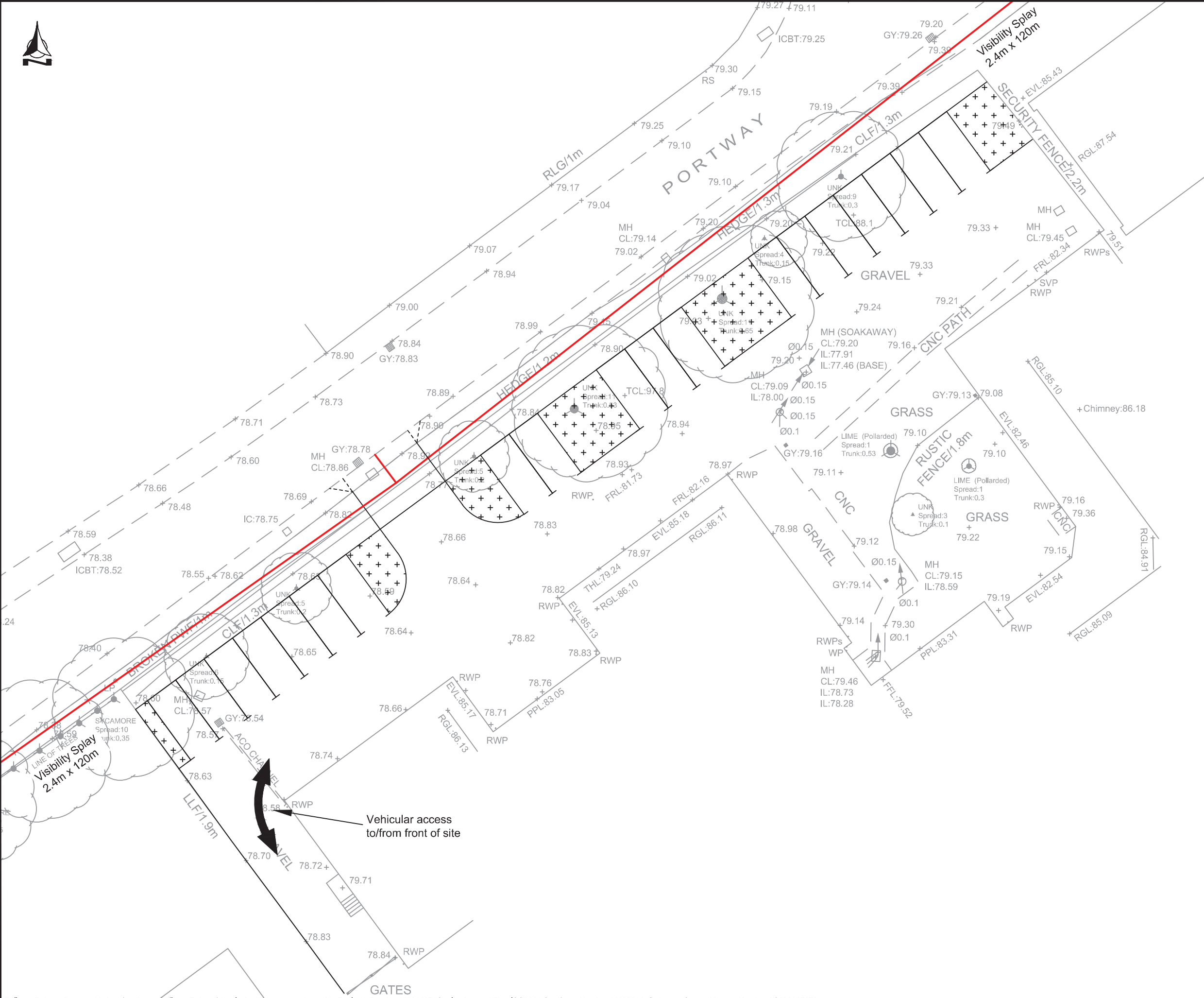




Notes

Parking provision will be dependent upon the proposal and will conform to the current car parking standards

