South Western Railway

Salisbury Railway Station
Planning, Design & Access Statement
Proposed Temporary Car Park

December 2023 – Revision B



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1.1.0 Introduction

1.1.1 This statement has been written to support the information submitted as part of the Planning Application in relation to the proposed car park within the Salisbury East Goods Yard to the north east of Salisbury Railway Station. The application is on behalf of South Western Railway and the site is currently operational railway land

1.1.2 This project is part of South Western Railway's on-going commitment to improve facilities for passengers, visitors and the wider community of Salisbury. The key objective of this project is to provide a car parking facility close to the station to support a separate project involving the redevelopment of the forecourt to the front of Salisbury Railway Station. This project will provide a temporary car park facility for a maximum of three years and will be for use by passengers during this separate project when parking to the front of the station will be limited.

1.1.3 The aim of this report is to outline the rationale behind the proposals and includes an assessment of the proposed development. This report contains details regarding the following:

- Site description, historical context and background;
- Proposed development;
- A review of relevant planning policy framework;
- Assessment of the proposal;
- An access statement;
- Conclusion;
- A document register; and
- A series of photographs.

1.1.4 Further information has also been prepared through development of the design and a detailed drawing package is included as part of this application to demonstrate the full proposals. The drawings include architectural layout plans, sections, boundary details, services details and civils drawings.

1.1.5 This report should be read in conjunction with the drawings submitted with the Planning Application and detailed in Section 1.7.0 of this document.

1.1.6 The station address is as follows:

Salisbury Railway Station
South Western Road
Salisbury
Wiltshire
SP2 7RS

1.1.7 The site is located in the Salisbury East Goods Yard, which is the former Eastern Sidings. This land is adjacent to the Royal Mail Delivery Office off Fisherton Street, SP2 7QP.

1.2.0 Site Description, Historical Context and Background

Salisbury Railway Station

1.2.1 Salisbury Railway Station serves the city of Salisbury in Wiltshire and is 83 miles 43 chains from London Waterloo on the West of England line to Exeter St Davids. This route is crossed by the Wessex main line from Bristol Temple Meads to Southampton Central. The station is operated and served by South Western Railway (SWR) and is also served by Great Western Railway (GWR).

1.2.2 The site featured in the planning submission is approximately 250m to the east of the railway station entrance and is accessed via the road (Fisherton Street) which runs under the railway line. The site is located to the north of the eastbound railway line which runs from Exert St Davids to Basingstoke.

1.2.3 Image 1 below is looking north east and shows the site in relation to the railway station. The dashed yellow line denotes the walking and driving route between the station and the site which is via South Western Road and through a bridge under the railway line on Fisherton Street and is approximately 245m in length.

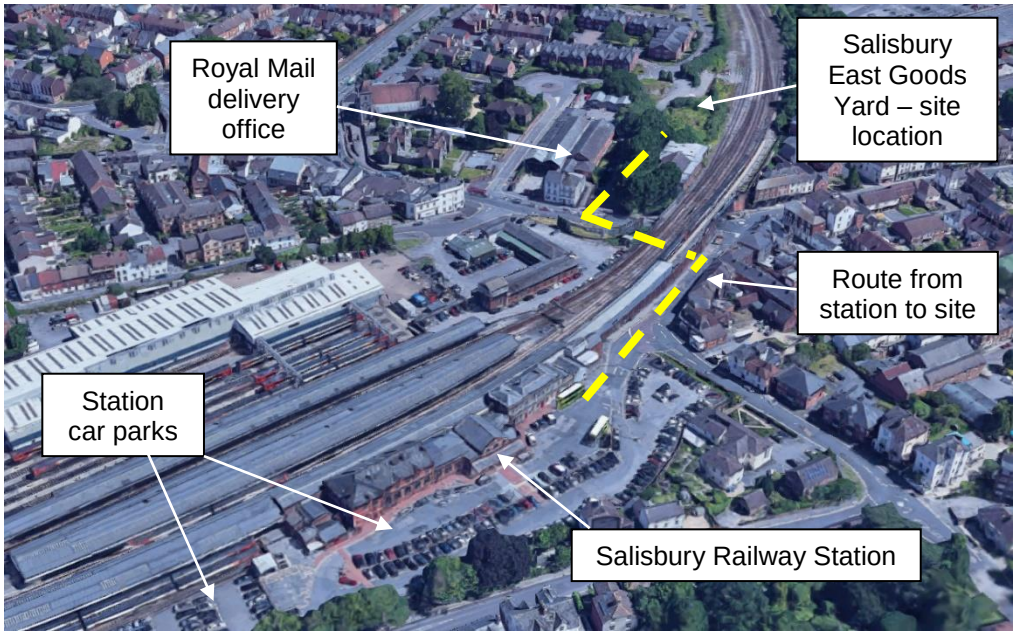


Image 1 – Aerial view of station and site
(*Image source: Google Maps 2023*)

East Goods Yard, Salisbury

1.2.4 The site was originally used as part of the station sidings to the east of Salisbury Railway Station and has more recently been used by Network Rail as a storage area and part of the site housed a private members club (the British Rail Social Association). The building has been demolished and much of the site remains as vacant land whilst providing track access points for Network Rail as well as a compound area. The site remains predominantly level in the areas in which car parking spaces are proposed following the natural sloping topography, featuring a hardcore and rubble base, with tarmac surfacing at entrance points and vegetation along the perimeters.

