

TECHNICAL NOTE				VELOCITY4	
Client	The Great Durnford Estate			Page No.	1 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

1 INTRODUCTION

1.1 NOTE PURPOSE

- 1.1.1 This technical note has been produced to support an objection by the Great Dunsford Estate to proposed development plans at High Top, which have been submitted by their promoters to the Wiltshire Local Plan process (via the Market Town Consultation Response Form) in an attempt to secure a Local Plan allocation for development.

1.2 BACKGROUND INFORMATION

- 1.2.1 **Figure 1-1** shows the location of the sites, referred to hereafter as High Post North and High Post South.

Figure 1-1: Site Location and Local Context

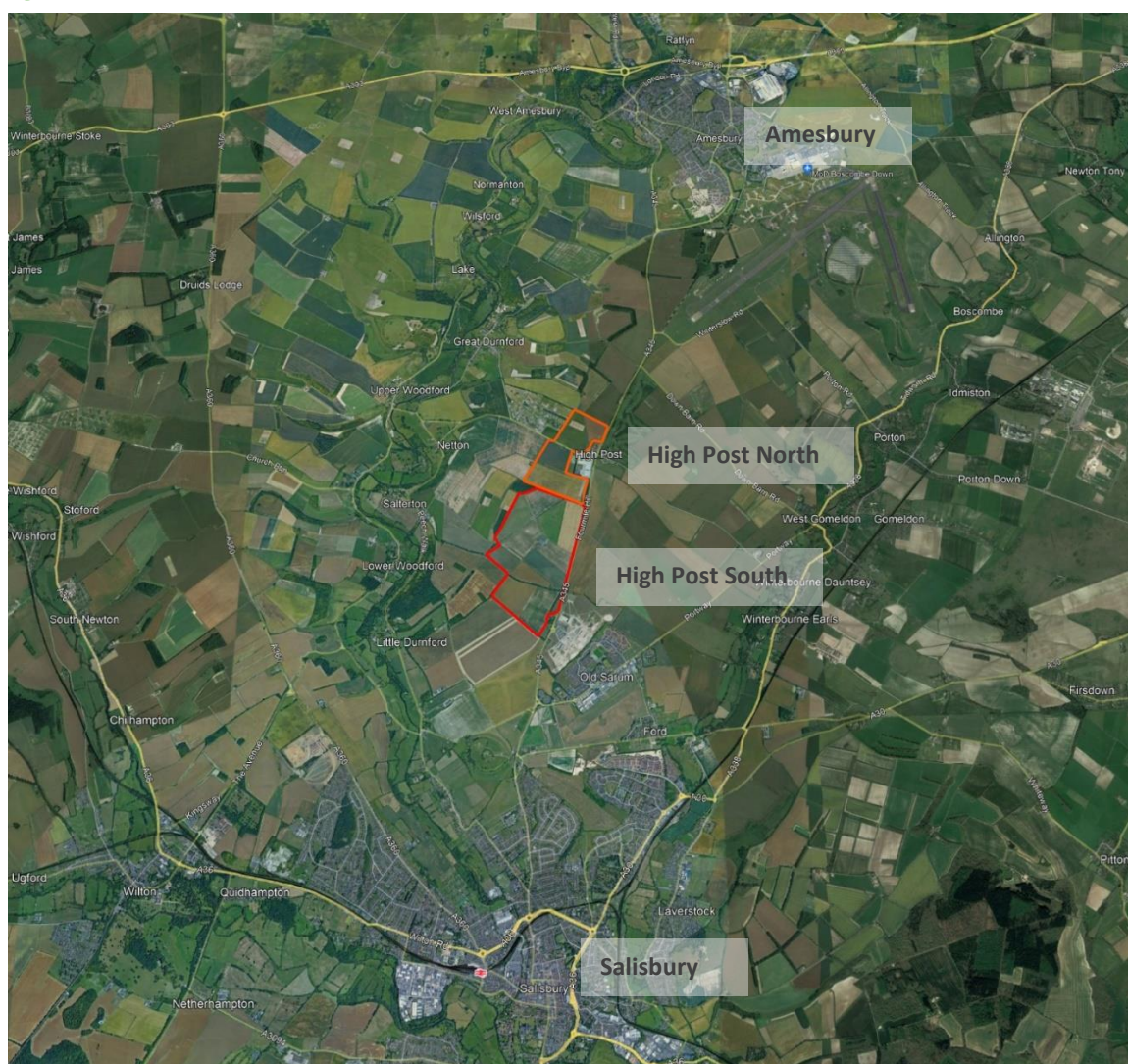


Image source: Google Earth



TECHNICAL NOTE				VELOCITY	
Client	The Great Durnford Estate		Page No.	2 of 7	
Project	High Post Sites - Objection		Project No.	21/079	
Subject	Transport Objection		Document No	HPO001	
Prepared By	CG	Authorised By	CG	Date	April 2022

- 1.2.2 High Post is located on the A345 approximately mid way between Amesbury and Salisbury, with c.6km to either town centre. There is currently a hotel and some employment use located to the west of the A345 and the High Post Golf Club is located to the east of the A345.

HIGH POST NORTH

- 1.2.3 High Post North comprises 59 hectares of land and is put forward by its promoter for 47,500sqm of built footprint.

HIGH POST SOUTH

- 1.2.4 High Post South comprises 144 hectares of land and is put forward by its promoter for 117,000sqm of employment space and 500 homes.

HIGH POST PLANNING APPLICATION REF: PL/2021/11914

