

Objection: Inaccurate Visibility Claims, Critical Topographical Obstructions, and Severe Conflict with Existing Highway Restrictions.

I object to this application on the grounds of highway safety, specifically regarding the unfeasible and inaccurate visibility splays claimed for the proposed 2-car roadside parking bay.

1. Failure to Provide True Spatial Evidence: The Planning Statement relies on a generic textbook statement quoting standard 2.4m x 43m visibility metrics. Crucially, the applicant has failed to provide a geometric map layout showing the actual X and Y sight lines.

2. Topographical Blind Spot (The Funnel): The real-world geography of this exact stretch of road in Upper Woodford completely invalidates a flat 43-metre splay calculation. The road undergoes a severe rising elevation and a physical narrowing, forcing traffic into a tight funnel.

Figure 1. Looking down the rising, narrow funnel towards the sharp left-hand bend, demonstrating the complete loss of a 43m line of sight from the proposed bay location



3. The Blind Bend Exception: Because of the sharp left-hand bend, any driver attempting to safely navigate, pull into, or reverse out of the proposed roadside parking bay faces a complete blind spot. It is physically impossible to see vehicles entering the narrow funnel from around that corner, even if those vehicles are technically positioned right at or just beyond the 43-metre threshold.

4. Wiltshire Council's Existing 10mph Intervention: Wiltshire Council Highways has already formally recognised the inherent danger, narrowness, and restricted visibility of this exact funnel by installing official council signage reducing the speed limit to 20mph. Introducing a new physical point of vehicle conflict (a stationary parking bay requiring manoeuvring) inside a known, council-designated hazard zone is structurally dangerous.

Figure 2. The Council's existing 10mph warning sign, proving this stretch of road is already designated as a high-risk highway bottleneck.



Conclusion & Action Required:

The applicant's flat-math statement fails to account for three-dimensional topography and a sharp blind bend. I request that the Planning Case Officer and the Highways Development Control Officer physically visit the site to conduct a real-world string-line visibility test. Furthermore, I request that the Highways Officer cross-reference their internal Stonehenge LHFIF records, as this specific bottleneck safety profile is the exact reason previous community highway interventions on this stretch were restricted.