1.2.5 As mentioned previously, there is a Royal Mail Delivery Office immediately to the north west of the site, residential housing to the north east with Spire View between, and the railway lines to the south. As part of the residential development, Spire View was constructed which gives direct access to the site at the eastern end via a mini roundabout.

1.2.6 Royal Mail has a right of way through the western part of the site and through a security barrier to their rear yard. The site access road off Fisherton Street is used as an informal parking area by Royal Mail.

1.2.7 Image 2 below is looking north west and shows the site location to the north of the railway line. Note the building on the site has since been demolished and the vegetation has been significantly cut back since this image was taken. The site is now predominantly a hardcore surface as can be seen in Image 5 below and the series of photographs in Appendix A.

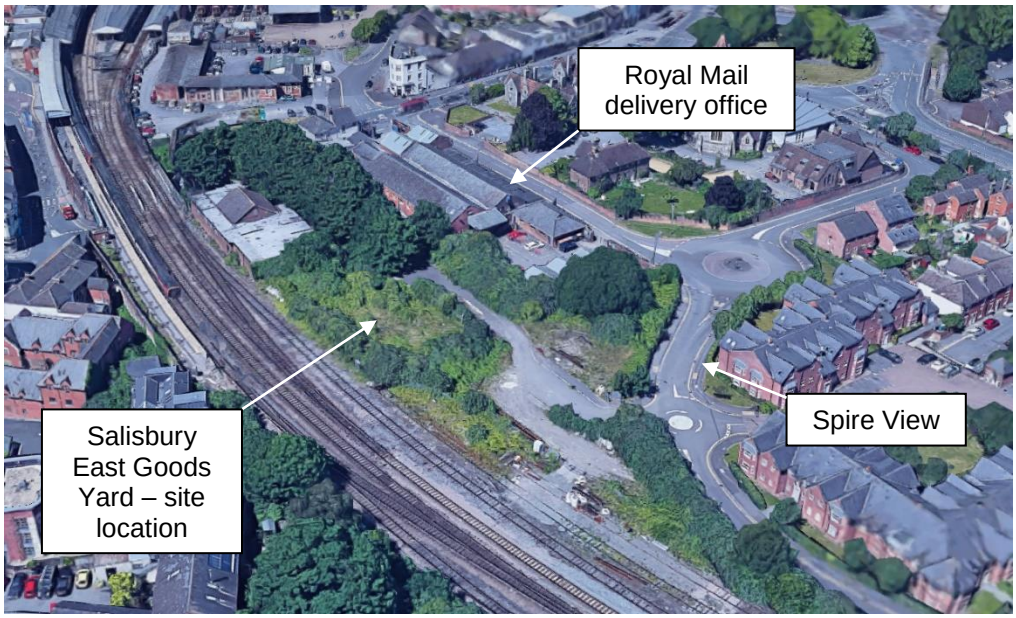


Image 2 – Aerial view of the site
(*Image source: Google Maps 2023*)

1.2.8 Access to the area is controlled with lockable security gates at the entrance off the mini roundabout on Spire View, as well as further lockable gates at the top of the Royal Mail access road off Fisherton Street.

1.2.9 The central part of the site is level with the adjacent railway line and elevates to the west where the former members club once stood. At the highest point this part of the site is approximately 1.5m above the railway line and 3.6m above the road below. The northern part of the site is currently overgrown and abuts both Spire View and also the rear part of the Royal Mail yard.

1.2.10 To the south of the site and centrally positioned is a Principal Supply Point and generator linked in with the railway infrastructure. This is to be retained as part of the proposed works and is securely fenced off to prevent unauthorised access.

1.2.11 To the perimeter of the site and abutting both the railway lines to the south and the Royal Mail area to the north west are palisade security fences. To the north east and adjacent to the Spire View is a timber close boarded fence with vegetation growing over.

Historical Context

1.212 The railway station itself is within the City of Salisbury Conservation Area. However, this is bounded by the railway line in this area and with the site being to the north, sits outside the Conservation Area.

1.2.13 In 1859, the London and South Western Railway (LSWR) opened a station on the current site to the south side of the railway, to the west of Fisherton Street. In the 1870s the LSWR opened

a second platform, east of Fisherton Street, for services towards London; it had an entrance from the street and was linked to the old platform by a subway, and there was another bay platform for trains to the east.

1.2.14 A plan of the station in this format can be seen in Image 3 below which is taken from an 1888–1913 Ordnance Survey six inch map. This shows the current station to the south of the railway line and also the second platform on the site of the proposed car park detailed in this submission.



Image 3 – 1888–1913 Ordnance Survey extract
(*Image source: National Library of Scotland map images*)

1.2.15 The LSWR station was further enlarged between 1899 and 1902, and the 1870s platform east of Fisherton Street was then closed. A similar Ordnance Survey map from 1949–1972 shows the station in the current layout and the platform to the east has been demolished. A new LSWR marshalling yard was opened on the site of the old platform east of Fisherton Street after it had closed in 1902.

Background to the Proposal

1.2.16 As mentioned previously, the former private members club has been demolished and the site is largely vacant. The area is planned to be developed in order to relocate the car parking spaces from the front forecourt at Salisbury Railway Station to a new site in the East Goods Yard. This is to replace those lost as part of a planned enhancement of the station's forecourt and is only a temporary solution (maximum three years) whilst a permanent solution is developed and delivered.

