

Application Number:	PL/2026/03223
Location:	Land opposite Jubilee Cottage, Witt Road, Winterslow, Salisbury, Wilts
Proposal:	Outline application with some matters reserved for the erection of 5 self-build dwellings with new crossover access from Witt Road, following the demolition of existing barn and removal of containers; retention of existing access to woodland behind (Access and Layout).

[Witt Rd - Google Maps](#)

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Introduction and Proposal

The proposal seeks outline consent for a development of 5no. 4-bedroom self-build dwellings with a single point of access onto Witt Road. Detailed consent is, however, required in respect of access and layout at this stage.

The internal arrangement of the access drive would provide individual driveways for each plot, which would have on-site turning provision to enable vehicles to enter and leave in a forward gear.

Site Context and Existing Use

The site is located to the southern edge of the village of Winterslow, approximately 110 metres from the junction of Witt Road with The Common/Gunville Road on the narrow rural lane known as Witt Road.

Witt Road is approximately 500m long and terminates without any formal turning head, coincident with the Public Rights of Way, Footpath WSLO69 and Bridleway WSLO71.

Bridleway WSLO76 is also served from Witt Road, which is located to the south-eastern boundary of the application site. A further Public Right of Way, Footpath WSLO70, is located to the south-east of the application site leading to the north-east.

The application form describes the existing use of the site as a *“Field paddock including a barn, shipping containers and lorry container”*.

There are two existing vehicular access points serving the site, one at the north-western boundary which is the current prime access, and a further access more centrally located to the site frontage which is advised as not being used.

The red lined application site is identified as the 0.43 hectares site adjoining Witt Road, with land to the south-west being indicated as blue land within the applicant's ownership. This retained land is described as woodland for which access for maintenance is proposed to be retained as part of the proposal.

Existing Baseline

The application submission has not provided any details of any baseline traffic associated with the existing stated use of the site, however, this is considered to be low.

Sustainability

The site is located outside of the defined settlement boundary for Winterslow, although it lies adjacent to it.

The settlement of Winterslow is identified in the WCS as a large village. It has limited local services/facilities and employment opportunities. While the village is served by some buses throughout the day, the timings are such that most residents are reliant on the private car.

It is therefore considered that the site is not sustainable in transport terms.

Planning History

There is no recent planning history for the site, save for a pre-application submission in relation to the current proposal (ENQ/2024/01159). Details of the previous history on the site follows.

S/1987/0319: Outline application - Erection of 11 detached dwellings - Refused and dismissed at appeal.

S/1988/0325: Outline application - Erection of 40 detached houses with double garages, doctor's surgery and community hall with associated car parking and construction of new accesses – Refused.

S/1998/0270: Certificate of lawful use - Application for a certificate of lawfulness for an existing use for full commercial use including the operation of a plant hire business and haulage yard - Refused.

S/2000/1457: Certificate of lawful use - Storage of plant and trailers, disused vehicles and the storage of building materials and aggregates in connection with a groundwork contractors business, the storage of materials and aggregates to be limited to the area shaded blue - Refused.

S/2002/0229: Certificate of lawful use - Change of use of the land for the storage of disused lorries, vehicles, trailers and caravans all stored at ground level - Approved.

S/2010/1289: Erection of building for storage of forestry equipment - Refused.

The planning history for the adjacent site, Land Adjacent 1 Witt Road, which lies to the north of the application site follows.

18/02580/OUT Erection of 4 houses, garages, parking and access following the demolition of the 3 existing buildings (Outline application relating to access and layout) – Refused 20 September 2018

19/03930/OUT Erection of 3 detached dwellings, garages, parking and access following demolition of 3 existing buildings (Outline application relating to access and layout - resubmission of 18/02580/OUT) – Refused 12 June 2019, and subsequently dismissed on Appeal 2 September 2020

PL/2022/07116 Erection of 3 detached dwellings, garages, parking and access following demolition of 3 existing buildings (Outline application relating to access and layout) – Permitted 8 November 2023

PL/2023/10274 Approval of reserved matters for erection of 3 dwellings following Outline PL/2022/07116 (appearance, landscaping and scale) – Permitted 7 February 2024

The following planning history relates to a further two dwellings served off the approved access under permission PL/2022/07116.

