

PL/2025/05762 Armishaw Removals, Netherhampton Road, Netherhampton, Salisbury, SP2 8RA
Mixed-use commercial development including a convenience/food retail unit, a drive-through coffee unit etc,

I object to this planning application since it fails to comply with policy in respect of prioritising walking and cycling access.

The Transport Assessment (TA) for this development quotes in Section 1.5 relevant policy guidelines such as the following:

- NPPF “..... applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;” [from NPPF para 117, quoted in TA para 1.5.5, page 4]
- Wiltshire Core Strategy Jan 2015 Core Policy 60 - Sustainable transport [TA 1.5.8]
“The council will use its planning and transport powers to help reduce the need to travel particularly by private car”
- Wiltshire Core Strategy Jan 2015 Core Policy 61 - Transport and new development [TA 1.5.9]
“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.”
- LTP4 Policy S1 [TA 1.5.14]
“Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/ cycle routes, journey safety, access and quality”

However despite such policies, which stress the priority which should be given to walking and cycling, the applicant has failed to identify the importance of opening up pedestrian access to the south of the site, into the adjoining Wilton Gate site which is being developed.

The footpath stub which has been constructed in Riddell Way on the adjoining Harnham Trading Estate would also allow easier access from adjacent housing.



**Wilton Gate – site plan
(see 19/05824/OUT)**

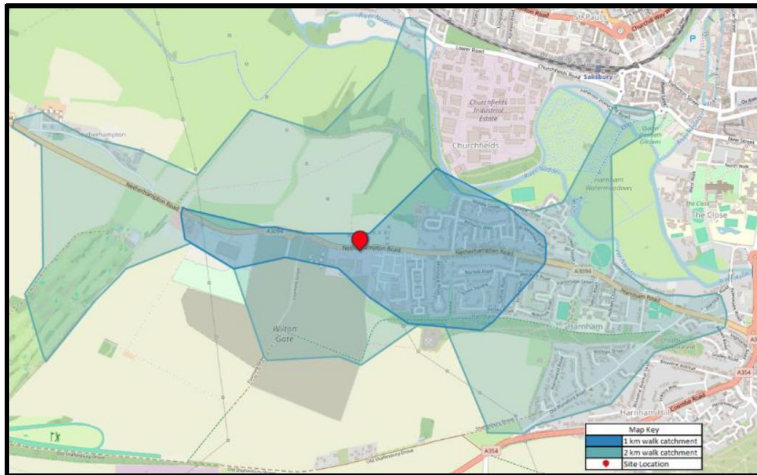
Armishaws site

Access point from Harnham trading estate – link from Harnham Trading Estate (Riddell Way) already constructed – see below.



Figure 2-1 from the Transport Assessment (see below), gives the indicative 1km and 2km walk catchment areas. This illustrates how much more accessible the proposed facilities would be to those living and working in Wilton Park if an access point for walkers and cyclists into that development was added to the existing plans. Note the Transport Assessment also makes the point that *“For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for workbased /commuting trips, people are likely to be prepared to walk further.”* [TA 2.2.5]

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: Openrouteservice

In addition the applicant should contribute to upgrade the crossing point across to Chapel Gate into a safe pedestrian and cycle crossing.

Furthermore, in view of the increased traffic which any development would inevitably bring to the In-Excess entrance (shared with Armishaws) it is important that walkers and cyclists on the shared use path along the south side of the Netherhampton Road are provided with a safe crossing across this junction. As the Wilton Gate site gets further developed pedestrian and cycle traffic will increase on this stretch of the road so improvement to their safety should be a priority.

This application should therefore be refused unless the applicant

- (a) plans for pedestrian and cycle access from the adjacent Wilton Gate estate with an entrance to the south of the Armishaws site**
- (b) contributes towards the upgrading of the current informal crossing point across the Netherhampton Road into a safe controlled pedestrian and cycle crossing from the Chapel Gate estate being built on the north side of that road.**
- (c) make changes to the road entrance to the site such that walkers and cyclists on the Netherhampton Road shared use path would have right of way over traffic coming in or out of the site.**

Margaret Willmot



13/8/2025