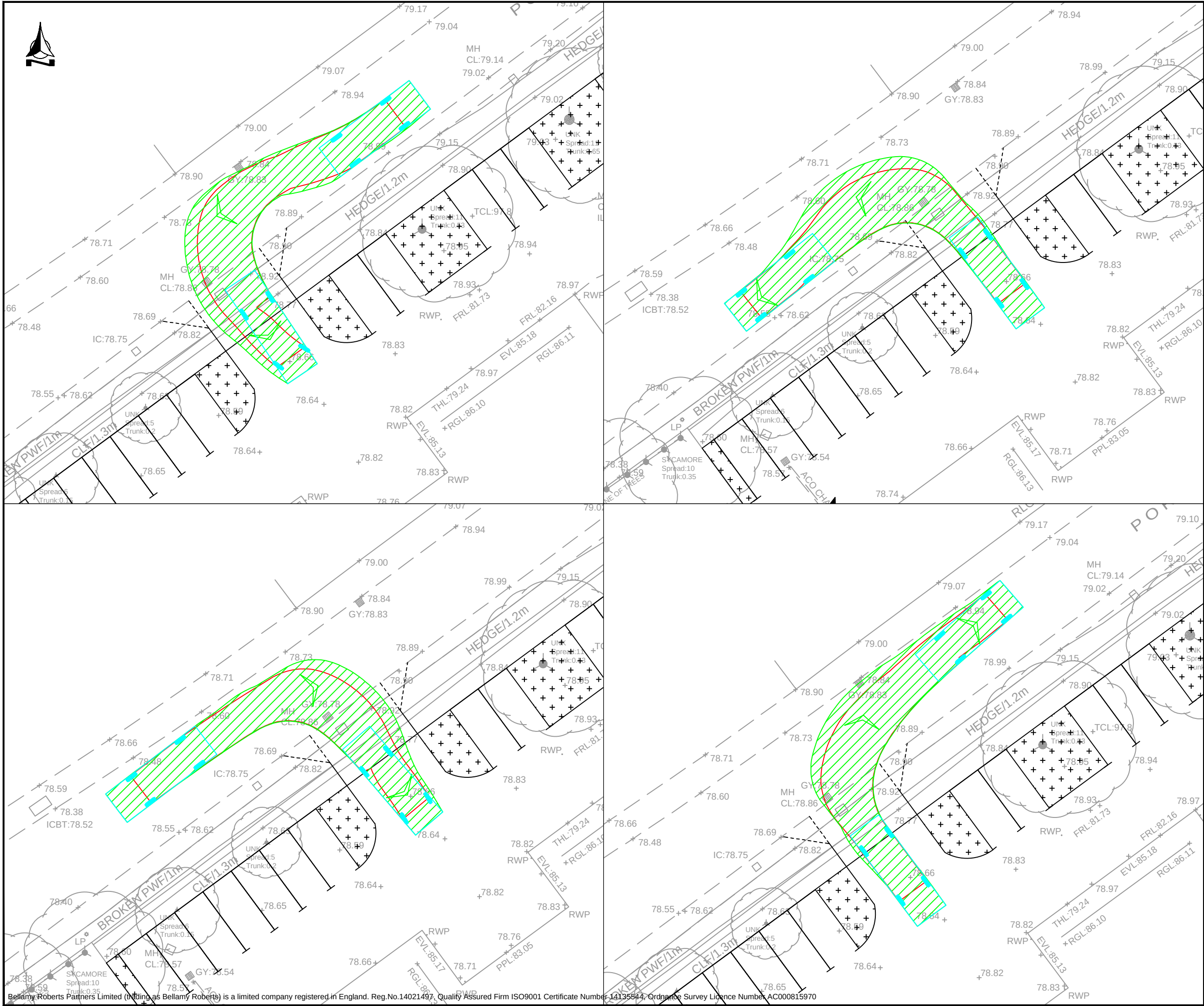
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D	Site updated	MB	26/02/25	IR
C	Site updated	MB	25/02/25	IR
B	Parking and plan updated	MB	24/02/25	IR
A	Parking updated	MB	06/02/25	IR
REVISION	AMENDMENT	DRN	DATE	CHK



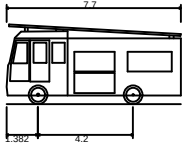
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CLIENT	Wessex Archaeology
PROJECT	Portway House, Salisbury
TITLE	Proposed Access and Visibility

DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	31/01/25	DRAWING No.	6221 / 001	REV No.	E
SCALE	1:250 @ A3				



Notes



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

D	Site updated	LT	IR
C	Tree removed	MB	IR
B	Site updated	MB	IR
A	Site updated	MB	IR
REVISION	AMENDMENT	DRN	CHK

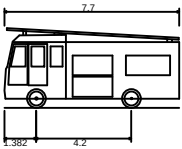


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CLIENT	Wessex Archaeology		
PROJECT	Portway House, Salisbury		
TITLE	Fire Tender Access Tracking		
DRAWN BY	MB	DESIGN BY	IR
DATE	31/01/25	DRAWING NO.	6221 / 202
SCALE	1:250 @ A3	REV No.	D



Notes



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DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	31/01/25	DRAWING NO.	6221 / 203	REV No.	D
SCALE	1:250 @ A3				

PRE-APPLICATION HIGHWAY NOTE

SITE: Portway House, Salisbury

OUR REF: ITR/RK/6221/PAHN.5

DATE: 28th February 2025

This Pre-Application Highway Note seeks the views of Wiltshire County Council's Highway Authority on the proposal to provide a new vehicular and pedestrian access served from Portway. The site is currently accessed via Lysander Road, a private industrial access road.

The site comprises Portway House which is currently offices occupied by Wessex Archaeology. A plan of the site is presented at [Appendix 1](#). The site location plan is provided in Figure 1.

