

|                            |                                                                          |
|----------------------------|--------------------------------------------------------------------------|
| <b>Application Number:</b> | PL/2026/02312                                                            |
| <b>Location:</b>           | 3 Brigmerston Cottages, Brigmerston, Salisbury, SP4 8HY                  |
| <b>Proposal:</b>           | Loft conversion with front pitched roof dormer and rear flat roof dormer |

[SP4 8HY - Google Maps](#)

[Church Rd - Google Maps](#)

## **Introduction and Proposal**

The proposal seeks approval for a loft conversion which would increase the accommodation from a 3-bedroom dwelling to 4 bedrooms.

## **Highway Considerations**

### **Access and Parking**

The access and parking facilities for the dwelling are provided in the form of a hardstanding to the front of the property, which accommodates up to 2 cars.

The application proposes no changes to the parking provision.

The current adopted Car Parking Standards sets out the provision of 3 parking spaces for a 4-bedroom dwelling, and therefore the application proposal would fall short of this requirement.

The surrounding highway is lightly trafficked and of a character where informal on-street parking already occurs without detriment to road safety or operation.

The level of on-street displacement would not result in a severe residual cumulative impact on the highway network.

## **Summary and Recommendations**

The principle of the proposed loft conversion to provide an additional bedroom is acceptable in highway terms.

While the proposal would result in a shortfall against the adopted parking standards (2 spaces provided vs 3 required), it is not considered that this would result in a severe impact on the highway network.

The surrounding road is lightly trafficked and already accommodates a degree of on-street parking, including for properties without off-street provision, without evident detriment to highway safety or operation.

The likely displacement of a single additional vehicle could be accommodated within the existing on-street environment. Furthermore, it is not considered that the addition of one bedroom would necessarily result in a proportional increase in vehicle ownership.

Accordingly, no highway objection is raised.

**Amanda Hall**  
**Highways Development Management Engineer**