PL/2025/10022 Outline application with some reserved matters for the erection of two detached dwellings and garages with access from development to the north (Access and Layout) for PL/2022/07116 – under consultation

Highway Considerations

Trip Generation

The submitted Transport Statement (TS) provides details of trip generation.

It is noted that one of the sites used in the TRICS interrogation report is in the Highlands, which is not considered appropriate as a geographical comparison to the application site, and not in accordance with the TRICS Good Practice Guide.

For a robust TRICS report, a primary filter for "Edge of Town" or "Suburban Area" locations within Wiltshire, Somerset, Gloucestershire, or Dorset would be more appropriate.

The TS has assessed the trip generation for a development of 5 dwellings, concluding that such development is likely to generate 3 vehicular movements in the morning peak hour (0800-0900) and 3 vehicles in the afternoon peak hour (1700-1800), with a total of 25 trips during the day, and a daily trip rate of 5.022 per dwelling.

While it is not considered that the TRICS report includes an appropriate site selection, the suggested daily trip rate of 5 per dwelling would be of the order expected for such a location.

The retained land to the rear of the site would potentially generate some level of traffic in respect of the maintenance of the area, however, this is expected to be low.

Impact on Witt Road

Whilst the predicted trip generation is relatively low in isolation, the impact of development must be considered in the context of the characteristics and limitations of the receiving highway network.

Witt Road is of a restricted width for most of its length and does not permit two vehicles to pass without one party giving way. The absence of continuous passing opportunities over a defined section of approximately 90m between the site and the nearest passing bay would result in an increased likelihood of opposing vehicles meeting within this constrained section.

In such circumstances, vehicles would be required to reverse or utilise any available private driveway, giving rise to conflict not only between vehicles, but also between vehicles and pedestrians who share the carriageway.

The Transport Statement seeks to demonstrate that overall traffic flows on Witt Road are low; however, even low levels of traffic will give rise to conflict on a single-track lane where there are limited opportunities for passing.

The proposal would therefore materially increase the frequency of these interactions, particularly over the constrained section of highway, to the detriment of highway safety and network operation.

The application site has not generated any noticeable level of traffic.

On the basis of the trip generation above, the proposed development could generate 25 additional trips per day onto a highway which is both narrow and lacking in separate pedestrian facilities and lighting. Between the site access and the passing bay approved to the south of 1 Witt Road, the carriageway width for a distance of 90 metres would not be capable of two-way vehicle movement.

The site access is some 140 metres from the junction of Witt Road with The Common/Gunville Road to the north with the only passing opportunities lying within private accesses over its length to the site. The exception to this is the passing bay approved as part of the application for the site adjacent to 1 Witt Road, which is close to the road junction.

It is recognised that similar infill development proposals have been permitted on Witt Road, however each application must be treated on its merits.

Witt Road is a well-used route for pedestrians, where it serves as access to a number of Public Rights of Way, and the increase in traffic generated by the proposed development would be a source of conflict with the more vulnerable road users.

The junction of Witt Road with The Common/Gunville Road has limited visibility, with no footway or level verge either side of the junction to ensure clear, unobstructed vision.

Pedestrian Safety

Witt Road is used by pedestrians as a means of access to a number of Public Rights of Way, including footpaths and bridleways located in the vicinity of the site.

The road does not benefit from any footways or areas of pedestrian refuge and therefore pedestrians are required to walk within the carriageway.

Whilst the submitted information suggests that pedestrian flows are relatively low, the absence of dedicated infrastructure means that the severity of any vehicle/pedestrian conflict is high, particularly where users may include those accessing the bridleway network.

The increased vehicular movements associated with the development would therefore increase the likelihood of conflict with vulnerable road users on a route where there is no segregation and limited opportunity to step clear of moving traffic.