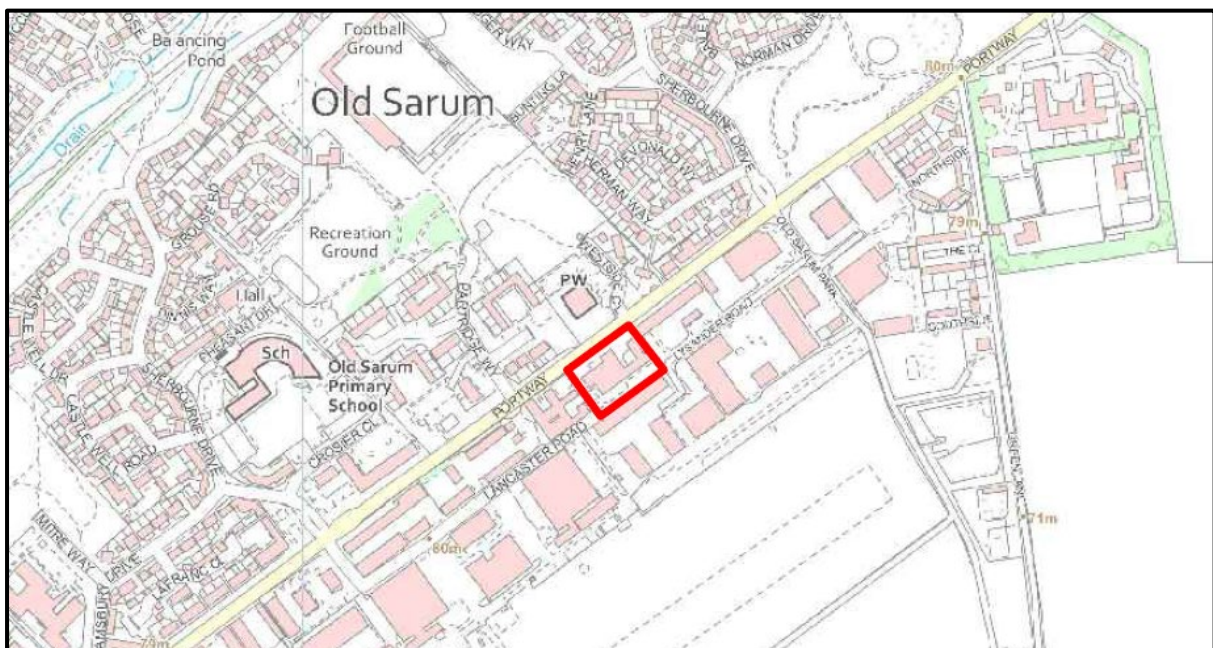


Figure 1: Site Location Plan



The proposal would involve change of use application and may involve residential, or hotel and leisure uses. However, in view of the existing access through the industrial estate a more desirable access would be directly from Portway itself.

The scale of development would be subject to detail design, but for this purpose of the pre-app it is suggested that if the scheme were converted to residential use, it is likely that it would accommodate some 9 dwellings and a hotel potentially 30 or 40 bedrooms.

Traffic Generation

If the proposal was for residential the likely traffic movements associated with the 9 dwellings would be low in the region of 4 or 5 movements during the peak hour periods, and if a modest say 35 bed hotel would be in the region of 20 movements during the peak periods.

Access and Servicing

The existing access serving the site is gained via Lysander Road, a private industrial estate road. The existing access route and parking area is illustrated and presented at [Appendix 1](#). The parking areas accommodates in the region of 36 cars at the front of the building and approximately 28 cars to the rear (facing Portway). The suggested access arrangement to serve the modest development from Portway is illustrated at [Appendix 2](#). However, due to the constraints of the site it is proposed that larger service vehicles and in particular refuse collection would continue to serve the site via Lysander Road to the rear.

The road named Portway lies within 40mph speed limit and falls between a traffic signalled junction to the northeast and a roundabout junction to the southwest. As such, it is likely that traffic speeds are contained within the speed limit.

The proposed access at [Appendix 2](#) has been prepared utilising the visibility splays commensurate with the speed limit (2.4m x 120m) assuming DMRB standards apply. The swept paths of the vehicles likely to use the access are presented at [Appendix 3](#).

Personal Injury Accident Data

Planning Practice Guidance (PPG) states an analysis of the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the site has been identified as within a high accident.

To provide a robust analysis, an assessment for the most recent 5-year period has been obtained (2021-2023) using CrashMap. The assessment area is shown in Figure 2, and the reports are presented at [Appendix 4](#).

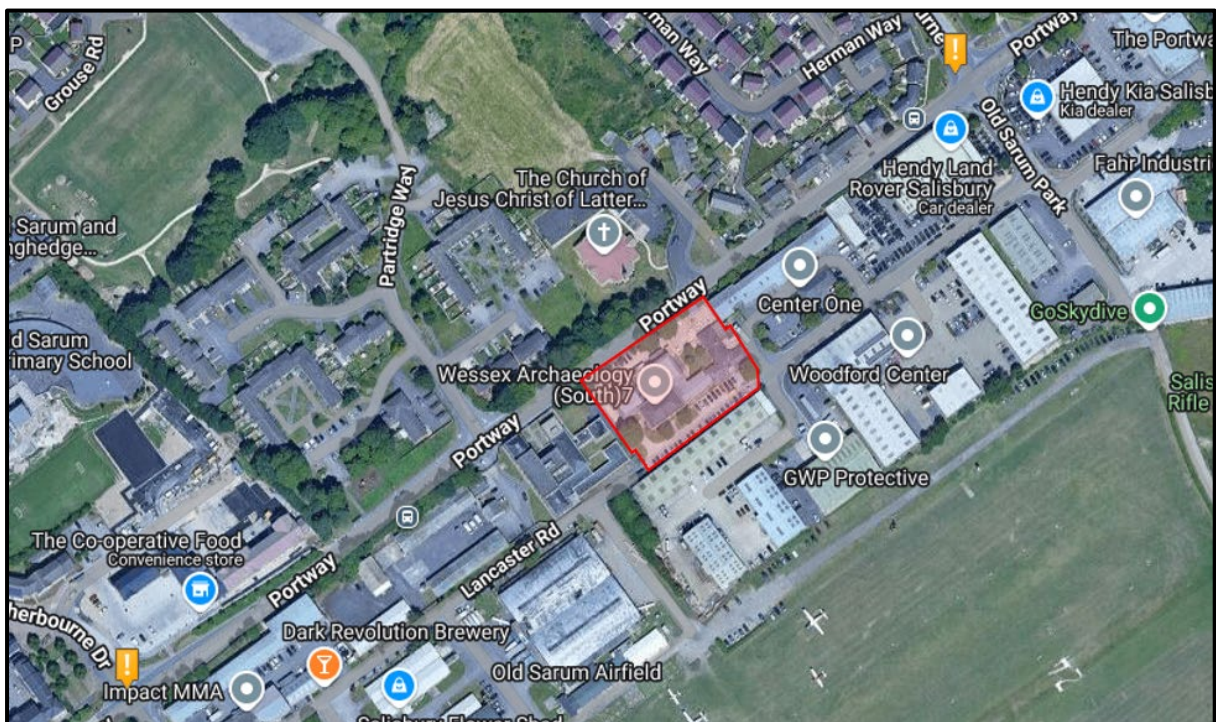


Figure 2: CrashMap Assessment Area

The assessment of personal injury accident data reveals that no accidents have occurred in the vicinity of the proposed access.