1.2.17 The objectives of the project are to:

- Provide customers at Salisbury Railway Station with a suitable alternative parking location following the loss of spaces as a result of the station forecourt works whilst a new permanent solution is developed.
- Provide a car park that will be compliant with all relevant standards, delivered in conjunction with Wiltshire Council who will be providing highway improvements to provide a safe route from the temporary car park to the station.

1.3.0 Proposed Development

1.3.1 The development is intended to comprise of a temporary car park facility in the Salisbury East Goods Yard and is to be a short-term solution to support the redevelopment of the forecourt area to the front of the railway station.

1.3.2 The design process involved the development of a number of initial proposals for approval by South Western Railway and comment by key stakeholders. These have been refined in conjunction with feedback received to provide a proposal that meets the aspirations of both South Western Railway and Wiltshire Council, as well as seeking support from Network Rail.

1.3.3 The main requirements of the project are as follows:

- Bays to be of a standard size (no accessible bays as these will remain in the station forecourt).
- One-way route for vehicles (other than Network Rail vehicles who will enter and exit via the exit).
- Hardcore surface proposed with appropriate demarcation of spaces.
- Circulation routes to be tarmac.
- Demarcation of pedestrian walkways around the site.
- Network Rail area to be fenced off / demarcated.
- Car park surface to be improved with appropriate drainage, with particular consideration to prevent ponding of water.
- Railway standard fencing to be confirmed as sufficient on the car park boundary between the car park and railway, with lower level fencing installed on the other boundary edges.
- Height barriers to be considered to prevent unauthorised vehicles from using the car park.
- DNO power supply assumed to be available through existing PSP unit; this will be confirmed with Network Rail.
- Site preparation – buried services and waste.
- Royal Mail allocated parking spaces are to be provided on their right of way access route.
- Temporary car park is planned to be in use for a maximum of three years to tie in with the Network Rail lease.
- Lighting as per Network Rail standards with LEDs to be used.
- CCTV coverage throughout the car park for passenger security.

<u>Proposed Works – Overview</u>

1.3.4 The proposals included within this application detail a layout for the car park and an extract of the proposed plan (AHR drawing no. 09500-Setting Out Plan) is shown in Image 4 below. The proposal will create 89 no. parking spaces for passenger use, with 8 no. spaces marked out for Royal Mail use.

1.3.5 The drawing shows a proposed layout for the car park which will be accessed from Fisherton Street. There will be ten parallel parking spaces to the right hand side, with eight spaces on the left hand side reserved for use by Royal Mail.

1.3.6 At the top of the access road, the existing Royal Mail yard entrance and security barrier will be retained, which also marks the extent of their right of way through the site. This access road will continue through the site and will be a predominantly one-way system, with additional sections of parking with two-way access to the northern section and also the south western section. With the access road being denoted as one-way only for passengers, the exit will be at the far eastern end of the site where there is an existing road access point off the mini roundabout to Spire View.

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

1.3.8 The site incorporates safe walking routes for passengers, featuring designated crossing points and wayfinding signs directing them to the pedestrian exit and the station. To ensure pedestrian safety, speed humps will be installed to regulate vehicle speed.

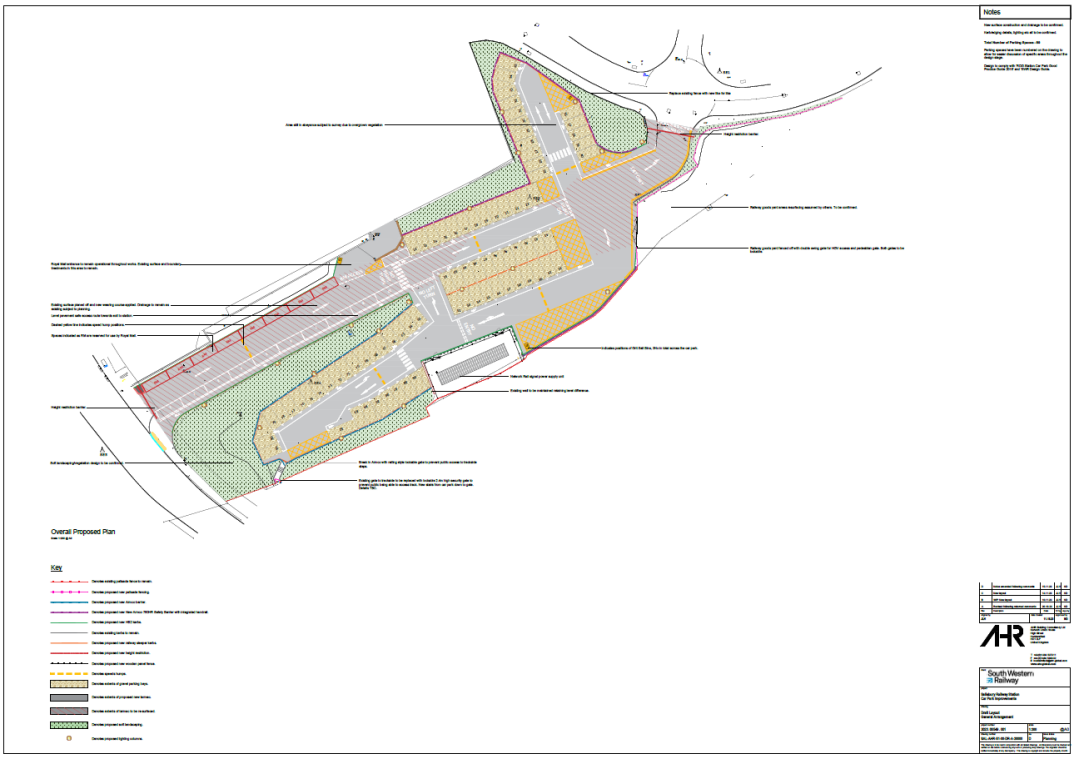


Image 4 – Proposed general arrangement plan

1.3.9 The layout has been designed to maximise the space available for parking whilst limiting the excavations required and associated removal of site waste. This minimises the projects environmental impact by reducing waste to landfill and the number of heavy haulage vehicle trips away from the site. Some retaining measures, pedestrian safety barriers and vehicle restraint measures will be required around the site as discussed later in this document.

