

Application Number:	PL/2026/03445
Location:	6 Bridge Street, Salisbury, SP1 2LX
Proposal:	Prior Approval under Part MA of the GPDO for the conversion of the first floor into a set of two new flats

[Beckett House - Google Maps](#)

[6 Bridge St - Google Maps](#)

Introduction and proposal

The proposal seeks prior approval for the conversion of the first floor from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3), to provide two flats.

Assessment

The Local Highway Authority has considered the application in relation to Schedule 2, Part 3, Class MA, Paragraph MA.2(2)(a) of the Town and Country Planning (General Permitted Development) (England) Order 2015, which requires assessment of the transport impacts of the development, particularly to ensure safe site access.

Site location and accessibility

The application site is located within Salisbury city centre in a highly sustainable location, with:

- Excellent access to a range of day-to-day services and facilities within walking distance
- Good connectivity to public transport, including bus services and the railway station

The submitted Design and Access Statement confirms that future occupants will have limited reliance on private vehicles and will instead utilise sustainable modes of transport.

Highway safety and access

The proposal relates to the conversion of existing first floor floorspace, with no external alterations that would affect the highway network.

There are no changes to existing access arrangements, and the site is already served by an established pedestrian access.

It is therefore considered that safe and suitable access is in place and would be maintained.

Accordingly, the development would not give rise to any highway safety concerns.

Parking and trip generation

The site does not benefit from off-street parking provision and the proposed flats will operate as a car-free development.

Given the small scale of development (2 x 1-bed units), the highly sustainable central location, and the realistic opportunity to travel by walking, cycling, and public transport, it is considered that the development would not result in a material impact on the local highway network or parking conditions.

Cycle parking provision

The Design and Access Statement refers to the extension of a bike and bin store, however no details of the location, form, or capacity of cycle parking have been submitted.

Given the absence of car parking, the provision of secure and convenient cycle parking is necessary to support sustainable travel and to ensure the acceptability of transport impacts.

Conclusion

Having regard to the above, it is considered that the transport impacts of the development are acceptable, and safe and suitable access is already established and would be maintained, subject to securing appropriate cycle parking provision.

The proposal therefore accords with the requirements of Schedule 2, Part 3, Class MA.2(2)(a) of the GPDO.

Recommendation

It is therefore recommended that no highway objection is raised subject to the following condition:

Cycle Parking Provision

Prior to the first occupation of the development hereby permitted, details of secure, covered and accessible cycle parking facilities to serve the residential units shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be provided in accordance with the agreed details prior to first occupation and shall thereafter be permanently retained for that purpose.

REASON: To ensure that adequate facilities for cycle parking are provided in the interests of promoting sustainable travel.

Amanda Hall
Highways Development Management Engineer