



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

HIGHWAY TECHNICAL NOTE

FIRS FARM, SALISBURY ROAD (A30), LOPCOMBE CORNER, SP5 1BW

1.0 Introduction

1.1 This Highway Technical Note has been prepared on behalf of David Nolan in support of a Permission in Principle (PiP) application relating to land at Firs Farm, Salisbury Road (A30), Lopcombe Corner, SP5 1BW.

1.2 The application seeks to establish the principle of development comprising four detached residential dwellings.

1.3 Vehicular access to the development would be obtained from the existing access serving Firs Farm on the northern side of Salisbury Road.

1.4 The purpose of this Technical Note is to consider the development at a proportionate level appropriate to the PiP stage and, in particular, to demonstrate that suitable vehicular access to the site can be achieved.

1.5 A subsequent detailed planning application will be supported by a comprehensive Transport Statement and that document will provide the detailed technical assessment of the access arrangements, traffic generation, parking, servicing, accessibility and other highway matters associated with the development.

1.6 Accordingly, this Technical Note does not seek to undertake the detailed assessment that would accompany the subsequent application. Rather, it establishes that there are no overriding highway constraints that would prevent the site from being considered suitable in principle for the proposed development.

2.0 Site and Highway Context

2.1 Firs Farm is situated on the northern side of Salisbury Road at Lopcombe Corner. Salisbury Road forms part of the A30 and provides the principal highway connection through the area.

2.2 The site is presently served by an existing vehicular access directly from the northern side of the A30. The proposed development would utilise this established point of access and would therefore not require the formation of an additional access onto the A30.

2.3 In the vicinity of the site, the A30 is a predominantly rural single-carriageway two lane road and is subject to a 50mph speed limit.

2.4 The existing access connects directly with the A30 and provides an established means of vehicular access to Firs Farm. The principle of vehicular access at this location is therefore already established.

2.5 The detailed geometry of the access, together with any localised improvements considered necessary to accommodate the proposed development, would be established as part of the subsequent detailed application.

3.0 Proposed Development

3.1 The PiP application seeks to establish the principle of developing the site for four detached residential dwellings.

3.2 At this stage, detailed matters relating to the precise layout, parking arrangements, internal access configuration and servicing arrangements are not required to be determined.

3.3 These matters would be developed as part of the detailed design of the scheme and assessed within the Transport Statement accompanying the subsequent planning application.

3.4 The important consideration at the PiP stage is therefore whether the site can be provided with a suitable means of vehicular access and whether there is any fundamental highway constraint that would prevent the proposed scale and nature of development from being accommodated.

4.0 Access and Visibility

4.1 Vehicular access would be taken from the existing access onto the northern side of the A30 Salisbury Road.

4.2 Salisbury Road is subject to a 50mph speed limit in the vicinity of the site. On this basis, visibility splays of 2.4m x 160.0m would be provided in each direction from the site access.

4.3 A visibility splay of 2.4m x 160.0m can be achieved to the east of the access and a corresponding visibility splay of 2.4m x 160.0m can also be achieved to the west. This is demonstrated on drawing NJC-001, included as [Appendix 1](#) to this Note.

4.4 The achievement and permanent maintenance of these splays would require some trimming and management of existing vegetation together with the localised relocation/setback of boundary treatments alongside the A30.

4.5 These works are straightforward measures which can be incorporated into the detailed design of the development and secured as part of any subsequent planning permission.

4.6 The existing access can therefore be provided with visibility appropriate to the prevailing 50mph speed limit in both directions along the A30.

4.7 The detailed planning application would be accompanied by an appropriately scaled access and visibility drawing demonstrating the extent of the splays, the land required to provide them and the associated vegetation and boundary treatment works.

5.0 Traffic Implications

5.1 The development proposed at the PiP stage is limited in scale, comprising four detached dwellings.

5.2 The residential use would generate a relatively modest number of vehicle movements distributed throughout the day.

5.3 A detailed quantitative assessment of traffic generation is not considered necessary for the purposes of establishing the principle of development through the present PiP application.

5.4 The subsequent Transport Statement would quantify the anticipated traffic generation associated with both elements of the development using an appropriate evidence base and would consider the combined traffic effect of the development upon the A30.

5.5 Given the modest scale of the proposed development and the ability to utilise an existing access onto the A30, there is no indication at this stage that the level of development proposed would result in a material impact upon the operation of the surrounding highway network.

6.0 Scope of Subsequent Transport Statement

6.1 A comprehensive Transport Statement would be submitted in support of the subsequent detailed planning application.

6.2 The Transport Statement would provide the detailed evidence necessary for Wiltshire Council, as Local Highway Authority, to consider the highway and transportation implications of the final development proposals.

