

Transport Technical Note

Project Netherhampton Road, Salisbury	Project No. 1049524	Date 04/08/2026
Purpose of note Change of Use Application	Document No. CLA-CDL-XX-XX-T-TC-75201	Revision P02

Document validation (latest issue)

04/08/2026 X Principal author Signed by: Osbert Menezes	04/08/2026 Checked by Signed by: adam.hogg	04/08/2026 Verified by Signed by: adam.hogg
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1.0 Introduction

1.1 Introduction

Cundall has been appointed by Callen-Lenz Associates to provide a Technical Note (TN) in support of a proposed change of use planning application for an existing industrial building (Units 8/10 and Unit 12), provided with a vehicle service yard and associated parking facilities, located within the Harnham Trading Estate, to the west of Harnham Trading Estate Road in Salisbury, SP2 8NW (the 'site').

Harnham Trading Estate is accessed from Harnam Trading Estate Road, forming a priority junction with Netherhampton Road and running approximately 160m to the north of the site. The site is located within Wiltshire Council (WC), which operates as a Unitary Authority and therefore acts as both the local planning and highway authority. The site and its location in relation to the wider area is shown in Figure 1-1.



Figure 1-1: Site Location

The existing site (total area of 1,119m²) comprises an industrial building consisting of two units, one has a floor area of 372m² (Unit 8/10) and currently operates under use class B2 general industrial, and the other has a floor area of 747m² (Unit 12) and operates under use class E(g)(iii) light industrial and use class B8 for the yard.

The existing site employs a total of 10 staff across both units. The Harnham Trading Estate is gated and currently has 11 parking spaces to the north of unit 12's yard, 1 disabled and 2 normal parking spaces in front of the entrance/reception to unit 12, as well as 6 spaces to the west of unit 8/10, plus unmarked spaces to the front of both units. This parking is shared by all users of the estate on a first-come first-served basis. In addition, there are 9 spaces currently marked in unit 12's service yard. It is noted that the existing 10 staff occupy a maximum of 10 parking spaces at any one time.

1.2 Aim of this TN

The purpose of this technical note is to set out the proposal for the site's change of use application, which would result in the site's existing E(g)(iii) light industrial use class / B8 being changed to B2 general industrial use class, bringing the full 1,119m² floor area under B2 general industrial. This note addresses the 747m² uplift in the use class B2 general industrial at the site and demonstrates that the proposals are compliant with local guidance.

2.0 Site Accessibility

2.1 Introduction

This section highlights the existing surrounding area to the site and its accessibility for pedestrians, cyclists, and public transport facilities.

2.2 Pedestrian & Cycling facilities

The site is located to the west of Harnham Trading Estate Road, which is a gated industrial road and is used by neighbouring industrial buildings within the Harnham Trading Estate. Harnham Trading Estate Road is subject to a 10mph speed limit with speed humps and no footways provided along its length.

The area surrounding the site is well connected by pedestrian facilities linking the site to the wider city of Salisbury via footways along Netherhampton Road. To the west of its junction with Harnham Trading Estate Road, Netherhampton Road is subject to a 40mph speed limit, while to the east of the same junction the road is subject to a 30mph speed limit, heading towards Salisbury. Footways are provided along both sides of Netherhampton Road with circa 2.5-3m widths and there is a good level of lighting at regular intervals along Netherhampton Road.

Figure 2-1 shows the site's location in relation to the closest pedestrian facilities and nearby bus stops.



Figure 2-1: Local Pedestrian Facilities

As shown in Figure 2-1, most crossings within the local proximity of the site are uncontrolled crossing points, typically provided with dropped kerbs and tactile paving, including at the Harnham Trading Estate access junction. The nearest pedestrian crossing is located approximately 200m to the west of the Harnham Trading Estate Road/Netherhampton Road junction, on Netherhampton Road; this has been newly installed and comprises an uncontrolled island crossing with dropped kerbs and tactile paving. Furthermore, there is a zebra crossing provided approximately 550m east of the Harnham Trading Estate Road/Netherhampton Road junction. Overall, the crossing opportunities along Netherhampton Road allow pedestrians to access the nearby bus stops located on the road.

In terms of cycling infrastructure, the National Cycle Network Route (NCN Route) 24 is located approximately 1.8km east of the site (as the crow flies), and the NCN route 45 is located 1.8km northeast of the site (as the crow flies). Both NCN routes meet in Salisbury, with the NCN 45 heading northbound towards the villages of Lonhedge

and Amesbury, and the NCN 24 heading westbound from Salisbury towards Wilton and Warminster and eastbound towards Grimstead and Mottisfont & Dunbridge. Both routes are provided by a mix of on-road and segregated cycle provisions.

A regional cycleway is also provided 1.8km east of the site (as the crow flies), which connects Salisbury in the northern extent of the route to the villages of Odstock and Nunton to the south, continuing southbound towards Downton, where it links to the wider regional and local network of cycle provision. An off-road, mountain bike route is also provided approximately 200m south of the site (as the crow flies), linking Salisbury to villages in the southwestern direction, such as Stratford Tony.

There is also a section of the footway along the southern extent of Netherhampton Road demarcated as a shared-use path (SUP) for both pedestrians and cyclists to use. The SUP starts approximately 50m west of the Harnham Trading Estate Road/Netherhampton Road junction and heads westbound.

Figure 2-2 shows a map of the local cycle network surrounding the site.

