

Application Number:	PL/2025/08565
Location:	Kamatan Acres, Larkhill Road, Durrington, Salisbury, SP4 8BH
Proposal:	Change of use of land from residential to camp site, the siting of 5 moveable camping pods and the conversion of an existing ancillary residential building to a holiday let.

[SP4 8BH - Google Maps](#)

[60 A3028 - Google Maps](#)

I refer to the above planning application which seeks permission for the change of use of land from residential to a camp site with the siting of 5 camping pods and the conversion of an existing residential building to a holiday let.

Sustainability

The site is located adjacent to the defined settlement boundary of Durrington, with access to local facilities and public transport, and is therefore considered to be sustainably located. As detailed in the Planning Statement, a bus stop is located adjacent to the site access which offers regular services to Salisbury and Larkhill.

Proposal

The proposed development would convert an existing garage/workshop into a self-contained one-bedroom unit of letting accommodation, together with the siting of 5 moveable camping pods. It is understood that the camping pods do not include any bathroom facilities, with all campers requiring to use existing facilities within a toilet block associated with the adjoining campsite to the south of Kamatan Acres, which is within the blue edged land in the ownership of the applicant. There is, however, no planning history in relation to the existing campsite.

Access and parking

The means of access to the site is an existing access drive serving Kamatan Acres and the stated existing camping site for 5 units of accommodation to the south, which are understood to be glamping pods.

The access onto the A3028, Larkhill Road, is located approximately 33 metres east of the A345/A3028 roundabout, and opposite the junction with Stonehenge Road. The form of vehicular access has a width of 4.5 metres between the gate posts, which are set approximately 6 metres back from the carriageway edge. Visibility is good in both directions.

Whilst the access width is considered sufficient to accommodate an arriving and departing vehicle at the same time, priority would be needed for vehicles entering the site to ensure that those arriving from the west (off the roundabout) can complete their right turn movement into the site unhindered.

It is for this reason that appropriate management of arrivals and departures is required, as discussed below.

The Proposed Site Plan, Drawing No.1010/PL/02, indicates the provision of 6 car parking spaces for the camping pods and holiday let unit located to the east of the access drive, which is considered sufficient for the proposed use. Vehicles would also be able to manoeuvre within the site, ensuring that no vehicle would need to reverse out into the highway.

Traffic generation

The application does not provide any information regarding existing traffic generated by the site, in respect of the camping site, or any details of anticipated traffic generation for the additional camping pods and letting unit proposed. In order to consider the impact of the additional vehicle movements, and particularly right turning movements into the site, it is considered that information relating to the existing and proposed vehicle movements should be provided.

It would also be helpful to understand the means of booking system to establish if there would be any restrictions on the timing for arrivals, in order to manage vehicle movements.

Summary and Recommendations

Having regard to the above, it is considered that the principle of the proposal is acceptable in highway terms.

The means of access to serve the proposed development is of appropriate geometry and junction visibility to provide a safe means of access.

The parking provision is also considered appropriate for the scale of development, and there are adequate turning facilities within the site to ensure all vehicle manoeuvring can be accommodated within the confines of the site.

Subject to the receipt of satisfactory information regarding the number of vehicle movements associated with the proposed use, and details of the management of bookings, it is likely that an operational statement would be recommended as a condition of any approval.

Amanda Hall
Highways Development Management Engineer