

Response to Pre-Application Advice

Proposed off-street parking and vehicular access

Pre-application reference	ENQ/2026/01253
Date of pre-application advice	19 June 2026

1. Introduction

This supporting statement accompanies the plans submitted for the proposed off street parking and vehicular access. It addresses the points raised in the pre application advice regarding the access, visibility, borehole pump, parking, manoeuvring and landscaping.

2. Parking and manoeuvring

The highway officer advised that parking spaces should measure a minimum of 2.4m by 4.8m and that sufficient manoeuvring space should be provided to allow vehicles to turn within the site. The proposed parking spaces are shown on Drawing D07 – Proposed Site Plan. Each proposed space is greater than 2.4m by 4.8m long, as recommended.

The layout provides sufficient space for vehicles to enter, park, manoeuvre and leave the site in forward gear. Swept path drawings are provided to demonstrate the achievable vehicle movements, as shown in Drawing D01 – Swept Path Analysis Car 1 and Drawing D02 – Swept Path Analysis Car 2.

3. Visibility

The pre-application advice states that visibility splays of approximately 2.4m by 43m would ordinarily be sought, while recognising that the full visibility requirement may not be achievable and that a planning judgement would be required. Drawing D05 – Visibility Splay shows the sightlines from a point 2.48m from the proposed access and demonstrates the visibility available at the site.

The existing road geometry and the center line radius of the bend near the property are shown on Drawing D04 – Centre Line Radius of Bend. This is provided to assist the Highway Authority in assessment of the proposed access and vehicle movements.

Drawing D04 shows that the road approaching the proposed access includes a tight bend with an approximate center line radius of 13.43 meters. Whilst the road is subject to a 30mph speed limit, the tight geometry of the bend is likely to influence the speed of vehicles approaching the proposed access. The road geometry should therefore be taken into account when considering the appropriate stopping sight distance and visibility requirements at this location.

The visibility required for the proposed access is provided over a combination of highway land, land I own, and adjoining land owned by a neighbour. An existing arrangement is in place with the neighbours management company to ensure that the visibility area is kept free from obstruction, and this arrangement will remain in place.

4. Borehole pump / green box

The pre-application advice requests that the location of the borehole pump be clearly shown and that sufficient space remains for vehicles to access, park and turn within the site. Drawing D07 – Proposed Site Plan shows the position of the Borehole pump in relation to the proposed access and parking and confirms that the maneuvering area remains usable and that access to the equipment is not obstructed. There is more than 1 meter between the Borehole pump and the border fences.

5. Surface treatment and landscape

The pre-application advice recommends limiting the extent of hardstanding, and to consider grasscrete or a similar green surface. Grasscrete was considered as part of the proposal; however, because the area is required for regular vehicle access, turning and manoeuvring, it was felt that a more robust surface would be preferable. The proposal has been designed to retain as much open green space as practical, as seen in Drawing D06 – Proposed Access, parking and Retained Green Space. The aim is to minimize the visual impact on the North Wessex Downs National Landscape

It is proposed that the driveway and parking area will be finished in red brick herringbone style paving, reflecting and complementing the existing access adjacent to the neighboring property. This will help the proposed development integrate with its surroundings and maintain a rural character. No trees or hedges will be affected.

7. Conclusion

The submitted information has been provided in response to the pre-application advice. Together, the drawings demonstrate the proposed parking dimensions, vehicle manoeuvring, achievable visibility, road geometry and the location of the neighbouring borehole pump. The proposal provides a safe and practical access and parking arrangement while retaining a green character and limiting its impact on the surrounding landscape.

Supporting drawings: D01 Swept Path Analysis Car 1, D02 Swept Path Analysis Car 2, D03 Location Plan; D04 Centre Line Radius of Bend in road near the property, D05 Visibility Splay, D06 Proposed Access, parking and Retained Green Space, D07 Proposed Site Plan.