

Highway Development Control Consultation Response

Planning Application Ref: PL/2021/04084

Site Address: Land to the west of Roger Way and Old Sarum Local Centre, Old Sarum, Salisbury

Proposal: Residential Development of 53 dwellings.

Date of Consultation Response: 23rd June 2021

Dear Richard,

I refer to the above mentioned planning application to develop land at Old Sarum for residential use.

I am the HDC officer looking after the adoption of the Old Sarum development. I am aware of the site served from Roger Way and the development of this site will enable the footways and junctions in this area to be completed to an adoptable standard. Neither Sherbourne Drive nor Roger Way are yet adopted but they are covered by S38 agreements and are close to adoption.

I have no highway objection to the principle of the proposed residential development and wish to make the following observations:-

Plot 9 parking is too remote from the dwelling and likely to result in on-street parking.

Plot 19 is a 4x bed dwelling and needs 3 parking spaces.

The grass strip adjacent to the visitor space adjacent plot 13 should be hard surfaced not grass.

Small areas of grass verge which will eventually become highway are not encouraged and should be hard surfaced, for example between parking spaces 21/22, front of plots 19-21, small section south of plot 30 driveway. I would have no issue with all service strips being tarmacked or paved.

I can see the area behind the garage for plot 44 being used for parking when it will be service strip / highway, this area behind the service strip would be better grassed.

For areas A & F, it is stated that cycle parking will be within garages or within sheds in private gardens. The vast majority of these dwellings do not appear to have direct access to the highway, so parking within a shed would not be acceptable for them.

Please can I request a plan showing visibility splays at all driveways and access road junctions, which can then be conditioned, as I note planting across the frontages.

Bunting Lane carriageway must be widened to at least 4.5m to accommodate the additional dwellings.

Notwithstanding the regrettable loss of the space allocated for a GP surgery, from a highways perspective I have no issue with the conversion of the vacant space within Building C to form 7 apartments. I note that the parking spaces formerly allocated to the GP surgery will instead be allocated to the apartments which will provide sufficient parking including visitor spaces. Adequate cycle parking should be provided as per the guidance within LTP3 Cycling Strategy.

The footway / vehicle crossovers on Crosier Close which serves Building C needs to be finished off to an adoptable standard.

Regarding the Travel Plan, I have received the following advice from my Transportation colleague:-

As set out in our Travel Plan Guidance <https://pages.wiltshire.gov.uk/development-related-travel-plan-guidance.pdf> The travel information packs must include a) Salisbury Walking Map b) Salisbury Cycling Map c) Salisbury to Stonehenge bus and cycle map. These are available from the council at a cost of £100 per map i.e. £300 in total

The measures currently set out in the Travel Plan are insufficient to realistically achieve the targets and do not meet the standards set out in our guidance. In addition to the measures listed, and in accordance with our Travel Plan guidance, they must provide:

- A £300 voucher for cycle purchase (the Green Travel Voucher) to be provided to each household (to be negotiated with a local bike shop)
- The taster bus voucher must be a six-month travel pass made available to all households that are not solely composed of concessionary bus pass holders.
- The provision of 2 car club vehicles: 1 electric car and 1 electric van. These should be positioned in different locations, so that each site may also provide 1 public electric car charging point adjacent to the car club vehicle (the car chargers can be used for two vehicles). The site may reduce it's car parking provision based on provision of car club vehicles (which they will likely need to do as they don't seem to have provided sufficient cycle parking spaces). Please see [Car clubs | Connecting Wiltshire](#) for providers – the cost and installation should be negotiated with the provider.
- The provision of electric ducting to all parking spaces and garages to enable future provision of electric car chargers. Please also note that footway widths must not be reduced by the provision of current or future electric car chargers so additional width may be needed to accommodate this.

If you have any queries regarding the above advice, please contact Julie Cleave on 01225 713463, julie.cleave@wiltshire.gov.uk