



RIDGE

**LAND OFF CHURCH ROAD,
LAVERSTOCK**

Transport Assessment Part 1
March 2026

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1 Project Information

1.1 Project Information

Client Hallam Land

1.2 Project Details

Project Name Land off Church Road, Laverstock

Location Laverstock, Salisbury

Jubb Project Number 14150

1.3 Report Details

Version 2

Status First Issue

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1.4 Project Authorisation

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2 Introduction

2.1 Preamble

- 2.1.1 Ridge & Partners LLP have been commissioned by Hallam Land to provide transport and highways advice in relation to a proposed residential development on land to the east of Church Road, which sits on the eastern edge of Salisbury in Laverstock.
- 2.1.2 The proposed development would be located on land (hereafter 'the site') which occupies an area of approximately 8.09ha. The site is located on the northern edge of Laverstock, lying to the east of Church Road.
- 2.1.3 Outline planning permission is being sought for a residential development which would deliver up to 110 dwellings.
- 2.1.4 The proposed development would contribute towards Wiltshire Council's (WC) housing need, providing much-needed housing in a sustainable location.
- 2.1.5 The proposed parameters plan is attached as **Appendix A**.

2.2 Planning History

- 2.2.1 An outline planning application for the site was submitted to WC on 2nd February 2021 (ref: 20/11598/OUT) for a residential development of up to 135 dwellings. The scheme was then reduced to a total of 49 dwellings and subsequently refused on 14th August 2024 with no highways reason for refusal.
- 2.2.2 An appeal was lodged on 17th January 2025 (ref: APP/Y3940/W/25/3359108) for the reduced development quantum of 49 dwellings. The appeal was allowed on 10th October 2025 and is attached as **Appendix B** for reference.

2.3 Scope of Report

- 2.3.1 This Transport Assessment (TA) examines the transport and highways matters pertinent to the site, and in doing so demonstrates the suitability of the site for residential development.
- 2.3.2 The structure of the TA is as follows:

Section 3	Sets the proposals in the context of national and local policy and guidance;
Section 4	Sets out the existing conditions surrounding the site, including the location of the site, an accessibility audit, a description of the highway network, a review of highway safety and an assessment of the existing performance of the highway network;
Section 5	Outlines the development proposals, including the parking and access arrangements for vehicles, pedestrians and cyclists;
Section 6	Sets out the methodology for the assessment of the highway network, including a forecast of traffic growth, the traffic generation of the proposed development, and the distribution of this traffic on the highway network;
Section 7	Assesses the anticipated impact of the traffic generated by the proposed development on the highway network;

Section 8 Considers the anticipated impact of the construction traffic associated with the proposed development; and

Section 9 Presents the summary and conclusions of the TA.

- 2.3.3 This TA demonstrates that the proposed development is not forecast to have a material impact on the surrounding highway network, and that the site is suitably located to be accessed by sustainable modes.
- 2.3.4 The proposed development is not forecast to have a severe residual cumulative impact as defined within the National Planning Policy Framework (NPPF) on the highway network.
- 2.3.5 As such, it is considered that there are no highways or transport matters to prevent the proposals from being approved.

3 Transport Planning Policy

3.1 Introduction

3.1.1 This section outlines the national and local planning policies and guidance relevant to the proposed development. The following are set out:

- National Planning Policy Framework (2024);
- Manual for Streets (2007);
- Manual for Streets 2 (2010);
- Wiltshire Local Transport Plan 2025-2038;
- Wiltshire Core Strategy (2015); and
- Wiltshire Local Plan Pre-Submission Draft (2023) 2020-2038.

3.1.2 This review sets the planning context for the proposed development, and thereafter this TA demonstrates the suitability of the site in view of this context.

3.2 National Planning Policy Framework (2024)

3.2.1 The NPPF sets out the central government's planning policies for England and how these are expected to be applied at a local level. It provides a framework within which locally prepared plans for housing and other development are produced. Originally published in March 2012, the NPPF has had numerous revisions, with the most recent being (at the time of writing) in December 2024.

3.2.2 The NPPF emphasises at paragraph 109 that transport issues should be considered from the earliest stages of plan-making and development proposals, and should involve:

- *“Making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

3.2.3 Paragraph 109 goes on to state:

3.2.4 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

3.2.5 In relation to ‘Considering Development Proposals’, paragraph 115 requires determining authorities to ensure that:

- *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

3.2.6 Paragraph 116 states:

3.2.7 *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

3.2.8 Paragraph 117 states that development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

3.2.9 Paragraph 118 states that all development expected to generate significant amounts of movements should be supported by a TP and the planning application should be supported by a TA or Transport Statement (TS). This planning application is supported by a TA and TP, as per guidance.

3.3 Manual for Streets

3.3.1 *Manual for Streets (MfS1)*, published in 2007, provides guidance for the modification of existing residential streets and the design, planning and approval of new residential streets.

3.3.2 The document is based on the premise that there is “a need to bring about a transformation in the quality of streets”, reflecting the need to “place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged”.

3.3.3 The guidance resolves that through better-designed streets, which in turn enhance the quality of the built environment, sustainable, inclusive and mixed communities can be created.

3.4 Manual for Streets 2

3.4.1 *Manual for Streets 2: Wider Application of the Principles (MfS2)*, published in 2010, is a companion guide to MfS1.

3.4.2 MfS2 builds on the foundations set by MfS1, considering how and where the key principles that underpin the guidance can be applied more widely, for example on busy streets and non-trunk roads.

3.4.3 Indeed, the guidance notes that MfS principles should be used as a ‘starting point’ for any scheme affecting non-trunk roads.

3.5 Wiltshire Local Transport Plan 4 (2025 to 2038)

3.5.1 The *Wiltshire Local Transport Plan 2025 – 2038* sets out WC’s objectives and plans for transport in Wiltshire, with a long-term strategy that aims to support these through the provision of a sustainable transport system.

3.5.2 The long-term vision set out in LTP4 is as follows:

“A safe and connected transport system which protects the county’s unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.”

Source: extract from LTP4

3.5.3 Further to this a set of local, strategic transport objectives are set out. Examples include:

S1

“Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality”

S2

“Provide more public and shared transport options and improve service quality”

S3

“Provide better access to public and shared transport services”

S4

“Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most”

Source: extract from LTP4

3.5.4 The proposed development, which as demonstrated in this TA is located in an accessible and sustainable location, is therefore consistent with these goals.

3.6 Wiltshire Local Plan – Core Strategy

3.6.1 The *Wiltshire Core Strategy* (‘the Core Strategy’) was adopted in 2015 and sets out the overarching planning policy framework for Wiltshire through to 2026.

3.6.2 The document aims to make provision for employment and housing growth in Wiltshire, whilst balancing the need to protect the environment

3.6.3 Within the Core Strategy Laverstock is identified as a ‘Small Village’, with such settlements having *“a low level of services and facilities, and few employment opportunities”*.

3.6.4 It is however demonstrated in this TA that the location of the site results in a range of facilities, services and employment opportunities being accessible by sustainable modes, and indeed that the site is well-related to Salisbury. Salisbury is identified in the Core Strategy as a 'Principal Settlement', defined as "*strategically important centres and the primary focus for development*" which have "*strategic roles as employment and service centres*".

3.6.5 The Core Strategy sets out a number of transport-related policies, which include the following:

Core Policy 60 – Sustainable transport

"The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire."

Core Policy 61 – Transport and new development

"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."

Core Policy 62 – Development impacts on the transport network

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."

Core Policy 64 – Development management

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives."

Source: extracts from *Wiltshire Core Strategy (2015)*

3.6.6 The proposed development, which as demonstrated in this TA is located in an accessible and sustainable location, is therefore consistent with these policies.

3.7 Wiltshire Local Plan Pre-Submission Draft (2023) 2020-2038

3.7.1 The Wiltshire Local Plan is currently under review. The Local Plan Review sets out the overarching planning policy framework for Wiltshire through to 2038 as well as setting out WC's strategic vision for growth.

3.7.2 The policies within the Local Plan Review that are related to sustainability and transport are stated below:

Policy 71 – Transport and new development

“In urban areas, new development will be supported where users can access a choice of sustainable transport modes and opportunities are provided to make improvements. In rural areas, it will be recognised that access to sustainable transport options will be limited but opportunities should be taken to allow people to travel by a choice of transport options. When considering the transport implications of a development, the following will need to be taken into consideration:

- a) visually impaired and other disabled people*
- b) pedestrians*
- c) cyclists/scooting*
- d) public transport*
- e) goods and service vehicles, and emergency vehicles*
- f) micromobility vehicles*
- g) powered two-wheelers*
- h) car clubs, car sharing, taxis*
- i) private car*
- j) freight*

Development proposals must be capable of being served by suitable and safe access to the highway network. Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.

Where appropriate, developer contributions will be sought towards sustainable transport improvements, and travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Where necessary, development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.”

Policy 72 – Development impacts on the primary and major road networks

“Proposals for new development should not be accessed directly from the national primary route network or major road network outside built-up areas in order to effectively manage traffic flow and reduce the risk to highway safety, unless an over-riding need can be demonstrated and the impacts can be safely mitigated.”

Policy 73 – Transport: demand management

“Demand management measures that reflect local circumstances and objectives will be required to ensure an integrated transport network and encourage the use of sustainable modes. These measures include:

i. car parking management – managing the car parking stock through the implementation of appropriate supply, maintenance, charges, enforcement measures and electric vehicle infrastructure. These measures include:

- a) public car parking charges*
- b) private non-residential parking standards*
- c) managing publicly available private non-residential parking*
- d) residential and workplace parking standards*
- e) electric vehicle charge point infrastructure*
- f) school travel plans*
- g) residents parking*

ii. traffic management measures;

iii. smarter choices measures – such as travel plans, personalised travel planning, car sharing and information and marketing campaigns to influence people’s travel behaviour towards more sustainable travel options; and

iv. infrastructure, such as cycle paths and cycle parking, to promote the use of active travel modes.

Further details on how the measures outlined above should be utilised are outlined in the Wiltshire Local Transport Plan (LTP) including the LTP Car Parking Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) and LTP Smarter Choices Strategy.”

Source: extracts from Wiltshire Local Plan (2023) Pre-Submission Draft 2020-2038 (Regulation 19)

- 3.7.3 The proposed development, which as demonstrated in this TA is located in an accessible and sustainable location, is therefore consistent with these policies.

3.8 Summary

- 3.8.1 In view of the context set out in the above review of relevant national and local policies and guidance, this TA will demonstrate the suitability of the site for residential development.

4 Existing Conditions

4.1 Introduction

- 4.1.1 This section of the report describes the existing location of the site, as well as an audit of the opportunities for day-to-day journeys to be made by sustainable modes of travel (on-foot, by bicycle and by public transport).

4.2 Site Location

- 4.2.1 Laverstock is a village on the eastern edge of Salisbury, Wiltshire, with a population of approximately 3,000 people. The village lies to the east of the A30 and is located approximately 2km northeast of Salisbury's city centre.
- 4.2.2 The site, which forms the subject of this TA, is located on the northern fringe of the village, lying to the east of Church Road, as shown in **Figure 4.1** below.

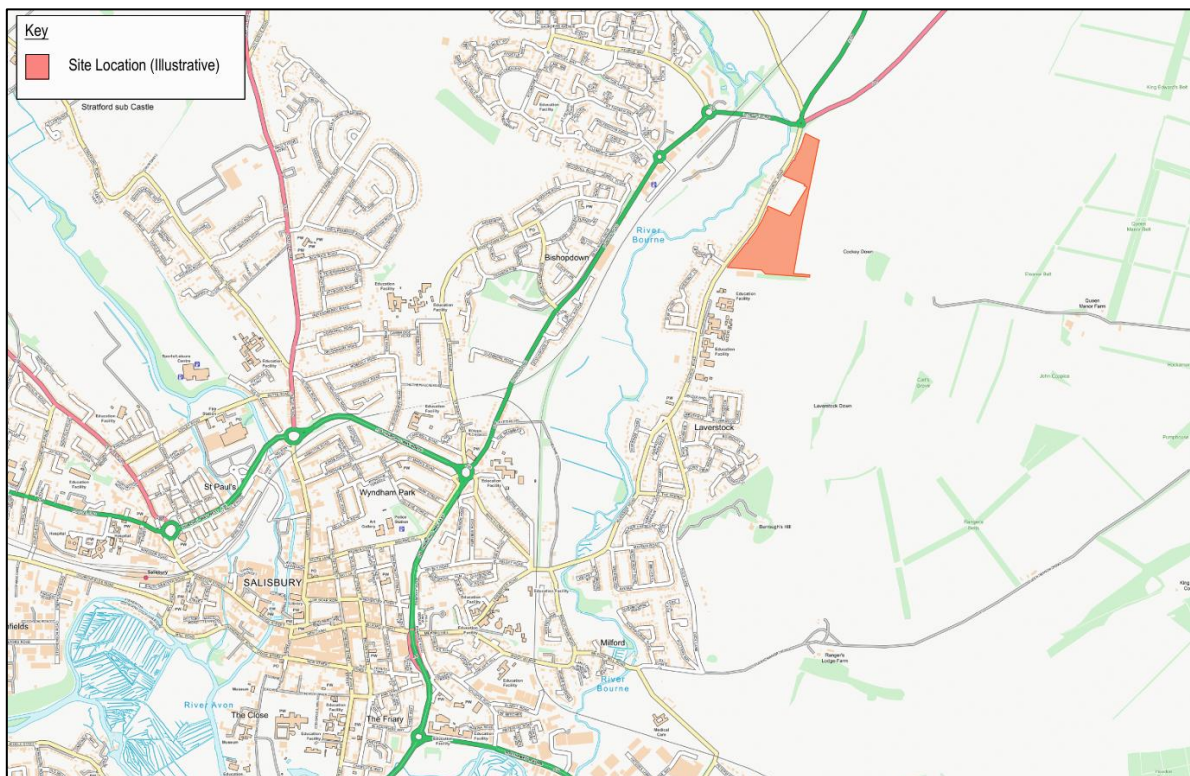


Figure 4.1 – Site Location

- 4.2.3 The site occupies an area of approximately 8.09ha across open fields and is bounded by the curtilage of existing dwellings to the north, by open fields to the east, by Ennovation Controls (an electrical supply shop) to the south, and by Church Road to the west.

