

|                            |                                                                                                          |
|----------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Application Number:</b> | PL/2026/00776                                                                                            |
| <b>Location:</b>           | 304c Devizes Road, Salisbury, SP2 7DP                                                                    |
| <b>Proposal:</b>           | Change of Use from a private dwelling C3 to class C2, and therefore use as a children's residential home |

[304C Devizes Rd - Google Maps](#)

[A360 - Google Maps](#)

I refer to the above planning application received on 6<sup>th</sup> March 2026.

### **Introduction and Existing Situation**

The application relates to a detached four-bedroom property at 304C Devizes Road. The dwelling is currently vacant and is understood to have most recently operated as an HMO.

Vehicle access is taken directly from the A360 Devizes Road via an existing driveway, which the applicant states can accommodate parking for three vehicles.

### **Proposed Use**

The proposal seeks the change of use of the existing dwelling to a children's residential home (Class C2), accommodating up to three children or young people with learning disabilities or autism.

No physical alterations to the building are proposed. The accommodation within the property comprises three bedrooms, a shower room and an integral garage at ground floor level, with a living room, kitchen and fourth bedroom at first floor level.

The supporting statement advises that the staffing ratio could be 1 staff to 1 child depending on the needs. However, it goes on to state that the Home would not accept three children all requiring one-to-one care at the same time.

Staffing arrangements include a full-time Registered Home Manager, a Deputy Manager, and 5–6 care workers working on a rota basis with some staff sleeping onsite. Shift patterns have not been confirmed, and maximum onsite staffing remains unclear.

Visitors such as social workers would attend by appointment, and there would also be team meetings and staff handovers conducted at the premises.

### **Sustainability**

The site lies within the settlement boundary of Salisbury with good access to local facilities and public transport and is therefore regarded as locationally sustainable.

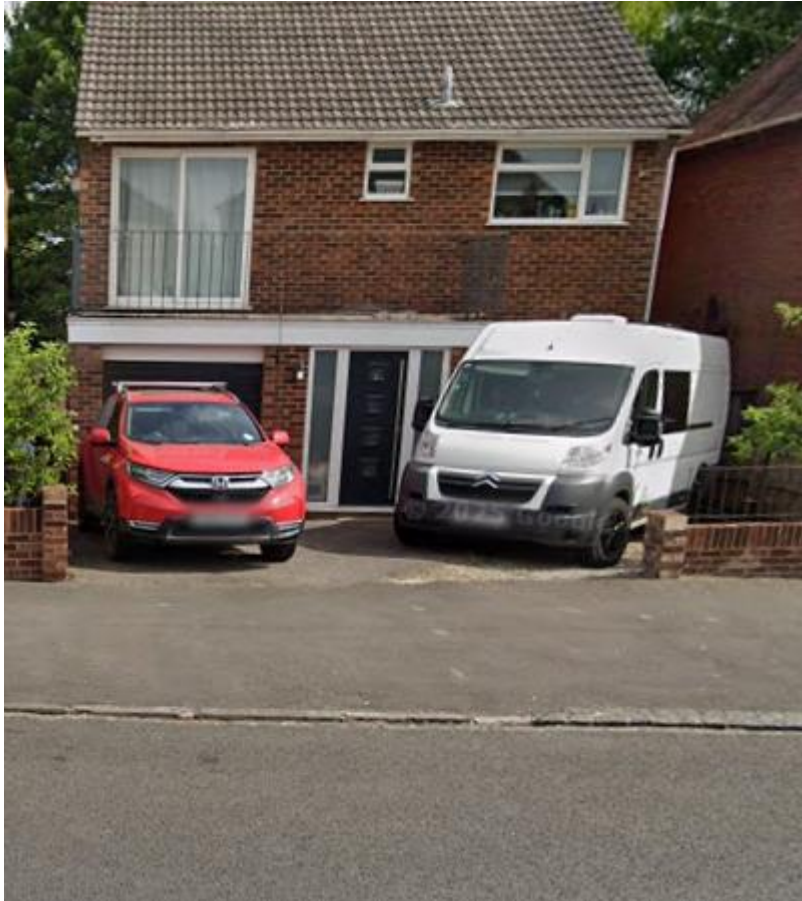
### **Access and Parking Considerations**

The supporting statement advises that the Home will have a vehicle for the children residing at the premises, and staff and visitors may also travel by car and require parking within the site.

Whilst it is stated that *"There is ample parking on the property for this and any visitors with no need for offsite/local road parking."*, it is noted that the garage is not of dimensions that would reasonably be considered appropriate for a parking space, and given that there is no

dedicated provision indicated for cycle storage, it could offer such provision to promote sustainable travel.

The driveway area fronting the property is available as surface parking, and whilst it is suggested that this could offer parking for three cars, the available width of the driveway opening, together with the location of the front door to the property, would only reasonably offer parking for two cars, as evidenced in the following streetview image.



The form of vehicular access is, however, considered acceptable for the proposed use.

### **Traffic Generation**

Whilst it is understood that shift patterns may not have been finalised at this stage, further information is required to assess traffic and parking demand:

- Maximum staff onsite at any time
- Management of staff changeover periods
- Cycle parking provision
- Sustainable travel measures (such as car sharing)

It is clear that Devizes Road has a wide carriageway which can comfortably accommodate a level of on street parking without compromising the movement of vehicles along the road, and therefore some degree of on-street parking for visitors would be considered acceptable in this location.

### **Summary and Recommendation**

The proposed change of use is acceptable in principle. However, additional details are required before a full assessment can be completed.

A holding objection is therefore raised pending submission of:

- Maximum staffing numbers
- Shift changeover details
- Parking management plan
- Cycle parking provision
- Sustainable travel measures

**Amanda Hall**  
**Highways Development Management Engineer**