1.3.10 The incorporation of a one-way system through the site again allows the most efficient layout to be created within the space available, whilst mitigating the impact of vehicles accessing and leaving the site via the existing road network around the site.

Construction Style

1.3.11 The proposed general arrangement drawing and the sections through the site (AHR drawing no. 09900-Typical Sections) shown in Image 6 indicate that the car park will comprise of various surface treatments to suit the different uses and locations around the site. This includes gravel parking bays and tarmac surfaced roads.

1.3.12 To the existing site access points off Fisherton Street and Spire View, levels are planned to match existing where possible so where existing surfaced areas coincide with proposed roads the surface can be retained but with the existing surface planed off and a new wearing course applied. Image 5 below shows the existing site where a tarmac access road meets the hardcore surfacing.

1.3.13 The driving routes around the site will comprise of new road construction making use of the existing gravel/ballast to provide the base of the construction, with tarmac base and wearing courses. Hatched areas are to be incorporated with the base suitable for HGV access to the Network Rail compound.



Image 5 – Existing site surfacing

1.3.14 The parking bays are intended to be excavated and reconstructed in granular material. If there is historic contamination on site, we would propose an impermeable liner to the parking bays to prevent infiltration.

1.3.15 Line markings will be painted on the tarmac with safe walking routes, directional arrows and crossings, together with a 'T' painted at the front of each space. To the perimeter parking spaces, we will also have a vertical painted line on the Armco barriers or timber sleeper and in line with the 'T' on the tarmac to guide vehicles reversing into spaces.

1.3.16 The section drawing in Image 6 shows the elevation changes across three points of the site and how they relate to the railway line, Fisherton Street entrance and Spire View exit point.

Drainage Strategy

1.3.17 The bays form attenuation storage and provide treatment for hydrocarbons so there is no other attenuation tank or petrol interceptor to be provided. Water is collected by perforated pipes at the bottom of the gravel and flow is restricted by a hydobrake at the outfall manhole.

1.3.18 Further details regarding drainage across the site are included in the Fairhurst Drainage Strategy document ref: 157905-01-Drainage Strategy & SUDS Audit-Salisbury Railway Station-24.11.2023.

1.3.19 The drainage design has been completed with the following design principles:

- Designed to accommodate the 1% AEP rainfall event
- Discharge to the surface water public sewer is to be restricted to provide betterment with the wider drainage system
- Surface water is to be attenuated on-site to achieve the proposed restricted discharge rate
- Pollution mitigation techniques to be used to provide in train treatment by use of porous surfacing

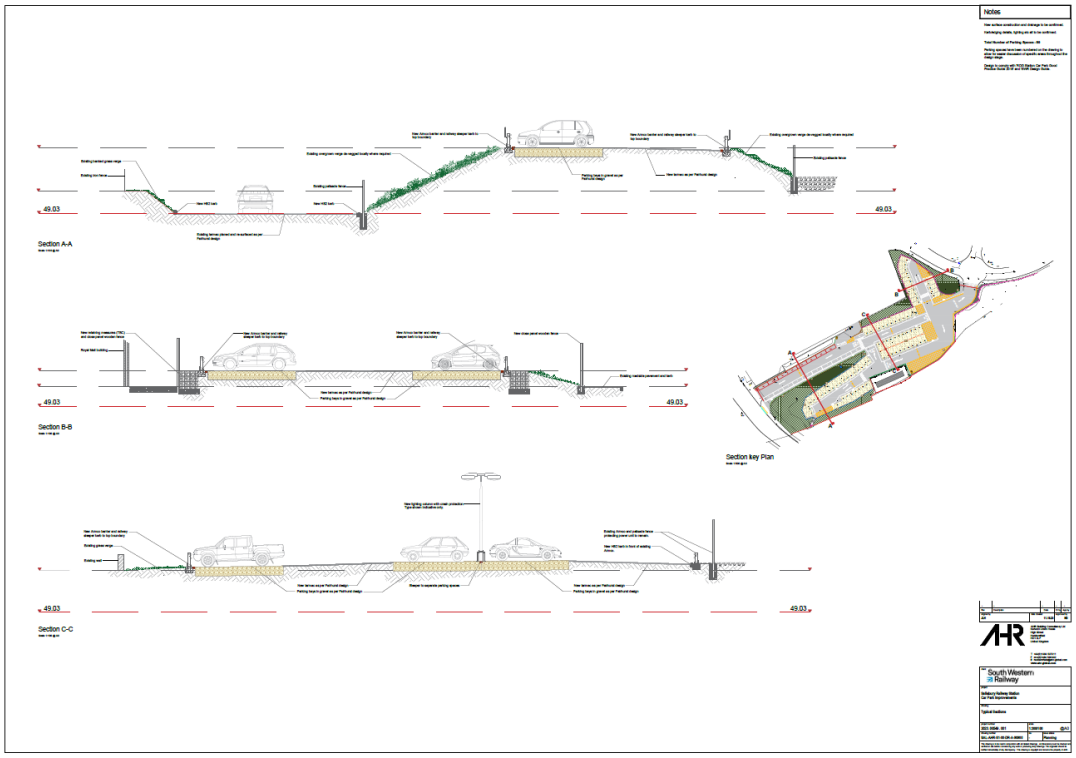


Image 6 – Proposed site sections

Boundary Treatment

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

1.3.21 To the southern boundary of the site is a palisade fence to prevent access to the live railway and this will be retained. At the south west point there is a pedestrian track access gate which is to be replaced with a secure lockable version to match the palisade fencing. Access to this area will be restricted to Network Rail staff only with a new set of steps provided to improve access.