- 1.2.5 The proposed business park development at High Post proposes 13,615 GEA of business park to the west of the High Post Business Park and within the boundary of the promoted High Post North site as shown in Figure 1-2, below.

Figure 1-2: PL/2021/11914 Site Plan



Image source: Connect Consultants Transport Assessment; Google

- 1.2.6 The Transport Assessment submitted with the application includes trip generation data for employment uses and traffic data for the local road network, which we have used later in this note to undertake a high-level transport assessment of the likely impacts of the promoted sites.



TECHNICAL NOTE				VELOCITY	
Client	The Great Durnford Estate			Page No.	3 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

1.2.7 Wiltshire County Council Highways team has responded to the planning application advising, inter alia:

- ⊙ There is no pedestrian crossing phase on the signal controlled junction at High Cross. The road is 60mph. These facts will dissuade potential employees from using public transport and “bus cannot be considered a viable option”.
- ⊙ Cycling along the 60mph A345 would not be acceptable to most people and therefore cycling from Amesbury or Salisbury is not a realistic option.
- ⊙ The C292 (the unnamed road heading west from the A345 at the High Post junction) is reaching capacity and further impact on a congested highway network would be contrary to Core Strategy Policies 60,61, and 62.



TECHNICAL NOTE				VELOCITY	
Client	The Great Durnford Estate			Page No.	4 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