6.3 In particular, the Transport Statement would include:

- a detailed description of the site and its relationship with the surrounding highway network;
- a review of the characteristics and operation of the A30 in the vicinity of the site;
- details of the existing access and any improvements proposed as part of the development;
- detailed access and visibility drawings demonstrating the provision of 2.4m x 160.0m visibility splays in both directions;
- consideration of the management/removal of vegetation and relocation of boundary treatments necessary to secure and maintain the visibility splays;
- an assessment of the accessibility of the site by walking, cycling and public transport, having regard to its rural location;
- details of the proposed internal access arrangements;
- an assessment of the likely traffic generation associated with the four residential dwellings;
- consideration of the combined traffic generation of the development and its effect upon the A30;
- details of the proposed car and cycle parking provision;
- consideration of electric vehicle charging provision;
- details of refuse collection and servicing arrangements;
- swept-path analysis for appropriate service and delivery vehicles where necessary;
- consideration of the personal injury accident record on the surrounding highway network where appropriate; and
- consideration of the development against relevant national and local transport and highway planning policy.

6.4 The subsequent Transport Statement would therefore provide a comprehensive assessment of the final development proposals once the detailed layout, scale and operational characteristics of the scheme have been established.

6.5 The present PiP application need only establish that there is no fundamental highway constraint which would prevent the development of the site in principle. The ability to utilise an existing access and to provide visibility splays commensurate with the 50mph speed limit demonstrates that an appropriate means of access can be achieved.

7.0 Summary and Conclusion

7.1 This Highway Technical Note has been prepared in support of a Permission in Principle application for four detached dwellings at Firs Farm, Salisbury Road, Lopcombe Corner.

7.2 Vehicular access would be obtained from the existing access onto the northern side of the A30 Salisbury Road, thereby avoiding the need to introduce an additional access onto the A30.

7.3 Salisbury Road is subject to a 50mph speed limit in the vicinity of the site. Visibility splays of 2.4m x 160.0m can be provided in both directions from the existing access.

7.4 The provision of the required visibility would necessitate some trimming and management of existing vegetation together with the relocation/setback of existing boundary treatments. These works can be incorporated into the detailed design of the development.

7.5 The development is modest in scale and there is no indication that its associated traffic generation would materially affect the operation of the A30. Detailed traffic generation and highway impact assessments would nevertheless be undertaken as part of the Transport Statement accompanying the subsequent detailed planning application.

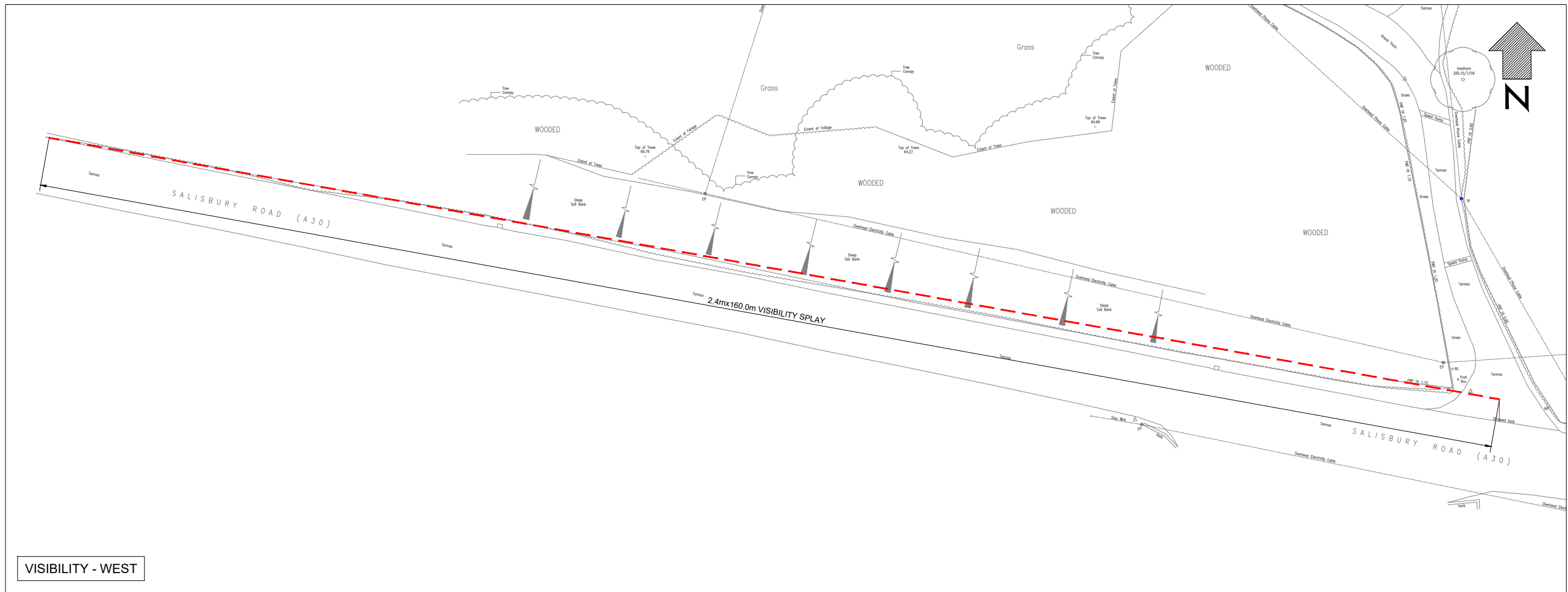
7.6 The detailed application would therefore provide Wiltshire Council with the opportunity to consider the precise access design, visibility, traffic generation, parking, servicing and sustainable transport arrangements once the final development layout has been established.

