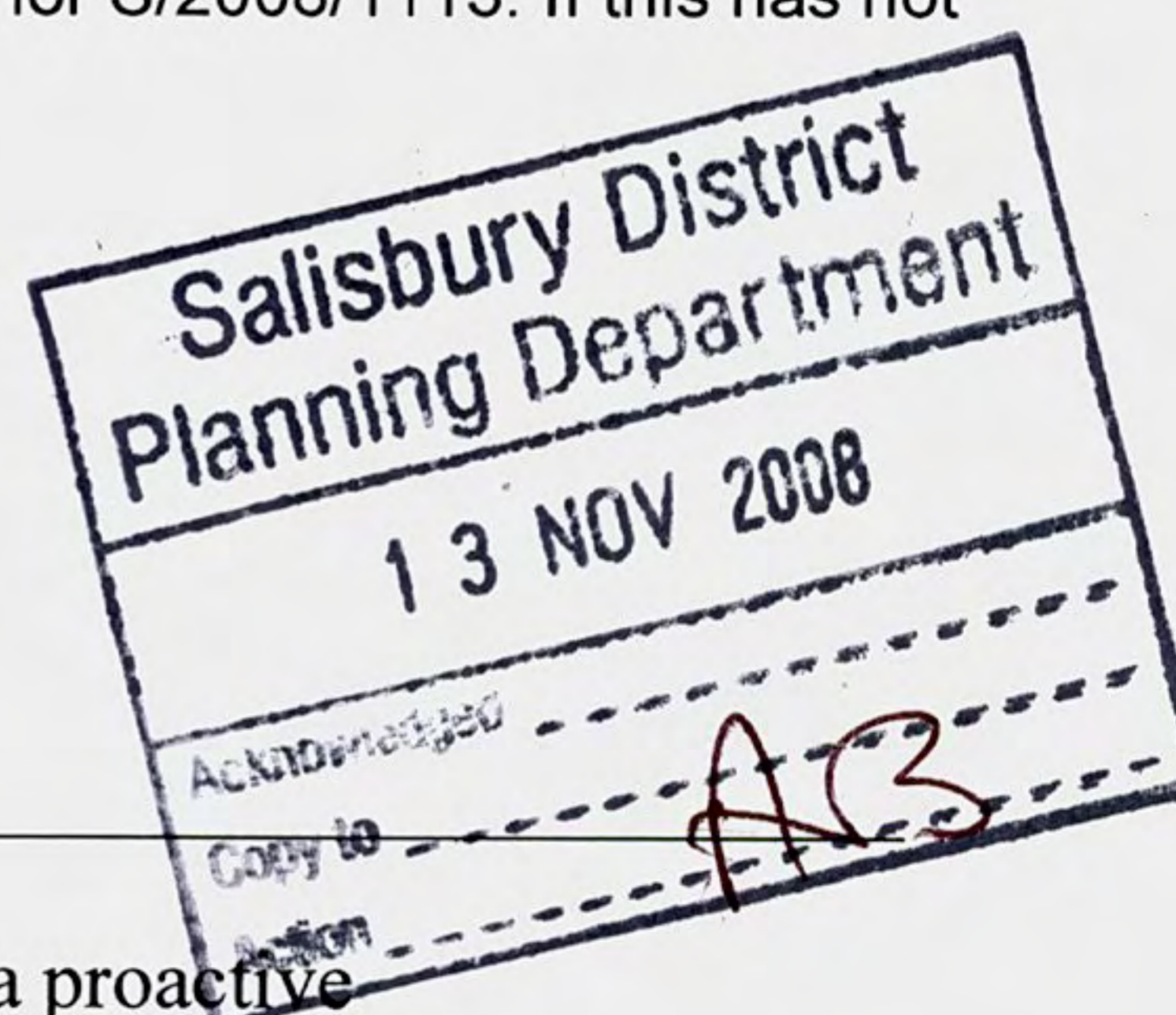
I would be grateful if you could

- (a) Ensure that all members of the Planning & Regulatory Panel are made aware of planning application S/2008/1113 and
- (b) clarify (both to me and to members of the Panel) whether the 10.52 hectares "already developed or committed" on page 37 of the officer's report includes land allocated for S/2008/1113. If this has not been included, what is the revised figure?

Many thanks

Regards

Margaret Willmot



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CC P+R!

Lorraine Brown

From: Christine Rowse [chris.cards@hotmail.com]
Sent: 12 November 2008 21:28
To: Development Control
Subject: Application s/2007/2518 proposed constuction of disrtibution centre at solstice park boscombe down salisbury.