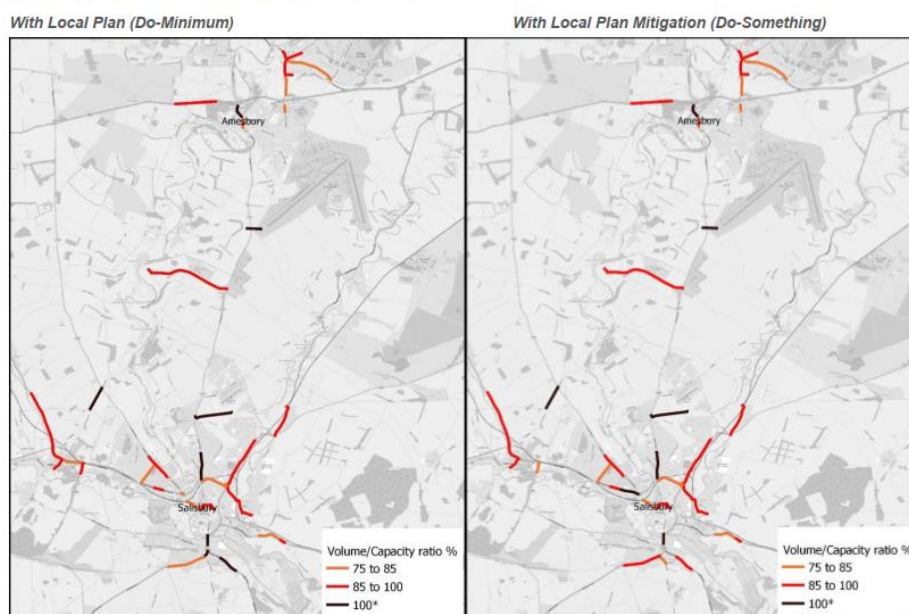
2 TECHNICAL ANALYSIS

2.1 LOCATION

- 2.1.1 The location is remote, with no appropriate footways or cycleways connecting to areas of housing or other employment, meaning that travel to and from the site would be dominated by vehicular traffic.
- 2.1.2 The location is not well connected to the strategic network with access to the A303 via Amesbury and access to the A36 via Salisbury inappropriate for increases in traffic, without commensurate increases in highway capacity. The Wiltshire Local Plan Transport Review (January 2021) prepared by the consultant Atkins identifies that routes into and through Salisbury and Amesbury will be operating in excess of capacity (i.e. any additional traffic will worsen to existing queuing and delay), as shown in Figure 3-10 of the Atkins report, reproduced below.

ATKINS
Member of the SNC-Land Group

Figure 3-10 - Impacts of mitigation in Salisbury and Amesbury



Impacts forecast by traffic volume to road capacity ratio (V/C%), AM peak period (08:00-09:00)

Wiltshire Local Plan | A | January 2021
Atkins | Wiltshire Local Plan Transport Review - for issue Jan 2021

Page 28 of 64

2.2 TRIP GENERATION AND IMPACTS

- 2.2.1 We have undertaken a high level trip generation assessment, taking trip rates from the High Post planning application ref: PL/2021/11914 Transport Assessment and the TRICS trip generation database for the residential development at High Post South, The resultant trip calculations are shown below in Table 2-1.



TECHNICAL NOTE				VELOCITY	
Client	The Great Durnford Estate			Page No.	5 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

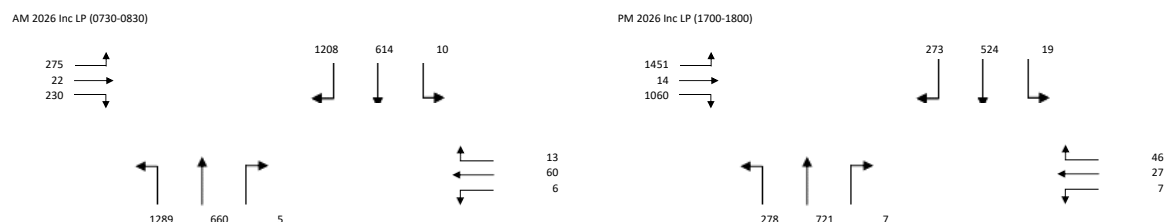
Table 2-1: Predicted combined trip generation

	Sqft	Sqm	AM		PM		
			Arr	Dep	Arr	Dep	
PL/2021/11914		13615	174	18	26	173	From Spitfire TA
High Post North	514000	47752	610	63	91	607	
High Post South (Commercial)	1260000	117058	1496	155	224	1487	
	Homes		0.2	0.45	0.4	0.25	From TRICS
High Post South (Residential)	500		100	225	200	125	
			AM		PM		
			Arr	Dep	Arr	Dep	
Total additional trips			2380	461	541	2392	

2.2.2 The analysis shows in excess of 2,000 additional vehicle trips per hour during the peak hours, which would require the equivalent of a new dual carriageway worth of additional traffic capacity.