1.3.22 The boundary between the new car park and the Network Rail compound to the south east of the side will be separated by a new section of palisade fence, again this will match those to the railway boundary. Here there will be a double gate for vehicle access and a single gate for staff access.

1.3.23 To the perimeter of the parking bays there will be vehicle restraint Armco barriers to prevent vehicles from travelling beyond the site boundaries. Any boundary that poses a potential vehicle safety risk will be provided with an Armco barrier. This includes all boundaries adjacent to the railway track. Boundaries with a steep banking or drop within close proximity will have Armco barriers for vehicles, along with integrated handrails to prevent pedestrian access. An example detail of this is shown in Image 7 below.

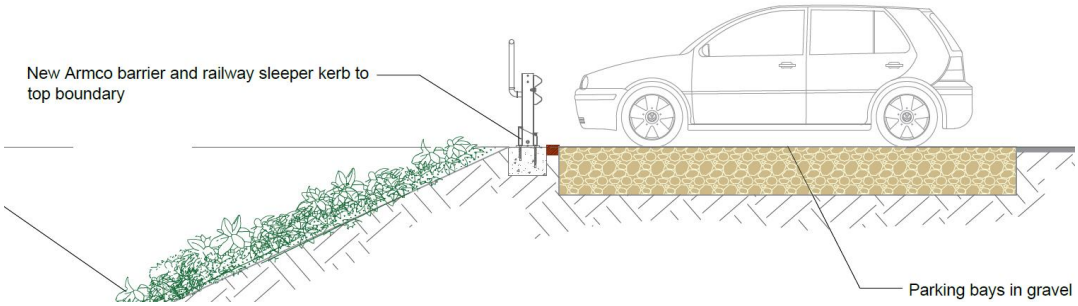


Image 7 – Site vehicle restraint barriers

1.3.24 Further details regarding the fences and retaining measures are shown on AHR drawing no. 09100-Fencing and Boundary Plan and Details.

Proposed Services

1.3.25 New lighting is to be provided throughout the car park which will be LED lighting heads mounted on lighting columns. The source of the power supply for the new lighting is to be confirmed by Network Rail, however, this is expected to be close to the site and from local Network Rail infrastructure.

1.3.26 The anticipated loading requirements for the power supply to the new equipment serving the car park is as follows:

- 19 x 80W lights = 1600W
- 1 x 50W NVR = 50W
- 10 x 15W CCTV Camera = 150W
- Feeder pillar heater, fan, light = 400W

Total plus 50% spare = 3180W, circa 3.2kW.

1.3.27 A new electrical enclosure cabinet will be located within the car park, which will be fed via an underground series of electrical services ducts. Further ducts and turning chambers will be provided throughout the site to link the electrical services enclosure with the new lighting columns.

1.3.28 The light columns will be located as shown on the general arrangement plan and will be located around the perimeter of the site and centrally within the spaces. The light columns will be galvanised, with LED lighting heads to provide the required lighting levels for safety and security

across the car park. Vehicle protection will be provided where light columns are at risk of possible impact.

1.3.29 The final lighting design will have to be carefully considered to ensure minimal impact on neighbouring residential properties and wildlife, as well as managing energy consumption through the use of time controls and daylight detection. Baffles are to be provided to the rear of the lighting heads where the back on to Spire View to limit the impact on the residential properties.

CCTV

1.3.30 As the location of the car park is away from the station, there is a risk that it could be used for anti-social behaviour. With this in mind, a series of CCTV cameras are to be provided to offer surveillance and recording across the car park. Signage will also be provided to advise users of the presence of CCTV

Grit Bins

1.3.31 Three grit bins are to be provided within the new car park in the locations shown on the proposed general arrangement plan. With a management plan in place, local provision will be made during colder periods to support passenger safety.

Signage

1.3.32 Signage and wayfinding for customers (both pedestrian and vehicular movements) will be provided across the site for information, safety and security. It is to include:

- Car park entrance
- One way traffic
- Pedestrian direction signage to station (including distances)
- No entry signs
- Car park payment details
- No parking areas
- CCTV notices
- Slippery surface warnings
- Railway trespassing warning
- Exit route
- No idling
- Road markings to delineate:
  - Give way
  - Directional arrows
  - Pedestrian crossing points
  - Safe pedestrian walking routes
  - No parking areas (yellow lines and hatching)
  - Royal Mail parking spaces

Car Park Payment Facility

1.3.33 A RingGo facility is to be provided for customers to pay for parking. Customers will also be able to purchase parking season tickets on ticket vending machines or online. RingGo and Apcoa signage (including posts where required or otherwise will be attached to fences) detailing tariffs, T&Cs, enforcement, penalties.