Two accidents have occurred within the assessment area on Portway. Both accidents recorded are categorised as 'slight' of which both occurred at the junctions either side of site. Both accidents involved two cars where one car drove into the back of the car in front of it and were caused by driver error.

The proposed access will be fully designed in accordance with current standards and therefore should not create an additional, unacceptable hazard.

Parking

The relevant car parking standards are outlined in the Wiltshire Local Transport Plan: Car Parking Strategy (April 2011 – March 2026).

The maximum C1 hotel car parking standards are:

- 1 space per bedroom (plus requirement for public facilities)

The minimum C3 residential car parking standards are summarised below:

- 1 bedroom - 1 space
- 2 to 3 bedroom - 2 spaces
- 4+ bedroom - 3 spaces
- Visitor parking - 0.2 spaces per dwelling (unallocated)

The relevant cycle parking standards are outlined in the 'Wiltshire Transport Plan: Accessibility, Cycling, Powered Two Wheeler and Smarter Choices Strategies (2011 - 2026)'. Paragraphs 14.2 and 14.3 of the guidance sets out locations that are within 'Principle Settlements' and 'Market Towns'. The site is not located in either of these locations.

The minimum C1 hotel cycle parking standards are:

- 1 covered cycle space per 12 employees + visitor spaces on merit.

The minimum C3 dwelling houses and flats cycle parking standards are:

- 1 covered space per bedroom for up to 3 bedroom dwellings
- 3 covered spaces per unit for 4 bedroom dwellings
- 4 covered spaces per unit for 5 bedroom dwellings (etc)
- + visitor space per 20 bedrooms)

Car and cycle parking will be provided in accordance with the Local Planning Authority's (LPA) parking standards.

Accessibility

The site is well-located to benefit from the existing pedestrian and cycle infrastructure. Shared footway/cycleways are available on both sides of Portway, with junctions along the



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carriageway featuring either dropped kerbs alone or a combination of dropped kerbs and tactile paving, along with lighting provision.

Additionally, refuge islands and signalised junctions along Portway enhance safety and efficiency for all users. Within Old Sarum, several convenient pedestrian and cycle links provide easy access to local facilities, promoting quicker and more direct travel.

Old Sarum offers a range of amenities within the recommended walking distance of 2km (Planning for Walking), including bus stops, Old Sarum Primary School, a church, shops, Happy Days Nursery and Pre-School, and several car dealerships).

Public Transport

Bus Services

Bus stops are present along Portway. Approximately 130m west of the proposed access, the bus stop is equipped with a shelter, seating, lighting, bus flag, timetable, and a raised kerb. The stop approximately 190m to the east of the proposed access is equipped with a bus flag and timetable.

Bus services at these stops run eastbound only, as they operate through Old Sarum in a loop. Services run Monday to Friday with the following routes:

- X4: Salisbury – Larkhill
- X67: Tidworth Tesco Superstore – Salisbury South Wilts Grammar School
- PR11: Salisbury City Centre – Old Sarum
- R11: Salisbury City Centre – Old Sarum

Rail Services

Salisbury railway station is located approximately 5.3km south cycling distance from the site. The station has 269 car parking spaces and 110 secure bicycle storage spaces. Salisbury railway station is operated by South Western Railway and provides hourly direct services to Portsmouth Harbour, Cardiff Central, Exeter St Davids, London Waterloo, Yeovil Junction, Chandlers Ford and Bristol Temple Meads.

Summary and Conclusions

The Pre-Application Highway Note has been prepared in order to obtain considered views from the Highway Authority in relation to the suggested development proposal.