Dear Sir,

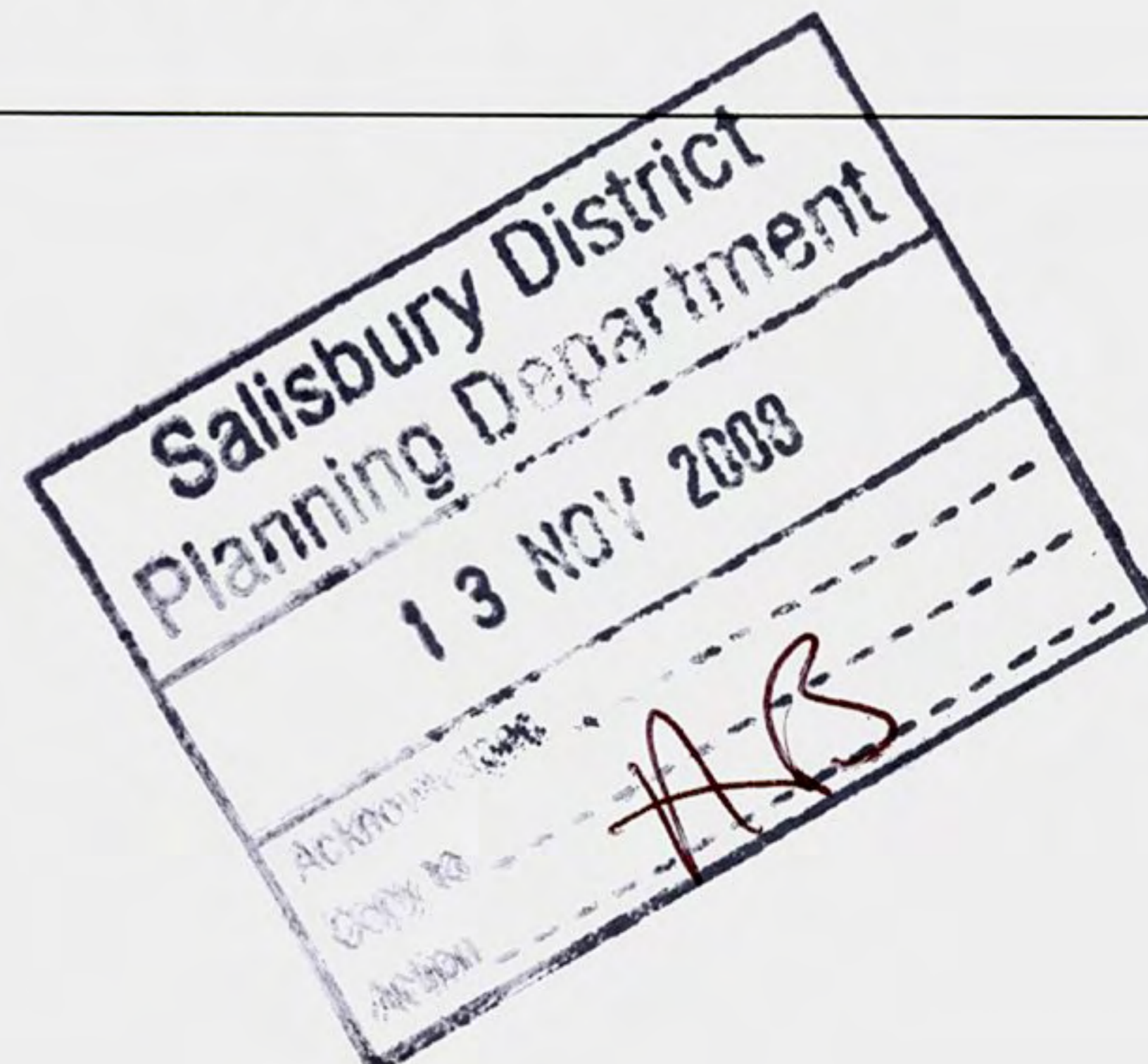
With reference to the above application for Solstice Park at Amesbury. The people of Amesbury have been let down very badly by the Northern Area Committee, who voted for the approval of the above application. The Amesbury committee voted against it and rightly so. What on earth do we have to do to maintain a decent quality of life here in Amesbury and particularly here on the Stonehenge Estate and the two mobile home parks? When we first moved here in 2000 we had a letter from Salisbury Council telling us they were committed to caring for the welfare of the residents of their areas. When did that change? We can already hear traffic noise from the A303 even with our windows closed. at certain times of the day. That is bad enough. But the thought of having even more noise 24 hours a day, every day is frightening. They say it will bring in more jobs. Who for? We are already a low unemployment area. And with the possibility of a new supermarket which will employ many people. So that does not seem a good argument to me. Surley we are entitled to have a reasonable quality of life. And heaven forbid the proposal is approved, What kind of life will we be forced to live? Especialy the families living even closer to the site. The buildings are much too large for this area, and definitely too close to peoples homes. Which could lead to house selling being a problem. And at this time House sellers are having a bad enough time. It will be too noisy and would cause more polution and even more traffic to this already busy area. People are already complaining about all the lorries we have already going through and around here. Even Salisbury reidents are worrying about it. also villages around the area. Please, please, please, just for a moment put yourselves in our place. What would you feel like if it was five minutes from your home? And the noise outside your windows day and night. Then PLEASE vote against the proposal. And live up to the letter we recieved saying the residents welfare is of concern to the council.