Cumulative Impact and Planning Context

It is recognised that other residential developments have been permitted on Witt Road. However, each application must be assessed on its own merits.

In this case, it is necessary to consider the cumulative impact of development along Witt Road, including recently permitted and proposed schemes, which would collectively result in a material intensification in the use of a highway that is already constrained in terms of width and alignment.

The Planning Inspector, in considering previous proposals in the vicinity, concluded that a development of 3 dwellings would result in a modest increase in traffic that would not materially affect highway safety. However, the current proposal for 5 dwellings represents a materially greater increase in vehicular movements.

When considered cumulatively with existing and committed development, the proposal would result in a step change in the level of activity on Witt Road, increasing the frequency

of vehicle movements along a length of highway that is not capable of accommodating two-way flow and where pedestrians must share the carriageway.

Access and Visibility

The submitted Transport Statement contains inconsistencies in relation to the recorded speed data and the associated visibility requirements, including reference to an alternative location (Newton Lane) and conflicting visibility splay dimensions.

Whilst it may be possible to secure appropriate visibility splays at the site access, these inconsistencies reduce the level of confidence that can be placed in the submitted evidence.

Furthermore, the junction of Witt Road with The Common/Gunville Road is constrained in terms of visibility and geometry, and would experience an increase in turning movements as a result of the development.

Parking

The TS advises that three parking spaces would be provided for each 4-bedroom dwelling, in compliance with the current adopted parking standards. From the submission it is not clear if the plots would include integral garages, or just surface parking.

With regard to visitor parking provision, the TS advises that visitor parking would also be accommodated within each plot's driveway parking areas. This, however, would need to be demonstrated to be achievable, as Witt Road would not be suitable to accommodate any required visitor parking.

The layout for each dwelling would provide on-site manoeuvring, however, without details of any garage provision and swept path analysis, it cannot be confirmed that the proposed arrangements would be appropriate.

Severity of Impact (NPPF Test)

In applying the provisions of the National Planning Policy Framework, it is acknowledged that development should only be refused on highway grounds where the residual cumulative impacts on the road network would be severe.

In this instance, the severity arises not from the quantum of traffic in isolation, but from the interaction between:

- the additional vehicular movements generated by the development;
- the restricted width and alignment of Witt Road;
- the absence of footways and formal pedestrian refuge;
- the lack of passing opportunities over a defined section of highway; and
- the presence of pedestrians accessing the Public Rights of Way network.

The combination of these factors would lead to a material increase in the frequency and severity of vehicle-to-vehicle and vehicle-to-pedestrian conflict along a constrained length of highway, to the detriment of safety and the free flow of traffic.

It is therefore considered that the proposal would result in a residual cumulative impact on the transport network that is severe.

Summary and Recommendations

The application relates to the erection of 5 dwellings, to be served from Witt Road, a narrow rural lane that is characterised by a single vehicle width carriageway, an absence of pedestrian facilities and lighting, and limited opportunities for vehicles to pass.

The proposed access is located approximately 140m from the junction of Witt Road with The Common/Gunville Road, with a section of approximately 90m between the site and the nearest formal passing opportunity where the carriageway is not capable of accommodating two-way vehicle movement.

The development is forecast to generate in the order of 25 two-way vehicular movements per day, with 3 two-way movements in each of the peak hours.

It is therefore recommended that the application be refused, as submitted, for the following reasons.

Witt Road, by reason of its restricted width over much of its length, lack of pedestrian facilities and limited opportunities for vehicles to pass, together with its substandard junction with The Common/Gunville Road, is considered unsuitable to safely accommodate the additional vehicular and pedestrian movements associated with the proposed development.

The proposal would lead to an intensification in the use of a constrained section of single-track highway, resulting in an increased likelihood of conflict between vehicles and between vehicles and pedestrians, who are required to use the carriageway.

The development would therefore give rise to a residual cumulative impact on the local highway network that would be severe, contrary to paragraphs 115 and 117 of the National Planning Policy Framework and Core Policy 61 of the Wiltshire Core Strategy.

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