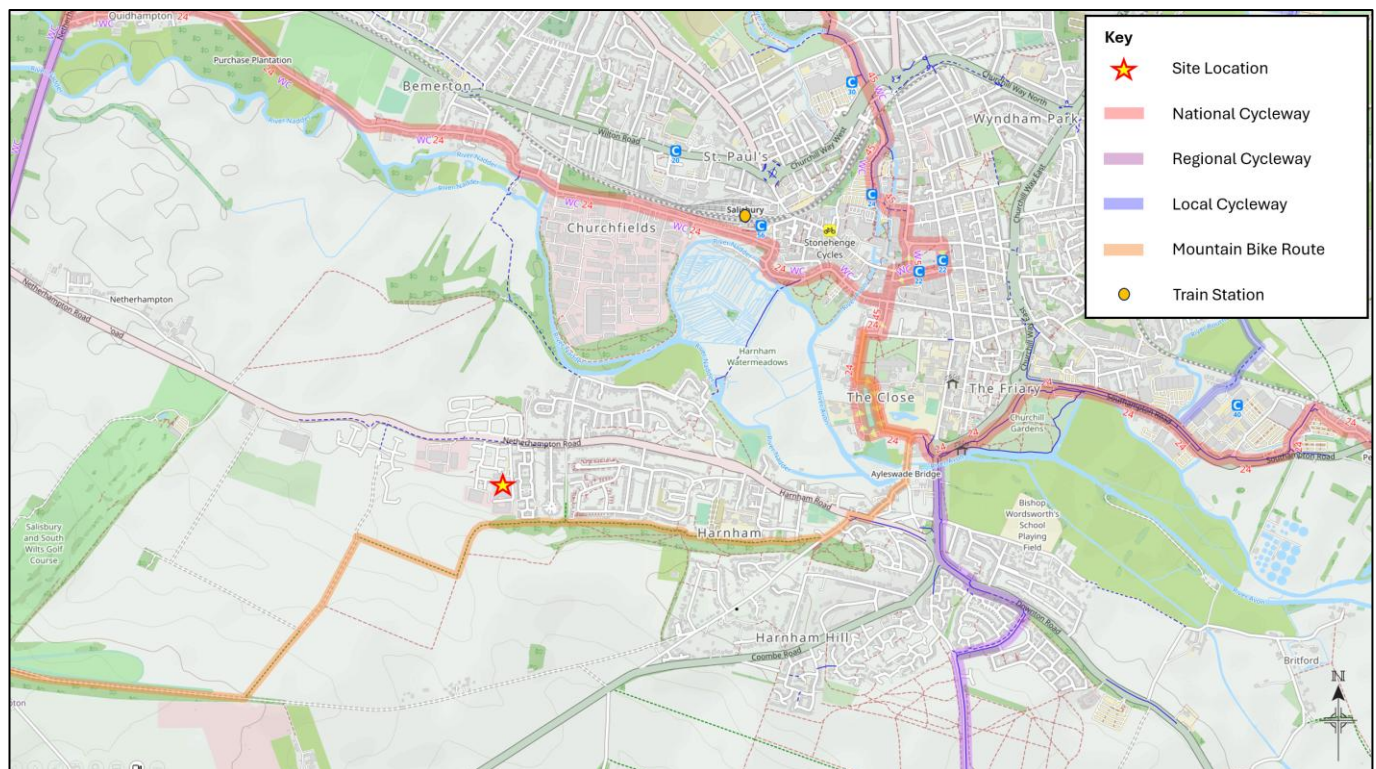


Figure 2-2: Local Cycling Facilities

2.3 Bus & Rail Facilities

As shown in Figure 2-1, the closest bus stops to the site are located approximately 75m west of the Harnham Trading Estate Road/Netherhampton Road junction, which provides access to the 'Red5' bus service route, which runs between Salisbury City Centre and West Harnham, taking detours into a number of residential estates along Netherhampton Road. The route has a frequency of 2 buses an hour between 06:36 and 19:22.

As shown in Figure 2-2, the closest rail station to the site is Salisbury Station, located approximately 1.5km northeast (as the crow flies). The station is part of the Great Western Railway (GWR) and South Western Railway (SWR) networks with frequent services operating from the station towards destinations such as London, Cardiff, Exeter, Romsey, Yeovil, and Reading.

3.0 Development Proposals

3.1 Introduction

The development proposals include the change of use of Unit 12's (747m² floor area) from the existing E(g)(iii) light industrial use class / B8 use class to a proposed B2 general industrial use class, bringing the full 1,119m² building floor area under B2 general industrial (consistent with Unit 8/10's existing B2 use). As part of the proposals, the site's vehicle service yard will include a cycle shelter, waste storage, LEVs, acoustic fencing and paint booth enclosure. The external parking spaces will remain in line with the existing situation (17 parking spaces). However, signage will be installed to identify spaces as allocated for the development use only. In addition, there are currently 9 parking spaces within the service yard along the northern boundary. It is understood that while there will not be marked parking spaces in the service yard following redevelopment, staff will be permitted to park in the service yard if there are no available spaces surrounding the site. This will prevent uncontrolled parking on the wider network as a result of the development. This section will demonstrate that the development proposals are compliant with local guidance.

Furthermore, it is expected that the proposed site will continue to employ 10 staff in line with the existing situation and will continue to operate within the working hours of 07:30 to 18:00, Monday to Friday.

Figure 3-1 shows the proposed site layout and is included within Appendix A.