Fisherton Street Pedestrian Crossing

1.3.34 Fisherton Street is a busy road between the planned car park and the station. As part of the Salisbury Fisherton Gateway enhancement project, Wiltshire Council will install a new pedestrian crossing from the car park's entrance across the road towards the station. Alongside this, improvements to existing footpaths will be made, ensuring a safe walking route from the

proposed car park to the station. This scheme is separate from this application with details to be confirmed.

1.4.0 Assessment of the Proposal and Key Considerations

1.4.1 This section considers how the proposal is acceptable in terms of the planning policy framework and other relevant matters and considerations. The following have been reviewed in relation to this:

- National Guidance – The NPPF – September 2023
- Local Policy Guidance
  - Wiltshire Core Strategy – Adopted January 2015
  - Wiltshire Local Plan

The National Planning Policy Framework (NPPF)

1.4.2 The revised NPPF was published in September 2023 and is a material consideration in planning decisions. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

1.4.3 At the heart of the NPPF is a presumption in favour of sustainable development. Achieving sustainable development includes three overarching objectives – economic, social and environmental. The development proposals would meet these objectives by providing economic development, employment opportunities and environmental benefits by reusing previously developed land in accordance with Chapter 2 objectives. As this development will help with the regeneration of the main station forecourt and surrounding areas, the project will support Chapter 7 objectives to ensure the vitality of town centres. The promotion of sustainable transport use will be encouraged through the close proximity of the railway station, cycle facilities, bus and taxi services as per Chapter 9 objectives. Chapter 11 objectives in relation to making effective use of land is demonstrated through the use of previously developed land which is currently underutilised.

Principle of Development

1.4.4 As has been discussed previously, the key aim of this project is to provide a car parking facility close to the station to support a separate project involving the redevelopment of the forecourt to the front of Salisbury Railway Station. This project will provide a temporary car park facility for use by passengers during this separate project when parking to the front of the station will be limited.

1.4.5 Whilst this development will not add to the parking provision at the railway station, it will act as a facility to allow some of the present provision to be relocated to facilitate the redevelopment of the forecourt area and is therefore a key initial phase to allow the overall regeneration of the area to progress.

1.4.6 This is supported further by the details within a separate informal pre-application enquiry relating to highways considerations, which provided the following comments:

- *"The delivery of the car park has been considered from a strategic perspective and whilst there is the potential to draw additional traffic to the locality, for purposes of parking, the wider benefits of enhancing the rail station attractiveness for longer sustainable commuting outweighs this concern".*
- *"…it is evident just how busy this part of Salisbury is in terms of traffic flows and pedestrian movements as it is a route to and from the railway station, city centre and Churchfields Industrial Estate. Having particular regard to the route from East Goods Yard to the railway station (southern entrance), pedestrians would be required to cross Fisherton Street then head south under the railway bridge and west along South Western Road".*

1.4.7 As a result of the proposed car park, it is anticipated that there will be a significant increase in pedestrian activity on this route in both directions. The pre-application enquiry goes on to state:

- *"…it is evident that the existing footways do not meet current standards in terms of widths, surfacing and lighting. However, whilst the constraints of the existing built environment are acknowledged with features preventing some footway widening, there is definite scope for some improvements".*

- *"As stated at the outset, the proposed East Goods Yard car park scheme will be supported by two of The Future High Streets Funds projects; Salisbury Station Forecourt and Fisherton Gateway. The Fisherton Gateway scheme incorporates the essential improvements required to the pedestrian connectivity between the railway station and the East Goods Yard. The improvements include:-*
  - *Lighting and handrailing under the railway bridge.*
  - *Footway widening along South Western Road up to the station entrance*
  - *New lighting, wayfinding and hard and soft landscaping along South Western Road and in the station forecourt."*

1.4.8 It is therefore clear that the two projects need to be completed in conjunction with each other in order to ensure the car park is a safe and successful implementation.

Local Planning Policy – The Wiltshire Council Core Strategy

1.4.9 With respect to the proposed development, the Core Strategy for Wiltshire Council was adopted in January 2015 and guides the future development of the area. The policies detailed below are considered relevant to this application. The relevant extracts are taken from the Core Strategy and are highlighted in *italics* below.

Core Policy 36: Economic Regeneration:

- *The Core Strategy supports regeneration opportunities and aims to maximise the re-use of previously developed land. The provision of economic development on previously developed land will therefore be supported.*
- *The Salisbury, Chippenham and Trowbridge regeneration programmes provide a framework for co-ordinating and achieving the sustainable regeneration of the Principal Settlements. These identify a number of regeneration projects, focussed on the central areas, which are considered important to the future economic and social prosperity of the settlements.*
  - The wider scope of works associated with this project will support this policy.

Core Policy 60: Sustainable Transport:

- *Transport features either directly or indirectly in a number of the challenges and objectives of the Core Strategy. To help resolve these challenges and achieve the objectives, a sustainable transport system needs to be developed for Wiltshire.*
- *As both the local planning authority and local transport authority, the council will use its planning and transport powers to develop, maintain and improve a sustainable transport system for Wiltshire.*
  - The wider area projects linked to this scheme will help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Salisbury.

Core Policy 61: Transport and Development:

- *Providing good accessibility can also change people's travel behaviour towards more sustainable transport alternatives such as walking, cycling and public transport.*
- *A key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for all road users.*
- *New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.*

Core Policy 62: Development Impacts on the Transport Network:

- *Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.*
  - This will be reiterated to the Main Contractor and included in the tender documents as a requirement of the works.