4.3 Site Accessibility Audit

- 4.3.1 This section provides a comprehensive review of the sustainability credentials of the site, encompassing a review of accessibility to existing facilities and services in Laverstock and Salisbury, as well as opportunities for day-to-day journeys to and from the site to be made by sustainable means.
- 4.3.2 The requirement to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that “*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.*”

4.4 Local Facilities and Services

- 4.4.1 A range of facilities and services, which serve the daily needs of the existing population of Laverstock, are reachable from the site by sustainable means and as such there will by no means be a requirement to rely on the use of the private car for daily journeys.
- 4.4.2 When considering the sustainability credentials of a site, the following are of importance:
- MfS guidance notes that ‘walkable neighborhoods’ are typified by having a range of facilities within an 800m walk, whilst also noting that this is not an ‘upper limit’; and
 - Institution of Highways and Transportation (IHT) guidance (Guidelines for Providing for Journeys on Foot, 2000) identifies 2km as the maximum suggested acceptable walking distance for pedestrians without a mobility impairment.
- 4.4.3 Indeed, the former *Planning Policy Guidance 13: Transport* (2011) identified 2km as a distance within which walking offers the greatest potential to replace short car journeys. Whilst superseded in planning terms, this guidance is still widely considered as applicable in terms of accessibility.
- 4.4.4 As such, the accessibility of the site has been assessed with weight given to these distances as ‘reasonable’.
- 4.4.5 **Figure 4.2** on the following page shows 800m and 2km walking isochrones from the site, which roughly equate to a 10-minute and 25-minute walk respectively. These isochrones are measured from the centre of the site and are based on access onto Church Road by way of the footway that would flank the proposed vehicular access (as set out later in ‘Vehicular Access’).

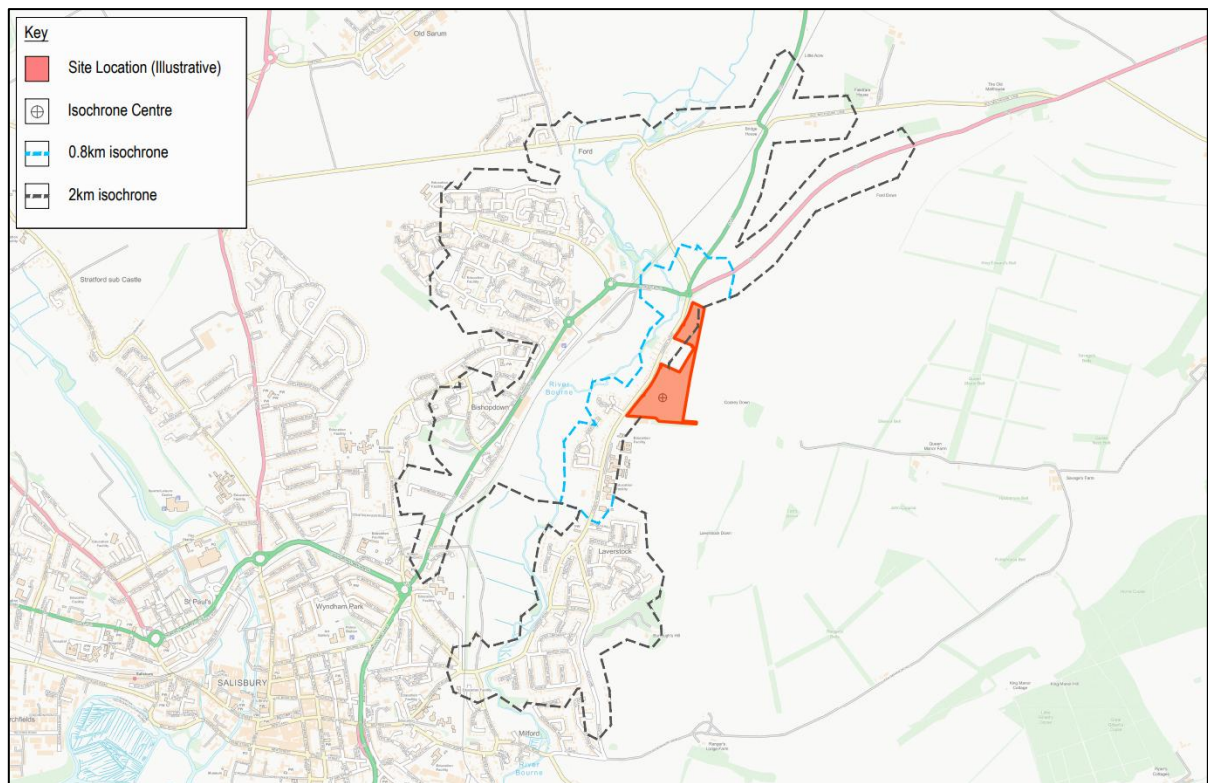


Figure 4.2 – Walking Isochrones

- 4.4.6 These isochrones demonstrate the area that can be reached from the site within an 800m walk and a 2km walk, reflecting the distances identified in MfS and IHT guidance as ‘reasonable’ for walking.
- 4.4.7 As shown, the northern area of Laverstock lies within an 800m walk of the site, whilst the whole of the village and the neighbouring Bishopdown lie within a 2km walk.
- 4.4.8 To assess the opportunity for everyday journeys to and from the site to be undertaken on foot, a review of the facilities and services located within these ‘reasonable’ walking distances has been undertaken. It should be noted that this is not intended as an exhaustive summary, but more so a demonstration of the types of amenities reachable.
- 4.4.9 **Figure 4.3** on the following page presents this review, showing an overview of the range of facilities and services that lie within a ‘reasonable’ walking distance of the site.

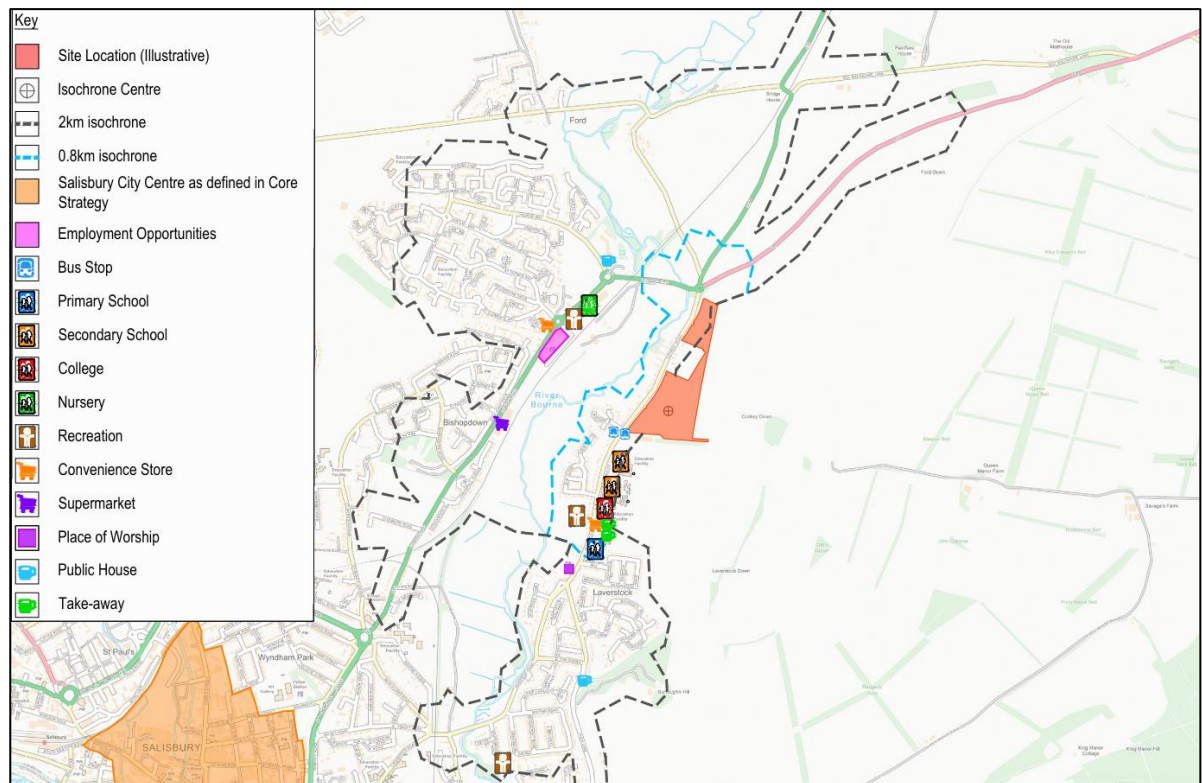


Figure 4.3 – Accessibility to Local Facilities and Services

- 4.4.10 As shown, within a 10-minute walk of the site (800m) future residents will have access to a primary school, two secondary schools, a college, a convenience store with an ATM, two take-aways, a sports club and bus stops for onward travel by public transport. Additional services and facilities that lie within a 2km walk distance are a church, a supermarket, a public house, a restaurant and employment opportunities.
- 4.4.11 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 4.1** on the following page.
- 4.4.12 These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second.

Service/Facility	Location		Distance		
			(metres)	(minutes)	(minutes)
Retail					
Aldi	London Road	SP1 3HP	1660	20	7
BP Convenience Store	London Road	SP1 3HP	1340	16	6
One Stop	Church Road	SP1 1QX	655	8	3
Salisbury City Centre	Salisbury	-	2605	31	11
Education					
Busy Bees Nursery	London Road	SP1 3YU	1120	13	5
St Joseph Catholic School	Church Road	SP1 1QY	395	5	2
Laverstock St Andrews C of E School	Church Road	SP1 1RD	725	9	3
St Edmunds Girls School	Church Road	SP1 1QU	505	6	2
Wyvern College	Church Road	SP1 1QX	560	7	2
Employment					
Employment opportunities off A30 London Road	London Road	SP1 3HP	1340	16	6
Salisbury City Centre	Salisbury	-	2605	31	11
Public House / Restaurant					
Hampton Inn	Pearce Way	SP1 3GU	1010	12	4
The Duck Inn	Duck Lane	SP1 1PU	1370	16	6
Take-aways					
Classic Fish Bar	Church Road	SP1 1QX	720	9	3
Classic Aroma (Chinese)	Church Road	SP1 1QX	720	9	3
Place of Worship					
St Andrews Church	Church Road	SP1 1QX	895	11	4
Recreation					
Laverstock & Ford Sports Club	Church Road	SP1 1QX	770	9	3
Parkwood Health and Fitness	London Road	SP1 3HP	1195	14	5
Whitebridge Park/play area	Whitebridge Road	SP1 1QA	1840	23	6

Table 4.1 – Distance and Estimated Journey Time to Services and Facilities

- 4.4.13 Given the above assessment it is reasonable to conclude that the site is located in a sustainable position, being well-related to the existing village of Laverstock, as well as Bishopdown, and the range of facilities and services hosted within. These destinations lie within a 'reasonable' walking and cycling distance of the site, and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car. It is important to highlight that Salisbury City Centre is accessible within an 11-minute cycle or 31-minute walk, with a large array of further amenities, services and transport opportunities.
- 4.4.14 Particularly the location of the site in relation to the nearest primary school, secondary schools and college, which are all located off Church Road, means that journeys between the site and these destinations can be made sustainably and without the use of the private car.
- 4.4.15 Given the location of the site, and the demonstrable opportunity for everyday journeys to be made on foot and by bicycle, the site presents the opportunity to create a development that is sustainable and that encourages journeys to be made actively.
- 4.4.16 It should also be noted that the site is located closer to the city centre (2.6km) in terms of walking and cycling than the permitted developments at Hampton Park (3.5km), Fugglestone Red (4.6km) and Longhedge (4.8km). The site is also closer in terms of walking and cycling than the majority of the sites allocated in February 2020: H3.1 Netherhampton Road (3.1km), H3.2 Hilltop Way (2.7km), H3.3 North of Netherhampton Road (2.8km) and H3.5 The Yard Hampton Park (3.6km).

4.5 Pedestrian Accessibility

- 4.5.1 Walking is a major mode of travel for local journeys and is recognised as the most sustainable form of travel (IHT, 2000). As such, walking forms an important part of sustainable growth, with the NPPF guiding that opportunities to promote walking are identified and maximised.
- 4.5.2 Therefore, by locating developments to minimise the need to travel and to maximise the potential for walking, sustainable growth can be promoted.
- 4.5.3 As set out earlier (see 'Local Facilities and Services') the location of the site is favourable to the creation of a sustainable development, with a range of day-to-day facilities, services and employment opportunities lying within a 'reasonable' walking distance.
- 4.5.4 The site is connected to these destinations by way of the existing pedestrian infrastructure in the surrounding area; the site is located opposite the existing footway which runs along the western side of Church Road, and thereafter provides access to the wider network that runs through Laverstock.
- 4.5.5 Two routes that provide connections between the site and important destinations have been identified; these are shown in **Figure 4.4** below and are thereafter described.

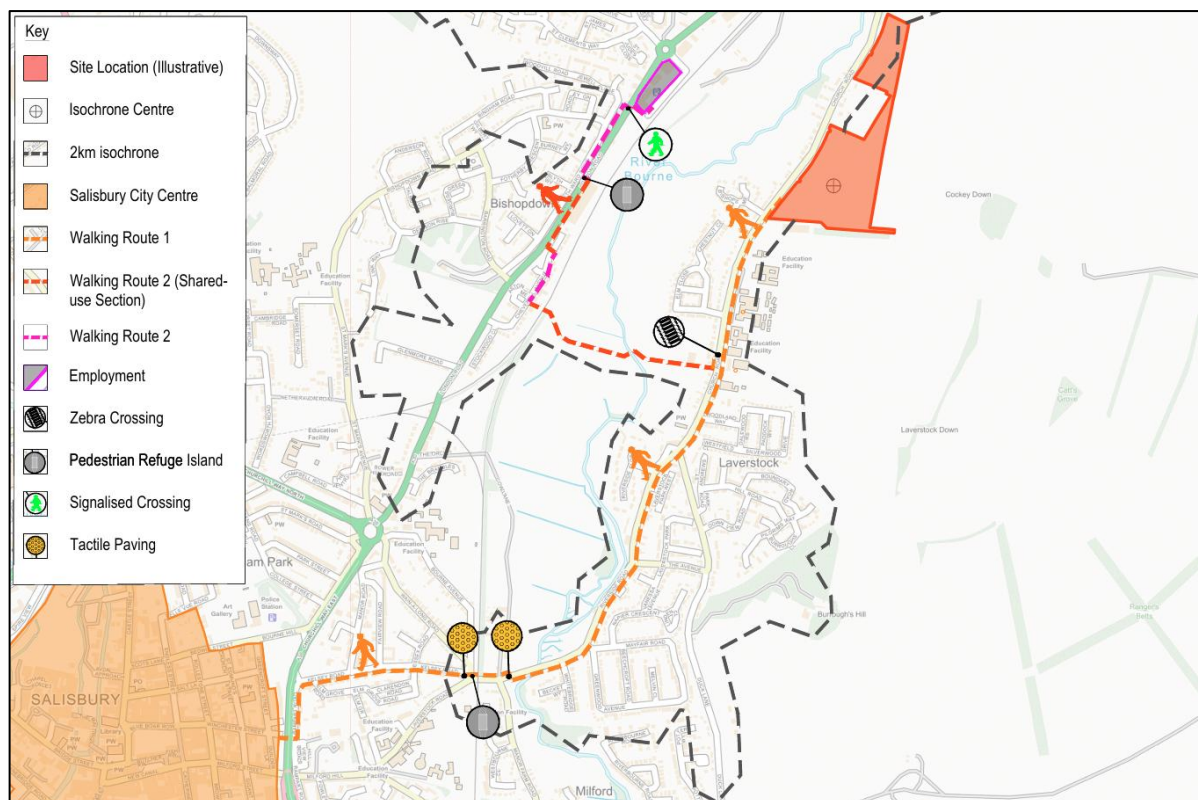


Figure 4.4 – Walking Routes

4.6 Walking Route 1

- 4.6.1 The first of the identified walking routes runs along Church Road, providing a connection between the site and Salisbury' city centre to the southwest.