7.7 At this PiP stage, the available highway evidence demonstrates that the site can be served from an existing access capable of providing appropriate visibility in both directions along the A30. There is consequently no fundamental highway constraint which would prevent the principle of the proposed development from being established.

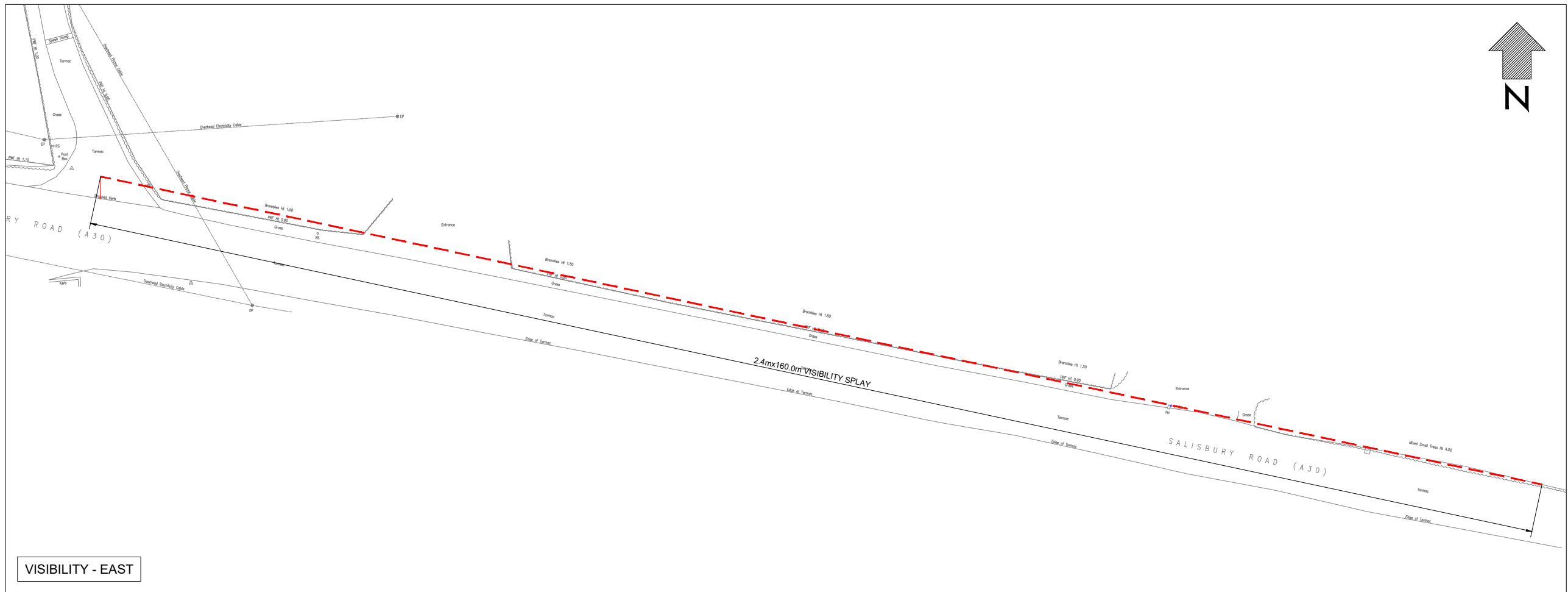
Nick Culhane August 2026

Appendix 1

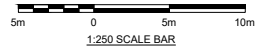
Access and Visibility



VISIBILITY - WEST



VISIBILITY - EAST



Client



Project

FIRS FARM

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date	Scale	Size
AUG 2026	1:250	A1

Drawing No.	Rev
NJC-001	-