

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

[Witt Rd - Google Maps](#)

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The following comments are made in response to the submission of the Highways Technical Rebuttal and Transport Statement received on 9th July 2026.

Highway Considerations

The Local Highway Authority has reviewed the additional Highway Technical Rebuttal and supplementary information submitted in support of the application, together with the previously submitted Transport Statement and the planning history relating to Witt Road.

The Authority maintains the view that Witt Road is a constrained rural lane, characterised by a narrow carriageway, absence of footways and street lighting, and limited opportunities for opposing vehicles to pass. Pedestrians accessing nearby Public Rights of Way are required to share the carriageway with vehicular traffic. These characteristics remain material considerations in the assessment of the proposal.

However, it is acknowledged that the proposed development is relatively modest in scale and is forecast to generate approximately 25 two-way vehicular movements per day, with around 3 two-way movements during each of the weekday peak hours. Whilst the Authority has previously expressed concerns regarding additional traffic using Witt Road, it is recognised that the anticipated traffic generation is low in absolute terms.

The Authority has also had regard to the planning history of the area, including the Planning Inspector's findings in relation to development served by Witt Road and the subsequent approvals granted on adjacent land. It is further noted that a formal passing place has now been delivered in connection with development to the north of the site, improving opportunities for opposing vehicles to pass when compared with the situation previously considered at appeal.

Notwithstanding the above, concerns remain regarding the constrained operation of Witt Road, particularly the section between the application site and the existing passing facility to the north. Whilst the Highway Authority is no longer able to substantiate that the development would give rise to residual cumulative impacts that would be severe in the context of the National Planning Policy Framework, it is considered reasonable and

proportionate that this proposal should contribute towards mitigating the limitations of the local highway network.

Given the scale of development proposed and the frontage available within the application site, the Local Highway Authority considers that provision of an additional passing place along the site frontage would provide a tangible benefit to the operation of Witt Road by increasing opportunities for opposing vehicles to pass, reducing the likelihood of reversing manoeuvres, and improving conditions for all highway users, including pedestrians.

Accordingly, the Highway Authority does not raise an objection to the proposal in principle, subject to the submission and approval of amended details demonstrating the provision of a suitable passing bay within the site frontage, together with the following conditions.

Recommended Conditions

1. Prior to the commencement of development, details of a passing place to be provided within the site frontage shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved passing place shall be completed prior to first occupation of any dwelling and retained thereafter.
2. No dwelling shall be occupied until the vehicular access has been constructed in accordance with approved details.
3. The visibility splays shown on the approved plans shall be provided prior to first occupation and thereafter maintained free of obstruction above 600mm relative to the adjacent carriageway level.
4. No dwelling shall be occupied until the parking and turning facilities have been completed in accordance with approved details. Such facilities shall thereafter be retained for those purposes at all times.
5. Measures shall be implemented to ensure that surface water from the development does not discharge onto the public highway.

Amanda Hall
Highways Development Management Engineer