- 4.6.2 From the site and as set out in more detail later (see 'Pedestrian and Cyclist Access') a new section of footway is proposed on the eastern side of Church Road, which would extend southwards from the site and connects into the existing provision that terminates at the entrance to St Joseph's Catholic School where one of the two signalised crossing points is proposed.
- 4.6.3 From this point, the route continues along the existing shared-use path that runs to the east of Church Road, passing the numerous educational facilities. It is noted that the entry and exit to St Joseph's Catholic School provide an at-grade crossing, to ease crossing of these junctions and in addition there is a dropped kerb crossing of Church Road atop a speed hump immediately north of the junction with Elm Close
- 4.6.4 It is also noted that advisory cycle lanes are *in situ* on Church Road through Laverstock, which provide a 'visual' narrowing of the carriageway, which in tandem with the removal of the centre line, serve to reduce traffic speeds. This therefore creates an environment that is more conducive to walking and cycling in the locality of the educational facilities on Church Road.
- 4.6.5 Immediately south of Wyvern College there is an existing raised zebra crossing, which affords pedestrians priority over 'through' traffic for crossing Church Road and also assists in reducing traffic speeds.
- 4.6.6 South of this the route continues along the existing footways to either side of Church Road, equipped with streetlights and typically with dropped kerbs to facilitate the crossing of junctions, and continues as Church Road becomes Riverside Road and then Laverstock Road.
- 4.6.7 Where Laverstock Road passes underneath the railway line there is footway provided to the north of the carriageway, and thereafter pedestrian refuge islands are provided on Bourne Avenue and Kelsey Road. These facilitate pedestrian movements by allowing the carriageway to be crossed in stages.
- 4.6.8 From this point the route continues along the existing footway that runs along Kelsey Road, this continues, again with streetlights and typically with dropped kerbs across junctions, through to Rampart Road.
- 4.6.9 Footway thereafter extends to the east of Rampart Road, before crossing to the west of the carriageway by way of a dropped kerb crossing. The route then continues underneath the A36 by way of an underpass that joins Winchester Street, which thereafter ties into the wider network the permeates through Salisbury's city centre.
- 4.6.10 As such, there is a continuous connection between the site and Salisbury's city centre, which comprises footways or shared-use paths that are equipped with streetlights and provide crossing facilities where required. This route also facilitates access to the nearby educational facilities and nearest convenience store.

4.7 Walking Route 2

- 4.7.1 The second of the identified walking routes provides a connection between the site and Bishopdown to the west, which hosts the nearest supermarket and employment opportunities.
- 4.7.2 The route follows the 'Walking Route 1' until the raised zebra crossing on Church Road, whereafter the route continues southwards, to the west of Church Road, before joining the shared-use path that runs westwards to the south of Laverstock & Ford Sports Club.
- 4.7.3 This shared-use path thereafter extends to the west, equipped with streetlights, and joins Cheverell Avenue. From this point, footway extends northwards to the east of Cheverell Avenue, and is equipped with streetlights.
- 4.7.4 Where Cheverell Avenue terminates at its northern extent, a shared-use path extends and runs northwards. Flanking the A30 London Road to the east. This facilities connection into the nearest supermarket, before continuing northwards (with dropped kerbs and tactile paving to ease crossing of the access into Aldi supermarket).

- 4.7.5 Approximately 30m north of this junction a pedestrian refuge island is *in situ* on the A30 London Road, which allows the carriageway to be crossed in two stages, and therefore facilitates connection into the footway to the west.
- 4.7.6 Thereafter this footway continues, with streetlights, for some 250m at which point a signal-controlled crossing, comprising a toucan crossing, facilitates connection to the footpath to the east of the A30 London Road by affording pedestrians priority over 'through' traffic when activated.
- 4.7.7 From this point the footpath extends and ties into the footway that thereafter provides access to the various employment opportunities in this location.
- 4.7.8 As such, there is a continuous connection between the site and the nearest supermarket and employment opportunities in Bishopdown, which is equipped with streetlights and crossing facilities where required.
- 4.7.9 It is noted that as part of the previous application (ref: 20/11598/OUT) WC's Highway Officer accepted the proposed pedestrian infrastructure including the formal signalised crossings.

4.8 Public Rights of Way

- 4.8.1 There is a network of Public Rights of Way (PRoW) that permeate through the area surrounding the site.
- 4.8.2 **Figure 4.5** below shows the various PRoW, which comprises a network of footpaths, bridleways and byways which promote accessibility through Laverstock.

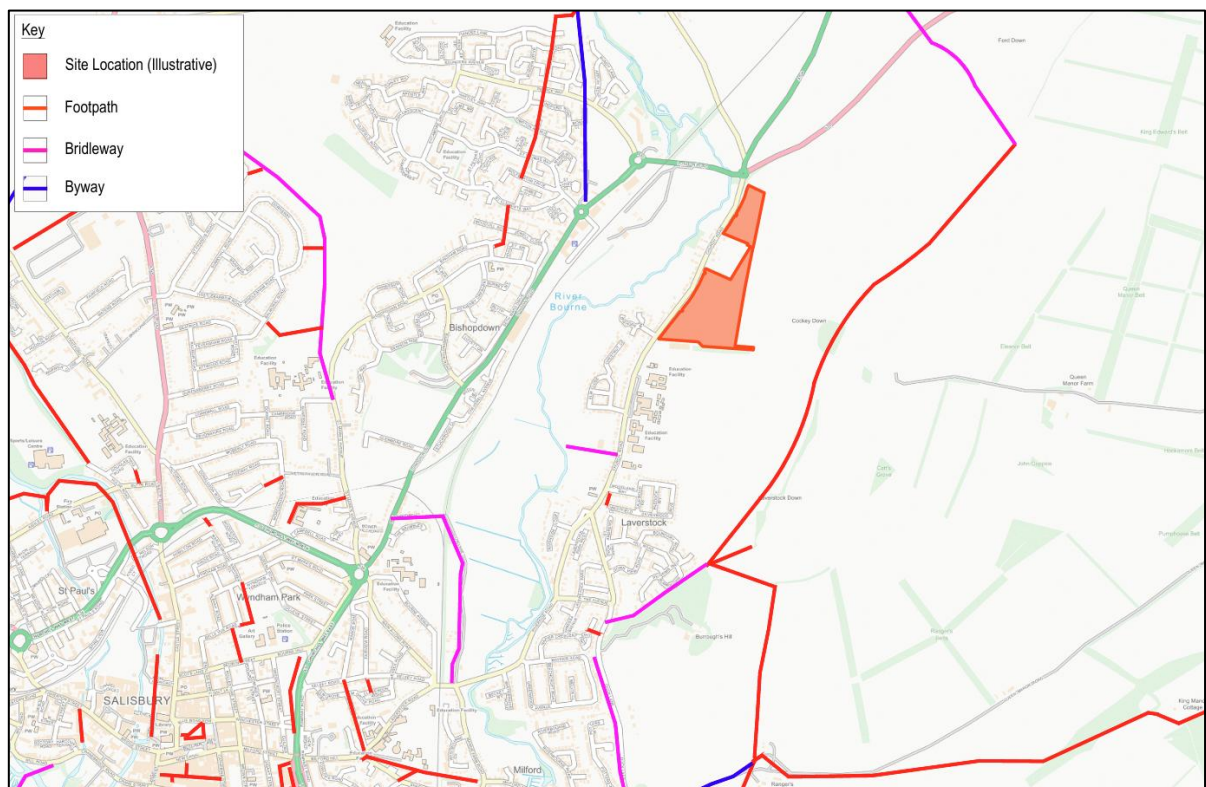


Figure 4.5 – Public Rights of Way

- 4.8.3 As it can be seen from **Figure 4.5** there is a PRoW to the south of the site on Church Road. This comprises a bridleway that runs to the south of Laverstock & Ford Sports Club before connecting into an existing shared-use path that continues through to Cheverell Avenue.

- 4.8.4 This provides an important route from Laverstock towards Bishopdown, promoting connectivity from the site towards the facilities and services located to the west of the railway line.
- 4.8.5 To the east of the site there is an existing footpath which runs broadly north to south; this can be accessed via Duck Lane where the route begins as a bridleway. There are also bridleways and footpaths to the south and east of Laverstock which form routes for leisure purposes.

4.9 Cyclist Accessibility

- 4.9.1 Cycling is recognised as one of the most sustainable modes of travel (CIHT, 2015) and as a result has the potential to replace the use of the private car for day-to-day trips. As such, cycling should be encouraged in new residential developments.
- 4.9.2 A threshold of 5km has been used. This is generally considered a reasonable cycling distance for most users and is identified as suitable distance for cycling under PPG 13. In addition to this, LTN1/20 states that *“two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people.”* This distance is approximately equivalent to 8km.
- 4.9.3 The site is located within reasonable cycling distance of a large area, which includes Laverstock and most of Salisbury; this is shown in the 5km cycling isochrone in **Figure 4.6** below.

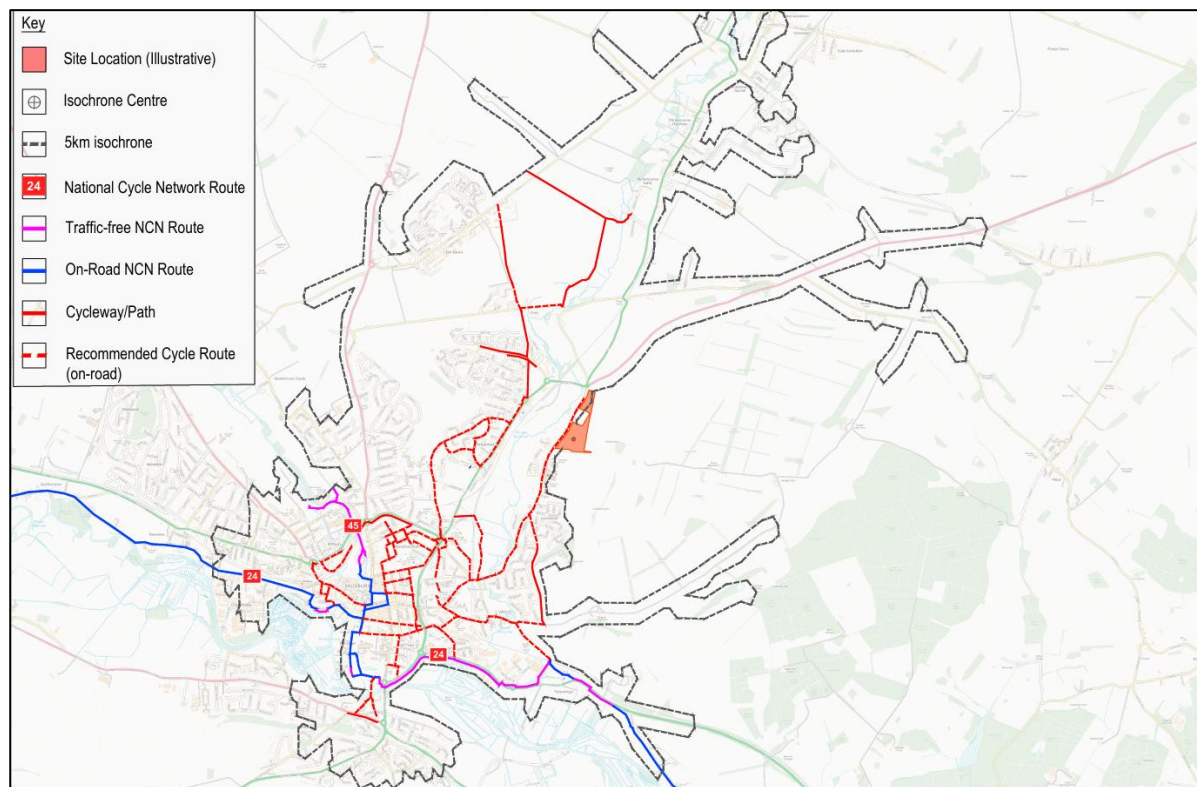


Figure 4.6 - Cycle Routes

- 4.9.4 **Figure 4.6** shows a 5km isochrone (approximately 20-minute cycle time) which demonstrates that the village of Laverstock, Old Sarum and the majority of Salisbury including the town centre and the railway station are accessible by bike. If the isochrone were to be extended to the higher cycle journey length of 8km the entirety of the city of Salisbury would lie within a reasonable cycle distance.
- 4.9.5 As shown, there is existing cycle infrastructure within the vicinity of the site; there are advisory cycle lanes along Church Road as well as shared-use paths outside the various educational facilities on Church Road.

- 4.9.6 Running southwards, the route continues to link into a network of cycle routes that continue through to Salisbury's city centre, as identified in the Connecting Wiltshire *Salisbury Cycle Map* (attached at **Appendix C**). These routes comprise either recommended on-road routes or cycle paths. As shown at **Appendix C** these routes create a continuous connection from the site through to Salisbury's city centre.
- 4.9.7 In terms of wider cycle routes, approximately 2km south of the site National Cycle Network (NCN) Route 24 can be joined on Milford Mill Road. NCN Route 24 continues to the east towards Romsey and to the west towards Warminster. Locally this route comprises a mix of traffic-free route and on-road route, and links through Salisbury's city centre. In the city centre NCN Route 24 links to NCN Route 45; this route commences in Salisbury and continues to the north towards Amesbury.
- 4.9.8 As such, the existing cycle network of Laverstock and Salisbury facilitates connection between the site and Salisbury's city centre by bicycle; this therefore means that the wider range of facilities and services located in this destination can be reached by sustainable means.
- 4.9.9 There are also wider NCN routes that promote longer-distance journeys by bicycle.