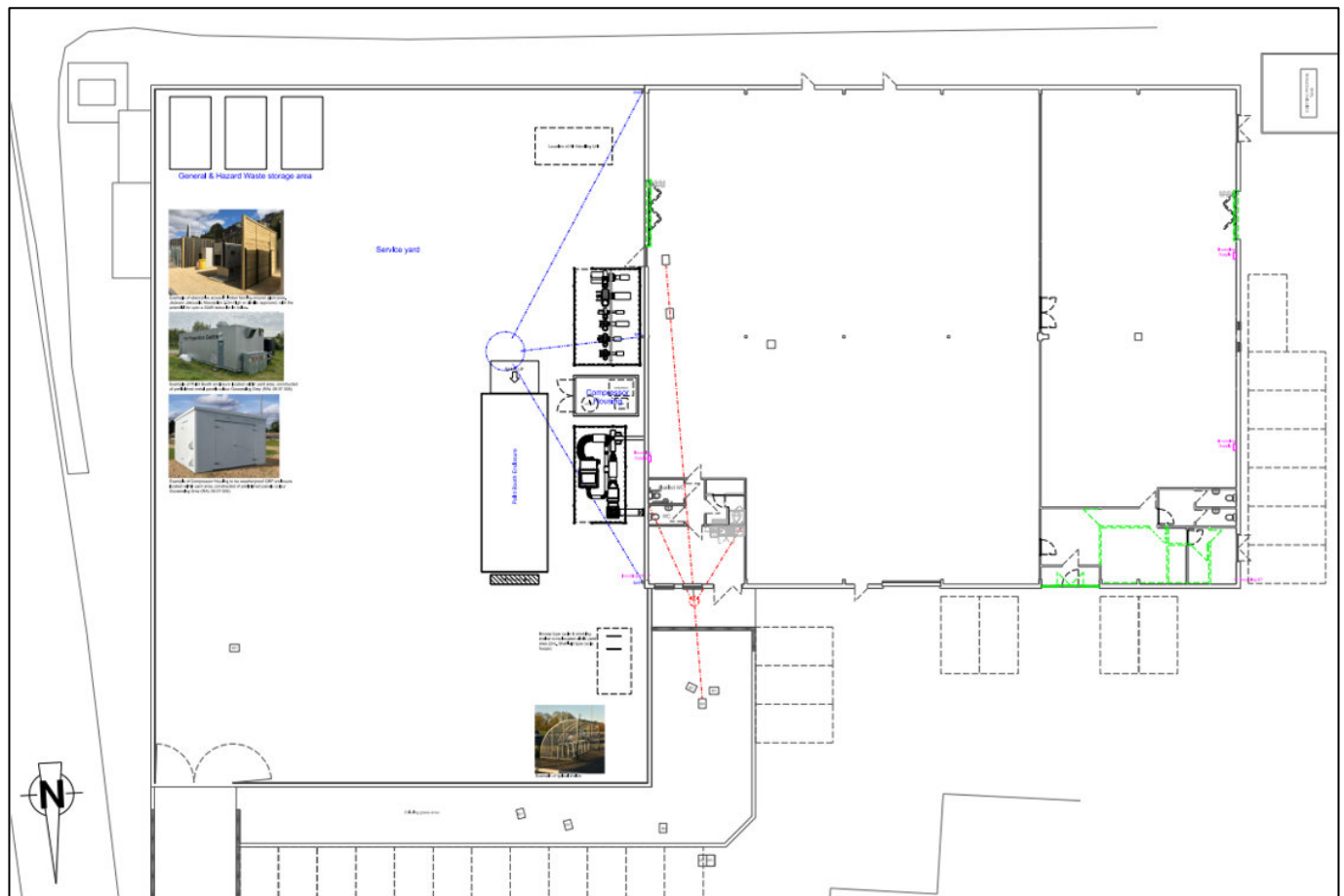


Figure 3-1: Proposed Site Plan (Ground Floor)

3.2 Access

3.2.1 Vehicular

This existing vehicular access, shown in Figure 3-2, is located at the northeast corner of the site, off Harnham Trading Estate Road, to the east of the existing parking spaces for Unit 12 and adjacent to the main entrance to the

Trading Estate car park. This access arrangement comprises the gated access to the existing on-site service yard, also providing access to the main building. No changes are proposed to the vehicle access arrangements as part of the proposal. The on-site service yard will also continue to be used by delivery, refuse collection and emergency vehicles, as per the existing situation.



Figure 3-2: Vehicle access from Harnham Trading Estate Road

3.2.2 Pedestrian

The proposed change of use application will maintain the existing access arrangements for pedestrians and cyclists.

As mentioned previously, also shown in Figure 3-2, there is no pedestrian footway provision along Harnham Trading Estate Road. Pedestrians arriving at the site on foot or by bike are required to walk in the carriageway and within the car park. Pedestrian/cycle access to the building on-site is provided directly via the car park area along the northern extent of the building. It is noted that cyclists will be required to park their bikes at the proposed cycle parking shelter within the service yard.

3.3 Car Parking

WC's car parking standards are set out within the 'Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy' document. The relevant maximum parking standards for the site have been extracted and are outlined within Table 3-1.

Use Class	Lane use	Standard
B2 General Industrial	General Industrial	1 per 30m ² (less than 235m ²), 1 per 50m ² (min. 8 above 235m ²)

Table 3-1: Car Parking Standards

The WC Local Transport Plan requires the discounting of the maximum standard to be calculated using a 'Broad Development Location' factor to apply a primary discount to the parking standards (indicated in Table 3-2) and a 'Local Accessibility' factor as a secondary discount to the parking standards (indicated in Table 3-3).

Spatial Area location	Initial discount
Band 1 and 2 town centres	10%
All other areas in bands 1, 2, 3 and 4	0%

Table 3-2: Broad development location primary discount factor

Accessibility rating	Points from Questionnaire	% secondary discount
Low	0 to 14	0%
Moderate	15 to 22	5 to 10%
High	23 to 30	10 to 25%
Very high	30 to 36	At least 25%

Table 3-3: Accessibility rating secondary discount factor

The site is located within the 'all other areas in bands 1, 2, 3 and 4' category of Table 3-2, meaning it would receive a primary parking standard discount of 0%.

Additionally, an accessibility questionnaire for the site has been produced and provided in Appendix B; based on the questionnaire, the site scored 7 points meaning it would fall within the 'low' category of Table 3-3, resulting in a secondary parking standard discount of 0%.

Based on the parking standards from Table 3-1 and a 0% discount to the standards, the maximum standards of 1 space per 50m² still apply. In light of this, the proposals (747m² B2) could provide a maximum of 15 parking spaces for the site.

As previously mentioned, currently the 17 parking spaces surrounding the site are shared amongst all site users of the estate on a first-come first-served basis. As part of the development the spaces that are allocated to Callen Lenz will have signage installed to identify that these spaces are for Callen Lenz staff/visitors only. In addition, Callen Lenz will use the JLL facilities manager to remove any abandoned vehicles taking up parking spaces. Additionally, the 9 parking spaces currently located in the service yard will be removed as part of the development. However, staff will still be permitted to park in the service yard if no spaces are available surrounding the development. This will ensure no disruptive/nuisance parking occurs on the surrounding network. A total of 10 staff work at the site and therefore only a maximum of 10 parking spaces are expected to be occupied at any one time, which is comfortably within the maximum WC parking standards for B2 use (747m² - 15 spaces).

3.4 Disabled Parking

There is one disabled parking space currently provided at the site. Whilst there are no specific WC disabled parking standards, it is best practice to provide at least one disabled parking space for non-residential developments and thus the site is compliant.

3.5 Cycle Parking

WC's cycle parking standards are set out within the 'Wiltshire Local Transport Plan 2011-2026 – Cycle Strategy' document. The relevant minimum parking standards for this use class have been extracted and are outlined within Table 3-4.

Land Use	Area	Minimum Cycle parking Standards
B Business	All other areas	1 covered cycle space per 12 employees + 1 cycle space per 15 visitor parking spaces

Table 3-4: Cycle parking minimum requirements

As part of the proposals, a total of four cycle parking spaces are to be provided in form of two Sheffield stands located in a secure cycle store within the on-site service yard. The proposed cycle parking provision is in excess of minimum WC standards and therefore is considered to be compliant.

