

Application Number:	PL/2026/03824
Location:	7 Shaftesbury Road, Barford St Martin, Salisbury, SP3 4BL
Proposal:	Dropped kerb, creation of parking area and bound block paving.

[Google Maps](#)

[7 A30 - Google Maps](#)

Introduction and Proposal

The proposal seeks approval for the creation of a new vehicular access and parking area off the A30, Shaftesbury Road to serve the existing dwelling.

The submitted plans indicate the provision of a 3.5 metre wide access to serve a parking/turning area of approximate dimensions 9m by 10-11m. the hedge to the south is proposed to be retained, as is the boundary wall to the north.

Highway Considerations

Access, Parking and Manoeuvring

The submitted drawings identify a proposed parking and turning area within land adjacent to the dwelling. However, the application fails to provide sufficient information to demonstrate that vehicles would be able to adequately manoeuvre within the site and subsequently enter the highway in a forward gear. No swept path assessment or other vehicle tracking information has been provided and the submitted plans do not clearly demonstrate that sufficient turning space would be available.

Given the classification and function of the A30, the Local Highway Authority considers it important that vehicles are able to enter and leave the site in a safe manner without the need to reverse onto or from the public highway. In the absence of adequate evidence demonstrating that suitable turning facilities can be achieved within the site, the Highway Authority cannot be satisfied that the development would provide a safe and suitable access arrangement.

Accordingly, the Local Planning Authority cannot be satisfied that the proposal would not result in vehicles reversing onto the A30 to the detriment of highway safety.

The surfacing of the parking area is proposed as gravel set behind a 1.0 metre wide block paved strip. In order to ensure any loose material is not tracked out from the site onto the public highway, a fully bound parking/turning area would be required.

Visibility

The Local Highway Authority acknowledges the submitted visibility information which suggests splays of 43m can be achieved, which would accord with the guidance in Manual for Streets. However, a review of the submitted drawing suggests that the required visibility

splays may not be achievable from the proposed access position where the setback distance has not been dimensioned. An assessment of this scaled drawing would suggest a setback distance of only approximately 1.7m has been used, which is not an acceptable distance to provide sufficient visibility onto this classification of road.

The Local Highway Authority is therefore unable to conclude that adequate visibility can be achieved and maintained in the interests of highway safety.

Conclusion and Recommendation

The proposal for the formation of a new vehicular access and parking area has not provided sufficient detail of the parking and turning areas to demonstrate that a vehicle can enter and leave the highway in a forward gear. Furthermore, the visibility required to ensure the safe use of the access has not been demonstrated to be achievable.

It is therefore recommended that the application be refused, as submitted, for the following reasons.

The applicant has failed to provide sufficient information to demonstrate that the proposed vehicular access can achieve and maintain appropriate visibility splays commensurate with the classification and speed environment of the A30.

The applicant has failed to provide sufficient information to demonstrate that vehicles can adequately manoeuvre within the site and enter the public highway in a forward gear. In the absence of adequate turning and manoeuvring details, the Local Planning Authority cannot be satisfied that vehicles would not be required to reverse onto the A30, to the detriment of highway safety. The proposal therefore fails to demonstrate a safe and suitable access for all users and is contrary to the National Planning Policy Framework.

Amanda Hall
Highways Development Management Engineer