

Application Number:	PL/2026/01623
Location:	Premier Inn, Pearce Way, Bishopdown, Salisbury, SP1 3GU
Proposal:	Extension to existing hotel to provide additional bedrooms, together with alterations to the car park and all associated works.

[SP1 3GU - Google Maps](#)

[Salisbury, England - Google Maps](#)

Introduction and Proposal

I refer to the additional plans and Highways & Transport Technical Note dated May 2026 which have been submitted in response to the HDM consultation response of the 21st April 2026, which requested the following additional information/clarification.

- Further survey information to support the reduction in parking provision, and the parking demand for the application site. i.e. site-specific parking accumulation data, booking occupancy data.
- Details of the existing servicing arrangements – number, frequency and size of vehicles, together with the location and swept path for such vehicles.
- The car parking spaces should be of dimensions 2.5m by 5m with sufficient space for manoeuvring demonstrated.
- EV charging spaces to be provided, including accessible EV space.
- Details of secure and covered cycle storage.
- An update Travel Plan or Travel Statement.

In response to the above, the applicant's consultants have provided further information contained within the Highways & Transport Technical Note and on Drawing Nos. 6213-P-600 and 6213-P-601 and 6213-P-010 Rev G.

Parking Provision Justification

The applicant's consultants, RGP, have advised that a site-specific survey of the car parking demand has not been possible, and given that the overall site is not currently operating at its full potential without the restaurant not currently in operation. The submitted TRICS survey data for this site in 2018 does, however, given an indication of the trip generation of this site when both the hotel and restaurant were in full operation.

It is therefore accepted that this data has been used to inform the trip generation factored up to reflect the proposed increased accommodation, together with the parking accumulation assessment.

The assessment concludes that the proposed development would result in a peak car parking demand of 101 cars, being 67% of the car park capacity.

It is accepted that the peak demand for parking for the restaurant element of the site would be at different times of the day to the hotel use.

It is therefore considered that the parking provision for the site is acceptable for the use.

Servicing Arrangements

It is understood that the servicing of the site is carried out by 14 service vehicles per week, with no intention for this to be increased for the extension to the hotel.

These vehicles are advised to be a maximum of 16.5m articulated lorries which access to the site from Pearce Way and manoeuvre into a service bay to the rear of the site, adjacent to the existing hotel annexe.

The submitted swept path analysis confirms that the current provision is sufficient to accommodate such vehicles.

Given the low number of vehicles per week, it is considered that the hotel would be able to appropriately manage the timing of deliveries to ensure there would be no conflict with other delivery vehicles.

Car Parking

The Highways & Transport Technical Note advises that the car parking provision for the site has been reduced by a further space, and 151 car parking spaces are now proposed.

As advised above, the quantum of car parking is considered acceptable to serve the site, having regard to the trip generation and parking accumulation assessment.

In respect of the sizing of the parking spaces, it is advised that the car parking spaces are largely existing spaces with minimal alterations proposed as part of this application, and therefore it is proposed to retain and operate the car parking as existing. Given that these spaces have operated effectively for the current car park, it is accepted that no change can be justified.

Electric Vehicle Charging Provision

With regard to the request for EV charging infrastructure, it is acknowledged that the RGP has advised that the installation of charging points within the existing car park is constrained by the current site layout and power supply limitations, and that the proposals do not include a comprehensive reconfiguration of the parking area.

RGP has confirmed that a strategy for the provision of EV charging infrastructure is being progressed at an estate-wide level and that opportunities for future retrofitting at the site will be explored following completion of the development.

Whilst these constraints are noted, it is recognised that national and local policy increasingly seek to support the transition to low-emission transport. Given the scale of the development, comprising a modest extension to an existing facility with largely retained infrastructure, it is not considered reasonable or proportionate to require the immediate delivery of full EV charging provision as part of this application.

However, it is considered appropriate and proportionate to ensure that the development does not prejudice the future provision of such infrastructure. Accordingly, a condition is recommended requiring the submission of details of EV charging provision, including passive provision where appropriate, prior to occupation.

Cycle Parking

The submitted Drawing Nos. 6213-P-600 and 6213-P-601 and 6213-P-010 Rev G indicate the form and location for cycle parking, including a shelter for 8 cycles adjacent to the hotel entrance and 2 Sheffield Stands adjacent to the reception area.

The submitted details offer an appropriate level of parking with shelter for the main parking area. It is also accepted that the hotel permits bicycles to be stored within bedrooms to offer secure overnight parking.

Travel Plan / Travel Statement

With regard to the request for a Travel Plan or Travel Statement, RGP has advised that such a requirement would not be proportionate to the impacts of the development proposals, having regard to the limited increase in trip generation associated with the development.

It is acknowledged that the proposed development represents a relatively modest intensification of the site, comprising a net increase of 18 bedrooms, and that the submitted Transport Statement indicates that the resulting increase in vehicle trips would not have a material impact on the operation of the local highway network.

However, the proposals would result in both an increase in guest accommodation and a reduction in on-site car parking provision. In this context, it is appropriate to ensure that the operation of the site continues to be supported by measures that encourage sustainable modes of travel for both staff and visitors, and that maximise the efficient use of the available parking stock.

Given the scale of development, it is not considered necessary or proportionate to require a full Travel Plan framework with monitoring fees and targets. However, it is considered reasonable and proportionate to secure a Travel Statement, which should set out the sustainable transport opportunities available at the site and identify proportionate measures to promote non-car travel.

Summary and Recommendations

The proposed extension to the hotel would result in a net increase in 18 bedrooms with the proposed building resulting in the loss of 13 car parking spaces.

Whilst the proposed new bedroom accommodation would also generate a requirement for 18 additional car parking spaces to accord with current parking standards, the submitted justification of parking accumulation over the site is considered to be acceptable, in this instance.

Dedicated cycle parking provision has also been made within the site.

It is therefore considered that no highway objection is raised subject to the following conditions being attached to any permission granted.

Cycle Parking

The development hereby permitted shall not be first brought into use, until the cycle parking facilities shown on the approved plans have been provided in full and made available for use. The cycle parking facilities shall be retained for use in accordance with the approved details at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

Car Parking

No part of the development hereby permitted shall be first occupied until the parking spaces have been completed in accordance with the details shown on the approved plans. The

areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

Travel Statement

No part of the development hereby permitted shall be first occupied until a Travel Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Statement shall include:

- Details of existing public transport provision serving the site;
- Measures to promote sustainable travel for staff and visitors, including walking, cycling and public transport;
- Details of on-site facilities supporting sustainable travel (including cycle parking);
- A framework for the ongoing review and updating of the Travel Statement as necessary.

The approved Travel Statement shall be implemented upon first occupation of the development and thereafter retained and maintained for the lifetime of the development.

REASON: In the interests of promoting sustainable modes of transport, reducing reliance on the private car, and ensuring the efficient operation of the site, in accordance with local and national transport policy.

The following additional condition is also recommended.

Electric Vehicle Charging Infrastructure

Prior to the first occupation of the development hereby permitted, details of electric vehicle charging infrastructure to serve the development, including the provision of active and/or passive charging spaces, proportionate to the scale of development and available electrical capacity, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in accordance with the agreed details and retained for use thereafter.

REASON: To support the transition to sustainable modes of transport and to ensure the development facilitates the future provision of electric vehicle charging infrastructure in accordance with local and national policy.

Amanda Hall
Highways Development Management Engineer