4.10 Public Transport Accessibility – Bus

- 4.10.1 The site is well-located in relation to the nearest existing bus stops ('Bishops Mead'), which are located on Church Road, adjacent the southern boundary of the site. The 'Bishops Mead' bus stops lie within a 400m walk of the site (measured from the centre of the site) which equates to a 5-minute walk. These bus stops currently take the form of a simple pole and flag, with timetable information.
- 4.10.2 The 'Bishops Mead' bus stops provide a range of bus services, as summarised in **Table 4.2** below, which sets out the route and approximate frequency of the services that call at these bus stops.

No.	Operator	Service Route	Approximate Frequency		
			Weekday	Saturday	Sunday
38	Salisbury Reds	West Dean – South Wilts Grammar School	School Service	No Service	No Service
66	Salisbury Reds	Bemerton – Salisbury – Laverstock – Porton – Shipton Bellinger	Hourly (12 services)	Hourly (5 services)	No Service
68	Stagecoach South	Salisbury – Stockbridge – Peter Symonds College	School Service	No Service	No Service
77	Stagecoach South	Winchester Bus Station (Circular)	2 per day	No Service	No Service
88	Salisbury Reds	Winterslow – Firsdown – Laverstock	School Service	No Service	No Service
675	Salisbury Reds	St Osmunds School - Bulford	School Service	No Service	No Service
R2	Salisbury Reds	Salisbury – Bishopdown – Laverstock	Hourly (6 services)	Hourly (6 services)	No Service
R6	Salisbury Reds	Salisbury – Laverstock	Half-hourly (13 services)	Half-hourly (12 services)	Hourly (8 services)

Table 4.2 - Summary of Bus Services

- 4.10.3 The 'Bishops Mead' bus stops are served by two main bus services: the 66 which routes hourly mainly between Salisbury city centre and Idminton via Laverstock between 08:02 and 18:48 Monday to Friday; and the r2RED which is a circular route to Salisbury town centre via Bishopdown and Laverstock and provides an hourly service between 19:45 and 23:56 Monday to Friday. Therefore, the development is served by an hourly bus service between 08:02 and 23:56 Monday to Friday ensuring journeys for work, shopping, leisure and evening entertainment and eating out can be undertaken by public transport.
- 4.10.4 Furthermore, the R6 service runs at a half-hourly frequency on weekdays and on a Saturday, and hourly on a Sunday, from the 'Duck Lane' and 'The Green' bus stops which are located to the south of the site. These bus stops lie approximately a 1km walk from the site, which equates to a 12-minute walk. The R6 bus service provides an hourly service between 06:59 and 19:02 providing the site with a regular bus service per hour albeit at a longer walking distance from the site.
- 4.10.5 As demonstrated within **Table 4.2**, there are also numerous school services that call at these bus stops.
- 4.10.6 As such, the existing services that pass the site and call at the 'Bishops Mead' bus stops provide regular connections into Salisbury's city centre, with a journey time of approximately 10 minutes, and the wider range of facilities, services and employment opportunities located at these destinations.
- 4.10.7 **Figure 4.7** on the following page shows the location of the closest bus stops in relation to the site location.

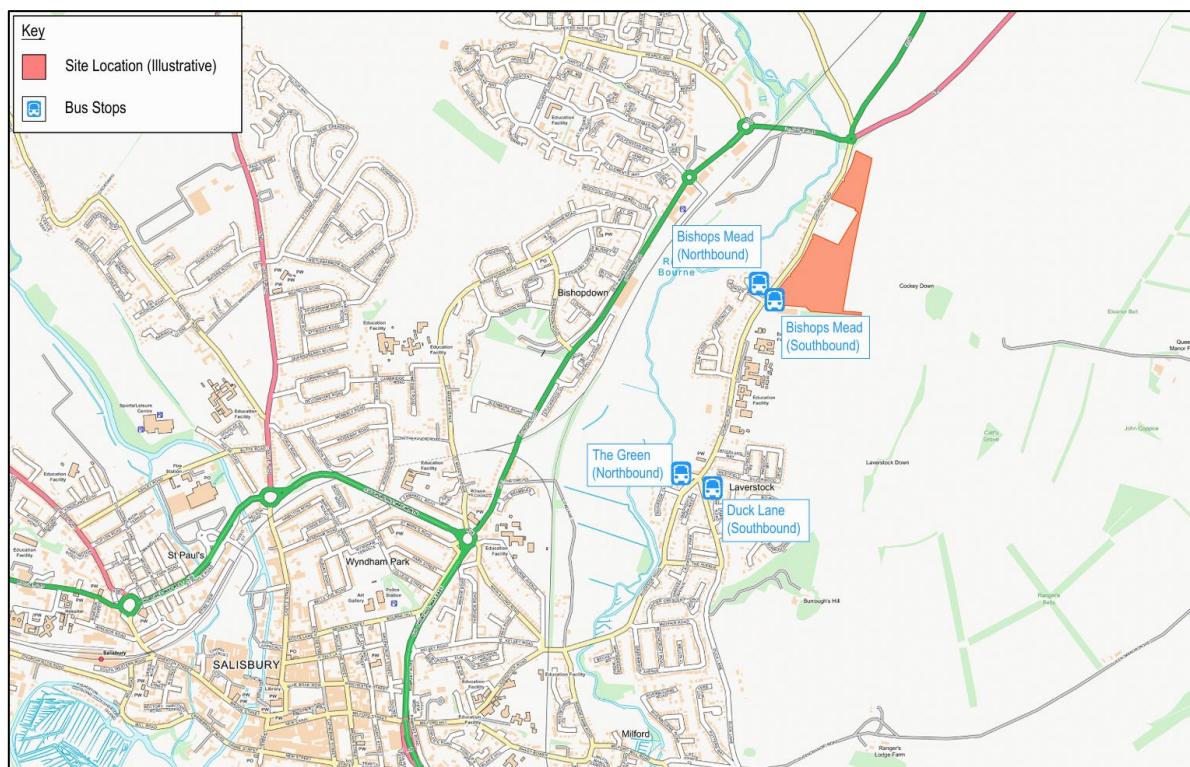


Figure 4.7 - Nearby Bus Stops

- 4.10.8 As such, the site is well-connected to the existing bus stops located on Church Road, and also those located at The Green. These bus stops provide connection via a range of bus services, that importantly provide linkages to Salisbury's city centre and the wider range of amenities located within, as well as providing evening provision. These bus services therefore represent a realistic alternative to the private vehicle.

4.11 Public Transport Accessibility – Rail

- 4.11.1 Salisbury Railway Station is located some 3.0km to the southwest of the site and can be reached within a 15-minute cycle. There are cycle parking facilities at the station with spaces for over 110 bicycles in sheltered wheel racks; as such there is the opportunity for travel to the station by bicycle for onwards travel by train.
- 4.11.2 The existing bus services that run close to the site also facilitate journeys to the station. The 66 service, which can be boarded at the 'Bishops Mead' bus stops, provides two connections on weekdays to and from the station. Furthermore, the 66 service, and the R6 service (which can be boarded at the 'Duck Lane' bus stops) both provide frequent connections to the 'New Canal' bus stops in Salisbury's city centre. From this bus stop the station can be reached within approximately 800m walking distance, which broadly equates to a 10-minute walk. As such there is the opportunity for travel to the station by bus for onwards travel by train.
- 4.11.3 The station is operated by South Western Railway and is served by a range of services. **Table 4.3** below summarises these services, including key destinations, approximate journey times and approximate frequencies on an average weekday.

Destination	Approximate Journey Time	Approximate Frequency
Local Services		
Grateley	12 minutes	Hourly
Dean	12 minutes	Hourly
Tisbury	13 minutes	Hourly
Andover	16 minutes	2 per hour
Gillingham	23 minutes	Hourly
Basingstoke	34 minutes	2 per hour
Regional Services		
Exeter St David's	120 minutes	Hourly
Bristol Temple Meads	70 minutes	Hourly
Portsmouth Harbour	80 minutes	Hourly
London Waterloo	90 minutes	Hourly
Cardiff Central	120 minutes	Hourly

Table 4.3 - Summary of Railway Services at Salisbury Railway Station

- 4.11.4 As such, the services calling at Salisbury Railway Station provide the opportunity for travel by sustainable means to a range of destinations, including Exeter, Bristol and London. The station is accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and an alternative to the private car.

4.12 Highway Network

4.12.1 The extent of the highway network considered in this TA is shown in **Figure 4.8** on the following page.

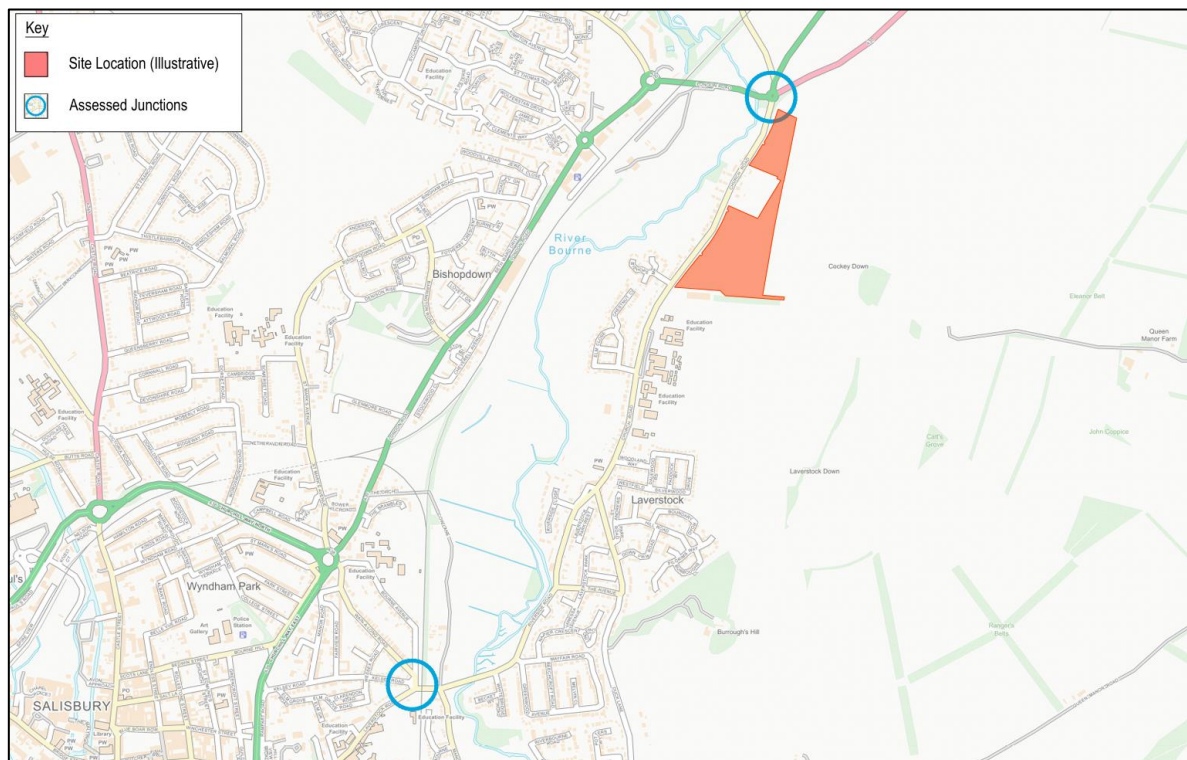


Figure 4.8 – Highway Network

4.12.2 Church Road runs broadly north-south as the primary route through the village of Laverstock, Church Road bounds the site to the west, and as such facilitates connection to the A30 and A338 to the north, as well as to the A36 and Salisbury's city centre to the south.

4.12.3 To the north of the site Church Road continues for some 0.5km, before forming the southern arm at a four-arm roundabout with the A338 and A30. Each arm of this four-arm roundabout is a single lane approach with a short flare, as shown in **Plate 4.1** below.



Plate 4.1 – A30/A338/Church Road Roundabout

- 4.12.4 To the south of the site Church Road continues through Laverstock, becoming Laverstock Road and forming the eastern arm at a mini-roundabout junction with Bourne Avenue some 1.8km to the southwest, as shown in **Plate 4.2** below.



Plate 4.2 – Bourne Avenue / Laverstock Road Mini-Roundabout

- 4.12.5 As such, the following junctions have been identified for assessment:
- Four-arm roundabout between the A338, A30 and Church Road; and
 - Three-arm mini-roundabout between Bourne Avenue and Laverstock Road.

A338 / A30 / Church Road Roundabout

- 4.12.6 The four-arm roundabout between the A338, A30 and Church Road is a 30m ICD roundabout comprising:
- A338 (northern arm);
 - A30 (eastern and western arms); and
 - Church Road (southern arm).
- 4.12.7 Each arm provides a single lane approach which flares on entry to the roundabout, whilst all arms provide single lane exits and splitter islands.

Bourne Avenue / Laverstock Road Mini-Roundabout

- 4.12.8 The three-arm mini-roundabout between Bourne Avenue and Laverstock Road is a three-arm mini-roundabout comprising:
- Bourne Avenue (northern arm); and
 - Laverstock Road (eastern and western arm).
- 4.12.9 Each arm provides a single lane approaches and entries, as well as single lane exits.
- 4.12.10 The northern and western arms have pedestrian refuge islands.

4.13 Traffic Surveys

- 4.13.1 To assess the current performance of the identified highway network and determine a 'baseline condition' a set of traffic surveys were undertaken in March 2019.
- 4.13.2 Manual Classified Count (MCC) surveys were undertaken on Tuesday 12th March 2019, between 07:30 – 09:30 and 16:30 – 18:30 at the junctions shown in **Figure 4.8**.
- 4.13.3 Based on the MCCs, the recorded peak periods on the highway network were 07:45 – 08:45 and 16:45 – 17:45.
- 4.13.4 The traffic flows captured in these surveys, for both the AM peak hour and PM peak hour, are shown in the traffic flow diagrams at **Appendix D**. These surveyed traffic flows have subsequently been growthed to form the '2026 Base' scenario.

4.14 Existing Junction Performance

- 4.14.1 This section sets out the assessment of the existing performance of the highway network.
- 4.14.2 To assess the existing performance of the identified junctions, as shown in **Figure 4.8**, junction capacity modelling has been undertaken using industry-standard software JUNCTIONS 10.
- 4.14.3 The junctions were tested based on a 2026 'Base' scenario, which comprises the 2019 'Base' traffic flows (i.e. those captured in the surveys) growthed to 2026; it is industry-standard practice to test existing performance based on the year of submission of a planning application.
- 4.14.4 The methodology for the 'growth' of these traffic flows is set out later in 'Background Growth'. The 2026 'Base' traffic flows are shown in the traffic flow diagrams at **Appendix D**.
- 4.14.5 Therefore, testing these junctions based on the 2026 'Base' flows provides an assessment of the existing performance of each junction.