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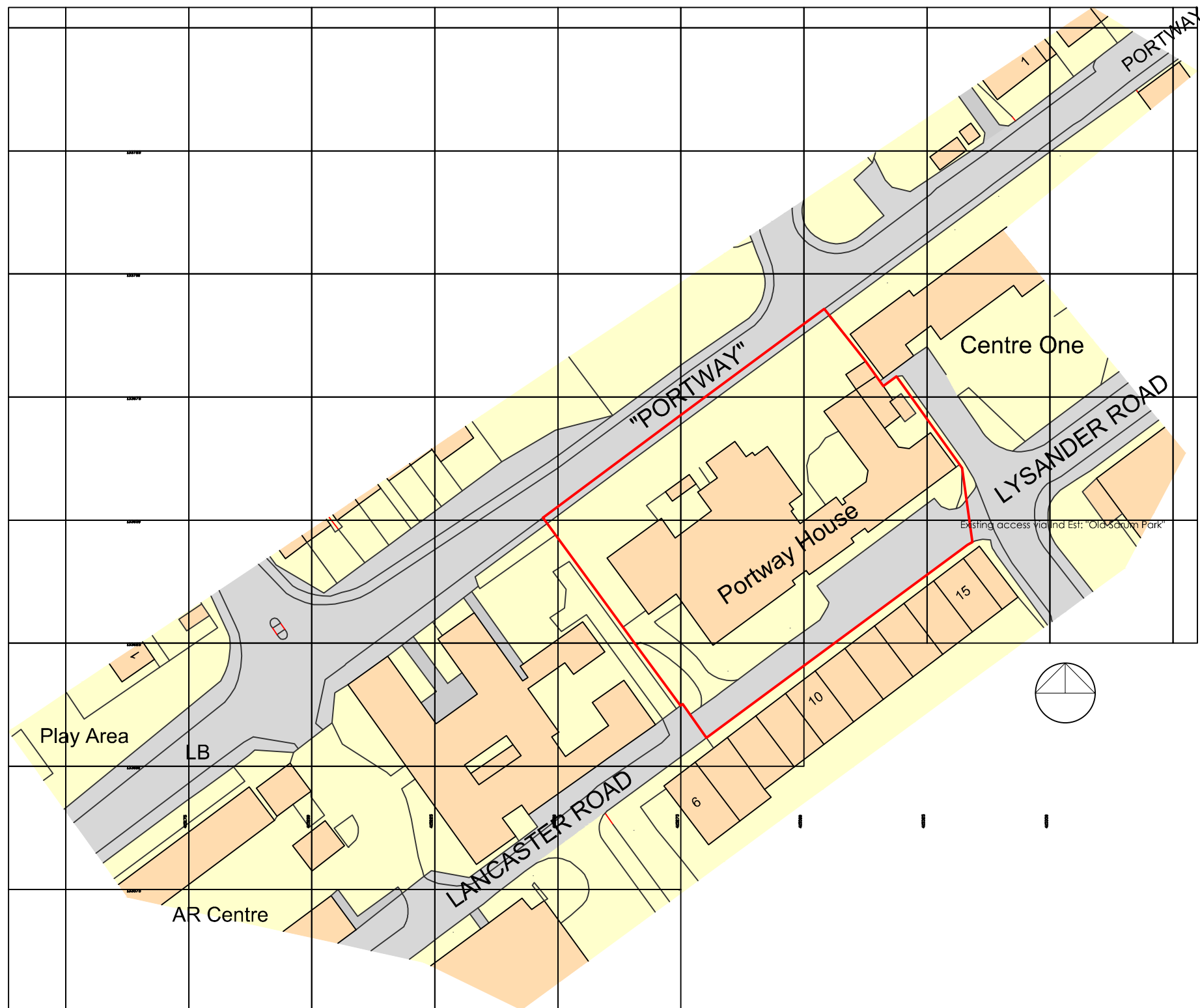
The suggested vehicle access onto Portway can be delivered and designed in accordance with the current standards commensurate with the posted speed limit. Servicing and refuse collection will be via the private industrial road to the rear, and parking will be accommodated in accordance with the Local Planning Authority's standards.

It is considered that the access would be safe, the development will be sustainable, and it would not create a severe impact.