2.2.3 Notwithstanding the immediate conclusion that a new dual carriageway between the A303 and the A36 would render the proposals at High Post financially unviable, and that any potential route is likely to cause unacceptable unmitigatable environmental harm, we have undertaken a preliminary analysis of the likely junction turning movements to understand what size of junctions would be required to accommodate the predicted levels of traffic. The indicative turning movements based on the trip generation exercise and the turning movements provided for the new development in application PL/2021/11914 are shown in Figure 2-1, below.

Figure 2-1: Indicative turning movements (combined sites + background traffic)



2.2.4 Based on these movements a significant amount of traffic light green time would need to be allocated to right turn movements and pedestrian phases would need to be included to allow for the crossing of the A345. Illustrative junction arrangements to allow for the predicted levels of traffic have been drawn up as shown in below and included in drawing SK001 at Appendix A.

2.2.5 The junction arrangements provide sufficient capacity for the flows based on the maximum permitted 120 second cycle time with a maximum degree of saturation ranging from 70% - 72%. Reducing the number of lanes on any of the arms would increase the degree of saturation over 100%, meaning that the junctions could not conceivably be any smaller than shown.



TECHNICAL NOTE				VELOCITY4	
Client	The Great Durnford Estate			Page No.	6 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

Figure 2-2: Illustrative junction arrangements



- 2.2.6 Diagram 1 (top left) shows an illustrative junction arrangement of sufficient capacity to accommodate all of the required movements at a single junction at High Post (assuming that High Post South would be accessed only via High Post North).
- 2.2.7 Diagram 2a (top right) shows a junction arrangement able to accommodate the traffic associated with PL/2021/11914 and High Post North.
- 2.2.8 Diagrams 2b and 2c (bottom left and right, respectively) show two new access junctions for High Post South. It is noted that all of the options would require land not included within the proposed site allocation boundaries.



TECHNICAL NOTE				VELOCITY	
Client	The Great Durnford Estate			Page No.	7 of 7
Project	High Post Sites - Objection			Project No.	21/079
Subject	Transport Objection			Document No	HPO001
Prepared By	CG	Authorised By	CG	Date	April 2022

