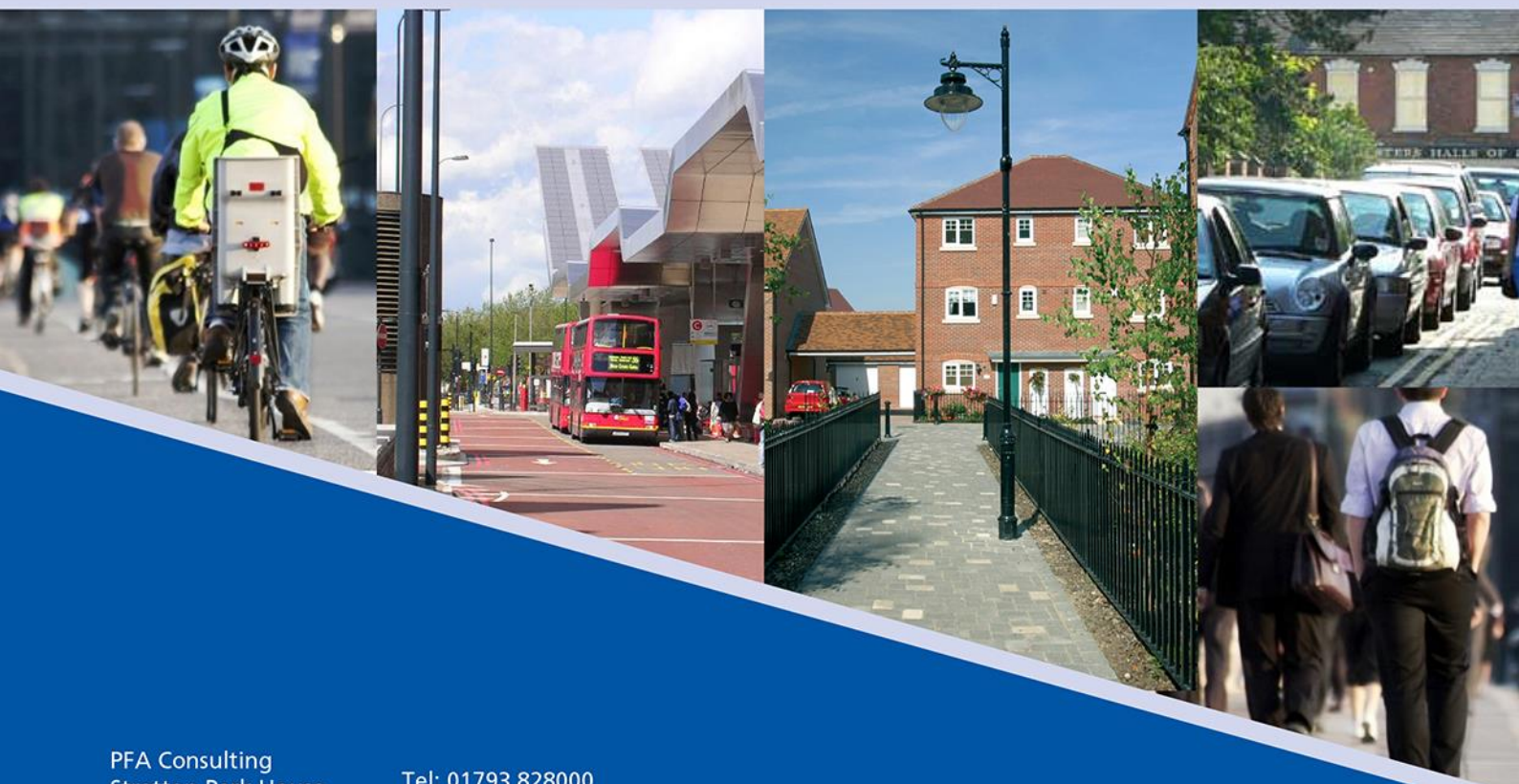


RESIDENTIAL DEVELOPMENT TO THE REAR OF WAGTAILS, SOUTHAMPTON ROAD, ALDERBURY

TRANSPORT STATEMENT

1215 HERITAGE HOMES

FEBRUARY 2019



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FIGURES

Figure 1 Site Location

1. INTRODUCTION

- 1.1. This Transport Statement has been prepared by PFA Consulting to support a planning application by 1215 Heritage Homes for a development of a total of 39 dwellings (*of which 3 already have permission*) on land to the rear of Wagtails, off Southampton Road, Alderbury.
- 1.2. The site location is indicated in **Figure 1**.



Figure 1: Site Location

2. BACKGROUND

- 2.1. Land to the rear of Wagtails presently has planning permission (*ref. 16/04775*) for 3 dwellings accessed from a 5.5m wide shared surface access road which has a junction onto Southampton Road. The access road has now been constructed, pursuant to that consent.
- 2.2. It is proposed that this access road be extended to serve a further 36 dwellings on additional land adjacent to the site of the 3 approved dwellings.

3. PROPOSED DEVELOPMENT

- 3.1. The additional development comprises a residential development of thirty-six 2, 3, 4 and 5-bed dwellings, and 1 and 2-bed flats, of which a proportion will be affordable dwellings.

4. TRANSPORT IMPLICATIONS OF THE DEVELOPMENT

- 4.1. A relatively recent traffic count in the immediate area (*undertaken in connection with a development off Firs Road*) identified a trip generation rate of approximately 0.67 trips per dwelling during the peak period. This is consistent with the trip rate for residential dwellings which is derived from the TRICS database, and therefore remains an appropriate trip rate from which to estimate the level of traffic generated by this proposal.

- 4.2. From this it can therefore be concluded that the proposed development of 39 dwellings in total will generate about 26 vehicle movements in the peak hour onto Southampton Road of which about 20 vehicles will exit the site.
- 4.3. The recently approved access will have adequate capacity to accommodate this level of traffic
- 4.4. Sufficient parking for residents and visitors will be provided within the site, such that Southampton Road does not become a convenient parking location for residents and visitors to the new development.
