



Active
Travel
England

Active Travel England
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Your Ref: PL/2026/00589
Our Ref: ATE ATE/26/00259/HYB
Date: 25/06/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Georgina Wright - Wiltshire Council

To: Wiltshire Planning Mailbox - Wiltshire Council

Application Ref: **PL/2026/00589**

Site Address: **SARUM ACADEMY, WESTWOOD ROAD, BEMERTON HEATH,
SALISBURY, SP2 9HS**

Description of development: *Hybrid application: full planning permission is sought for erection of a new detached classroom block to the northwest of the main school building; a weather protected link to the existing main building; a new artificial turf pitch with flood lights; and associated works required to expand the school from a 6FE to an 8FE school. Outline planning permission (for access, scale and layout, with all other matters reserved) for additional car parking area; a new sports pitch; and associated works required to facilitate further expansion of the school from an 8FE to a 10FE school.*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background and Summary

Active Travel England (ATE) welcomes another opportunity to comment on the ATE/26/00259/HYB planning application. This is ATE's fourth involvement with the application. The Applicant has not provided any new documents that would change ATE's position on this Applicant. ATE has been aware of the application description change at the previous consultation cycle. ATE therefore reiterates the comments from the previous response letter:

ATE does not oppose the principle of development but views the school extension as an opportunity to improve active travel provision and encourage sustainable journeys by staff and pupils. While the main deficiencies in this application can be addressed by planning conditions, ATE has outlined any outstanding infrastructural deficiencies that in ATE's view hinder opportunities for active travel and the LHA may wish to address in the future.

2.0 Trip Generation, Assignment & Mode shares

Rating: AREA OF CONCERN > MORE INFORMATION REQUIRED > CONDITION/CONTRIBUTION RECOMMENDED

2.1 ATE reiterates the request for updated TA mode share data. Please refer to the previous responses for details and the Travel Plan condition.

2.2 While the intention to provide updated staff and pupil survey data as part of the condition Travel Plan is welcomed, ATE requests that the submission:

- Is based on current datasets and does not rely on historic Travel Plan data alone
- Clearly presents separate staff and pupil mode shares and total daily trips
- Establishes baseline mode shares and realistic but ambitious targets, with focus on reducing staff car dependency

3.0 Off Site Infrastructure

Rating: AREA OF CONCERN

3.1 ATE welcomes the tactile paving provision on the zebra crossing in front of the school.

3.3 ATE acknowledges that the LHA considers further off-site improvements not necessary or proportional to the size of the expansion. While ATE recognises that local priorities and feasibility considerations may differ from its own, it remains appropriate for ATE to identify these matters in line with its role and standards. ATE does not expect these issues to be addressed by this application alone and recognises the proposed changes will likely trigger a whole access junction redesign. However, ATE would request that these comments are taken on board by the LHA to address prioritisation of any future works. This is in line with Wiltshire Council's plans to streamline information flow between different council departments that was discussed following the meeting with the case officer and highways officer.

3.3 While most journeys are made by pupils, staff travel should also be considered. Staff have different travel patterns, with public transport and cycling likely to play a larger role in encouraging sustainable travel choices.

3.4 Please refer to the previous responses for detailed comments on identified infrastructural deficiencies for school access. ATE would like to clarify its stance on some of the suggestions below following the Response to Planning Consultation Consultee Comments:

- Safe and appropriate crossing provision through Westwood Road that does not interfere with bus movement (e.g, by evening parts of the unused bus bays to footway level) – The unused bus bays are currently used for informal parking, not designated for school use. Relocating the crossing south of the bus stop would not disrupt desire lines, as routes to the school, bus stops and the Westwood Road–Pinewood Close footpath would remain equally direct. In the absence of a route audit, the safety of the present crossing arrangement cannot be verified; the lack of identified issues reflects a lack of assessment rather than evidence of safety.

- Ramp provision (Inclusive Mobility 5.2) and chicane removal (MfS, 5.10) on the footpath between Westwood Road and Pinewood Close – In this location, the chicanes primarily affect pedestrians rather than cyclists, introducing unnecessary obstacles immediately in front of the steps. This does not provide a meaningful safety benefit and instead creates additional hazards, particularly for blind and visually impaired users who may come into contact with the barriers. If WC would like to highlight the steps to improve accessibility, contrasting hi-visibility stair nosing would be more appropriate here. However, ATE reiterates that the optimal solution here would be creating a ramp to allow wheelchair and pram access. If a ramp is introduced, cyclist speeds should be managed through geometry, surface treatments and visual cues rather than physical barriers.

4.0 Masterplanning and Permeability

Rating: PASS

4.1 No new comments.

5.0 On-Site Facilities

Rating: PASS

5.1 ATE now notes that the cycle parking location has been moved with the previous reconsultation and has no further comments. Please refer to 2.3 for further details requested and the Travel Plan condition.

6.0 Recommended Planning Conditions and Obligations, if applicable

Decision Detail Type	Title	Description
Condition	Cycle parking [shown on submitted plan or drawing]	Condition: No development shall commence until details of the cycle parking in accordance with 75CC13 FTP ZZ ZZ DR A 08-0003 have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shown on 75CC13 FTP ZZ ZZ DR A 08-0003, shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development,

		whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only. Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.
Condition	Travel Plan	Condition: No development shall commence until a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council. Reason: In order to deliver sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling

7.0 Next Steps

ATE requests that the local planning authority shares this correspondence with the applicant and their agents. ATE would welcome the opportunity to review further submitted information to help address the identified deficiencies as detailed above.