

Application Number:	PL/2026/01472
Location:	Wyndham Park Conservative Club, College Street, Salisbury, SP1 3AL
Proposal:	Change of use from social club to private dwelling. Partial demolition of existing building. Replacement roof.

[Google Maps](#)

[College St - Google Maps](#)

Introduction and Proposal

I refer to the above planning application which seeks the change of use of the existing social club to a 3-bedroom dwelling and includes the partial demolition of the existing building and a replacement roof.

The proposal also includes the provision of a new vehicular access to serve the site which would provide parking for a single car, in the form of a car port.

Sustainability

The site is located within the defined settlement boundary of Salisbury where there is good pedestrian and cycle facilities, and access to public transport.

The location of the site is therefore considered to be sustainable in transport terms.

Planning History

PL/2025/03987 Change of use from social club to private dwelling. Partial demolition of existing building. First floor extension – Application withdrawn

Access and Car Parking

The site currently has no means of vehicle access or parking for the social club.

On-street parking on College Street is controlled by the residents parking scheme and parking is available for Zone A permit holders – the new residents of this development may not be entitled to any parking permits if this zone is already saturated.

The proposed change of use seeks to provide a single parking space within a car port to the eastern side of the building. The dimensions of the car port are proposed as 3m wide and 5m long, which is considered to be sufficient to park one car, and given the sustainable location of the site, in transport terms, this would be considered an acceptable level of provision for this change of use application.

The previous application, PL/2025/03987, indicated a car port in the same location, however it is noted that the current submission includes a pillar at the north-eastern corner of the car port which would, in my view, restrict visibility for emerging drivers for an access where visibility and inter-visibility would already be limited. The previous proposal indicated a pillar set back approximately 1.5m from the back of the footway, which also provided some improvement for the adjoining parking area to the east for 25 Estcourt Road.

As previously advised in respect of the PL/2025/03987 application, to provide access to the carport the existing dropped kerb will need to be extended and the on-street parking (which is covered by Residents Parking Zone A via a Traffic Regulation Order - TRO) will need to be reduced in length accordingly by a change to the TRO - the cost of which must be met by the applicant.

A 'Parking Allocation' plan was previously provided indicating the amount of on-street parking to be removed adjacent to the new site entrance to accommodate the proposed extension to the dropped kerb, and it was accepted that some on-street parking can be removed to facilitate development.

It had also, however, proposed to extend the existing length of on-street parking to the right (south-east) of the site entrance to compensate for the lost parking described above. However, the Highway Authority had advised that it would not support the additional length of parking as shown as parked cars within the extended area would interfere with vehicles turning into the existing driveway located adjacent to the Conservative Club (to the rear of No.25 Estcourt Road). There is an existing dropped kerb across this driveway which is currently covered by double yellow lines and which should be kept clear.

A new updated Parking Allocation Plan has not been submitted with this current application, and if a new vehicular access were to be approved, alterations to the TRO would be required, but is not guaranteed.

Alternatively, given the sustainable location of the site and the lack of identified cycle parking for the proposed dwelling (as referred to below), the car port could be used solely for secure cycle storage, with no car parking being provided for the dwelling.

Cycle Parking

It has previous been advised that secure and covered cycle parking should be provided in line with the Cycle Parking Strategy, based on 1 space per bedroom. No details have been provided to satisfy this requirement.

Summary and Recommendations

The principle of the proposed change of use of the social club to a single residential dwelling is considered acceptable.

The proposed new vehicle access and parking provision is far from ideal, but it is recognised that the principle has been accepted.

The current form of proposed car port does not, however, achieve the optimum visibility and inter-visibility, and a more appropriate proposal which removes the vehicular access element of the proposal would be more acceptable, in highway terms. Alternatively, an amendment to the location of the pillar to the north-eastern corner of the site is recommended, as previously proposed.

The provision of the vehicular access also relies on an amendment to the TRO to extend double yellow lines and shorten the Residents Parking Zone, the approval of which is separate from any planning permission, and is not guaranteed.

It is therefore recommended that amended and additional plans are submitted to alter the location of the north-eastern pillar to the car port and to indicate the proposed amendments to the TRO. Provision for secure cycle storage should also be provided. Subject to the satisfactory receipt of such details, there would be no highway objection subject to

the following condition being attached to any permission granted, and the following informatives being applied.

Condition

Cycle storage

The dwelling shall not be occupied until three covered and secure cycle parking spaces have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable transport choices and to accord with the Local Transport Plan Cycling Strategy.

Informatives

On-street parking is controlled by the Residents Parking Scheme and parking is available for Zone A permit holders – the new residents of this development are unlikely to be entitled to any parking permits due to existing pressures on this residents parking zone.

The proposal involves a shortening of the on-street parking across the site frontage to enable vehicular access to the site, it will be necessary for the applicant to request an amendment to the Traffic Regulation Order (TRO) to be undertaken by Wiltshire Council, including the necessary changes to road markings. The applicant will be required to bear the costs of the traffic order advertisement, consultation and implementation (approx. £6k). It will not be permitted that the new access is constructed until the order is made and the full cost of the order and works have been paid in advance.

For further information on this matter, the applicant is advised to contact Paul Shaddock on paul.shaddock@wiltshire.gov.uk

The application involves an extension to the existing vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

Please note, if construction vehicles need to park within the on-street parking bays which are allocated to Residents Parking Zone A, the applicant can pay to suspend the parking bays through the council's Parking Services team.

Amanda Hall
Highways Development Management Engineer