Core Policy 63: Transport Strategies:

- *The Wiltshire Community Plan sets out that the council and its partners need to: "Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks, especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors".*

Core Policy 66: Strategic Transport Network:

- *Work will be undertaken in conjunction with the Highways Agency, Network Rail, transport operators, neighbouring authorities and other agencies, that will seek to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.*
- *The strategic transport network includes:*
  1) The national primary route network (including the strategic road network)
  2) The strategic advisory freight route network
  3) The rail network
  4) The strategic bus network.
- *The land required for these and other realistic proposals on the strategic transport network which support the objectives and policies in the Core Strategy will be protected from inappropriate development. Other potential rail improvements will be considered in association with relevant partners. Any proposals which are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.*

Drainage Strategy

1.4.10 A review of the site in terms of the drainage systems hierarchy has been undertaken to inform the surface water drainage design. A sustainable drainage system (SuDs) audit has then been undertaken to inform the treatment design of the surface water discharge.

1.4.11 The surface water drainage system for the site should be designed to incorporate a sustainable drainage system (SuDS) in accordance with Policy 95 of Wiltshire Local Plan.

1.4.12 A review of the site and proposed works has been assessed in respect of the surface water discharge hierarchy from the Wiltshire Local Plan, this is presented below.

- Rainwater Harvesting:
  The proposed development is a carpark, therefore, does not have the requirement for the use of water. As the site has no use for water, rainwater harvesting is not feasible.

- Infiltration:
  The available historical investigations indicate the site is expected to be underlain by the following:
  - Made ground as construction make up to the current hard surfacing
  - Alluvial deposits as soft clays
  - Superficial Deposits – River Terrace Deposits, comprising of sand, silt, clay & gravel
  - Bedrock – Lewes Nodular Chalk Formation

  Historical plans show the site to be previously occupied by a railway station, railway sidings and active railway lines, as such, there is a potential for contaminants to be present in the made ground throughout the site.
  Due to the potential presence of made ground over alluvial clays with a low infiltration capability and the potential for contaminants in the made ground, infiltration is not considered to be feasible for discharging surface water from the site.

- Hybrid (Infiltration & Watercourse):
  Infiltration is not considered feasible for the proposal development. The River Avon is situated 100m east and 300m south west of the development. As Salisbury railway track is located between the site and the River Avon, it is not considered feasible for discharging surface water to a watercourse.

- Watercourse:
  As the Salisbury railway track is located between the River Avon and the site it is not considered feasible for discharging surface water to a watercourse.

- Surface Water Sewer:
  Depicted on the Wessex Water Asset Map a surface water sewer runs through the site from the west. Surface water discharge to the surface water sewer is considered feasible, subject to a S106 agreement.

- Combined Sewer:
  There are no combined sewers in the vicinity of the site, shown of the Wessex Water Asset Map.

1.4.13 In view of the above it is proposed to discharge the surface water from the proposed car park into the surface water sewer that runs through the site.

1.4.14 A SuDS Audit has been completed for the site and is designed to identify suitable attenuation and treatment SuDS for the site and proposed development. The SuDS audit has identified the following methods are suitable for the proposed development:

In-train treatment by the use of:
- Permeable surfacing
- Channel drains & gullies
- Filter strips

Surface water attenuation by the use of:
- Permeable surfacing and subgrade storage
- Geocellular storage
- Oversized pipework
- Flow control devices or structures

1.4.15 Further details regarding drainage across the site are included in the Fairhurst Drainage Strategy document ref: 157905-01-Drainage Strategy & SUDS Audit-Salisbury Railway Station-24.11.2023.

1.5.0 Access Statement

Approach to Inclusion

1.5.1 Within the services sector, integration and accessibility for visitors with disabilities is firm government policy. This policy places a duty on service providers and the aspiration and expectations of the general public. Implementation of this policy requires barrier free environments and support mechanisms to deliver services and manage resources.

1.5.2 The implications of the Equality Act are that service providers should make 'reasonable adjustments' to change the physical features of their premises so that there are no physical barriers which prevent the services from being used, or make it unreasonably difficult to do so.

1.5.3 Improvement works to the immediate surroundings of the proposed car park, particularly as part of the separate Fisherton Street project, will make reasonable provision to ensure that the new facility is safe to access to and from the railway station.

1.5.4 However, as has been note previously, this car park is some distance from the railway station (approximately 250m) and so it has been decided that no accessible parking spaces will be included in this new facility. Instead, the blue badge parking will remain in the station forecourt to the front of the railway station, therefore being located much closer to the station entrance.

Proposed Works

1.5.5 The proposed works detailed within this application relate to the construction of a temporary car park in the East Goods Yard to support the planned forecourt works to the front of the railway station.

1.5.6 Whilst the proposed layout will not incorporate accessible parking spaces, the layout has still been designed to be as user friendly, safe and accessible to all users. The design incorporates safe walking routes marked out on the tarmac sections of the surfacing to guide pedestrians and to warn drivers to be aware of the guided walking routes. A series of pedestrian crossings will also be marked out to ensure passengers can navigate their way through the car park.

1.5.7 The pedestrian routes around the car park will all be step free, although there is a steep slope from the car park via the access road adjacent to the Royal Mail Delivery Office. Due to the topography of the area, no changes are intended to the gradient, however, a path is to be incorporated with new surfacing.