Bourne Avenue / Laverstock Road Mini-Roundabout

- 4.14.6 The results of the 2026 'Base' modelling for the mini-roundabout between Bourne Avenue and Laverstock Road are shown in **Table 4.4** on the following page.

Arm	AM			PM		
	Queue PCUs	Delay s	RFC	Queue PCUs	Delay s	RFC
2026 'Base'						
Laverstock Road East	3.6	21.93	0.79	2.0	13.52	0.67
Laverstock Road West	0.3	4.98	0.25	0.4	5.35	0.31
Bourne Avenue	1.6	12.11	0.62	1.7	13.10	0.64

Table 4.4 – Bourne Avenue / Laverstock Road Mini-Roundabout – 2026 'Base' Results

- 4.14.7 As shown, the junction is currently operating within capacity, on all arms, in both peak hours.

A338 / A30 / Church Road Roundabout

- 4.14.8 The results of the 2026 'Base' modelling for the three-arm roundabout between the A338, A30 and Church Road are shown in **Table 4.5** below.

Arm	AM			PM		
	Queue PCUs	Delay s	RFC	Queue PCUs	Delay s	RFC
2026 'Base'						
Church Road	1.3	13.51	0.57	3.9	25.66	0.80
A30 West	2.2	9.53	0.68	1.3	7.64	0.57
A338	1.2	7.93	0.55	1.3	7.74	0.56
A30 East	1.1	5.42	0.53	0.9	4.93	0.47

Table 4.5 – A30 / A338 / Church Road Roundabout – 2026 'Base' Results

- 4.14.9 As shown, the junction is currently operating within capacity, on all arms, in both peak hours.

4.15 Highway Safety

- 4.15.1 An assessment of Personal Injury Collision (PIC) data has been undertaken on the section of Church Road within the vicinity of the site. PIC collision data has been assessed for a five-year period between 2020 and 2024 extracted from crashmap.co.uk. The study area is shown in **Figure 4.9** along with the location of the incidents that have occurred.

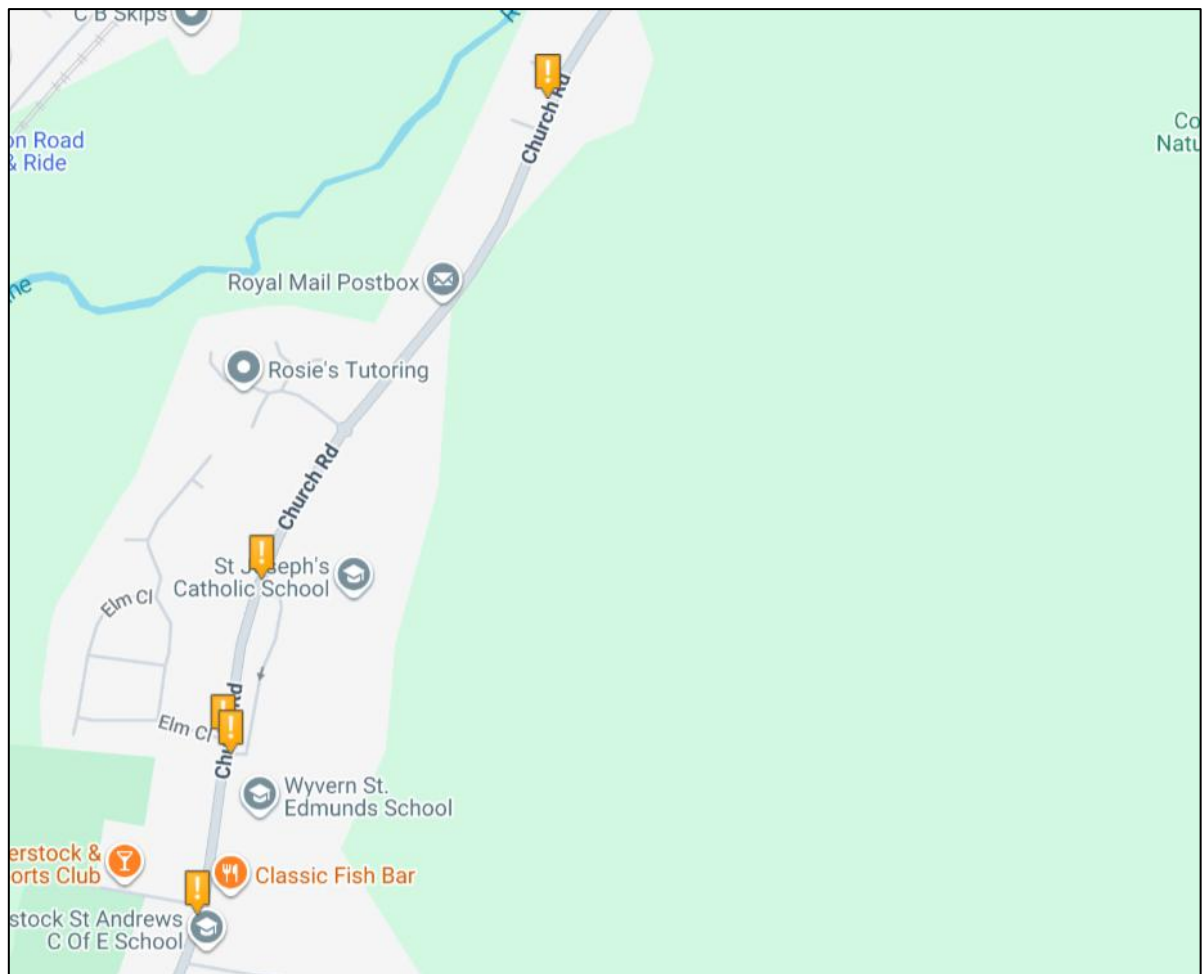


Figure 4.9 – PIA Data

- 4.15.2 Within the local highway network there have been five 'slight' incidents on Church Road within the vicinity of the site. It is important to note however that no incidents have occurred at the location of the proposed site access.
- 4.15.3 Although five incidents have occurred on the section of Church Road demonstrated within **Figure 4.9**, this frequency is relatively low given the likely traffic volume. It is therefore reasonable to conclude that there are no existing highway safety concerns to mitigate.
- 4.15.4 In view of this, taking into account the lack of accidents recorded on the immediate highway network, it is reasonable to conclude that the adjoining highway does not suffer from any inherent infrastructure weakness that would be considered as dangerous. Furthermore, as discussed later in this report, the traffic impact of this development is likely to be insignificant and is therefore unlikely to have a material impact on highway safety.

5 Development Proposals

5.1 Introduction

- 5.1.1 This section of the TA sets out the proposals for the development of the site, the strategy for providing access for vehicles, pedestrians and cyclists, and the standards for determining the level of parking that the development would require.
- 5.1.2 Development proposals would see the delivery of up to 110 dwellings at the site.

5.2 Vehicular Access

- 5.2.1 It is proposed that two vehicular access points will be provided by way of priority 'give way' junctions taken off Church Road. Both access points would measure 5.5m in width with 6.0m radii and would be flanked by 2m footways.
- 5.2.2 Visibility splays, in line with the 30mph speed limit on Church Road, would be provided and maintained. As such, 2.4m x 43m visibility splays, suitable for the 30mph speed limit in line with MfS standards, would be provided.
- 5.2.3 The proposed vehicular access strategy is shown in the drawing attached at **Appendix E**.
- 5.2.4 Swept path analysis has been undertaken to show that a refuse vehicle can safely manoeuvre through the proposed vehicular access. This analysis is shown in the drawing at **Appendix E**.

5.3 Pedestrian and Cyclist Access

- 5.3.1 The proposed vehicular access points would be flanked by 2.0m footways and would be equipped with dropped kerbs, supplemented with tactile paving, to facilitate the crossing of the access. These footways would link to the proposed footway that would run along the frontage of the site on Church Road.
- 5.3.2 A section of footway measuring 2.0m in width is proposed along the eastern side of Church Road, linking the two proposed access points. The proposed footway along Church Road will link the northernmost access to the southernmost access and will continue towards the proposed signalised crossing point, whereby safe pedestrian access can be provided onto the existing footway on the western side of Church Road. Should it be deemed necessary, a further section of footway can be provided within highway land to the north of the most northern access as shown in the drawing at **Appendix E**.
- 5.3.3 Two signalised crossing points are proposed on Church Road, as demonstrated within **Appendix E**. The first signalised crossing point is proposed approximately 20m south of the Bishops Mead junction with the second signalised crossing point proposed approximately 105m north of the Elm Close junction.
- 5.3.4 As such, the proposed section of footway alongside the proposed signalised crossing points will create a continuous safe walking connection between the site, the schools to the south and the wider pedestrian network.
- 5.3.5 The proposed vehicular access will also facilitate access into the site for cyclists from Church Road.

5.4 Internal Road Layout and Parking Provision

- 5.4.1 The design of the internal road network will be set out and agreed at the reserved matters stage. This will be developed to meet the standards specified in MfS and WC guidance, with a particular focus on the creation of safe routes within the Site encouraging accessibility for active travel with priority for pedestrians and cyclists to encourage active travel over car use. All internal roads will be designed to accommodate access by refuse vehicles and emergency services, as appropriate, to be demonstrated by swept path analysis.
- 5.4.2 The development will provide car and cycle parking in accordance with the adopted parking standards at the time of reserved matters application(s). Car parking will be designed in such a way to discourage car use, with an emphasis on ensuring that this does not dominate spaces or inconvenience pedestrians and cyclists. The development will include provision of charging infrastructure to facilitate the use of Electric Vehicles (EVs) in accordance with the requirements set out in the Building Regulations and therefore reduce the impacts associated with vehicle emissions.

5.5 Travel Plan

- 5.5.1 TPs are seen by the Government as a strategic management tool in achieving traffic reduction and accelerating the development of more sustainable travel trends on both the strategic and local highway networks. Furthermore, they are being increasingly used as part of a toolkit to secure reductions in carbon emissions and contribute to the UK's target to bring all Greenhouse Gas (GHG) emissions to net zero by 2050.
- 5.5.2 To echo both national and local aspirations to deliver sustainable development, and contribute towards priorities of reducing emissions and congestion, a FTP has been prepared in conjunction with the TA and is included with the planning application.
- 5.5.3 The core aim of the FTP is to have a positive influence on the travel behaviours of all users of the development by maximising opportunities for trips to be made using sustainable modes.
- 5.5.4 The FTP has been prepared in compliance with national and local guidance outlining key targets, responsibilities, and a range of initiatives and measures that are designed to:
- Reduce the need to travel by car, thus reducing pollution and traffic in the area;
 - Facilitate good access to key day-to-day destinations and surrounding residential areas;
 - Cooperate with the LHA and other relevant organisations in achieving the greatest mode shift away from single-occupancy car journeys;
 - Provide on-site facilities to encourage the usage of walking, cycling and public transport as appropriate; and
 - Promote a healthier lifestyle for residents, visitors and the wider community.

6 Traffic Growth and Development Trip Generation

6.1 Introduction

6.1.1 This section sets out the methodology used in the assessment of the anticipated impact of the proposed development on the highway network, and as such includes information on background growth, committed developments, trip rates, trip generation, trip distribution and travel pattern.

6.2 Future Year Assessment

6.2.1 As a means to undertake a robust assessment of future conditions the highway network has been tested assuming a future year of 2031. This is based on five years after the submission of the planning application in 2026.

6.2.2 As such, growth adjustments have been applied to the surveyed traffic flows (2019 'Base') to synthesise the rising traffic demand from a range of contributors, including greater wealth, increased car ownership, an increased working population and importantly traffic generated from sites allocated for development.

6.3 Background Growth

6.3.1 Using industry-standard software, TEMPro (Version 8.1), 'Core Strategy - Car Driver' growth factors were derived for the MSOs that cover Salisbury; these MSOAs are shown in **Figure 6.1** on the following page. These growth factors, adjusted to take into account National Transport Model Traffic Growth Calculations (using 'NRTM 2022 Core Scenario') for 'All Roads' are shown in **Table 6.1** below.

6.3.2 As the traffic surveys were undertaken in 2019, growth factors were calculated to adjust these traffic flows to the following:

- The year of submission of the planning application, 2026; and
- Five years after submission of the planning application, 2031.

Salisbury MSOAs	AM Peak		PM Peak	
	2019 – 2026	2026 – 2031	2019 – 2026	2026 – 2031
Wiltshire 051	1.0546	1.0537	1.0550	1.0551
Wiltshire 052	1.0615	1.0604	1.0624	1.0619
Wiltshire 053	1.0558	1.0564	1.0547	1.0580
Wiltshire 055	1.0485	1.0526	1.0458	1.0527
Wiltshire 056	1.0529	1.0537	1.0506	1.0538
Wiltshire 057	1.0550	1.0485	1.0525	1.0498
Wiltshire 058	1.0610	1.0585	1.0606	1.0588
Wiltshire 059	1.0578	1.0552	1.0579	1.0566
Average	1.0559	1.0549	1.0549	1.0558

