

Application Number:	PL/2026/03465
Location:	304c Devizes Road, Salisbury, SP2 7DP
Proposal:	Discharge of Conditions 3 (Travel Plan statement) and 4 (Cycle parking) of PL/2026/00776 - Change of Use from a private dwelling C3 to class C2, and therefore use as a children's residential home

[304C Devizes Rd - Google Maps](#)

[A360 - Google Maps](#)

Introduction

The application seeks the discharge of conditions 3 and 4 of PL/2026/00776 in relation to the change of use from a private dwelling, C3, to a children's residential home, Class C2.

The conditions are repeated below, followed by the Highway comments/recommendation.

Conditions

3 No development shall commence until a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied prior to the implementation of the Travel Plan Statement, and the use shall thereafter operate in accordance with the approved Travel Plan Statement.

REASON: In the interests of reducing the amount of private car movements to and from the development and promoting sustainable travel.

The submission includes a Travel Plan Statement which details how sustainable travel will be encouraged, through the provision of Public Transport information packs for staff, secure cycle storage and the management of parking/shift handovers to minimise impact on the adjoining highways.

The Travel Plan Statement is considered acceptable to discharge condition 3 as it provides measures to encourage sustainable travel and manage staff/visitor travel demand.

4 No development shall commence on site until details of secure covered cycle parking have been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use 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.

The submitted Bicycle Parking statement indicates the provision of two locations for secure cycle parking.

One location is indicated to be within a gated area to the side of the property, and the other within a rear garden outhouse. Both areas are advised to accommodate 3 cycles each.

However, there are no plan details of these areas to confirm the appropriateness for providing secure parking, together with ensuring appropriate access to such areas.

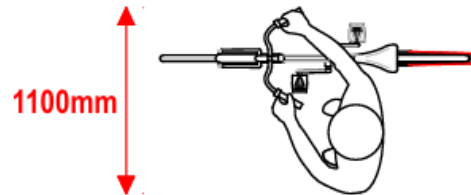
Furthermore, there is no detail of the proposed means of cover for the cycle parking to the side of the property.

The width required for access for wheeling a cycle on a pathway is detailed below, and it should be demonstrated that sufficient dimensions are available to provide appropriate access to the side and rear of the property.

The location of the cycle parking/storage needs to be easily accessible, in order to encourage its use.

A cyclist pushing a cycle

Cyclists generally push their cycles by holding the handlebars. They also instinctively lean the cycle slightly towards themselves to avoid hitting their shins with the pedals and so – 1100mm is a general guide to the width needed.



Whilst the submitted statement identifies two areas intended for cycle storage, insufficient information has been provided to demonstrate that secure, covered and accessible cycle parking can be accommodated in accordance with Condition 4. No plans, dimensions, access arrangements or details of the proposed shelter have been submitted. Consequently, the Local Planning Authority cannot be satisfied that satisfactory cycle parking facilities will be provided and retained.

It is therefore recommended that condition 4 is not discharged at this time.

Amanda Hall
Highways Development Management Engineer