APPENDICES

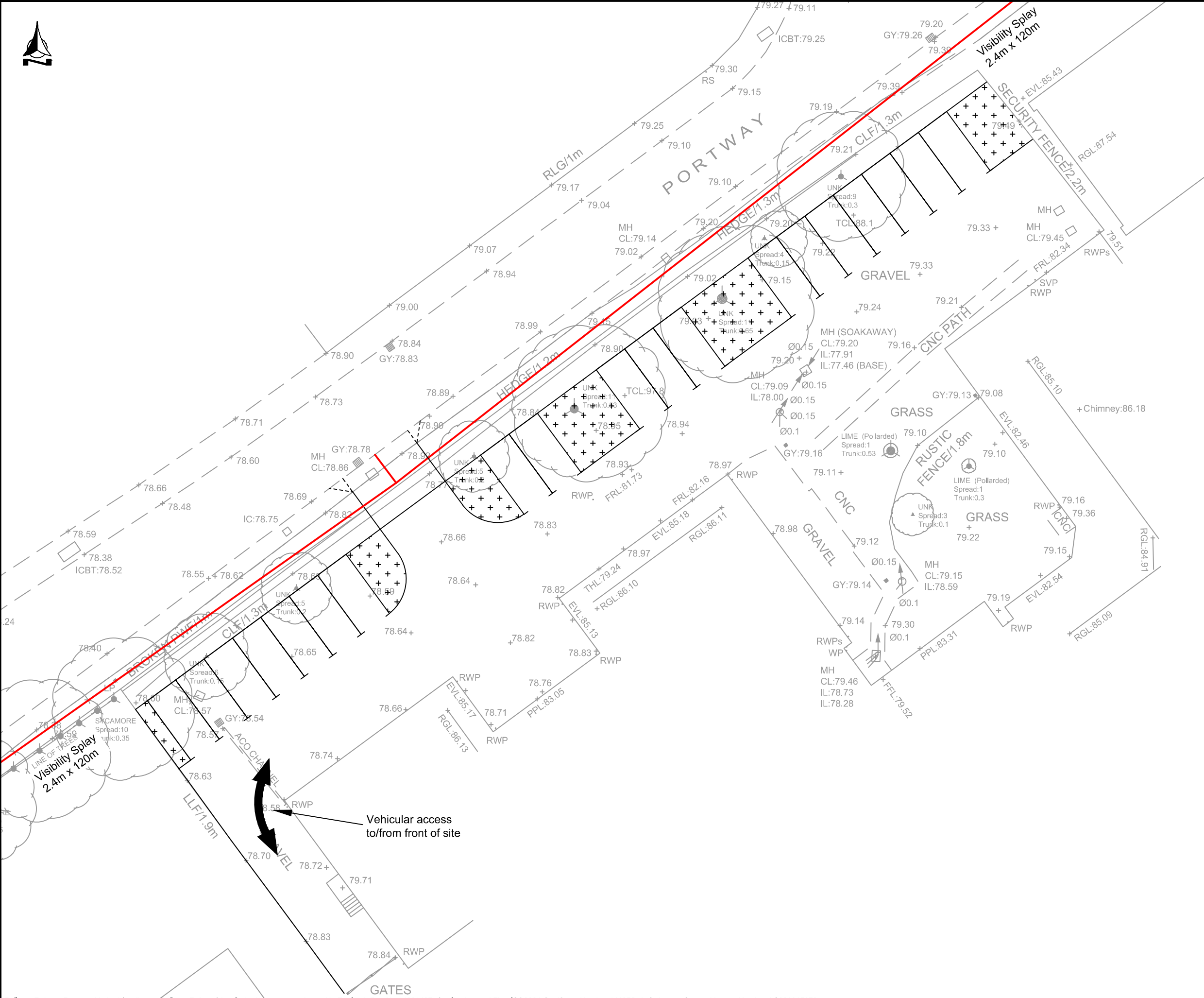
APPENDIX 1

Existing Block Plan - Portway House



APPENDIX 2

Access & Visibility Arrangement



Notes

Parking provision will be dependent upon the proposal and will conform to the current car parking standards

E	Tree removed	MB	28/02/25	IR
D	Site updated	MB	26/02/25	IR
C	Site updated	MB	25/02/25	IR
B	Parking and plan updated	MB	24/02/25	IR
A	Parking updated	MB	06/02/25	IR
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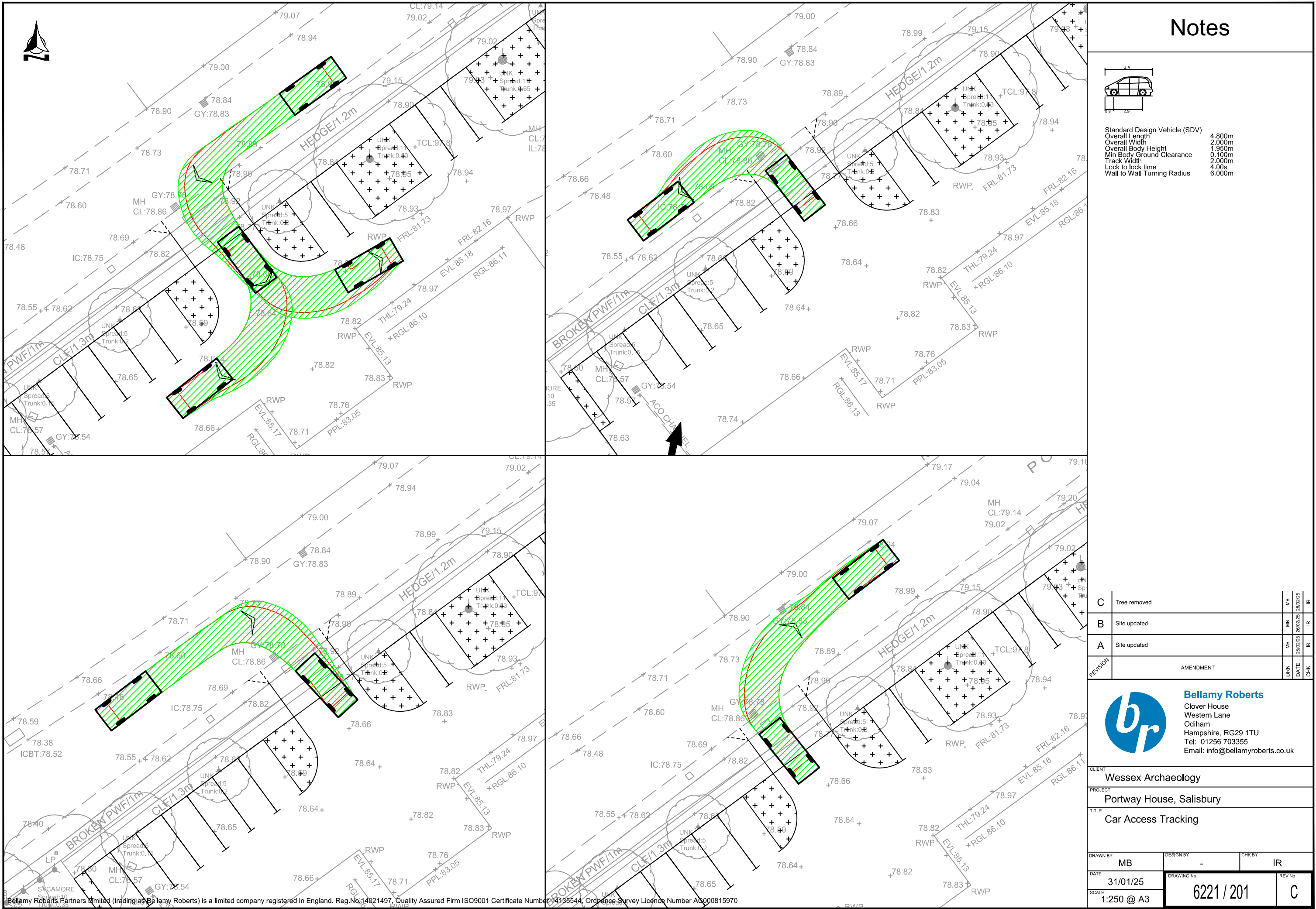