Table 6.1 – TEMPro Growth Factors – 2019 – 2026 and 2026 – 2031

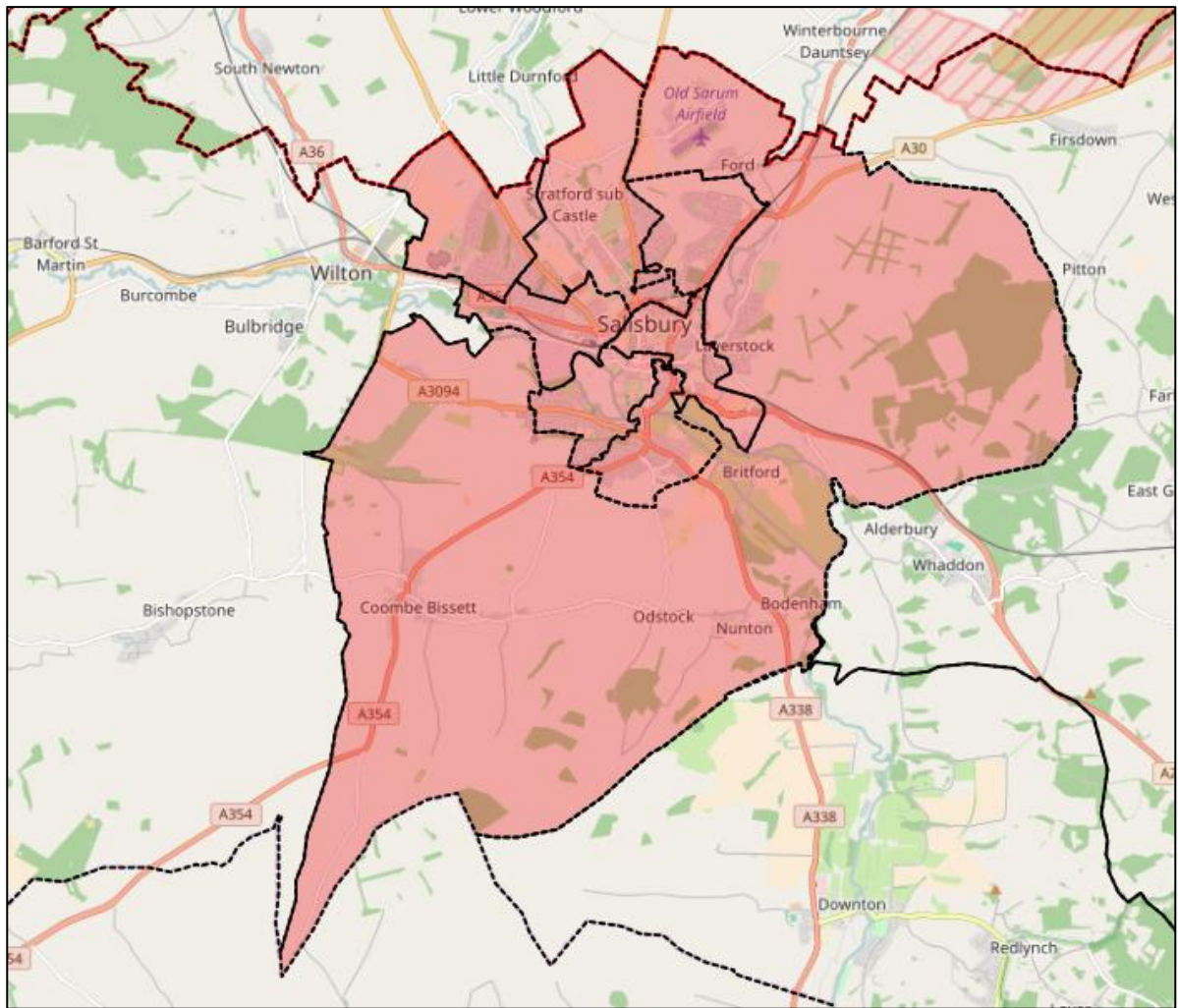


Figure 6.1 – Salisbury MSOAs (Source: extract from Nomis)

6.3.3 The average of the 2019 – 2026 growth rates was then applied to the 2019 'Base' traffic flows to create 2026 'Base' traffic flows. As such this forecasts background traffic flows for the year of submission of the planning application. These 2026 'Base' traffic flows are shown in the traffic flow diagrams at **Appendix D**.

6.3.4 The average of the 2026 – 2031 growth rates was then applied to the 2026 'Base' traffic flows to create 2031 'Do Nothing' traffic flows. As such this forecasts background traffic flows five years after the year of submission of the planning application. These 2031 'Do Nothing' traffic flows are shown in the traffic flow diagrams at **Appendix D**.

6.4 Trip Rates and Trip Generation

6.4.1 To forecast the traffic generation of the proposed development, trip generation has been calculated based on the 'Houses Privately Owned' category of the 'Residential' land use category of the TRICS database utilised as part of the previous planning application for the site whereby the trip rates were accepted.

6.4.2 The results were filtered to include sites meeting the following criteria:

- Sites with between 50 and 300 dwellings;
- Only surveys undertaken on weekdays;
- Sites within England;
- 'Edge of Town' and 'Suburban Area' sites; and
- Sites without a Travel Plan.

6.4.3 It should be noted that the site will likely include a proportion of affordable housing, and as such the use of the 'Houses Privately Owned' category to calculate the trip generation of the entire quantum provides a robust assessment.

6.4.4 **Table 6.2** below sets out the resulting trip rates for the proposed development, with the full TRICS output attached at **Appendix F**.

Time	Arrivals	Departures	Total
AM	0.116	0.342	0.458
PM	0.300	0.129	0.429

Table 6.2 – Vehicle Trip Rates

6.4.5 To forecast the trip generation of the proposed development, the number of dwellings proposed has been applied to the trip rates set out in **Table 6.2** above. **Table 6.3** below sets out the resulting trip generation of the proposed development, for the AM peak hour and PM peak hour.

Time	Arrivals	Departures	Total
AM	13	38	51
PM	33	14	47

Table 6.3 – Vehicle Trip Generation (110 dwellings)

6.4.6 As shown above, it is anticipated that the proposed development would generate a maximum of 51 trips in the AM peak hour and 47 trips in the PM peak hour. This equates to only a single additional trip on the highway network every minute in each peak hour.

6.5 Travel Pattern

6.5.1 In order to determine the anticipated baseline modal split for the proposed development, 'Method of Travel to Work (QS701EW)' data from the 2011 census was assessed.

6.5.2 This assessment shows the predominant travel patterns of the existing area, which has then been used to estimate the modal split of the proposed development. This estimated modal split is set out in **Table 6.4** below.

Travel Mode	Modal Split	AM		PM	
		Arrivals	Departures	Arrivals	Departures
Car Driver	70%	9	27	23	10
Car Passenger	6%	1	2	2	1
Motorcycle	1%	0	0	0	0
Walking	13%	2	5	4	2
Cycling	3%	0	1	1	0
Public Transport	7%	1	3	2	1
Total	100%	13	38	33	14

**Summation errors due to rounding*

Table 6.4 – Estimated Modal Split

6.6 Trip Distribution

6.6.1 It is anticipated that the traffic generated by the proposed development will share a similar distribution to that of the existing highway network. It is noted that there are two access points proposed, however for assessment purposes the distribution has been calculated from one access point. As such, it is assumed that:

- At the proposed vehicular access points, the forecast development traffic is distributed (i.e, north or south on Church Road) based upon the observed traffic flows recorded during the aforementioned MCC survey at the junction between the A338, A30 and Church Road; and
- At the two junctions identified for assessment, the distribution of the forecast development traffic is based upon the existing turning proportions.

6.6.2 The resulting forecast distribution of development traffic is shown in **Table 6.5** and **Table 6.6** on the following page for the AM peak hour and PM peak hour respectively.

Direction	Routeing	Arrivals	Departures
Church Lane <i>North of Access</i>	A338	26%	19%
	A30 East	10%	16%
	A30 West	13%	13%
	Total	49%	49%
Church Lane <i>South of Access</i>	Laverstock Road	0%	39%
	Kelsey Road	37%	5%
	Wain-A-Long Road	14%	5%
	Bourne Avenue	0%	2%
	Total	51%	51%

Table 6.5 – Development Trip Distribution – AM Peak

Direction	Routeing	Arrivals	Departures
Church Lane <i>North of Access</i>	A338	21%	19%
	A30 East	18%	17%
	A30 West	9%	12%
	Total	48%	48%
Church Lane <i>South of Access</i>	Laverstock Road	21%	24%
	Kelsey Road	0%	7%
	Wain-A-Long Road	21%	18%
	Bourne Avenue	10%	3%
	Total	52%	52%

Table 6.6 – Development Trip Distribution – PM Peak

6.6.3 The distribution of the proposed development traffic was then calculated by applying the trip generation of the site (see **Table 6.3**) to the vehicular trip distribution set out in **Table 6.5** and **Table 6.6** above.

6.6.4 2031 'With Development' traffic flows were then created by adding the development traffic flows to the 2031 'Do Nothing' traffic flows. The resulting traffic flows are shown at **Appendix D**.

7 Traffic Impact Assessment

7.1 Introduction

- 7.1.1 The traffic impact assessment undertaken for the site has been based on the previously submitted assessment as agreed with WC Highways.
- 7.1.2 To assess the future performance of the highway network, this section considers the performance of the identified junctions for two future year scenarios. These are as follows:
- 2031 'Do Nothing'; and
 - 2031 'With Development.'
- 7.1.3 The 2031 'Do Nothing' scenario tests the identified junctions based on a set of projected 'future baseline' traffic flows. These comprise the traffic flows captured in the surveys 'growthed' to 2031.
- 7.1.4 The 2031 'With Development' scenario tests the identified junctions following the addition of the traffic flows, forecast to be generated by the proposed development, to the projected 'future baseline' traffic flows of the 2031 'Do Nothing' scenario.
- 7.1.5 As such, by comparing the differing results of the 'Do Nothing' and 'With Development' scenarios the performance of each junction can be viewed in the context of background traffic flows, and with the addition of the traffic flows generated by the development proposals.
- 7.1.6 Therefore, the material impact of the proposed development, and indeed the two options for vehicular access, on the identified junctions can be isolated and evaluated.

7.2 Junction Assessments

- 7.2.1 Junction capacity modelling for the identified junctions was undertaken for the 2031 'Do Nothing' and 2031 'With Development' scenarios, using industry-standard software Junctions 10.
- 7.2.2 In addition, junction capacity modelling of proposed vehicular access to the site was also undertaken for the 2031 'With Development' scenario, again using Junctions 10.
- 7.2.3 The full set of modelling outputs for this modelling is presented at **Appendix G**.

Bourne Avenue / Laverstock Road Mini-Roundabout

- 7.2.4 The results of the 2031 'Do Nothing' and 2031 'With Development' modelling for the mini-roundabout between Bourne Avenue and Laverstock Road are shown in **Table 7.1** on the following page.

Arm	AM			PM		
	Queue PCUs	Delay s	RFC	Queue PCUs	Delay s	RFC
2031 'Do Nothing'						
Laverstock Road East	4.9	28.18	0.84	2.4	15.44	0.71
Laverstock Road West	0.4	5.13	0.26	0.5	5.55	0.33
Bourne Avenue	1.9	13.50	0.66	2.1	15.03	0.68
2031 'With Development'						
Laverstock Road East	5.9	33.14	0.86	2.5	15.98	0.72
Laverstock Road West	0.4	5.16	0.26	0.5	5.63	0.34
Bourne Avenue	2.0	13.76	0.67	2.2	15.45	0.69

Table 7.1 – Laverstock Road / Bourne Avenue Mini-Roundabout – 2031 'Do Nothing' and 2031 'With Development' Results

- 7.2.5 As shown in **Table 7.1** the junction is forecast to operate within capacity, on all arms, in both the AM peak hour and PM peak hour.
- 7.2.6 When comparing between the 'Do Nothing' and 'With Development' scenarios, the forecast increases in RFC, queuing and delay following the addition of the traffic generated by the proposed development are not significant.
- 7.2.7 As such, the addition of the traffic generated by the proposed development is not anticipated to result in a severe residual cumulative impact and as such no mitigation works are required at this junction.

A338 / A30 / Church Road Roundabout

- 7.2.8 The results of the 2031 'Do Nothing' and 2031 'With Development' modelling for the four-arm roundabout between the A338, A30 and Church Road are shown in **Table 7.2** on the following page.

Arm	AM			PM		
	Queue PCUs	Delay s	RFC	Queue PCUs	Delay s	RFC
2031 'Do Nothing'						
Church Road	6.0	41.71	0.86	6.4	40.03	0.87
A30 West	24.4	83.60	0.98	1.6	8.52	0.61
A338	4.3	22.69	0.82	1.5	8.71	0.60
A30 West	1.0	5.78	0.51	1.0	5.40	0.50
2031 'With Development'						
Church Road	7.4	50.49	0.89	6.9	42.97	0.88
A30 West	24.1	82.41	0.98	1.6	8.64	0.62
A338	4.4	23.27	0.82	1.6	8.93	0.61
A30 West	1.0	5.81	0.51	1.0	5.51	0.51

Table 7.2 – Church Road / A30 / A338 Roundabout – 2031 'Do Nothing' and 2031 'With Development' Results

- 7.2.9 As shown in **Table 7.2** the junction is forecast to operate within capacity, on all arms, in both the AM peak hour and PM peak hour.
- 7.2.10 When comparing between the 'Do Nothing' and 'With Development' scenarios, the forecast increases in RFC, queuing and delay following the addition of the traffic generated by the proposed development are not significant.
- 7.2.11 As such, the addition of the traffic generated by the proposed development is not anticipated to result in a severe residual cumulative impact and as such no mitigation works are required at this junction.

Church Road / Site Access Priority Junction

- 7.2.12 The results of the 2031 'With Development' modelling for the proposed priority 'give way' junction off Church Road is shown in **Table 7.3** below. As previously mentioned, the site is proposing two access points, however, for the purposes of this assessment it is assumed that all traffic would exit one access.

Arm	AM			PM		
	Queue PCUs	Delay s	RFC	Queue PCUs	Delay s	RFC
2031 'With Development'						
Church Road South	0.1	11.51	0.11	0.0	11.57	0.04
Site Access	0.0	4.10	0.02	0.1	4.09	0.05

Table 7.3 – Church Road / Site Access Priority 'Give Way' Junction – 2031 'With Development' Results

- 7.2.13 As shown in **Table 7.3**, the proposed junction is predicted to operate well within capacity in the both the AM peak hour and PM peak hour.
- 7.2.14 As such, the proposed priority 'give-way' junction to serve the proposed development is anticipated to have sufficient capacity to accommodate the predicted background traffic and the traffic generated by the proposed development, with a marginal impact on the adjoining highway.

Summary

- 7.2.15 As shown, the assessed junctions are forecast to operate within capacity, on all arms, in both the AM peak hour and PM peak hour.
- 7.2.16 This modelling therefore shows that whilst the proposed development would add traffic to the highway network, it is of a level that can be accommodated and is not forecast to result in a severe residual cumulative impact. Therefore, no mitigation schemes are required at any of these junctions.
- 7.2.17 It is important to note that the modelling undertaken provides a robust assessment, testing the proposed development with no allowance for affordable housing or the effect of a Travel Plan.
- 7.2.18 Furthermore, the assessment also tests a future year of 2031, based on five years after the submission of the planning application. To forecast background traffic flows for this year growth factors were calculated using TEMPro; this synthesises the rising traffic demand from a range of contributors, including greater wealth, increased car ownership, an increased working population and importantly traffic generated from sites allocated for development.

8 Construction Impact

8.1 Introduction

- 8.1.1 The anticipated impact of the construction traffic associated with the proposed development has been assessed based on experience on other comparable schemes within the area.
- 8.1.2 Throughout the construction of the proposed development, various plant, equipment and materials will need to be transported to/from the site.
- 8.1.3 The related construction traffic will comprise two principle forms. Firstly, workforce-related traffic will comprise the arrival/departure of the workforce associated with the development of the site. Secondly, delivery-related traffic will comprise traffic associated with deliveries, plant movements, and material movements for export/import of materials.

