

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 revised plans numbered 24 / 842 / P103 B and 24 / 842 / P100 E submitted in respect of the above planning application, to address the previous HDM comments.

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 First floor extension – Application withdrawn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 means of access and parking are the same as submitted, and accepted by Highways, under application PL/2025/03987.

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 revised 'Parking Allocation' plan (24 / 842 / P103 B) indicates the extent of the Residents Parking to be removed to facilitate the proposed access to the car port. The principle of the proposed access is considered acceptable in highway terms, together with the loss of some limited on-street parking to facilitate this. It should, however, be advised that whilst alterations to the Traffic Regulation Order will be required to facilitate the proposals, there is no guarantee that this would be forthcoming.

Cycle Parking

The revised plans now indicate a storage area for secure cycle parking to accommodate 3 cycles in the rear garden, with access via a side gate. Details of the means of cycle storage would be required by condition.

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 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 recommended that no highway objection is raised subject to the following condition being attached to any permission granted, and the following informative 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.

Informative

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