Yours sincerley

C.M. ROWSE

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13/11/2008

Lisa Shipway

From: John Moon [john.moon@madasafish.com]
Sent: 11 November 2008 18:20
To: Development Control
Subject: Planning application S/2007/2518 - RDC: Further objection on grounds of HGV noise.

Dear Sir,

Since submitting an objection (30th October) to this application on the grounds of noise that would be generated alongside the A303 by the hundreds of HGVs moving in and out of this development every day, it has been brought to my attention that the developer is claiming that these lorries are already on the A303 and are merely being 'intercepted' by the RDC.

This is demonstrable nonsense. Consider the hypothetical case that the RDC is wholly or partly occupied by Asda. In the south of England Asda currently has DCs at Bedford, Bristol, Chepstow, Dartford, Didcot and Erith. These are mostly supplied by goods from Dover, Southampton, Felixstowe and London. None of the routes between these supplier locations and the DCs would naturally involve the A303.

Similarly on the outward distribution side, very few of the journeys from the existing DCs to Asda stores would involve the A303 - probably only journeys to the very limited number of Asda stores actually situated near the A303. Thus HGV traffic associated with an Asda RDC at Solstice Park would be essentially new traffic and the associated highway noise would be in addition to the existing highway noise.

Asda is only an example, similar considerations would apply to the other candidates for occupying these megasheds. The only instance when it could be justifiably claimed that most of the HGVs are already on the A303 is if the potential RDC operator already has a major DC situated somewhere along the A303 - and there currently are no other DCs of comparable size along the A303.

Since this objection relates to traffic noise alongside the A303, I would be grateful if you could also bring the objection to the attention of the Highways Agency who have a statutory duty to consider the noise implications of traffic-generating developments along the trunk road network.

Yours sincerely,

J R Moon, Norfolk House, Abbotts Ann, Andover, Hampshire SP11 7AY tel 01264 710123

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Salisbury District Planning Department	
Rec.	12 NOV 2008
Acknowledged	-----
Copy to	--- A B ---
Action	-----

Application NO
S/2007/2518

38, Beverley Hills Park
Boscombe Down
Amesbury
Wilts
SP4 7LH

Dear Sir

I am writing to voice my objection to the proposed building of the regional distribution centre at Solstice Park. It is not going to work until something is done about the road around stone henge is rectified. If there are restriction on roads like Puton road Amesbury there will be accidents and what about the quality of life for the people who will live with the constant noise. Hampshire council has restrictions in place to protect its residents. Why do Wiltshire council not have the same respect for its residents. J Day

Written statement/questions for meeting of Planning +
Regulatory C'ree on 18 Nov 08.

I remain opposed to the development of the RDC at Solstice Park, refs/2007/2518, but wish to add additional comments to my previous correspondence. I am very concerned that the proposals are being railroaded through without proper due consideration of the effects of this development locally, concentrating instead on the presumed benefits of providing employment, albeit mostly of an unskilled nature, and certainly many fewer than the 5000 or so jobs the original plans would have brought. I am disappointed that so few of our representatives seemed to be fully aware of their own planning rules, and seemingly not bothered of the effect on other residents, as long as the traffic, noise, and so on did not affect them. I understand that SDC objected to the development of the Andover airfield site, but are all too willing to pass these proposals, seemingly because a large piece of land remains empty, and SDC has not ~~given approval for~~ been able to deliver employment opportunities, as originally intended. At a time when another local council has objected to a similar development on the grounds that it is too close to residential property, why do local representatives ignore the disruption which will be brought about by an operation 24/7, with HGVs in their 100's? This point has already been made in letters to

Salisbury Journal (6, 13 Nov 88)

In the case officers' report there is very little real critical appraisal of the application, and often parts of this has been copied out. Where is any detailed, expert, discussion of issues which affect the adjacent residential areas, including lighting and noise? These issues are raised in the submission of Amosbury Town Council, for example. The lighting was only mentioned at the meeting of the Northern Area C'tee in October - residents are not convinced that their worries have been properly addressed, far less mitigated as far as is possible and reasonable (see ~~Agenda~~ ^{see} Agenda)

The Statement of Community Involvement asserts that the RDC will not give rise to noise likely to disturb local residents, day or night (whether refrigerated units are used (PIF))

Similar assertions are made about lighting and vibration.

The Planning Statement includes comment that "no adverse impact will result in view of the orientation of the building, ... topography, distance from dwellings, extent of existing substantial boundary vegetation, to be supplemented, etc.

- the nearest property is only 125 m from the

³ building DC1. This is a vast building, over 57000 m² + 19.3 m tall.