1.5.8 In conjunction with the marked out safe walking routes and crossing points, signage will be provided to guide pedestrians from the parking spaces, to the railway station via the road leading down to Fisherton Street. From here, the improvement works to Fisherton Street will also support and aid the safe movement of pedestrians from the temporary car park to the railway station. The signage in the new car park will also include an indication of the distance from the car park to the station, again to assist users and guide their movements.

1.5.9 New lighting is to be provided throughout the car park to ensure walking routes are illuminated in hours of darkness. CCTV is also to be provided to assist with passenger safety, particularly with the car park being remote from the station and unstaffed.

1.5.10 A series of grit bins are also to be provided around the site so that the walking routes can be treated during winter months. This will be particularly important around the walking routes and the slope leading down to Fisherton Street. A management plan will need to be in place to ensure this is monitored and implemented when needed.

Summary

1.5.11 The car park is not intended for passengers who require the use of accessible parking spaces, however, the proposal still needs to incorporate features to assist the safe use of the facility by all visitors.

1.5.12 The management of access across the facility is understood to be an ongoing process which does not end when the car park is in use. To support the day to day management of the area in operation, robust policies will be put in place to support inclusion in accordance with the rationale of the Equality Act. Examples of such measures include carrying out regular user audits to identify obstructions, ensuring signs are regularly checked and updated and maintaining the marked walking routes.

1.5.13 Accessibility legislation with respect to railway stations and their associated facilities places a great deal of responsibility on those providing, running and maintaining the facilities. This access statement is intended to clarify the interpretation that the design team has placed on the access requirements in relation to planning issues.

1.5.14 Accessibility legislation makes it clear that reasonableness is a key ingredient in determining what is to be done in each circumstance. This strategy and statement embodies what is considered to be reasonable in terms of providing the services, facilities and support at the railway station and the associated facilities.

1.6.15 As time passes, the interpretation of what is deemed reasonable changes and the access strategy will need to be reviewed in order to reflect this, together with any changes to legislation. However, in the current circumstances we consider that these proposals will provide a flexible, accessible, affordable environment for all.

1.6.0 Conclusion

1.6.1 South Western Railway are seeking planning permission for the construction of a car park facility within the Salisbury East Goods Yard to the north east of Salisbury Railway Station. Whilst this project does not add to the number of parking spaces available for rail users, it is a temporary solution for a maximum of three years and is a key first step in helping to support the implementation of a wider phase of schemes including the remodelling of the forecourt area to the front of the railway station and the Fisherton Gate project, all of which will promote and enhance this part of Salisbury.

1.6.2 The design process involved the development of a number of initial design proposals for approval by South Western Railway and Network Rail. This process involved looking at different styles of construction and surfacing treatments to identify the most appropriate solution. This process concluded at creating a car park with a mixture of surfaces including tarmac for the driving route, and a granular base for the parking areas. This creates a facility that also aims to simply the drainage strategy whilst still ensuring a high quality solution.

1.6.3 Overall, South Western Railway consider that the proposed development is in accordance with the relevant local and national policies set out in this Supporting Statement. The creation of the car park, in this instance, is in line with the aims and principles of the national and local planning policies.

1.6.4 The proposal does not harm the amenity or character of the area and the design features have been carefully considered to ensure car park will not impact on the residents in the nearby properties to the north west of the site.

1.6.5 A review of previous planning applications for the site shows that a similar proposal has been recommended for planning permission. We therefore trust that Wiltshire Council will support the proposals submitted under this application for the development of the site to create the car park.

1.7.0 Document Register

1.7.1 The following documents should be read in conjunction with this statement:

Drawings:

- SAL-AHR-S1-00-DR-A-08100-Location and Site Plan
- SAL-AHR-S1-00-DR-A-09100-Existing Topo and Services
- SAL-AHR-S1-00-DR-A-09200-Fencing and Boundary Plan and Details
- SAL-AHR-S1-00-DR-A-09500-Setting Out Plan
- SAL-AHR-S1-00-DR-A-09600-Sigange and Line Markings
- SAL-AHR-S1-00-DR-A-09700-Demolition and Strip Out
- SAL-AHR-S1-00-DR-A-09800-HGV Vehicle Tracking
- SAL-AHR-S1-00-DR-A-09900-Typical Sections
- SAL-AHR-S1-00-DR-A-20000-General Arrangement
- 157905-2001-A Pavement Layout
- 157905-2004-A Drainage Layout
- 157905-2006 Proposed Site Levels
- 157905-2010 Retaining Wall Details
- 157905-2011 Section A-A

Reports:

- 157905-01-01-Drainage Strategy & SUDS Audit
- Floor Map for Planning
- Salisbury East SWR Environmental Appraisal GRIP 3-4
- Draft CCTV Report SAL
- Lighting Details

A Appendix A: Photograph Schedule



Photo 1 – Access gates to west (top of Royal Mail access road)



Photo 2 – General view looking west



Photo 3 – View of northern section of site



Photo 4 – General view looking west



Photo 5 – Proposed site exit to east towards Spire View



Photo 6 –South west of site (location of Network Rail compound)



Photo 7 – Central section of site



Image 8 – Electrical supply point



Photo 9 – Western elevated section of site



Photo 10 – View looking east



Photo 11 – Spire view exit looking north



Photo 12 – East exit from Spire View



Photo 13 – Access road from Fisherton Street



Photo 14 – Access road from top towards Fisherton Street



Photo 15 – Fisherton Street looking north



Photo 16 – Fisherton Street looking south