

Application Number:	PL/2026/02507
Location:	40 Bishopdown Road, Salisbury, SP1 3DS
Proposal:	Rear extension to ground floor & partial rear extension to first floor

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Introduction and Proposal

The proposal seeks a rear extension to the ground floor and a partial rear extension to the first floor.

The ground floor extension would replace an existing conservatory with a dining room/family room, with the first-floor extension creating a fourth bedroom.

Highway Considerations

Parking

The dwelling does not benefit from a vehicular access or any private parking provision, with all parking associated with the property taking place on the public highway. In accordance with Wiltshire Council's adopted parking standards, a 4-bedroom dwelling would typically require 3 parking spaces compared to 2 spaces for a 3-bedroom dwelling. The proposal therefore results in a theoretical increase in parking demand of one parking space.

The site is located within an established residential area where a number of properties do not have access to off-street parking and rely on on-street parking provision. It is evident that on-street parking demand on this section of Bishopdown Road is relatively high, and the road also accommodates a local bus service.

Whilst the proposal increases the dwelling from 3 to 4 bedrooms, this would not necessarily result in a commensurate increase in vehicle ownership or parking demand. Furthermore, the site occupies a sustainable location with access to local facilities and public transport options, which may reduce reliance on the private car.

It is recognised that the proposal has the potential to contribute to a small increase in parking demand on the surrounding highway network. However, it is important to distinguish between parking inconvenience and highway safety. The planning system does not seek to prevent all increases in competition for on-street parking, and the presence of parking stress alone would not justify a highway objection.

There is no evidence that the proposal would result in conditions prejudicial to highway safety, such as impediment to the safe movement of vehicles, pedestrians or buses, or any other material highway safety concern. In this regard, the anticipated increase in parking demand arising from a single additional bedroom is considered likely to be limited.

Summary and Recommendations

The proposal would increase the accommodation within the dwelling from 3 bedrooms to 4 bedrooms. Whilst parking standards indicate a corresponding increase in parking demand, the property already operates without off-street parking and relies on on-street parking provision.

The surrounding area experiences existing on-street parking demand; however, no evidence has been identified to demonstrate that the proposal would lead to an unacceptable impact on highway safety or the operation of the local highway network. The likely increase in parking demand associated with one additional bedroom is considered limited and would not amount to a severe impact.

Accordingly, although the proposal may give rise to a degree of additional parking pressure, this is considered to amount to parking inconvenience rather than a highway safety issue.

On balance, the impact is not considered sufficient to warrant a highway objection.

It is therefore recommended that no highway objection is raised.

Amanda Hall
Highways Development Management Engineer