- the vegetation has now been removed or drastically cut down, to protect overhead lines, + will obviously be removed again as it grows. The southern boundary now has unfettered views across the entire site, so light intrusion has increased as a result.

- Vegetation is mostly deciduous, and thus bare of leaf cover for half of the year. Trunks + branches offer little screening, + it gives a false impression to rely on photos / views showing trees + dense in foliage. The issue of increasing evergreen planting has been raised - at the end of the Northern Area Ctee meeting, two councillors assured me that planting would be "beefed up". This has not been included in the attached conditions, which is regrettable.

- 6530 m² of planting has to be removed for DC2, + much is made of a larger area of planting to ~~be~~ compensate. The original area had the considerable advantage of physically distancing a huge, tall building from houses + bungalows just on the boundary. I cannot agree that the effect of the new planting will be the same.

- Residents will have to suffer the disruption

of a large area of chalk ^{being removed} for the development platform. Previously there were considerable problems with chalk removal, + the so-called mitigation measures relied on made no real difference to the disturbance.

It is clear from the Architectural and Design Statement (p10/11) that the applicant knows of the constraints of the site

- the close proximity to the residential area
- noise pollution
- the need to minimise the impact on the surrounding area.

It is just not good enough to state that noise, lighting + vibration will not disturb residents. Close attention to these issues in the application shows that

- vibration may still be felt by nearby residents, even if there is no risk of damage
- the case officer accepts uncritically the results of the noise assessment. The views of the Environmental Health officer have only just been included, but his views have not been taken into account i.e. that the noise survey is inadequate, + soundproofing barriers should be erected along the length of the southern boundary.

WHY has this contribution been overlooked, as it appears a serious omission, and makes

5. Nonsense of the assertion that concerns have been mitigated as far as reasonable + possible. Is this omission callousness?

Previously letters, mostly objecting to the development, have been "mislead" - this meant that the Appendix concerning public responses (Northern Area C'tee report) was inaccurate in its analysis of detail, etc.

- Pegasus Planning are well aware that noise levels increase the closer to the Boscombe Down airfield. The noise assessment concentrates on the assumed differences between existing background/other noise + the contribution of the RDC development, rather than peak noise levels. Even then, the given analysis does not ~~clearly~~ give the whole picture:

For example, the busiest night time noise for HAV refrigeration units is described as "below a level at which complaints would be expected" the increase is 8.4 dB. BSH142 gives a semantic table, and the nearer any noise increase is to 10 dB, the more likely complaints are. So I suggest that complaints are likely at this level! In any case HAV refrigeration units are assumed to be on only 50% of vehicles in the yard at a time, and obviously this may not be accurate. The noise of the refrigerated units is only included after a waiting period - the noise will still be audible during this time, especially if the lorries are not hooked up to mains supply

It is clear that noise will increase, once the Rapid Response Force comes to B. Down, and there is an increase in flying hours so specific, effective soundproofing should be included in the scheme. I find it hard to accept the conclusions that the combined noise of HGVs, w. refrigeration units, reversing alarms, traffic noise, loading + unloading, forklift trucks, will only be negligible or insignificant. The noise survey gives 280 lorry movements in one hour (App 6), and it flies in the face of personal experience and commonsense to say that all this will not increase the noise residents will be subject to. And remember, there will be no respite, 24 hours a day, seven days a week!

The condition (20) which does deal with noise is inadequate, I believe for the following reasons.

- the statutory guidance/legislation is not specified. I understand that the only noise guidance (Noise Control on Building Sites) considers construction, not operations. According to this, a "significant" effect on residential property occurs when the threshold noise exceeds 70dB (LAeq). Or to put it another way, it should not exceed the level at which conversation in the nearest buildings would be difficult.

Clearly, life would be intolerable at these levels, but constant noise at a lower level is still disruptive and uncomfortable. No-one seems to have thought about the effects of the noise on our enjoyment of gardens in the evening and at weekends. SDC's own criteria, against which new development is measured, only mentions avoidance of detriment - to public health - by excessive noise. This does not help us.

- Thus, there is no input from affected residents.
- there will be a six month delay after operations begun before the survey is undertaken, so residents may suffer 2 years' noise disturbance before any chance of respite
- no time limit for the erection of soundproofing measures
- no discussion of how effective the measures should be

Of course, any attempt to address noise nuisance is welcome, as this has been a significant omission. We need adequate soundproofing before development of the site, to avoid any doubt, + offer the necessary protection for residents. No doubt, eventually there will be other developments at Solstice Park which will increase noise. I regret that

8 The case officer has not chosen to discuss this before his assertions about noise mitigation, as it is relevant to these proposals.

