

Application Number:	PL/2026/03713
Location:	Salisbury Sixth Form College, 66-78 Tollgate Road, Salisbury, SP1 2JJ
Proposal:	Rear infill extension and internal alterations to accommodate additional classrooms and ancillary rooms to existing Salisbury 6th Form College

[SP1 2JJ - Google Maps](#)

[Tollgate Rd - Google Maps](#)

The following comments are made in response to the submitted Travel Plan dated July 2026 Rev B. No further amendments to the layout have been proposed.

Introduction and Proposal

The proposal seeks approval for a rear infill extension and internal alterations to facilitate an expansion of the Salisbury 6th Form College.

The proposals would accommodate four additional classrooms together with ancillary offices over three storeys built over an existing single storey building.

This response addresses transport and highway impacts only, in line with HDM remit.

Background to Proposals

It is understood that the College was originally designed to accommodate 400 students, and currently accommodates 460 students, with a further increase to 520 students for the commencement of the September 2026 term.

It is forecast for a need to accommodate around 560 students by September 2027.

The proposed development is therefore considered necessary to meet the increased demand for student places.

A Pre-application submission was submitted in March this year with regard to options to provide for additional teaching accommodation, and the current planning submission has been informed by the responses to that Pre-application enquiry.

Site Access

There are no proposals to amend the existing vehicular access serving the site, which is located off Tollgate Road and is in the form of a gated access serving the car park. The access gate is controlled, and is therefore not freely accessible.

A fenced pedestrian route which currently runs along the eastern and southern boundary of the site, and adjacent to the car parking, is proposed to be removed. This pedestrian route is understood to have been previously expected to accommodate pedestrian movement between Tollgate Road and Marina Drive, however, it has not been used as such, and therefore its removal is suggested not have an adverse impact on pedestrian access.

There is also a surfaced forecourt across the Tollgate Road frontage of the building with a dropped kerb vehicular access to the western side which provides access to the western side of the building, via gates. This access is understood to be used for coach access.

Pedestrian and cycle access is gained via Tollgate Road over the forecourt area and sharing the vehicular access to the car park. As previously referred to, the existing pedestrian access route from Marina Drive is advised not to be in use.

The revised Travel Plan comments on the Marina Road pedestrian access, advises that the extent of a detour to use the Tollgate Road access would require an additional walking distance of 200m. This is not considered an excessive distance for pedestrians to walk, and is accepted that only a single pedestrian route via Tollgate Road will be provided.

Staff and Students

The submitted Travel Plan provides information regarding staffing levels, advising that there are currently 12 full-time staff and 46 part-time staff at the site (33.3 FTE).

The proposed extension to the College would see an increase in staff to 41.12 FTE, with an increase of 8 FTE staff.

The proposed increase in students would be from 460 to 560.

Car Parking

At present the available car parking on the site is 32 parking spaces, including 2 disabled bays and 2 Electric Vehicle (EV) charging bays.

The proposed reconfiguration of the existing car park would provide for 44 car parking spaces, including 2 disabled spaces. There would also be an increase of 7 EV Charging bays.

The current car parking standards for educational establishments are set out below.

Education Centres	Staff	2 per 3 staff
	Visitors	1 per 7 staff
	Pupils	1 per 10 2nd yr 6th formers
	College Students	1 per 4 students

	Parent – Infants	1 per 12 pupils
	Parents – Primary	1 per 20 pupils
	Parents Secondary	1 per 30 pupils.
	Higher and Further Education	Staff: 1 per 2 staff + 1 per 15 students ¹

It is understood that the college operates a parking policy which restricts students from parking on the site unless there are accessibility requirements. All parking on site is restricted to staff and visitor use. It is confirmed that staff ID cards provide the means of access through the gates serving the car park and cycle shelter, with visitors to the site gaining access to the car park via a request on an intercom to the school staff.

The management of the access to the car park would prevent the use of the car parking area for students.

On the basis of car parking only being provided for staff and visitors, and based on the increase of 8 staff, the additional parking provision of 12 spaces meets the requirements.

The original Travel Plan provided details of a snapshot parking survey which indicated the level of occupancy of the car park to be 28 of the 32 parking spaces. The Travel Plan concludes that the proposed increase in staff (max. 8 number) would be adequately accommodated within the proposed reconfigured car park of 44 spaces.

Swept path analysis has been provided which demonstrates that appropriate vehicle manoeuvring can be achieved within the reconfigured car parking layout, with many of the parking bays being of increased dimensions 2.5m by 5m. The remaining spaces comply with the previous 2.4m by 4.8m standards.

