

Application Number:	PL/2026/02795
Location:	Ebble Cottage, Romsey Road, Whiteparish, Salisbury, SP5 2SD
Proposal:	Change of use from a C3 dwelling house to a C2 residential care home for up to 2no children

[SP5 2SD - Google Maps](#)

[Romsey Rd - Google Maps](#)

Introduction and Existing Situation

The application relates to a detached four-bedroom property at Ebble Cottage, which is currently occupied as a residential dwelling.

Vehicle access is taken directly from the A27, Romsey Road, via an existing gated driveway, which provides access to double garage and driveway parking and turning facilities.

Proposed Use

The proposal seeks the change of use of the existing dwelling residential care home (Class C2) for up to 2 children on short term placements.

No physical alterations to the building are proposed. The accommodation within the property comprises a kitchen/family/dining room, utility, lounge/snug, and sitting room at ground floor level, with four bedrooms and a bathroom at first floor level.

The supporting statement with the application advises that the proposed care home (to be known as Aurora House) would operate generally with a staffing ratio of 3:2 based on 1:1 for each young person and an additional support staff member, when needed. It is, however, understood that the manager could also be on site at times, but not every day.

It is advised that staff handovers would be every 48 hours, with a 30mins overlap but staggered to ensure the changeovers do not occur at the same time.

Visitors such as social workers take place once every six weeks, which regularly take place outside of the home, and quality assurance visits take place once every 6-8 weeks.

Other visitors, such as family, and deliveries would also occur, as would be expected for a general residential dwelling.

Sustainability

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

Access and Parking Considerations

In accordance with the emerging Parking Standards, a C2 use requires 1 parking space per 3 bedrooms and 1 space per 2 members of staff (based on the maximum number of staff on site at any one time)

C2: Residential Institutions ** See definitions below	Hospitals Residential Care Home Nursing Homes Specialised Housing/ Supported Acc.	1 per 4 members of staff + 1 per 3 visitors 1 per 4 bedrooms + 1 per 2 staff **maximum staff on site at any one time 1 per 4 bedrooms + 1 per 2 staff ** maximum staff on site at any one time 1 per 3 bedrooms + 1 per 2 staff ** maximum staff on site at any one time
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Definitions

****Use Class C2** is defined as 'personal care for people in need of such care by reason of old age, disablement, past or present dependence on alcohol or drugs or past or present mental disorder, and in class C2 also includes the personal care of children and medical care and treatment "Use Class Order 1987.

Land Use	Definition
Residential Care Home	A residential building for the residency of older people who require extra support.
Nursing Home	A residential building which provides more intense support and care. This can include (though not excluded to) medical care, dementia care and similar support.
Specialised housing/Supported Accommodation	A Residential unit which can cover a range of social care demands. This can include (though not exclusively) Adult social care, care leavers, Children Care homes, Mental Health Residential units, Dependency support, Disability independent living with support.

Based on the submitted information, a maximum of 4 parking spaces would be required to support the proposed use.

The application advises that there would generally be no more than 4 members of staff on site at any one time, with a corresponding maximum parking demand for 4 vehicles. It is noted that staff handovers would be staggered to avoid peak overlap periods and minimise parking demand at any single point in time.

The submitted Parking Plan demonstrates that the site can accommodate approximately 6 vehicles within the existing driveway area, in addition to providing adequate turning space within the site. This level of provision exceeds the maximum likely demand associated with the proposed use and allows sufficient flexibility to accommodate occasional visitors and deliveries.

Even when considering a realistic worst-case scenario, including staff overlap during handover periods and ad hoc visits, the available on-site parking and turning provision is considered sufficient to accommodate all vehicles without reliance on the public highway.

The nature of the proposed use, accommodating only two residents with a small number of staff, is such that vehicle movements would be limited. Overall trip generation is expected to be comparable to, or potentially less than, that associated with a typical family dwelling of a similar size.

Vehicular access to the site is taken from the A27 via an established gated access, which currently serves the residential use. As no changes to the access arrangements are proposed, and the intensity of use is not considered to materially increase, the existing access is considered adequate to serve the development.

Cycle parking can be accommodated within the existing double garage, providing a secure and covered option for sustainable travel modes.

Summary and Recommendations

The proposed change of use to a small-scale residential care home would accommodate up to two children supported by a limited number of staff.

The level of on-site parking provision exceeds the maximum likely demand and appropriate turning can be achieved within the site. The scale and nature of the use are such that traffic generation would not materially exceed that of the existing lawful residential use.

On this basis, the proposal is not considered to result in a severe impact on the local highway network, and the development is therefore acceptable in highway terms.

Accordingly, no highway objection is raised to the proposed development.

Informative

The above recommendation is based on the submitted details, including the scale of occupation (two residents) and associated staffing levels. Should the nature or intensity of the use materially change, further assessment of the highway impacts may be required.

Amanda Hall
Highways Development Management Engineer