CONCLUSIONS

It is clear that SDC officers have been closely involved in this planning application, + unfortunately this tends to give the impression that there has been very little true critical appraisal of the proposals. Obviously, I believe it is hard for anyone so closely involved to step back, and look at these proposals with an unprejudiced eye. The case officer suggests that "large shed like buildings" have been avoided. I do not agree with this, and particularly regret the assertion that the curving roofline "echoes the rolling downs beyond". It is impossible to disguise the fact the two enormous grey sheds are to be erected on the site, + they are so tall that even mature planting will not hide them, even after 15 years! The enclosed map merely gives a small cross to mark the site, and, in my opinion, this is dishonest and a fairer representation would have outlined the extent of the buildings, and how the site is used.

The case officer makes clear that the statutory consultees' responses are weighty material planning considerations, and the local amenity comes a very poor second to

thus. We are told that the proposal will bring significant benefit locally, + yes, it will bring some jobs - but not the 5000 the original plans envisaged. It seems that the large space at Solstice Park must be filled, at any cost, and that's it. It was certainly not made clear at the stage of granting outline planning permission originally that the employment use brought with it 24/7 use on our boundary.

People who have invested in Amesbury over a long period of time, + put much time, effort and money into making their homes here certainly feel that their concerns have not been listened to, or properly addressed. They are not being unreasonable in expecting well thought out, and robust planning conditions to protect them from the noise, light, etc this development will bring to their doorstep. Yes, Amesbury does need jobs, but not at any cost. The plans for the future development of Salisbury + District (book delivered to homes recently) talks about encouraging small business enterprise, biotechnology, environmental technology, etc. This has been overlooked and the comments of a local councillor at the Northern Area C'tee meeting, disparaging small businesses on the grounds apparently that local roads would be clogged up with the ubiquitous white van beggar belief. No-one from the

Council, or our elected representatives have even tried to canvass opinion on Stonehenge Estate or BHCP. Yet, it is clear that representatives of the planning consultancy have been able to canvass local councillors, + WCC. No wonder local people feel frustrated and unheard.

Please remember that at least a shift worker at the RDC can leave it behind at the end of their shift, but my friends and neighbours will have to suffer the consequences of approval for years to come. Accusations of nimbysism or a reluctance to countenance change are unfair - our concerns are real and have not been mitigated, so please, if these proposals are approved, make sure we are protected by the addition of conditions. Of course, no-one wants to live near this, but don't forget those of us who will have no choice. Thank you.

Sue Money

20 Louiston Close
Boscombe Down
Amesbury
SP4 7QJ.

Salisbury District Planning Department
18 NOV 2008
Acknowledged
Copy to
Action

Andrew Bidwell

From: Andrew Bidwell
Sent: 17 November 2008 18:20
To: Andrew Bidwell
Subject: FW: Comments for the Planning and Regulatory Panel 16th Novemeber 2008

From: Andrew Bidwell
Sent: 17 November 2008 18:10
To: Andrew Bidwell
Subject: FW: Comments for the Planning and Regulatory Panel 16th Novemeber 2008

From: Paul Trenell
Sent: 17 November 2008 09:47
To: Andrew Bidwell
Subject: FW: Comments for the Planning and Regulatory Panel 16th Novemeber 2008

Andrew,
I think this is one for late correspondence.
Thanks,
Paul



From: WAYNE LEWIS [mailto:waynedlewis@btinternet.com]
Sent: 16 November 2008 18:54
To: Paul Trenell
Subject: Comments for the Planning and Regulatory Panel 16th Novemeber 2008

Dear members

Planning application S/2007/2518 **OBJECTION**

We wish to express our concerns that the health and well being of the residents at Boscombe Down and indeed the rest of Amesbury are being ignored with the decisions regarding the RDC at Solstice Park. Is there perhaps some hidden agenda that the local residents are not being told about. Maybe it is to take away all the long standing residents of the Stonehenge Estate and Beverly Hills Caravan Park and then move in younger and perhaps more gullible residents.

Although Amesbury Town Council have expressed concerns and objected to the RDC it was still voted through (although by a small margin) at the Northern Area Committee in September. It was stated that some employment was better than none!!! This is surely short sighted as anything built on the site would provide employment of some sort without being so intrusive on the population living within such a close proximity. Where will all the workers come from, we certainly do not believe it will be local as most HGV drivers are freelance and this will make it harder to control their movements and prevent them from using local roads as per their SAT-NAVs! It is also a well know fact that

warehousing is now so automated that people are only used in a few areas i.e admin and drivers.

You also need to taken into consideration that plans for a smaller DC for Robert Wiseman Dairy's has already been approved, and yet the combined impact of two RDC on the same site has been total ignored by ALL planning and approval bodies except for us concerned residents. It would appear that the various councils in Wiltshire want to turn Solstice Park and the surrounding area in to a HGV parking lot! Does this mean in the future when the rest of the land is to be developed there will be yet more RDCs as these seem to be the flavour of the times. They are large, quick to develop and provide easy cash solutions for developers. This is all detrimental to the local community and provides very limited benefit to the local infrastructure.