The level of additional parking proposed for the expansion of the College is considered to be acceptable.

Cycle Parking

The existing provision for cycle parking is by way of Sheffield cycle stands accommodating 38 cycles which are located to the west of the building. These stands are not currently covered.

D1 Education establishments (Including primary, secondary and colleges of further education, crèches and nurseries)	Principal Settlements and Market Towns	1 covered space per 10 staff. + 1 visitor space per 45 pupils. + 1 covered space per 5 pupils (Years 1-6) + 1 covered space per 3 pupils (Years 7+)
	All other areas	1 covered space per 12 staff. + 1 visitor space per 45 pupils. + 1 covered space per 10 pupils (Years 1-6)) + 1 covered space per 5 pupils (Years 7+)

In accordance with the above Cycle Parking Standards, the increase in 100 students (including the expected 2027 intake) would require the provision of 36 spaces.

The proposals include for parking for 24 cycles, however, there are no details of the form of secure and covered facility to confirm if appropriate. The site plan at Appendix 1 does not show the means of secure and covered provision. It is noted that the cycle storage would be within the gated access to the west of the building, with access for students being gained via their ID cards.

It is understood that a survey of the usage of the cycle parking had previously identified only 2 cycles parked on the site, and therefore the existing cycle parking provision would have capacity to accommodate the requirement of 36 spaces. The Travel Plan also confirms the

inclusion of the monitoring of the cycle parking demand, and the additional provision, if demand requires it.

Servicing

It is understood that the servicing of the site is currently accommodated by the existing vehicular access serving the car park or the western access and forecourt.

Swept path analysis has been submitted within the Travel Plan to demonstrate how refuse vehicles and coaches are currently accommodated, and it is advised that this practice will remain for the proposed expansion.

Delivery vehicles are understood to park on Tollgate Road.

The swept path analysis is considered acceptable to demonstrate the movements required. The Travel Plan confirms that there are three refuse collections, for recycling, refuse and food, with the operator using an access card to gain access to the car park and compound. This is considered acceptable to address the concerns regarding servicing.

Travel Plan

The School Travel Plan Advisor has provided the following comments on the revised submitted Travel Plan.

“A number of the details need to be more specific. It should also be noted that the travel plan put forward for the 2014/15 application set out a five year cycle of monitoring against targets, but there is no mention of this, let alone any reference to the results, in this revised plan. As a result, the details around actions and monitoring in this plan do need to be much more specific so that the college can be held to account in the future. Additionally, all the actions start with occupation of the extension but there is no reason why actions could not be commenced prior to that with the existing cohort so that an ethos of promoting more sustainable modes of travel can be embedded.

The measures set out in section 6, to promote different modes of travel, need to have more structure around the timeframe – most of them are “upon occupation of the extended site” but some would be ongoing too (for example, “encourage staff and students to take part in a ‘walk to college week’”). The frequency is not the same for each measure; ‘walk to college week’ could be termly or as a minimum annually, whereas ‘review pedestrian crossing opportunities’ would in my view be less frequent than annual, but would need to be revisited at some point.

The details about monitoring are vague too. I think they should define the questions which will be asked in reviews rather than saying we might do this and we might say that. As a bare minimum, they need to ask about actual and preferred mode and barriers to more sustainable modes of travel.

To summarise:

- In section 6, the proposed action plan should have a more detailed timeline for implementation with a clear statement of ongoing review and not just “upon occupation...”.*
- An action plan for the current pupil and staff cohort should be implemented at a prior date as this will ensure that the ethos is embedded by the time the extension is occupied.*
- The proposals for monitoring must be more specific. The questions asked in repeat surveys need to be defined and should include as a bare minimum current and preferred*

mode of travel, and barriers to more sustainable modes. Reasons for current mode of travel would also be very helpful in determining appropriate interventions going forward.”

Summary and Recommendations

The principle of the proposed expansion of the College through the extensions to provide 4 additional classrooms is acceptable. While the access and parking provision is generally considered acceptable, further information is still required in relation to the secure cycle parking provision, in terms of the means of shelter.

With regard to the submitted Travel Plan, a further revised Plan is required to be submitted which addresses the comments made by the travel Plan Advisor.

A holding objection is therefore maintained, and the applicant is invited to submit further and amended details, as detailed above.

Amanda Hall
Highways Development Management Engineer