8.2 Workforce-Related

- 8.2.1 Typically, site hours demand the workforce to arrive/depart outside of peak hours, and as such this element of construction traffic will have minimal impact during peak hour.
- 8.2.2 In addition, the total movements associated with the finished residential development are likely to be greater than the number of workforce-related movements, and therefore these movements will present less onerous traffic conditions.
- 8.2.3 During the construction phase, the workforce will not be permitted to park within the local highway network in the vicinity of the site. To prevent this overspill, on-site provisions will be made within the boundary of the development site to accommodate all construction workforce parking requirements. Alternatively, parking will be coordinated to use off-site public parking where necessary.

8.3 Delivery-Related

- 8.3.1 Regarding delivery-related traffic, deliveries and earth-moving operations can be managed. Planning conditions may be secured to restrict deliveries to outside of peak hours, and to designated routes.
- 8.3.2 An earthworks strategy will aim to retain as much material as possible on site.
- 8.3.3 A Construction Traffic Management Plan (CTMP), which will set out the hours of operation and maximum vehicle movements, will be prepared and agreed with relevant consultees before the commencement of construction work. Given the numerous educational facilities located on Church Road this strategy will aim to limit any movements during school 'pick up' and 'drop off' periods.

9 Summary and Conclusions

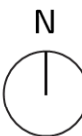
- 9.1.1 This TA has assessed the accessibility of the proposed development for up to 110 dwellings and undertaken a comprehensive study to establish the forecast impact of the proposed development on the highway network.
- 9.1.2 The proposed development is positioned in a sustainable location, with a number of key day-to-day facilities and services accessible by walking, cycling or by public transport. The site is well-positioned to tie into the existing pedestrian network, cycle routes and public transport offerings, and as such offers realistic alternative travel mode choices to the private car for day-to-day trips.
- 9.1.3 Vehicular access would be taken off Church Road and would comprise two priority 'give way' junctions with the same geometries. It is proposed to provide a section of footway on the eastern side of Church Road as well as two signalised crossing points.
- 9.1.4 Junction capacity modelling demonstrates that the proposed development is not forecast to lead to a material impact on the highway network. As such no mitigation schemes are required.
- 9.1.5 The site is located in a sustainable location and has the potential to offer future residents a genuine opportunity to undertake everyday journeys by sustainable modes.
- 9.1.6 It is therefore concluded that there are no highways or transport reasons to prevent the proposals from being approved.

Appendix A: Parameters Plan

0 70 m

KEY

- Application Site Boundary 8.09 ha
- Residential [up to 110 dwellings @ 35 DPH] 3.15 ha
- Existing Trees, Hedgerows & Vegetation to be retained
- Open Access Land
- Proposed Structural Planting
- Proposed Amenity Greenspace
- Proposed SANGS Area
- Proposed LEAP 0.04 ha
- Proposed Vehicular Access Point
- Potential Pedestrian Connection to Church Road
- Pedestrian Connection to SANGS Area
- Pedestrian Connection Only to Cockey Down
- Proposed Indicative Drainage Basin



drawn/chkd	scale	date
JUB / CEH	1:1250 @ A1	17. 02. 2026
number	status	rev
6450-FPCR-DR-XX-XX-DR-L-0002	S3	P15

client
Hallam Land Management Ltd

project
**Land off Church Road,
Laverstock**

title
PARAMETERS PLAN

Appendix B: Appeal Decision



Planning Inspectorate

Room 3D
Temple Quay House
2 The Square
Bristol
BS1 6PN

Direct Line: 0303 444 5405
Customer Services:
0303 444 5000

Email: West1@planninginspectorate.gov.uk
www.gov.uk/planning-inspectorate

Your Ref: 20/11598/OUT
Our Ref: APP/Y3940/W/25/3359108

Development Services
Wiltshire Council
Development Services
County Hall
Trowbridge
BA14 8JF

10 October 2025

Dear Sir/Madam,

Town and Country Planning Act 1990
Appeal by Hallam Land Management Limited
Site Address: Land East of Church Road, Laverstock, Salisbury, SP1 1RB

Outcome

I enclose a copy of our Inspector's decision on the above appeal(s).

Thank you for your cooperation and patience while we reviewed your case and all relevant documentation.

What Next?

Please note that the Planning Inspectorate cannot change or revoke the outcome of the attached decision as only the High Court can quash this decision. The Planning Inspectorate is not the administrative body for High Court challenges. If you would like more information on the strictly enforced deadline for challenging a decision or a copy of the form for lodging a challenge, please get in touch with the administrative court on 02079476655.

Support

If you have any questions about how we handled the appeal(s), please use our [customer contact form](https://contact-us.planninginspectorate.gov.uk/hc/en-gb/requests/new) / <https://contact-us.planninginspectorate.gov.uk/hc/en-gb/requests/new> , or call us on 0303 444 5000. Our customer service phone line is open between 09:00 and 16:00, Monday through Friday (closed on weekends and public holidays).

If you do not have Internet access, please write to the customer quality team at the address above.

Feedback

We are committed to improving the quality of our service and experience for our customers.

Please take a few minutes to give your feedback via the short survey. As stated in our customer charter, we will learn from our mistakes and work to improve how we do things.

[Your feedback makes us better](https://forms.office.com/e/nLDD4REWgf) / <https://forms.office.com/e/nLDD4REWgf>

Thank you in advance for taking the time to provide us with valuable feedback.

Yours sincerely,

Heather Langridge

Heather Langridge

<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice>

Where applicable, you can use the internet to submit documents, to see information and to check the progress of cases through GOV.UK. The address of the search page is - <https://www.gov.uk/appeal-planning-inspectorate>



Appeal Decision

Site visit made on 11 June 2025

by E Pickernell BSc MSC MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10 October 2025

Appeal Ref: APP/Y3940/W/25/3359108

Land East of Church Road, Laverstock, Salisbury, SP1 1RB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant outline planning permission.
 - The appeal is made by Hallam Land Management and Velcourt Group Limited against the decision of Wiltshire Council.
 - The application Ref is 20/11598/OUT.
 - The development proposed is the erection of up-to 49 dwellings, accesses from Church Road, Green Infrastructure including landscaping and children's play, a sustainable urban drainage system and utility buildings.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of up-to 49 dwellings, accesses from Church Road, Green Infrastructure including landscaping and children's play, a sustainable urban drainage system and utility buildings at Land East of Church Road, Laverstock, Salisbury, SP1 1RB in accordance with the terms of the application, Ref 20/11598/OUT, subject to the conditions in the attached schedule.

Preliminary Matters

2. Amended plans were received during the course of the application which had the effect of reducing the number of dwellings proposed. I have therefore taken the description of development in the banner heading above, from the decision notice as it more accurately describes the proposal.
3. The appeal scheme relates to an outline proposal with access only to be determined at this stage and matters relating to appearance, landscaping, layout and scale are reserved for future consideration. I have considered the appeal accordingly and treated the plans as indicative in respect of the reserved matters.
4. The appeal site lies within the catchment of the River Avon Special Area of Conservation (SAC), the Zones of Influence (ZOI) of the Great Yews Site of Special Scientific Interest (SSSI)/SAC, the Salisbury Plan SPA, the Porton Down SPA and the New Forest SAC/SPA/Ramsar/SSSI site. Although not included as a reason for refusal by the Council, I am required to consider whether the proposed development would be likely to have a significant effect on the sites, and if so, as the competent authority, assess the implications of the effect of the proposal on the site's conservation objectives under an appropriate assessment.

Background and Main Issues

5. The Council refused planning permission for one reason which relates to conflict with the development plan for the area. The Council stated in its appeal statement that it would not defend the reason for refusal, because under the provisions of the current iteration of the National Planning Policy Framework (the Framework) a five-year housing land supply cannot be demonstrated. As such it has no planning objections to the proposed development, subject to the satisfactory completion of a planning obligation.
6. A signed planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) was submitted as part of the appeal. This has obligations relating to the provision of affordable housing, public open space and play areas, bus passes and cycle vouchers, early years education contributions, youth and adult provision contributions, waste and recycling containers contribution, highway works, New Forest Recreation Mitigation Contribution and phosphate monitoring fee and mitigation. I will consider this further below.
7. Despite the position of the Council, the matters referred to in the reason for refusal have been raised by interested parties, along with several other matters.
8. Therefore, the main issues are:
 - whether the appeal site is a suitable location of housing with particular regard to the development plan policies for the area; and
 - the effect of the proposed development on the integrity of protected species.

Reasons

Suitable location

9. The appeal site is located off Church Road towards the north of the village in a field which is located between an employment site to the south and a small group of residential properties to the north.
10. The Wiltshire Core Strategy (Adopted January 2015) (WCS) seeks to guide new housing development to settlements with good access to services and facilities and set out a hierarchy in respect of this. Laverstock is a small village, defined under CP23 of the WCS where CP2 sets out that new development will be limited to infill within the existing built-up area.
11. The Laverstock and Ford Communities Neighbourhood Plan 2021 – 2036 (Made October 2022) (NDP) expands on this requirement, explaining that infill development is the filling of a small gap in an otherwise built-up frontage, large enough for a few dwellings, generally one or two. Although the appeal site is located in a gap between development, given the quantum of development proposed and the overall size and depth of the appeal site, I do not consider that it could reasonably be described as infill development.
12. A new local plan for Wiltshire and has been submitted for examination. Policy 30 of the draft plan would allocate land to the east of Church Road for approximately 50 dwellings. However, no findings have been published, and it is therefore not

certain that it will be adopted in its current form. I therefore attach only limited weight to this emerging policy.

13. As such the appeal site is not a suitable location for housing with particular regard to the development plan policies for the area. The proposal would therefore conflict with CP 1, 2 and 23 of the WCS and the NDP which together seek to limit development in small villages to that on infill sites.

Habitats sites

River Avon SAC

14. The River Avon SAC is designated as it provides habitat for vegetation, snails and several species of fish in both the main river and its tributaries. The mosaic of aquatic habitats includes extensive areas of gravels essential for spawning and growth of juvenile fry. The conservation objectives of the SAC are to ensure that the integrity of the site is maintained or restored as appropriate.
15. The appeal site is within the catchment of the SAC and has the potential to cause significant adverse effects through the discharge of phosphorus in waste water, either alone or in combination with other developments. The Councils Revised Nutrient Neutrality Strategy (February 2024) sets out a council-led strategy for securing mitigation in order to achieve phosphorus neutrality, however it also states that other options such as securing mitigation through private providers, as well as delivery of bespoke solutions on-site where possible can also be progressed by developers.
16. In this instance mitigation is proposed by way of a Fallow Land Management Plan¹, the implementation of which would be secured through the planning obligation. This would involve taking 7.05 ha land out of agricultural production. 1.15 ha of the land would be planted with native woodland, and the remainder would revert to low maintenance grassland. Natural England has confirmed that it has no objection to this approach but that the scheme must also ensure that the land is not grazed by livestock during the period it is fallowed. Subject to the prevention of grazing of livestock on this land, I am satisfied that adverse significant effects from the scheme could be avoided.
17. Neither the Fallow Land Management Plan nor the signed planning obligation would have the effect of restricting grazing. A deed of variation would therefore be required to secure this which could be achieved via a 'Grampian' condition. Planning Practice Guidance (PPG)² states that in exceptional circumstances a negatively worded condition requiring a planning obligation or other agreement to be entered into before certain development can commence may be appropriate, where there is clear evidence that the delivery of the development would otherwise be at serious risk. In such cases the 6 tests set out in PPG³ should also be met.
18. In the absence of such a condition, I could not be certain that the land in question would not be grazed by livestock and that the potential effects of the proposed development on the SAC would be fully mitigated. In such circumstances, it would be necessary to dismiss the appeal. This would put the delivery of the development

¹ Prepared by FCPR, 13 February 2024

² Paragraph: 010 Reference ID: 21a-010-20190723

³ Paragraph: 003 Reference ID: 21a-003-20190723

at serious risk. Furthermore, the condition would be necessary and relevant to planning, and the development as it would be required to ensure essential mitigation in order to avoid significant adverse effects on the SAC, arising from the development. The condition would be enforceable as development could not commence until compliance had occurred and would be precise as it would relate to a very specific requirement. As such I conclude that such a condition would be reasonable and meet the 6 tests and that in the specific circumstances of this case, is appropriate.

19. Consequently, I am satisfied that subject to the imposition of a condition requiring a deed of variation to the planning obligation to prevent grazing of the fallow land, the development would not have an adverse impact on the River Avon SAC.

New Forest SAC/SPA/Ramsar/SSSI

20. The New Forest is designated as an SAC for its mosaic of habitats including fens, woodland, heaths, meadows, and water bodies. Qualifying species include Great Crested Newt, Southern Damselfly and Stage Beetle. It is designated as an SPA due to the presence of protected bird species. The objectives of the SPA and SAC are to ensure that the integrity of the sites is maintained or restored. The appeal site lies within the 13.8km ZOI of the sites and has the potential to cause significant adverse effects to them through increased recreational pressure, either alone or in combination with other development.
21. The Council's Interim Recreation Mitigation Strategy for the New Forest Internationally Protected Sites (January 2022) (the mitigation strategy) sets out a strategy for mitigating the effects of recreational pressure. On smaller housing schemes, this strategy includes securing contributions towards the strategic provision of Suitable Accessible Natural Greenspace (SANG) and access and visitor management within the New Forest. In this instance, mitigation is proposed by way of a financial contribution of £29,400 in accordance with the strategy, secured through the signed planning obligation.
22. Natural England is satisfied that provided the contribution to the mitigation strategy is secured then the proposals would not result in adverse effects on the integrity of the New Forest Designated Sites. The mitigation strategy confirms the way in which the money should be spent, and the Council is a responsible and accountable public body. In such circumstances, I am satisfied that the financial contribution would lead to effective mitigation.

Porton Down SPA

23. Porton Down is designated as an SPA due to the presence of breeding Stone Curlew. The conservation objectives are to ensure that the integrity of the site is maintained or restored as appropriate and to ensure the site contributes to the aims of the Wild Birds Directive⁴. Given the distance between the appeal site and the SPA and the fact that public access is restricted there is no mechanism for significant adverse effects to occur and therefore no mitigation is proposed. Natural England are satisfied that the SPA can be screened out of further assessment and on this basis, I am also satisfied that the proposals would not result in adverse effects on the integrity of the designated site.