Please note that the Test Valley Council turned down Tesco's application in Andover because of the noise and upheaval it would have created for its local residents and they would have been further away than we will be to this site as Solstice Park. How can Hampshire and Wiltshire have such a large difference of view when these two sites are only 15miles apart. The planning officer in this respect does not seem to have taken into account the objections of the following:

ENVIRONMENT AGENCY

AMESBURY TOWN COUNCIL

LOCAL RESIDENTS

SALISBURY CAMPAIGN FOR BETTER TRANSPORT

He does seem to virtually agree with all the good points given to him by the developers. Developers are not going to state any **DOWNSIDE** to these SHEDS are they!

Traffic wise there will be a large impact in both volume of **HGVs** and **NOISE** from both the traffic and the site itself which will be in operation 24/7. Everyone knows that the A303 is just like the M25 for virtually the whole of the summer months and on most weekends (that is **STATIONARY**). What will lorry drivers do? They will either sit with engines running (noise and vibration) in the park itself or will try to find alternative routes, again causing noise and vibration for the local residents. One of the routes suggested for the traffic is along the new link road between the A303 and the A345. This will take these large vehicles along a route which has a school and new houses aimed a young families (an accident waiting to happen). In the summer months windows are open and we can already hear the traffic passing along the A303 imagine how disturbing a distribution centre will be when most of their movements tend to be late evening or very early morning! Add to this the damage that will be caused to the **ENVIRONMENT** and the **CLIMATE** with engines running constantly.

PLEASE PLEASE PLEASE think how you would feel if this **SHEDHENGE** was to be built in your back yard as it will be in ours and **OBJECT** in the strongest terms that you can. Think about local residents rights to a healthy and safe environment in which to live and not to have something so large and intrusive on their doorstep just to **LINE DEVELOPERS POCKETS!!!!!!**

Wayne and Sue Lewis



**S083 SOLSTICE PARK
PROPOSED REGIONAL DISTRIBUTION CENTRE
APPLICATION NO S/2007/2518**

**RESPONSE TO OBJECTION FROM DR J R MOON, OCTOBER 2008:
OBJECTION ON GROUNDS OF NIGHT TIME TRAFFIC NOISE**

1. Introduction

- 1.1 Dr J R Moon has objected to the proposed Regional Distribution Centre at Solstice Park, Amesbury, in an email and attachment sent to Salisbury District Council on 30 October 2008. The reason for the objection is the potential increase in night time noise due to HGV traffic on the A303 at Andover.
- 1.2 This note considers existing traffic flows on the A303 at Andover and sets out predicted night-time HGV traffic from Solstice Park on the A303 based on the Transport Assessment submitted with the planning application in December 2007. It also briefly reviews the role of the A303 trunk road.
- 1.3 The implications in terms of night time noise at Andover are considered in the response prepared by RPS Group.

2. Existing Traffic on the A303(T) at Andover

- 2.1 Dr Moon's note sets out existing traffic flows on the A303 past Andover taken from the DfT's Matrix database:

	24-hours	Night 11pm-7am
All traffic	40427	2021
HGVs (7.4%)	2992	150

- 2.2 It should be noted that the Matrix database gives annual average daily flows; that is a 7 day average including weekends. Noise calculations are generally carried out on the basis of annual average weekday traffic, or Monday to Friday flows. Both total daily flows and percentages of HGVs tend to be greater on an average weekday than on an average day.
- 2.3 The source of the night time flow for all traffic set out above is not immediately clear. However, the night time flow of HGVs was obtained assuming that the 24 hour proportion also applied at night. In practice, on trunk roads, the proportion of HGVs tends to increase at night. This is certainly true on the A303.
- 2.4 Average weekday and average daily flows for the A303 at Andover between the Hundred Acre Corner and A343 Salisbury Road interchanges are available from the Highway's Agency's TRADS2 database. Average 24 hour flows for January to October 2008 are set out below, including percentage of vehicles over 5.2 metres. As Dr Moon says, this is the only classification available from TRADS2; it equates approximately to a long wheel base transit van.

	24 hour AADT	24 hour AAWT
All Vehicles	44207	46648
Vehicles over 5.2m	5725	7021
% Vehicles over 5.2m	13.0%	15.1%

This demonstrates that both total flows and percentages of larger vehicles are greater on an average weekday than on an average day.

- 2.4 Average weekday from TRADS2 for October 2008 have been analysed to establish the total number of vehicles and the proportion of larger vehicles overnight (between 11pm and 7am):

	24 hour AWT	Overnight AWT (2300 – 0700)
All Vehicles	46648	3479
Vehicles over 5.2m	7021	984
% Vehicles over 5.2m	15.1%	28.3%

- 2.5 Assuming that the 7.4% HGVs quoted by Dr Moon for average daily traffic applies to average weekday traffic, actual HGV numbers can be estimated:

$$7.4\%/15.1\% = 49\% \text{ HGVs}$$

$$984 \text{ larger vehicles} \times 49\% = 482 \text{ HGVs.}$$

A more realistic figure for the existing number of HGVs on the A303 at Andover between 11pm and 7am is therefore 482, compared with the figure of 150 given by Dr Moon.

