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Client	Sustainable Amesbury	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 Sustainable Amesbury 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



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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.



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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.



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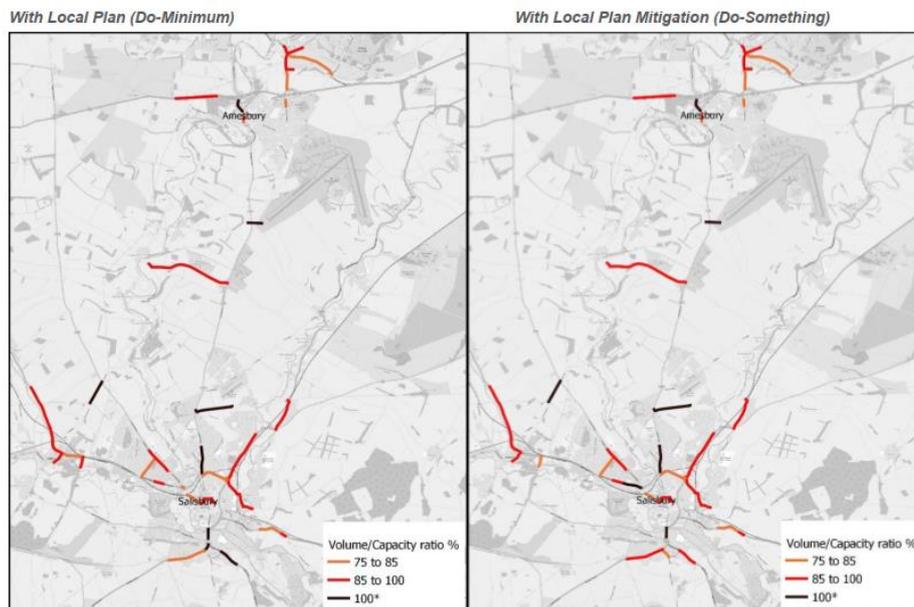
2 TECHNICAL ANALYSIS

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.



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)

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.



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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.



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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