3.6 Delivery and Refuse Collection

Delivery and refuse collection activities will be undertaken on-site within the existing service yard, which is expected to be maintained and unchanged as a result of the proposals.

The change of use will not see any change to the types of vehicles which enter and exit the site for deliveries and refuse collection, and therefore it is expected that the existing facilities are fit for purpose for site operations.

4.0 Swept Path Analysis

4.1 Introduction

As part of the proposals, the existing on-site service yard and car parking facilities will be retained. There will be no changes to the types of vehicles accessing the site and therefore all access arrangements remain consistent with the existing situation. The client has advised that the site is serviced by an 8m delivery vehicle.

For completeness, swept path analysis has been undertaken to demonstrate how typical vehicles currently utilise the site. The full-size swept path figures presented in this section are included in Appendix C.

4.2 Swept Path Analysis - Delivery Vehicle

Delivery and refuse collection activities occur on-site. A swept path analysis of an 8m delivery van accessing the on-site service yard is presented in Figure 4-1.

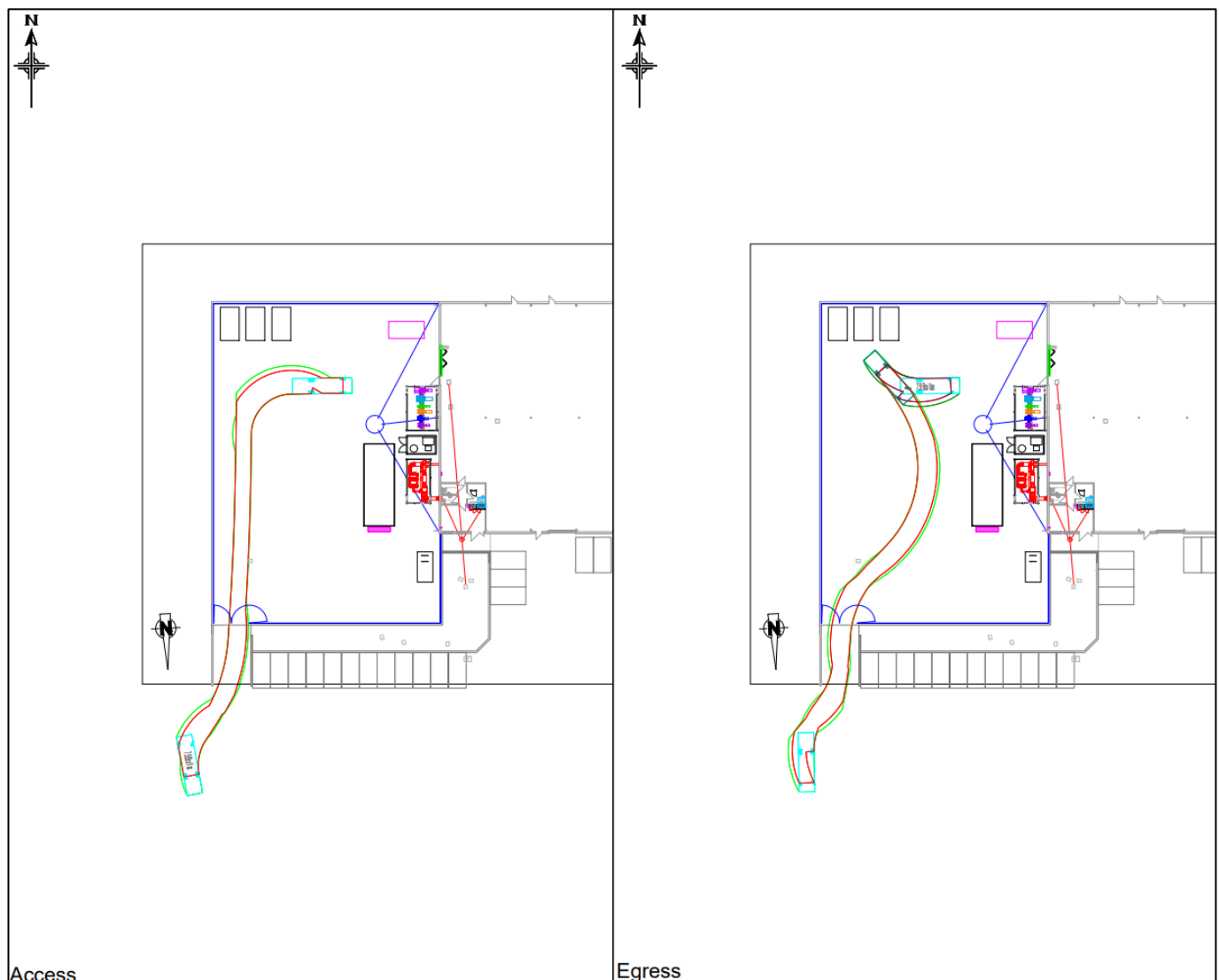


Figure 4-1: 8m Delivery vehicle swept path analysis

As shown in Figure 4-1, an 8m delivery vehicle is able to access and egress the service yard in forward gear comfortably.

4.3 Swept Path Analysis - Standard Design Vehicle (Car)

A swept path analysis of a standard design car accessing and egressing the on-site parking spaces is presented in Figure 4-2.