3. HGV Traffic Generation by Solstice Park

- 3.1 Estimated daily trip generation by the proposed Regional Distribution Centre at Solstice Park is set out in paragraphs 6.10 to 6.13 of the Transport Assessment. As Dr Moon says, the RDC is estimated to generate 1454 HGV movements per day, but this is the total number of HGVs in and out of the site.. A daily profile for these trips is given in Table 6.7 of the Transport Assessment. The total two way flow predicted to be generated by the proposed RDC between 11pm and 7 am is 305 HGVs, not 485 as assumed by Dr Moon.
- 3.2 The predicted distribution of HGV trips is set out in paragraph 6.28 of the Transport Assessment. Some 37.5% of HGV trips are predicted to use the A303 to/from the east. This equates to 114 HGVs in the Andover area between 11pm and 7am, compared with the 242 HGVs suggested in paragraph 4.1 of Dr Moon's note.
- 3.3 As set out in paragraph 2.5 above, a realistic estimate for the existing number of HGVs on the A303 at Andover at night is 482. The maximum percentage increase in HGV trips at Andover that might arise from the RDC at Solstice Park can be estimated:

$$114/482 \times 100 = 24\%$$

This is significantly below the 161% given in paragraph 4.1 of Dr Moon's note (calculated $242/150 \times 100 = 161\%$).

- 3.4 A significant proportion of the HGV traffic predicted to be generated by the proposed RDC will already be on the road network in the area in any case. The expectation is that goods from a single manufacturer will be delivered to the warehouse and combined into mixed loads for onward delivery. This will improve efficiency but will not increase the total volume of goods moved or the number of HGVs. However, to take the worst case for the Transport Assessment it was assumed that all generated HGV traffic will be new to the local road network.

4. Role of the A303 Trunk Road

- 4.1 The A303 is a trunk road, and as such is one of the strategic network of roads used to move people and freight around the country. PPG13, *Transport*, states in paragraph 45 that in preparing their development plans and in determining planning applications, local authorities should:

“where possible, locate development generating substantial freight movements such as distribution and warehousing, particularly of bulk goods, away from congested central areas and residential areas, and ensure adequate access to trunk roads.”

- 4.2 The proposed RDC at Amesbury lies within the South West Region. The Draft Revised Regional Spatial Strategy for the South West includes the A303 as a Corridor of Regional Importance under Policy RTS1. Policy RTS4, Freight and the Primary Road Network, states that the primary route network, including motorways and trunk roads, should be promoted for use by HGVs in preference to other roads, and that these routes should be signed appropriately.
- 4.3 A Freight Routes in Wiltshire Leaflet has been produced by Wiltshire County Council; the A303 is shown as a strategic lorry route running east - west through the county to connect with the M3 south of Basingstoke. The A303 similarly forms a strategic lorry route within the Hampshire HGV Advisory Route network.
- 4.4 It is therefore entirely appropriate that the proposed RDC should be located adjacent to the A303 trunk road, and that the majority of HGV traffic generated by the development should use this route.



SOLSTICE PARK REGIONAL DISTRIBUTION CENTRE
RESPONSE TO OBJECTION ON GROUNDS OF NIGHT TRAFFIC NOISE

APPLICATION NO. S/2007/2518

SS/JAE4424

17 November 2008



Introduction

Dr J R Moon submitted an objection to the proposed Regional Distribution Centre at Solstice Park, Amesbury, sent to Salisbury District Council on 30 October 2008. The reason for the objection is the potential increase in night time noise due to HGV traffic on the A303 at Andover.

Calculated Night-time Traffic Noise Levels

The UK standard methodology for estimating traffic noise levels in the DoT's technical memorandum "Calculation of Road Traffic Noise" (CRTN). For daytime traffic noise the $L_{A10}(18\text{-hour})$ index is normally used to represent the traffic noise level. CRTN includes prediction methods for both the $L_{A10}(18\text{-hour})$ and the $L_{A10}(1\text{-hour})$ where hourly traffic data is available. In order to calculate a night-time traffic noise level the correct approach is to obtain the average 1-hour traffic flow, calculate the average $L_{A10}(1\text{-hour})$ which is then taken as representative of the night-time period.

