

Dear Amy,

Subject: Response to Highways queries – 304c Devizes Road.

I refer to the request from Highways regarding further information for 304c Devizes Road. The property benefits from a generous on-site driveway capable of accommodating up to 3 vehicles, which meets the anticipated demand for this proposed use, further details are below.

The proposed use is for a three-bedroom children's residential home, which would typically fall under Use Class C2: Residential Institutions, encompassing care homes, children's homes, and similar settings.

While parking standards in the Salisbury area (SP2 postcode) follow a zonal Network Zone structure for general residential developments, use Class C2 developments are governed by non-residential parking guidance consistent with Wiltshire Council and legacy Dorset Council policies.

Relevant Parking Standards for C2 use that we are following:

- 1 space per 4 staff
- 1 space per 3 visitors
- Cycle parking: to be considered in relation to site layout and anticipated demand

Based on the proposed use, the following assumptions apply:

- Resident children: 3
- Maximum non-resident staff (peak shift): 4 (3 support workers that include a Team leader, and then the Manager or Deputy)
- Potential visitors (e.g., social workers): up to 3 although this will be managed to ensure that visits are planned at separate times.

This results in the following parking requirement:

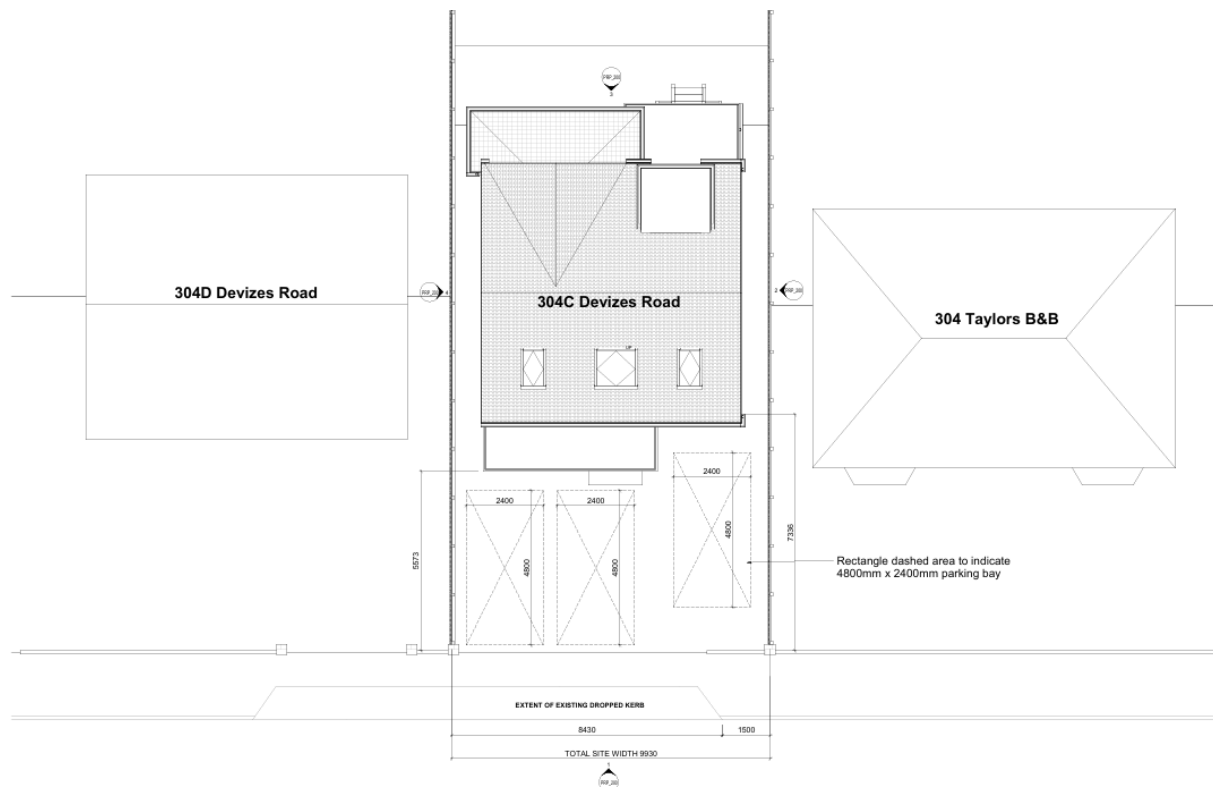
- Staff: $4 \text{ staff} \div 4 = 1 \text{ space}$
- Visitors: $3 \text{ visitors} \div 3 = 1 \text{ space}$
- Total required: 2 spaces

We can confirm that driveway entrance measures 8430mm. and the drive area is 9930mm which provides sufficient space to accommodate this demand, along with off-street access. There is also adequate space to store a bicycle should any staff member choose to cycle to work.

Please see diagram a. below shows the parking management.

We will manage the visitors to ensure there are not multiple people or agencies on site at one time.

Diagram a. parking diagram



Sustainable Travel

The site is situated within the Network Zone (Urban area) and lies in a sustainable location, well connected to local amenities, schools, and services. It benefits from regular public transport services, with bus stops located within a short walking distance, making it highly accessible by public transport, walking, and cycling. We will also offer cycle to work schemes and other sustainable travel schemes.

Staffing Arrangements

The home will operate similarly to a typical family dwelling. Staffing levels are expected to be:

- Minimum 1 staff member onsite at all times (24-hour shift pattern)
- Maximum 4 staff members onsite (this is very much dependent upon the needs of the children)
- There will be times when there are more than 4 staff members on site, this will not be very often and will be managed accordingly to ensure transport and parking disruption is kept to a minimal.
- Shift handovers at 09.30 and 21:30 daily
- Home Manager or Deputy present Monday to Friday between 09:00 and 17:00
- Peak daytime staffing generally no more than 3 staff, dependent on the assessed needs of the children

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One-to-one care may occasionally be required but will be determined by individual children's needs. Additional visitors or meetings would be infrequent and not part of routine operations. Accordingly, the proposed use would not materially intensify parking demand beyond that of a standard residential dwelling.

The proposed change of use will not involve external alterations to the property. The scale and nature of the use are comparable to a typical family home and will not result in over-intensification of the site. Therefore, it will not adversely affect the character or appearance of the dwelling, the amenity of neighbouring residents, or the safe and efficient operation of the local highway network.

Summary

- Use Class: C2 (Residential Institution – Children's Home)
- Required parking: 2 spaces (1 staff + 1 visitor)
- Available parking on site: [insert total number of spaces / measurements]
- Sustainable location: Yes (Network Zone, with access to buses, schools, and local services)
- Cycle provision: Can be accommodated
- EV provision can be incorporated
- Staffing: 1–3 onsite, no significant traffic impact

Parking Standards and Policy Context

The parking provision for the proposed development has been considered in accordance with local policy guidance, including:

- The Wiltshire Car Parking Strategy (2011–2026) which sets out parking requirements for institutional and residential developments.
- The Salisbury Local Plan (2011) – Appendix 5: Car Parking Guidelines, which specifies minimum parking space dimensions and access requirements.

Should there be any further questions please do not hesitate to make contact.

Yours sincerely

Toni Carr