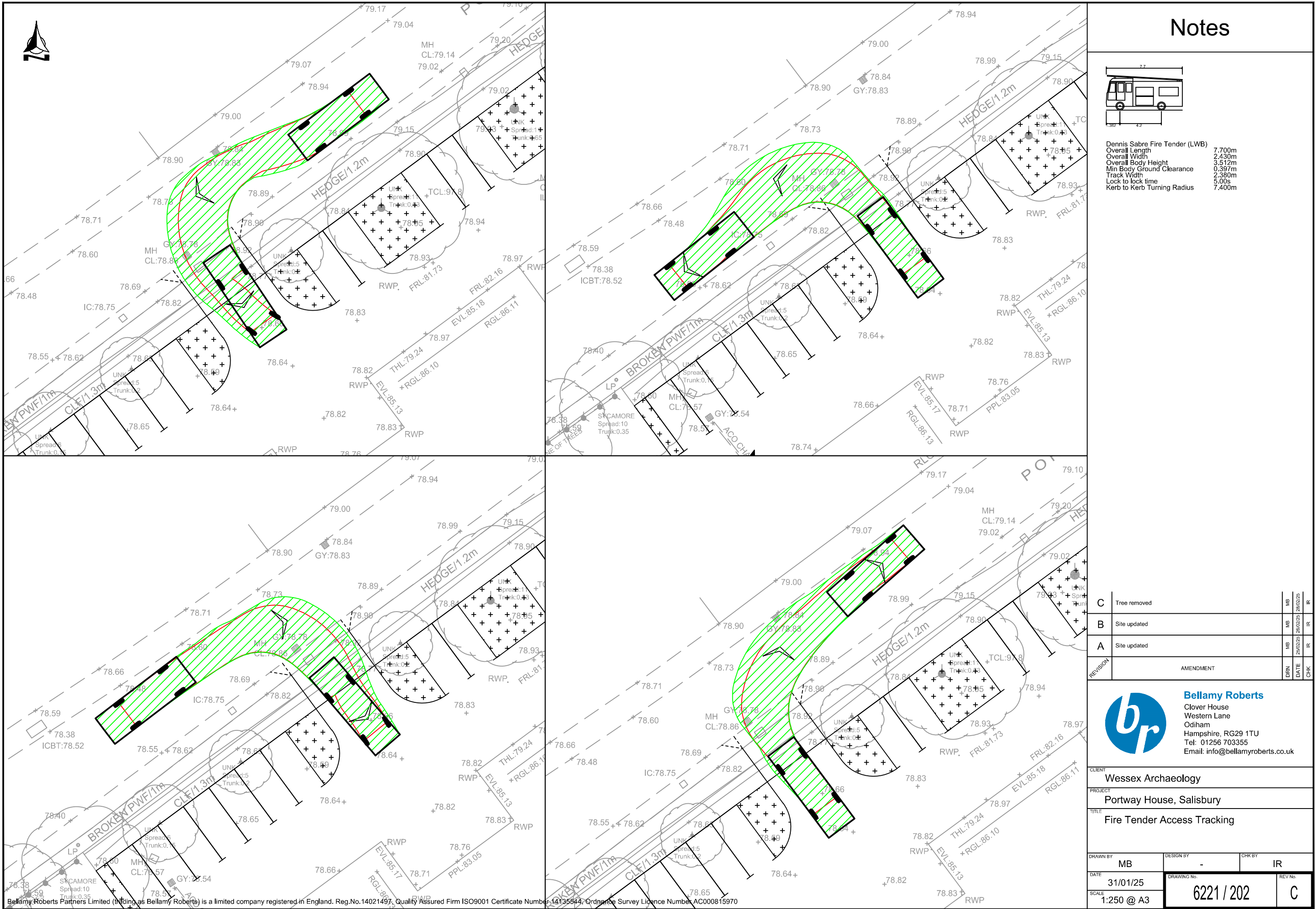
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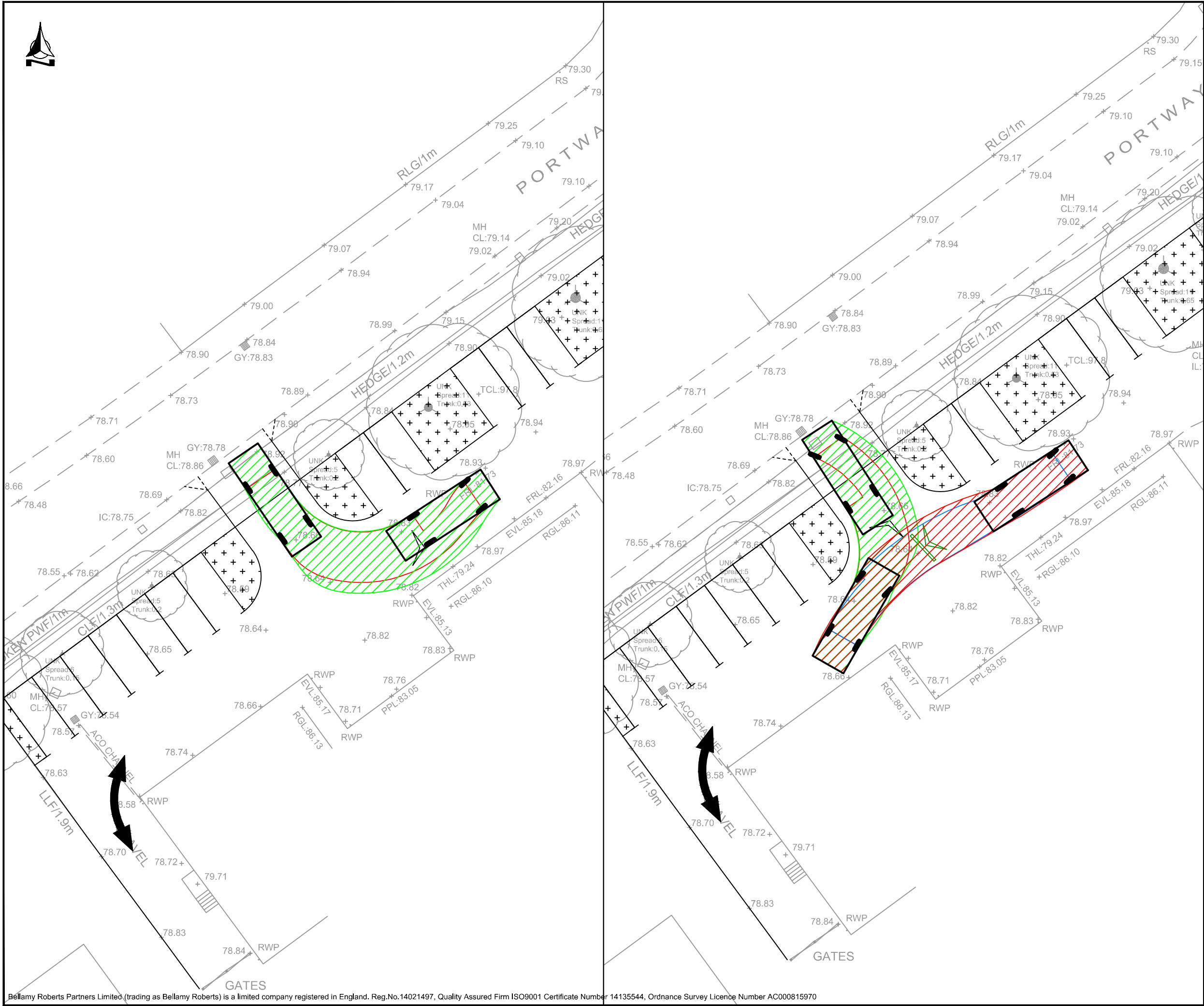
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PROJECT	Portway House, Salisbury		
TITLE	Proposed Access and Visibility		
DRAWN BY	MB	DESIGN BY	IR
DATE	31/01/25	DRAWING No.	6221 / 001
SCALE	1:250 @ A3	REV No.	E

