Highway Development Control Consultation Response

Planning Application Ref: PL/2023/07980

Site Address: The Gig House, Oxford Street, Malmesbury, SN16 9AX.

Proposal: Change of use from offices to 3 No. flats.

Date of Consultation Response: 14/12/2023
I refer to the above planning application for the change of use from offices to 3 flats. Revised floor plans have been submitted which do not alter my previous response with regard to highway, I therefore attach this below for ease of reference:

The site is located on the B4040 Holloway, there is no access or vehicle parking provision at the site, there are parking restrictions by virtue of double yellow lines and directly outside the site there is a no stopping restriction between 8am and 6pm due to the 90-degree bend in this location. The extent of the public highway is directly adjacent to the building.

The proposal seeks to replace the existing office space of 335sqm with 3 flats, a 1-bed unit, a 2-bed unit and a 3-bed unit. There is currently no allocated parking for the existing office use, the site is located close to public parking facilities and the centre of Malmesbury and therefore would be considered accessible in terms of sustainable travel choices.

The planning statement discusses the proposal as a car-free development stating that the parking standard of 1 space per unit is a maximum standard, however this is not correct, for residential development the standards are a minimum and applied as such:

Table 7.1 Minimum Residential Parking Standards (allocated parking)

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

Therefore, the minimum required parking provision for a new residential development such as this would be 6 spaces in total to include visitor parking.

Cycle storage has been included within the proposals and is located securely within the building, the area indicated for storage would appear large enough to accommodate the required cycle parking provision of 6 spaces, applied at a rate of 1 space per bedroom in line with the LTP3 Cycling Strategy standards at Appendix 4.

Whilst the proposals do not meet the minimum parking standards for residential development, it is recognised that the existing use would have had a higher parking demand for the floor area detailed within the application, there are parking restrictions which would deter vehicles from obstructing the public highway in this location. There are a number of local parking facilities within Malmsbury which offer season tickets for vehicle parking, the closest being some 350m from the site accessed through the PROW to the south and via the Abbey. Given the existing use and demand for parking I do not feel that I can uphold any refusal based on vehicle parking provision, therefore I would not wish to raise a highway objection to the proposals.

If you have any queries regarding the above advice, please contact:
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