

Application Number:	PL/2026/03872
Location:	31 Conyger Road, Amesbury, Salisbury, SP4 7YJ
Proposal:	Retrospective change of use from residential (Use Class C3) to a mixed-use of residential accommodation and an Ofsted-registered childminding business (Use Class E(f) – Crèche, Day Nursery or Day Centre), offering childcare in a domestic setting.

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Introduction and Proposal

The proposal seeks retrospective permission for the change of use from residential to a mixed use of residential and a childminding business, under Use Class E(f).

It is understood that the facility could accommodate up to nine children.

The existing double garage has been converted to provide for childcare, with one of the bedrooms within the 4-bedroom dwelling also providing childcare facilities, in the form of a Children's Care Room. Such a room is shown to accommodate a quiet space/sleeping area for children.

Background to Proposals

The submission advises that the applicant relocated their home and business to the application site with the business having commenced operation on 28th April 2026.

The childminding facility is operated by the applicant 5 days a week, 0700 to 1800 hours, employing two additional members of staff, who are at the site between the hours of 0830 to 1730 hours.

Sustainability

The site is located within an established residential estate with good access to local facilities and public transport. The pedestrian network surrounding the site provides highly accessible access for pedestrians for sustainable travel to and from the site.

Access and Parking

The site is served by a driveway access from Conyger Road which is of a single vehicle width for the initial length of approximately 7 metres up to a set of double gates. Within the gates the driveway widens out to provide access to a double garage and two surfaced parking spaces in front.

The proposals would result in the loss of the garages for car parking, with the residual parking provision within the site being three spaces. Such spaces would meet the requirement for the parking for a 3-bedroom dwelling, in accordance with the current car parking standards.

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Table 2.0 – Minimum Residential Car Parking Standards

With regard to the parking requirement for the childminding business, the car parking standards set out in the LTP4 require the following:

Use Class	Land Use	Wiltshire Optimum Standard
E (f)	Nursery/Day Centre/Creche	1 per 2 staff + 1 per 6 children

Given the facility accommodates up to nine children, the parking requirement would be 3 spaces. This would be in addition to the residential requirement but accepting that parking for the applicant would be accommodated within the residential parking requirement.

Highway Considerations

The childminding facility requires the provision of 3 parking spaces for the operational requirements of the business, in addition to the retention of 2 parking spaces for the retained residential use.

The residential parking can be accommodated within the gated section of the driveway.

With regard to the childminding facility, the only parking available would be in the form of a single parking space on the driveway with all other parking requirements being accommodated on-street.

It is accepted that the facility is within a sustainable location where there is access to sustainable means of travel. However, it is also accepted that the nature of the business is such that there is invariably a need for parents to drop off children on the way to work, which is often part of a combined trip on the way to employment locations, and is carried out by car.

It is clear that on-street parking takes place on Conyger Road and given the limited off-street parking that the site can provide it is reasonable to assume that the majority of drop-offs and pick-ups will be from the roadside.

The potential level of demand for on-street parking is not excessive, and it is accepted that the demand would be over a limited length of time at both ends of the operational day and could be accommodated within the existing highway network. There are, however, amenity issues to consider.

Traffic Generation

The submitted Planning Statement, in considering the traffic impacts of the childminding business, makes the judgement that *“there is unlikely to be any significant increases in traffic or issues with parking and highway safety.”*

This assessment is based on the potential for an increased number of adults residing and visiting at the property, as a larger family home.

While the Planning Statement concludes that the existing provision of three on-site parking spaces is “*sufficient to accommodate ordinary operational demand associated with the use*”, it fails to recognise the retained need for domestic car parking, and the fact that two parking spaces are enclosed by the gates.

No details of the management of the car parking have been provided with the submission.

It is also noted that reference is made to “*staffing on a rota basis*”, however no details have been submitted to indicate that the staffing levels of 2 assistants would be on a rota basis. Clarification is therefore required.

Given that the facility has been operating at the site for the past three months, it would be reasonable to request details of how the business has been operating, with more information on the number of children currently accommodated and the supporting staffing levels, in order to understand if the facility has been operating at its full capacity. It would also be helpful to understand if there is a formalised staggered drop-off/pick-up regime in operation.

Summary and Recommendations

The application seeks a retrospective permission for the use of the double garage and one bedroom within the property for use in connection with a childminding business which accommodates up to nine children, and employs two members of staff, in addition to the applicant.

The parking requirement for the shared residential use and the childminding business would be 5 spaces, where two spaces would be provided for the residential element within the gated driveway and a further space is available within the residual driveway area for staff/visitors.

Parking is available on-street on Conyger Road and having regard to the sustainable location of the site within an established residential estate, there are more sustainable options for travelling to and from the site.

It is understood that the facility has only been operating at the site for a few months and there is general support for the use.

However, the applicant has not provided clear details of the operation and management of the facility, in terms of clarifying the impact on the highway.

It is recommended that the following additional information is provided:

- Current number of children and staff attending the facility
- Details of any staff rota
- Management of the car parking for staff and visitors
- Details of any formalised stagger for drop-off/pick-up times for children

Whilst the proposal does not demonstrate compliance with the full parking standards applicable to a mixed residential and childminding use, the scale of the operation is relatively small and the surrounding highway network is capable of accommodating the likely level of on-street parking demand generated by the proposal.

On the basis of the information available, the Local Highway Authority does not consider the residual cumulative impact on the highway network to be severe, nor that there would be an unacceptable impact on highway safety.

Further information regarding current attendance levels, staffing arrangements, parking management and drop-off/pick-up arrangements would assist in understanding the operation of the facility and confirming the assumptions made in this assessment.

Amanda Hall
Highways Development Management Engineer