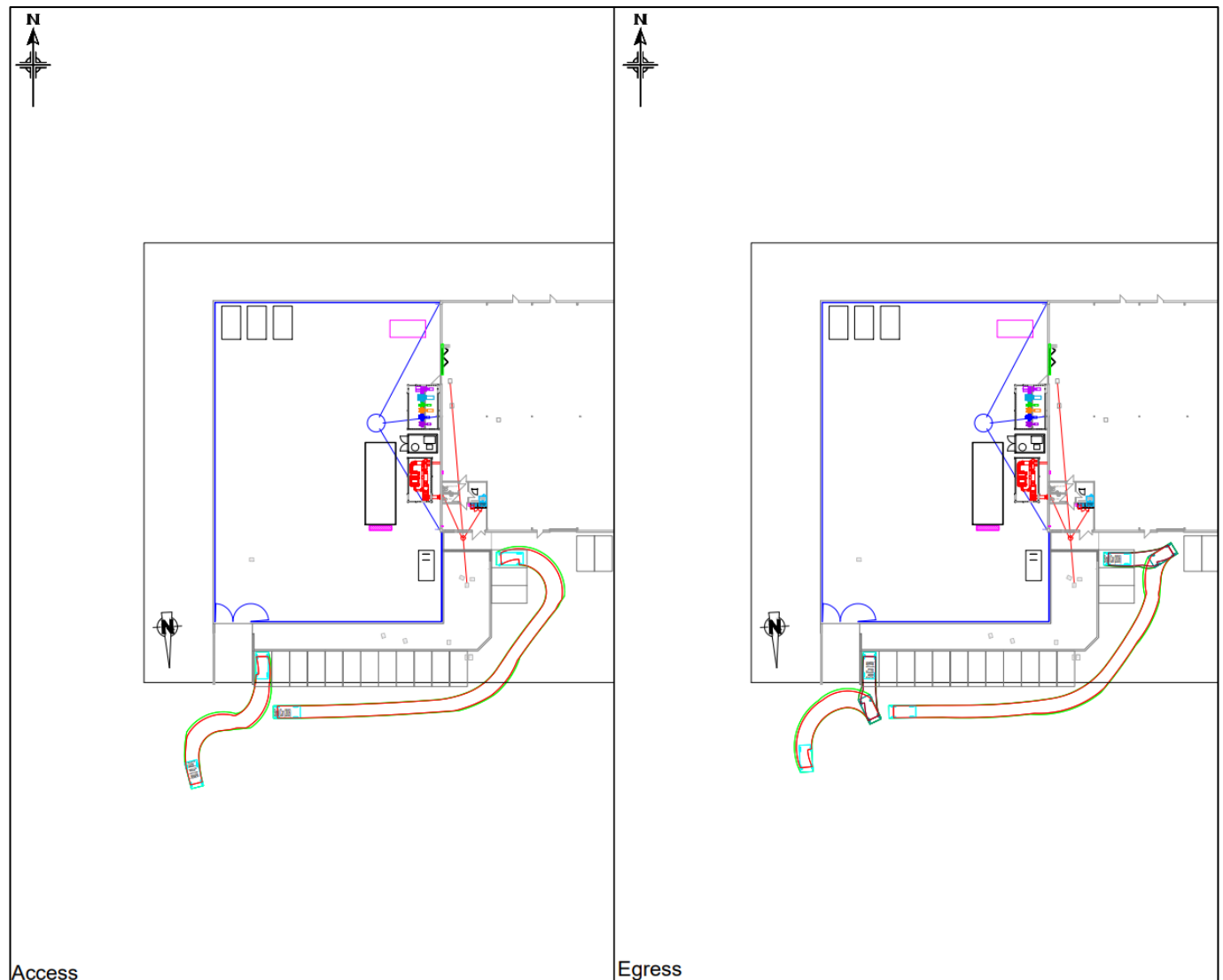


Figure 4-2: Car vehicle swept path analysis

As shown in Figure 4-2, a standard design car can comfortably access and egress the on-site parking spaces.

5.0 Conclusion

The purpose of this technical note was to set out the proposal for the site's change of use application, which would result in the site's existing E(g)(iii) light industrial use class / B8 use class being changed to B2 general industrial use class, bringing the full site's floor area of 1,119m² under B2 general industrial.

An assessment of the existing surrounding area to the site and its accessibility for pedestrians, cyclists, and public transport facilities has been undertaken overall indicating a good level of accessibility by non-car modes of travel to and from the site.

The proposals have then been reviewed for compliance to relevant WC local standards in transport terms.

Although the proposed change of use application will maintain the existing access arrangements for all modes, swept path analysis have been undertaken to demonstrate how typical vehicles will continue to access and utilise the site.

With regards to parking, currently parking spaces within the estate are shared amongst all site users of the estate on a first-come first-served basis. The development will sign its allocated spaces so they are used for the development only. In addition, staff will be able to park within the service yard if no spaces are available. It is expected that up to 10 parking spaces are to be occupied at any one time in line with the 10 staff working at the site and as result this is comfortably within the maximum WC standards for B2 use (747m² · 15 spaces).

Finally, a total of four cycle parking spaces are to be provided in form of two Sheffield stands located in a secure cycle store within the on-site service yard, which is in excess of minimum WC standards and therefore is compliant.

To conclude, the proposed change of use application from E(g)(iii) Industrial to B2 General Industrial at Units 8/10 and Unit 12 within the Harnham Trading Estate is considered acceptable on transport and highways grounds. On this basis, the development should be granted planning consent.

Appendices

Appendix A Proposed Site Plan

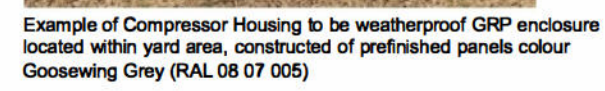
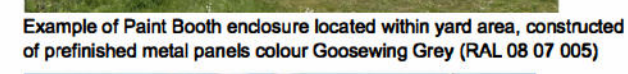
THIS SHOULD MEASURE 70mm WHEN PRINTED CORRECTLY

Responsibility is not accepted for errors made by others in scaling from this drawing. Use only figured dimensions and report any discrepancies or omissions to Roberts Limbrick immediately.

REV.	DATE	BY	CHK	DESCRIPTION
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EXISTING PROPANE
TANK

Location of Air Handling Unit

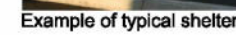


Paint Booth Enclosure

Compressor Housing

Incoming BT
RWP

Broxap type cycle & smoking shelter to be located within yard area (2no. Sheffield type cycle hoops)



Existing grass area

Proposed Site Layout
Proposed Ground Floor plan

Roberts Limbrick

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mail@robertslimbrick.com
robertslimbrick.com
Registered Office: England No. 06658029