Dr Moon's calculated night-time traffic noise levels were as follows:

Location	Night 11pm-7am noise level L_{A10} dB		
	Existing	With RDC	Increase
19 Monxton Road	63.7	65.5	1.8
Harboro, Weyhill Road	63.6	65.4	1.8

The correct traffic data according to the note Response to 'Objection from D J R Moon, October 2008: Objection on Grounds of Night-time Traffic Noise' (ref. S083-FN75A), prepared by PFA Consulting is as follows:



	Overnight AWT(2300 – 0700)	
	No RDC	With RDC
All Vehicles	3479	3696 (3479+103+114)
Vehicles over 5.2m	984	1098 (984+114)
% Vehicles over 5.2m	28.3%	29.7%

I have carried out a traffic noise prediction for 19 Monxton Road based on the traffic data quoted by Mr Moon and then revised the calculation for the "No RDC" and "With RDC" scenarios taking account of the corrected traffic data given in the table above. This gives the following results:

Location	Night 11pm-7am noise level L _{A10} dB		
	Existing – No RDC	With RDC	Increase
19 Monxton Road	68.3	68.7	0.4

The same noise increase would apply to all houses where noise levels are dominated by the same section of the A303.

Significance of Predicted Noise Increase

Design Manual for Roads and Bridges Volume 11 Section 3 Part 7: 'Traffic Noise and Vibration' states that:

'In the period following a change in traffic flow, people may find benefits or disbenefits when the noise changes re as small as 1dB(A) - equivalent to an increase in traffic flow of 25% or a decrease in traffic flow of 20%'

On this basis, when determining the extent of the road network to be assessed for noise for a trunk road scheme, the criteria would be a change in traffic flow that would correspond to a 1 dB(A) increase in noise.

Department of the Environment, Planning Policy Guidance (PPG) 24, Planning and Noise, September 1994, Glossary, states that:

'A change of 3 dB(A) is the minimum perceptible under normal circumstances, and a change of 10 dB(A) corresponds roughly to halving or doubling the loudness of a sound'

In the noise assessment methodology used in the ES, which took into account the above guidance, a noise change of plus or minus 3 dB, resulting from an increase or decrease in road traffic, has been considered the onset of a significant impact. Therefore, it is considered that an increase of 0.4 dB would be a negligible effect.

The night time increase in L_{A10} of 0.4 dB would result in a similar or lower increase in L_{Aeq} over the same period. Therefore the number of dwellings subject to levels exceeding the WHO guideline level of '45 dB outside bedroom windows' would not increase by any significant amount along the section of the A303 in Andover highlighted by Dr Moon.

Conclusion

When carried out based on the appropriate traffic data, the predicted noise increase associated with increased heavy vehicle movements due to the Solstice Park RDC, would be insignificant. Therefore, there is no justification for the request for the developer of the RDC to provide acoustic fencing along this section of this section of the A303 in Andover or for any night-time restrictions on vehicles.

These findings should be read in conjunction with the note prepared by PFA Consulting cited above. As well as providing an appropriate analysis of the night-time traffic flows in question, the PFA note provides evidence that the location of the RDC close to the A303 trunk road accords with planning guidance and relevant local and regional policies.

Louise Porter

From: vicrowse@talktalk.net
Sent: 13 November 2008 16:37
To: Development Control
Subject: Fwd: S/2007/2518

Salisbury District Planning Department	
14 NOV 2008	
Acknowledged	-----
Copy to	-----
Action	----- AB -----

-----Original Message-----

From: vicrowse@talktalk.net
To: developmentcontrol@salisbury.gov
Sent: Thu, 13 Nov 2008 15:35
Subject: Re: S/2007/2518

Dear Sir or Madam, I would like to register my objection to the above planning application. Firstly, the proposed "allocation" of HGV movements for the A345 is going to give us a constant stream of HGV's for which our already local overloaded roads are not fit. Your own Planning Department expressed fears of too much traffic at the ASDA application and that was mainly private cars NOT HGV type vehicles. We have not been told how many vehicles will be allowed on the site from the A303 but the nett result will be constant vehicle noise and fumes from the lorries loading and unloading, not to mention the workforces personal transport and any forklift truck or the non HGV vans and lorries which will use the site. Shortly after we moved here in 2000 we received a "flyer" from Salisbury District Council saying that the health and wellbeing of the residents was a priority but it seems that we do not matter any more. All the objections raised against the ASDA application apply on a much larger scale to this application.

Salisbury Cathedral Close Preservation Society said that the vibrations from the extra HGV's on Churchill Way will affect houses in the Close, these vibrations will surely affect the houses in Archers Gate and Porton Road to a greater extent due to being much closer. While the Northern Area Planning Committee 25/09/2008 report indicates that noise levels meet laid down criteria, I know from personal experience of the M25 noise that the continuous noise that is generated by a 24/7 operation has more effect than the occasional noise above the level in the criteria used in the report. Finally, in view of the fact that the Andover application has been refused on exactly the same grounds as I have expressed and as the residential areas are closer to the site than those at Andover I feel that this application should be refused.

Yours Sincerely, V.G. Rowse.

Home Address:- 4, Heyford Close, Amesbury, SP4 7QU

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