3 SUMMARY & CONCLUSIONS

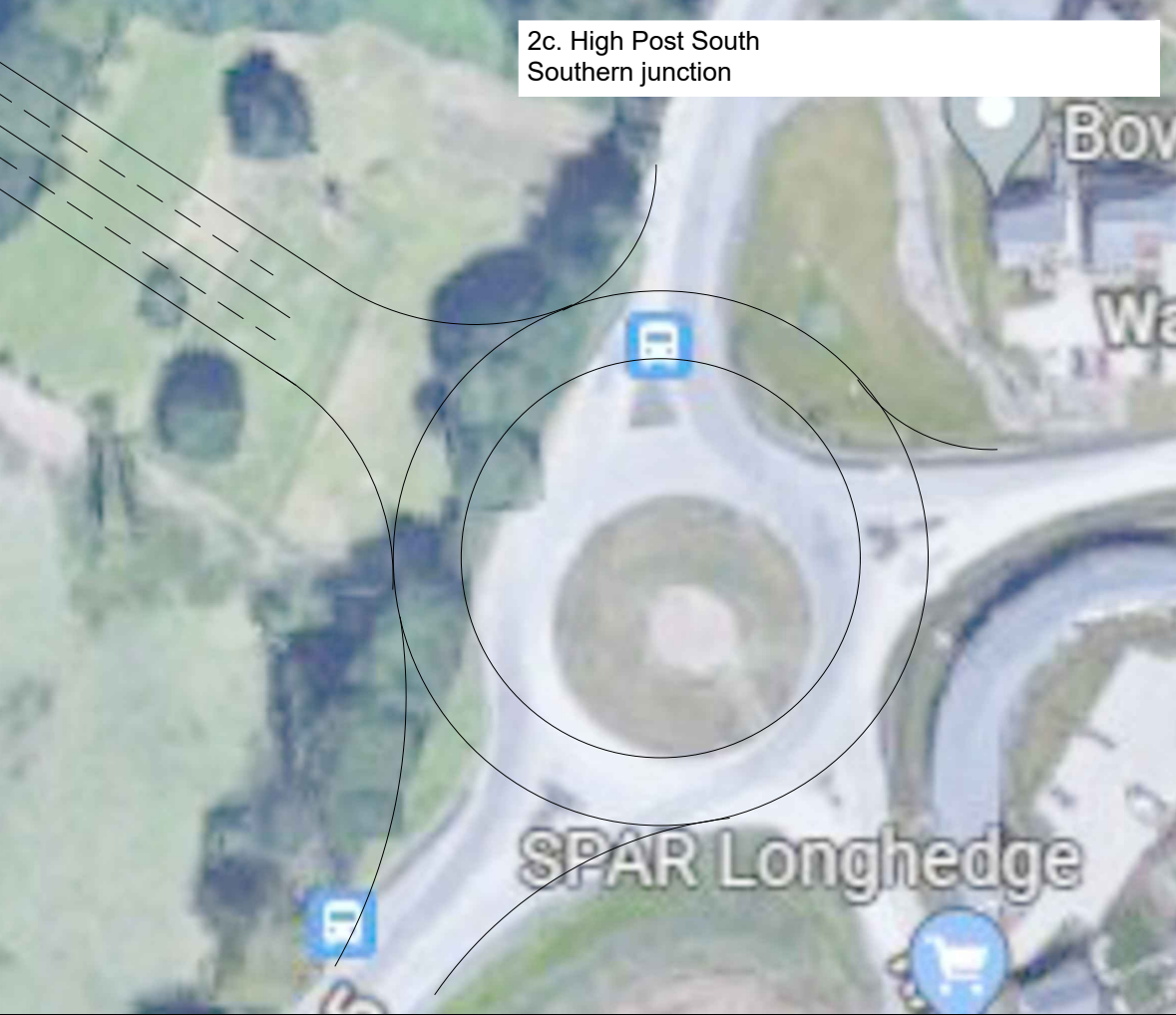
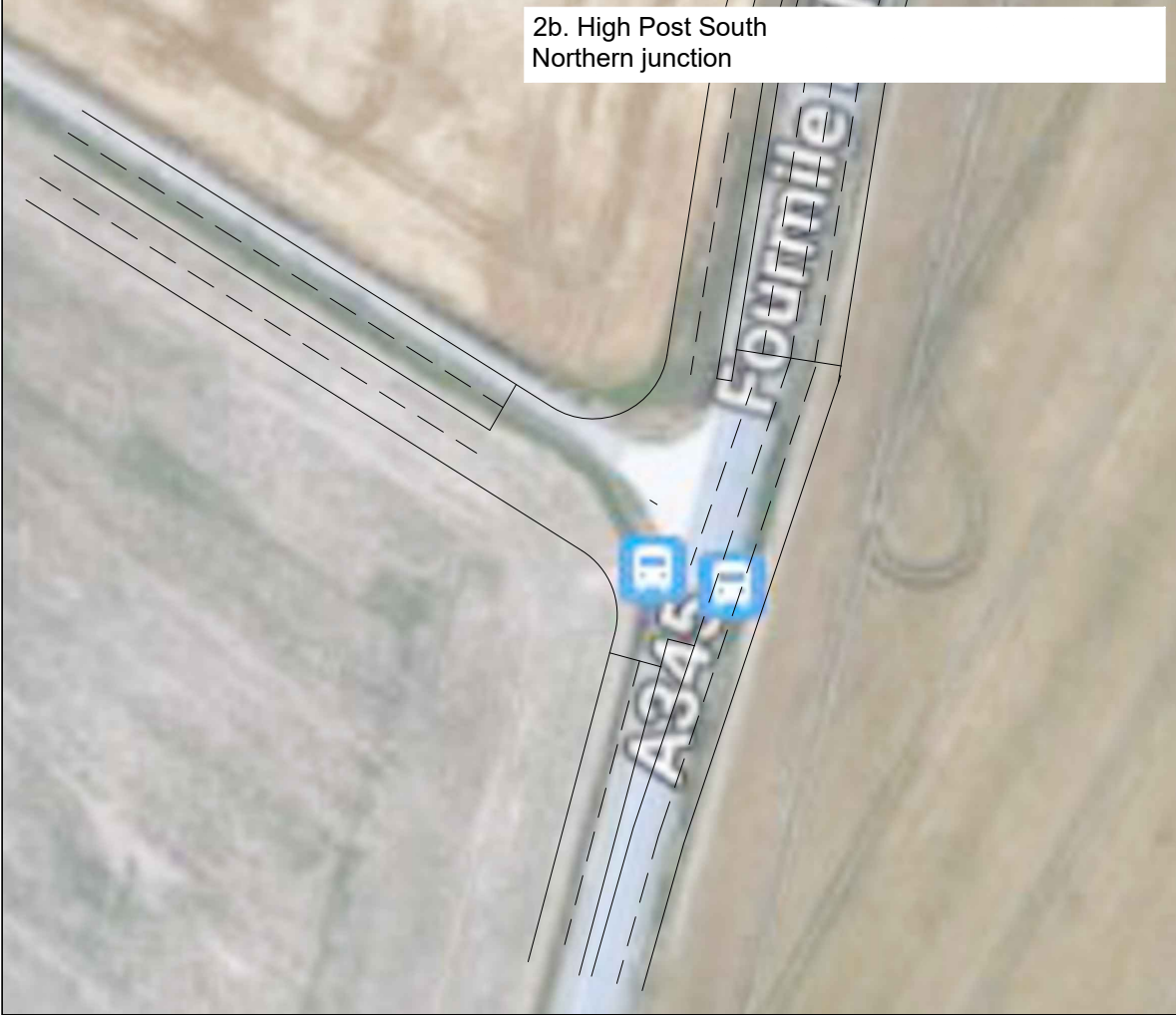
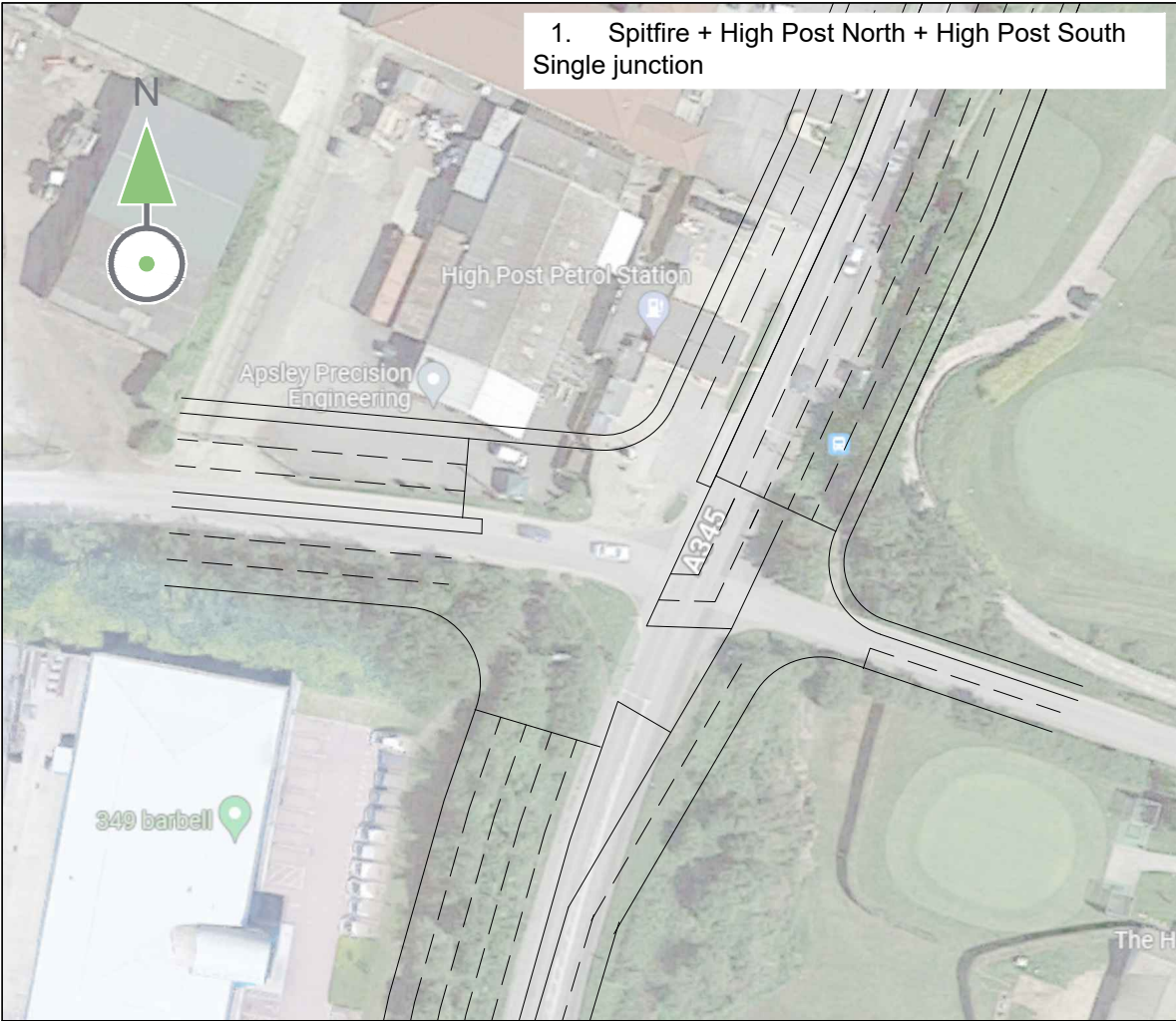
- 3.1.1 Two sites totalling 203 Ha have been submitted by their promoters to the Wiltshire Local Plan process (via the Market Town Consultation Response Form) in an attempt to secure a Local Plan allocation for development.
- 3.1.2 The location is fundamentally unsustainable in transport terms with access by public transport and bicycle unviable from both Amesbury and Salisbury, which would result in a vehicle dominated access solutions including vast signal controlled dual carriageway junctions along the A345, with a new dual carriageway route to be secured between the A303 and the A36.
- 3.1.3 The scale of these interventions would have substantial unmitigatable environmental impacts and, at face value, the prospect of success through the planning system is extremely unlikely.
- 3.1.4 The inclusion of these sites within the Local Plan would therefore risk compromising the deliverability of the Plan and its target housing and employment land supplies, resulting in the Planning Inspectorate finding the proposed Plan unsound.



APPENDIX A

SK001 – ILLUSTRATIVE JUNCTION ARRANGEMENTS





- Notes:
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
 4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY XXX SURVEYS LTD (DRAWING NO XXXXXX/XX/XX) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
 5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

A	01/01/22	FIRST ISSUE			
Rev	Date	Description	Dm	Chk	App
<div><div>VELOCITY</div><div>Transport Planning</div><div>© VELOCITY TRANSPORT PLANNING LTD</div></div>					
Drawing Status			S0 - WORK IN PROGRESS		
Client					
The Great Durnford Estate					
Architect			N/A		
Project Title			Wiltshire Local Plan Reps		
Drawing Title			Illustrative junction arrangement assessment		
Scale @ A3	Date	Designed/Drawn	Checked	Approved	
1:1000	21/04/22	CG	CG	CG	
Project Ref	Drawing Number				Rev
21/079	SK001				A