Project
Works at Units 8, 10 & 12
Harnham Trading Estate

Client
Callen-Lenz

Scale	RL Project No.
1:100 @ A1	12318

Status	Purpose of Issue
A3	Planning Issue

Project	Org	Vol	Level	Form	Role
12318	• RLA •	26	• XX •	DR	• A

Number	Revision
P2100	P05

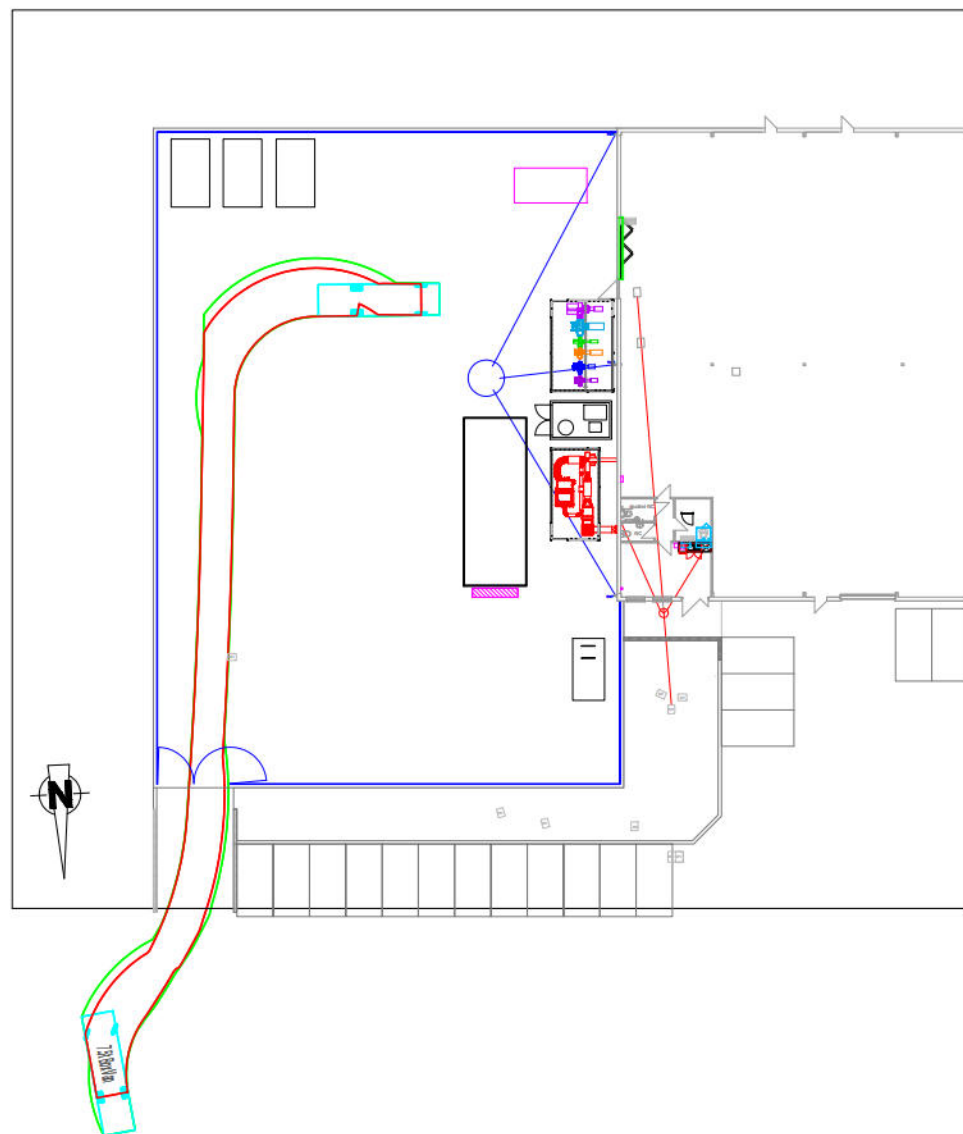
Appendix B Accessibility Questionnaire

Mode	Criteria	Variation	Possible score	Actual score
Walking	Quality of pedestrian facilities	Good: - Footways of at least 1.5m wide - Choice of pedestrian access points to the site in at least three directions (60° apart) - Pedestrian routes are well maintained, well lit and designated for disabled access.	3	
		Moderate: - Footways present at a min width of 1m - Choice of pedestrian access points to the site in at least two directions (90° apart) - Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	
		Poor: - No footways adjacent to the site - Pedestrians use an access where vehicles have priority - Access from only one point - No street lighting or disabled facilities	0	X
Cycling	Quality of cycling facilities	Good: - Choice of cycle parking types - Good choice of safe access routes for cyclists - Design and maintenance of surrounding area sympathetic to cyclists	3	
		Moderate: - Cycle parking above standard - On-road facilities and surfaces adequate quality for cyclists - Some choice of safe access routes for cyclists	2	
		Poor: - Cycling parking to standard - Poor on-road cycle facilities and surfaces - Limited choice of safe access routes for cyclists	0	X