⁴ 2009/147/EC

Salisbury Plain SPA

24. The Salisbury Plain SPA is designated as it provides habitat for wild birds including the Hen Harrier, Eurasian Hobby, Common Quail and Stone-curlew. The conservation objectives of the SPA are to ensure that the integrity of the site is maintained or restored as appropriate and ensure that the site contributes to achieving the aims of the Birds Directive. The appeal site lies within the buffer zone for the SPA where it has been established that additional residential development has the potential to increase visitor numbers and recreational pressures on the protected sites, with associated harmful impacts on the birds. Either alone or together with other developments in the area, there would therefore be a likely significant effect on the SPA.
25. The Council's HRA and Mitigation Strategy for Salisbury Plain SPA (in relation to recreational pressure from residential development) (Reviewed in June 2024) document sets out a strategy to identify, avoid and mitigate any potential effects of increasing recreational pressure on the SPA. This includes Stone-curlew monitoring and management, advice to landowners and tenants, and visitor monitoring.
26. Wiltshire Council is a Community Infrastructure Levy (CIL) charging authority. Its adopted Regulation 123 list includes funding for "Stone-curlew and Salisbury Plain Special Protection Area". It is proposed to secure the necessary mitigation through a CIL payment. Natural England has confirmed it is satisfied that this would be effective in avoiding harmful impacts arising from recreational pressure on the SPA. Because the funds are ring-fenced annually prior to spending on any other infrastructure item I am satisfied that the mitigation would be secured and that the development would not have an adverse impact on the Salisbury Plain SPA.

Cockey Down SSSI

27. Cockey Down SSSI is relatively close to the appeal site, however it is not part of a designated European site. The features of interest include the flora and fauna, including species of orchid, grasses and insects. I note the concerns raised regarding the survey of visitors to Cockey Down, however Natural England is satisfied that the increase in recreational pressure on the SSSI that will result from the revised scheme is unlikely to harm its interest features.
28. It is understood that the appellant has previously allowed the Wildlife Trust to access through the site on an informal basis. Whilst the layout of the site is yet to be established, the indicative plans suggest that this part of the site would be unchanged. Consequently, I do not consider that a condition in respect of access would be reasonable. Natural England has requested a contribution towards the management costs of the SSSI. However, on the basis that any increased recreational pressure would not result in harm, I am not convinced that such contributions would be necessary to make the development acceptable in planning terms and as such would not meet the tests in regulation 122 of the CIL Regulations.

Overall findings

29. Overall, following an appropriate assessment, the proposals would not adversely affect the integrity of these habitat sites. Therefore, the scheme may proceed under the Conservation of Habitats and Species Regulations 2017.

Other Matters

30. The Council acknowledges that it is unable to demonstrate a five-year supply of housing land. Under the requirements of the current iteration of the Framework, the Council can now demonstrate only 2.03 years of housing supply. This represents a significant shortfall in housing provision in the area. Set against this, the proposal would deliver up to 49 dwellings, 40% of which would be affordable homes. This would make a notable contribution towards housing supply in Wiltshire. Given the extent of the shortfall, I give significant weight to the contribution the appeal scheme would make to housing supply.
31. The proposal would also bring about economic benefits including jobs during the construction phase and local expenditure by future residents. Social benefits would occur as a result of new residents supporting local services as well as other benefits such as the provision of play facilities, efficient homes and biodiversity improvements. Together, I give these benefits moderate weight.
32. A significant number of comments have been made by interested parties which I have taken into account. In respect of highway safety and congestion matters, I note that the local highway authority has raised no objection to the proposal subject to the provision of physical works including new crossings, bus shelters and active travel measures which would be secured via the planning obligation. No substantive evidence has been put to me which demonstrates that there would be any significant impacts in respect of highway safety, congestion and any noise or pollution arising as a result, which could not be successfully mitigated.
33. The Council did not refuse the application due to concerns about character and appearance or landscape matters, including public views towards Cockey Down. The indicative plans demonstrate that a layout could come forward which would maintain a significant amount of open space, allowing some views towards Cockey Down from Church Road to be maintained above and between areas of development. The appearance of the site would inevitably change as a result of the development. However, I am satisfied that this would not have a significantly harmful effect on the landscape character of the area or the setting of the village.
34. The application was assessed by the Council's drainage advisors who concluded that the proposed development would not be at risk of flooding and would not result in flood risk elsewhere. Further details in respect of drainage would come forward through the submission of reserved matters, however there is no substantive evidence before me that the proposal would not result in a significant increase in flooding or that any impacts could not be satisfactorily mitigated.
35. Concerns have been raised that the local infrastructure could not support the proposal including schools, local facilities, public transport, and sewerage. These matters have been assessed by the Council and consultees who have raised no concerns which could not be adequately dealt with via planning obligations or conditions. In the absence of substantive evidence to the contrary, I have no reason to disagree with their conclusions.
36. The affordable housing element of the proposal would be secured via planning obligations and conditions would ensure that a programme of archaeological investigations is submitted to the Council, and that ecology is protected and enhanced. In respect of the Esso pipelines which cross the site, the company have raised no objections to the proposals. Concerns have been raised that to allow the

appeal would give rise to further applications; however, I must assess the appeal before me on its own merits.

Planning Obligation

37. In addition to the obligations to secure mitigation in respect of protected habitats site, the submitted obligation makes provision for the provision of 40% on-site affordable housing in order to ensure that the proposal accords with CP 43 of the WCS. The obligation makes provision for the submission, implementation and management of open space and play areas as well as a contribution to youth/adult provision of £451.79 per dwelling. These obligations are necessary to ensure that adequate provision is made for open space in accordance with CP52 of the WCS.
38. The obligation provides for bus passes and cycle vouchers as well as the provision of pedestrian crossings and a bus shelter which are necessary to ensure that safe and suitable transport and travel opportunities are available to future occupiers in accordance with CP62 of the WCS. A contribution of £2,145.55 is necessary to make the necessary early-years education provision for the children who would occupy the dwellings. In addition, a contribution of £101 per dwelling is necessary to provide the necessary containers to ensure that waste and recycling is appropriately stored.
39. For the reasons set out above, I am satisfied that the planning obligations are necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development. They would therefore comply with regulation 122(2) of the Community Infrastructure Levy Regulations 2010 and paragraph 58 of the Framework.

Planning Balance

40. The proposal would conflict with CP 1, 2 and 23 of the WCS and the NDP because the site is in a small village, outside of a settlement boundary and is not infill. However, because the Council cannot demonstrate a five-year supply of deliverable housing sites, these policies which relate to the delivery of housing are deemed to be out of date. Consequently, paragraph 11d) of the Framework is engaged.
41. The provision of up to 49 dwellings, including affordable dwellings, and the associated social and economic benefits are positive aspects of the scheme to which I collectively attach significant weight. The scheme would not adversely effect the integrity of protected habitats sites. However, this is a neutral factor.
42. The adverse impact arising from a conflict with the above-mentioned policies would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. Consequently, the presumption in favour of sustainable development applies and this indicates that permission should be granted.

Conditions

43. I have had regard to the suggested conditions proposed by the Council. Where necessary, I have undertaken some minor editing and rationalisation where they meet the tests set out in paragraph 57 of the Framework in the interests of precision and clarity. In addition to those conditions which I have already referred to

in my decision and the standard time limit and “reserved matters” conditions, I have imposed a condition specifying the approved plans in the interests of certainty. I have included the parameter plans which the parties agree is necessary.

44. Details of a sustainable water drainage scheme are required to ensure that adequate drainage is provided and to avoid flooding. A condition in respect of an archaeological field evaluation is necessary to ensure that any archaeological remains present at the site are protected and recorded as appropriate. Conditions requiring the submission of a Construction Environmental Management Plan and a Habitat Management and Monitoring Plan are necessary to ensure that ecological features are protected, monitored and managed appropriately. A condition in respect of contaminated land is necessary to ensure that no health risks occur. Conditions requiring the submission of a Construction Method Statement (CMS) and limiting the hours of work are necessary to ensure the living conditions of neighbouring occupants are not adversely affected. Conditions requiring a scheme to protect residents from noise impacts and an Air Quality Assessment to be carried out are required in order to ensure that future residents have acceptable living conditions.
45. The information required by these conditions is required prior to the commencement of development because they concern the early stages of development or might influence the design.
46. A Sustainable Energy Strategy is required to ensure that sustainability measures are incorporated into the development. Conditions in respect of a Travel Plan and the implementation of a footway and the construction and visibility splays of the main access points are necessary to ensure that sustainable travel measures are implemented, and that safe and suitable access is provided. Details of lighting are required to ensure that there would be no adverse impacts upon bats. A condition limiting the use of water is necessary to ensure compliance with the nutrient neutrality mitigation strategy.
47. I have not included conditions which relate to matters of landscaping and appearance as these would be submitted as part of the reserved matters. A condition specifying that no burning shall take place on site is suggested, however this is covered by separate legislation and as such a planning condition is not necessary. A condition is also suggested specifying the number of dwellings approved, however the description of development is sufficiently clear and as such this condition is not necessary.

Conclusion

48. The proposed development would conflict with the development plan but material considerations including the Framework indicate that a decision should be made other than in accordance with it. Therefore, for the reasons given, the appeal should succeed.

E Pickernell

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
- 3) Details of the appearance, landscaping, layout, and scale (“the reserved matters”) shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 4) The development hereby permitted shall be carried out in accordance with drawing nos 6450-L-01 Rev O, SK_T_012 Rev P8, 6450-L-06 Rev U and 6450-E-01.
- 5) No development shall take place until the planning obligation dated 15 April 2025 and entered into pursuant to section 106 of the Town and Country Planning Act 1990 in relation to the proposed development has been varied with the effect that the Phosphate Fallow Land Management Plan as referred to therein is modified such that the fallowed land providing the mitigation will not be grazed by livestock, horses, ponies or other similar animals during the period it is fallowed.
- 6) No development shall take place until:
 - i) An archaeological field evaluation has been carried out in accordance with a specification and timetable that shall first have been submitted to and approved in writing by the local planning authority; and
 - ii) Safeguarding measures to ensure the preservation in situ of important archaeological remains and/or further archaeological investigation and recording identified in the archaeological field evaluation have been undertaken in accordance with a specification and timetable that shall first have been submitted to and approved in writing by the local planning authority
- 7) No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority.

The submitted details shall:

- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) include a timetable for its implementation; and,
- iii) provide, a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The development shall be carried out in accordance with the approved details. The sustainable drainage system shall be managed and maintained

thereafter in accordance with the approved management and maintenance plan.

- 8) Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval in writing. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including the following:
- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
 - b) Working method statements for protected/priority species, such as nesting birds and reptiles.
 - c) Working method statements for the avoidance of impacts on the River Bourne/ River Avon SAC.
 - d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (EcoW) shall be present on site.
 - e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/EcoW).
 - f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/EcoW and to include photographic evidence.

The development shall be carried out in strict accordance with the approved CEMP.

- 9) Prior to the start of construction, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the Local Planning Authority. The HMMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets. The HMMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The HMMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.
- 10) No development shall take place until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS 10175: Investigation of potentially contaminated sites – Code of Practice and the Environment Agency, Land Contamination Risk Management (LCRM) (or equivalent British Standard and Model Procedures if replaced), has been submitted to and approved in writing by the local planning authority. If any contamination is found, no development shall take place until:
- i) a report specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for the development hereby

permitted has been submitted to and approved in writing by the local planning authority;

- ii) The site has been remediated in accordance with the approved measures and timescale; and
- iii) A verification report has been submitted to and approved in writing by the local planning authority.

If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended until:

- iv) additional measures for the remediation of the site have been carried out in accordance with details that shall first have been submitted to and approved in writing by the local planning authority; and
 - v) A verification report for all the remediation works has been submitted to and approved in writing by the local planning authority.
- 11) Construction work shall not take place until a scheme for protecting the proposed dwellings from noise from the adjacent road and industrial unit shall have been submitted to and approved in writing by the local planning authority. All works which form part of the scheme shall be completed before any of the approved dwellings are occupied and retained thereafter.
- 12) Prior to the commencement of the development hereby permitted an Air Quality Assessment (AQA) or Screening Assessment shall be submitted to and approved by the local planning authority. The assessment shall include measures to minimise the development's effects on air quality and minimise the risk of air pollution affecting users of the development, along with a timetable for their implementation. The agreed measures shall be implemented in accordance with the timetable and shall be retained in perpetuity thereafter.
- 13) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- i) The movement of construction vehicles;
 - ii) The cutting or other processing of building materials on site;
 - iii) Wheel washing and vehicle wash down facilities;
 - iv) The transportation and storage of waste and building materials;
 - v) The recycling of waste materials (if any)
 - vi) The loading and unloading of equipment and materials
 - vii) The location and use of generators and temporary site accommodation
 - viii) Where piling is required this must be Continuous flight auger piling wherever practicable to minimise impacts
- The approved Construction Method Statement shall be adhered to throughout the construction period for the development.
- 14) Concurrent with the reserved matters application a Sustainable Energy Strategy (SES) shall be submitted for the approval in writing by the local planning authority. The SES shall set out the measures to deliver sustainable construction and climate change adaption and include an implementation

schedule and any approved infrastructure shall be provided in accordance with the approved schedule.

- 15) Prior to the first occupation of the development hereby permitted, a Full Travel Plan and a timetable for its implementation shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include details of a travel plan co-ordinator who shall be appointed as such for three years. The Full Travel Plan shall be implemented in accordance with the approved timetable.
- 16) Prior to first occupation a 2 metre wide footway over the red lined part of the site frontage, and extending a short distance beyond the site frontage southwards to a point as shown on drawing number SK/T/012/P8 shall have been constructed and made permanently available for use by pedestrians, in accordance with details to be first submitted to and approved by the Local Planning Authority.
- 17) Prior to first occupation of any dwelling served by the northernmost access, that access shall have been provided to the specifications set out in the S278 Agreement. Before being brought into use the northernmost access to the development shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to points on the nearside carriageway edge 43 metres to the north and 43 metres to the south. The access shall be retained as such thereafter.
- 18) Prior to first occupation of any dwelling served by the southernmost access, that access shall have been provided to the specifications set out in the S278 Agreement. Before being brought into use the southernmost access to the development shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to points on the nearside carriageway edge 43 metres to the north and 43 metres to the south. The access shall be retained as such thereafter.
- 19) No external light fixture or fitting will be installed within the application site unless details of existing and proposed new lighting have been submitted to and approved by the local planning authority in writing. The submitted details will demonstrate how the proposed lighting will impact on bat habitat compared to the existing situation. The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals (ILP) Guidance Notes on the Avoidance of Obtrusive Light (GN 01/2021) and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.
- 20) The residential development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage).
Within 3 months of each phase being completed and the housing being brought into use, a water efficiency report certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

- 21) Construction works shall take place only between 08:00 and 18:00 Monday to Friday, between 08:00 and 13:00 on Saturdays and shall not take place at any time on Sundays or on bank or Public Holidays.

End of Schedule

Appendix C: Connecting Wiltshire Cycle Map