- 4.5. There have been previous concerns about additional traffic arising from development in Alderbury impacting on the A36 into Salisbury.
- 4.6. At the site access junction with Southampton Road, whilst the majority of traffic will undoubtedly head north towards Salisbury, some vehicles will head south (*towards Southampton*) and some vehicles will initially head north and then turn west (towards Downton where there is a secondary school and employment opportunities), so that the total level of development traffic travelling along Southampton Road to join the A36 north of the village is likely to be considerably less than 20 vehicles in the peak hour period (*less than about 1 vehicle every 3 minutes*).
- 4.7. Further concerns have previously been raised regarding the cumulative impact of recent developments in Alderbury on the A36, of which the recently approved development at Firs Road (*up to 50 dwellings*) and at Matron's College (*28 dwellings*) form part.
- 4.8. The cumulative traffic impact of this present application, and these recently approved developments, could result in about an additional 50 vehicles travelling north to join the A36 north of the village.
- 4.9. This level of traffic joining the A36 must be considered in the context of the level of traffic using the A36 which (*according to the DfT "traffic data" database*) is around 20,000 vehicles per day which is equivalent to around 2,000 vehicles in the peak hour periods – ie. the cumulative impact will amount to about 1% of the total A36 traffic flow.
- 4.10. Paragraph 109 of the NPPF identifies that development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network would be severe – a 1% impact cannot be considered to result in a severe impact.

5. SUMMARY AND CONCLUSIONS

- 5.1. The proposed development of a further 36 dwellings will be served via an extension an approved (*and built*) access.
- 5.2. The development will generate an additional 26 or so vehicles in the peak hour period which will not have any significant impact (cumulative or otherwise) upon the operation or safety of the local road network and will not be the severe impact required to justify a refusal of planning permission.