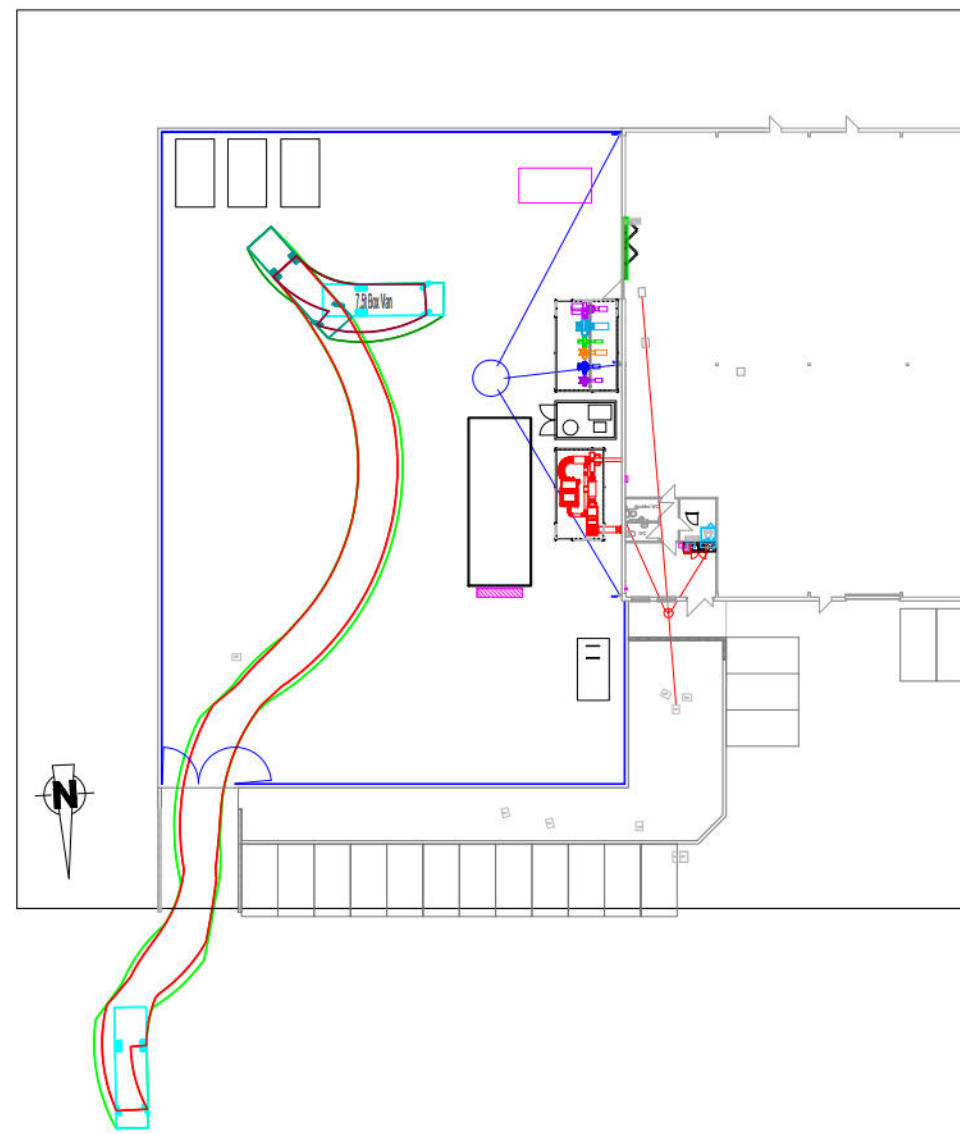
Mode	Criteria	Variation	Possible score	Actual score
Bus	Walking distance to nearest bus stop	Less than 100m	3	X
		Less than 400m	2	
		More than 400m	0	
	Frequency of principle bus service at nearest bus stop (if within 800m)	15 mins or less	4	
		30 mins or less	2	X
		60 mins or less	1	
	Distance to nearest bus station/ major interchange (5 or more routes)	Over 60 mins	0	
		Less than 200m	5	
		Less than 400m	3	
		Less than 800m	2	
	Number of bus services with at least (60min weekday frequency) stopping within 400m of site	More than 800m	0	X
		6 or more	5	
		2 to 5	3	
		1	1	X
	Quality of nearest bus stop (if within 800m walking distance)	0	0	
		Good: - Shelter, seating and flag - Timetables and Real-time information - Raised curbs and adequate footway width - Well lit, CCTV and overlooked buildings	2	
		Moderate: - Shelter and flag - Timetable information - Adequate footway width/no raised curb - Adequate lighting	1	X
		Poor: - Marked only by pole and flag - Little or no timetable information - Little or no street lighting - Narrow footway	0	

Mode	Criteria	Variation	Possible score	Actual score
Trains	Walking distance to nearest railway station	Less than 400m	5	
		Less than 800m	3	
		Less than 1,200m	2	
		More than 1,200m	0	X
	Trains per hour per direction from nearest station (if within 1,200m walking distance)	5 or more	4	
		3 to 4	2	
		1 to 2	1	
		Less than 1	0	X
	Quality of the nearest railway station (if within 1,200m of the site)	Good: - Heated and enclosed waiting facilities - Toilets - Timetable and real-time information - More than one line served by station - Ticket office and machines - Staffed for majority of the day - CCTV and other security measures - A good range of retail facilities - Fully accessible with lifts and ramps - Bus and taxi interchange within close proximity	2	
		Moderate: - Waiting facilities – part enclosed - Toilets - Timetables and real time information - Ability to purchase tickets - Part-time staffing - CCTV and other security measures - Some retail facilities - Some disabled accessibility - Taxi rank only	1	
		Poor: - Poor waiting facilities – not enclosed - No toilets - Timetables only - Not staffed - No security measures - No retail facilities - No disabled accessibility - No taxi rank	0	X

Appendix C Swept Path Analysis



Access



Egress

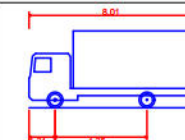
1049524

A3

Notes

1. Based on
12318-RLA-26-GF-DR-A-S2103p02_Proposed_floor_plan

Vehicle Profile



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

P02	03/08/2026	FOR INFORMATION	OM	AH	AH
P01	28/05/2026	FOR INFORMATION	OM	JS	JS
Issue	Date	Description	By	Chkd	Verfd