APPENDIX 3

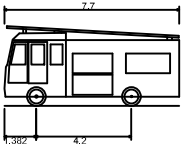
Swept Path Analysis







Notes



Dennis Sabre Fire Tender (LWB)
Overall Length 7.70m
Overall Width 2.43m
Overall Body Height 3.51m
Min Body Ground Clearance 0.39m
Track Width 2.38m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.40m

C	Tree removed	MB	IR
B	Site updated	MB	IR
A	Site updated	MB	IR
REVISION	AMENDMENT	DRN	CHK



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DATE	31/01/25	DRAWING No.	6221 / 203	REV No.	C
SCALE	1:250 @ A3				

APPENDIX 4

Crashmap Data



Crash Reference: 202254C282522

Time of Crash: 11:46:00

Casualties: 2

Highest Injury Severity: Slight

Road Number: U

Vehicles: 2

Highway Authority: Wiltshire

OS Grid Reference: 415019 133494

Local Authority: Wiltshire

Weather Description: Raining with high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

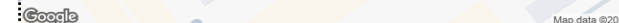
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



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Validated Data

Crash Date:

Monday, November 21, 2022

Time of Crash: 11:46:00

Crash Reference: 202254C282522

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Male	36 - 45	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Sunday, August 29, 2021

Time of Crash: 20:40:00

Crash Reference: 2021548428521

Highest Injury Severity: Slight

Road Number: U

Casualties: 2

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 415434 133804

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

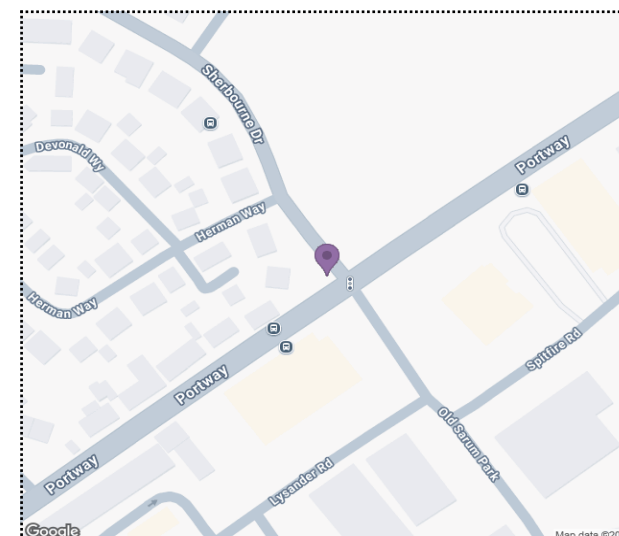
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, August 29, 2021

Time of Crash: 20:40:00

Crash Reference: 2021548428521

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Male	21 - 25	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Male	26 - 35	Vehicle is moving off	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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