Project
Netherhampton Road, Salisbury

Client
Callen-Lenz Associates
Architect
Roberts Limbrick

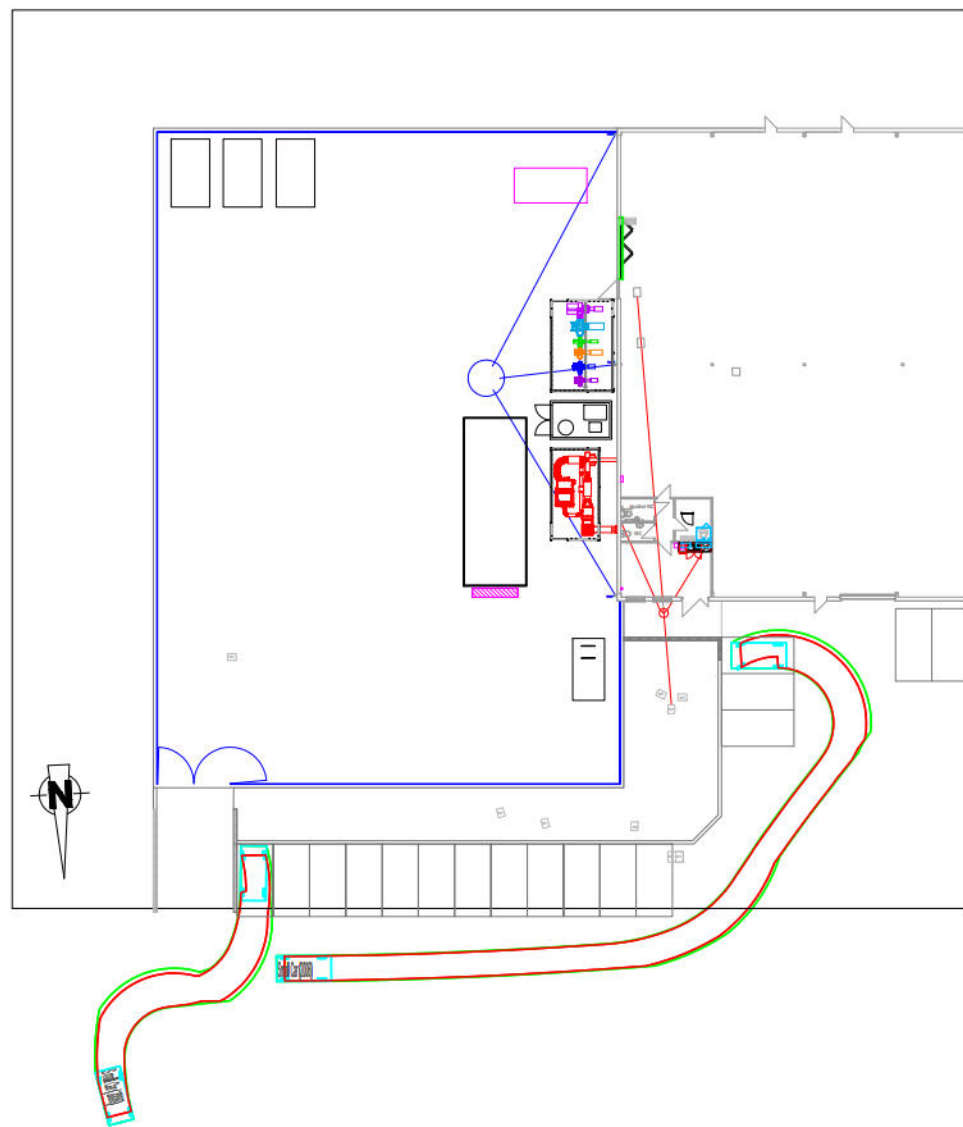
Title
Swept Path Analysis
8m Delivery Vehicle

Drawing No. CLA-CDL-ZZ-00-D-TC-75000	Drawing Status INFORMATION
Job No. 1049524	Scale 1/500

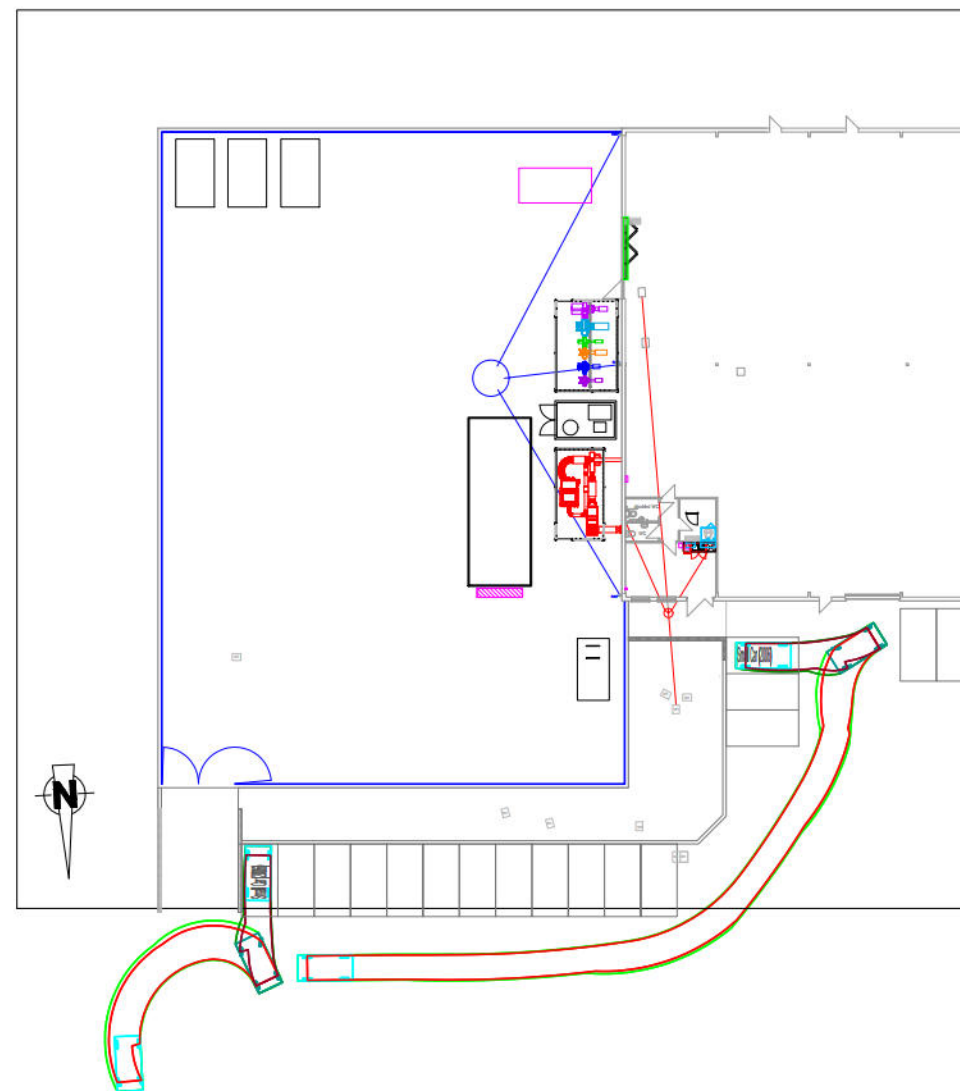
CUNDALL

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Access



Egress

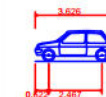
1049524

A3

Notes

1. Based on
12318-RLA-26-GF-DR-A-S2103p02_Proposed_floor_plan

Vehicle Profile



Small Car (2006)
Overall Length 3.626m
Overall Width 1.688m
Overall Body Height 1.414m
Min Body Ground Clearance 0.233m
Max Track Width 1.621m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.330m

P01	28/05/2026	FOR INFORMATION	OM	JS	JS
Issue	Date	Description	By	Chkd	Verfd

Project
Netherhampton Road, Salisbury

Client
Callen-Lenz Associates
Architect
Roberts Limbrick

Title
Swept Path Analysis
Car

Drawing No. CLA-CDL-ZZ-00-D-TC-75001	Drawing Status INFORMATION
Job No. 1049524	Scale 1/500

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