

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/09200

Site Address: 49, 51 & 53 (Rowden Hill House), Rowden Hill, Chippenham

Proposal: Full: Redevelopment and renovation of the existing site to provide, within the retained buildings: 1 detached dwelling, 5 flats, A terrace comprising 4 dwellings, alongside the erection of 1 self-build detached dwelling. A new one-way access road, Parking areas and footpaths, External landscaping and associated works, Installation of photovoltaics and air source heat pumps and site drainage features.

Outline: Construction of 6 detached self-build dwellings

Date of Consultation Response: 17/12/2025

Submissions Reviewed

Transport Statement
Proposed Outline & Full Planning
Proposed Site Plan
Drainage Strategy and Flood Risk Assessment

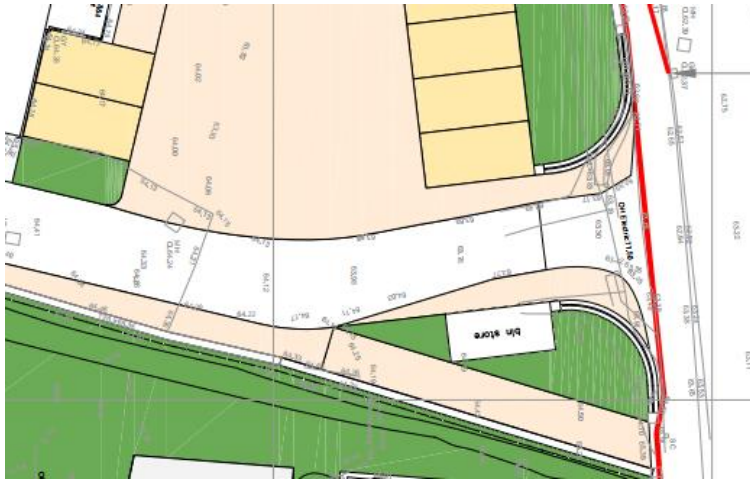
Highway Comments

I note the internal road is to be of single lane width and a one-way configuration with a single access and a single egress. While not objecting in principle there are some points of clarification or questions I have regarding the design.

The internal road would be required to be subject to a TRO to allow a one-way configuration through the site. There is space within the red-lined boundary to establish a two-way street of sufficient width to allow for a 5.5m carriageway and a 2m footway. Should the internal road be offered for adoption then this would require a separate process through a Section 38 agreement. More detail would be required through the planning process in order to be considered for adoption at the expense of the public purse.

ACCESS

The access arrangement shows tracking for a large service vehicle from the A4 adjacent to the parking area allocated for the renovated 53 Rowden Hill. There is some confusion as to the status of the area in buff between the retained wall at the access, see the snip of the plan here.



This forms part of the overrun area in the waste vehicle tracking diagram. Is this area to be pedestrian use with vehicle overrun? Could the access be widened and the southern wall removed?

Paragraph 1.1.3 TS indicates that there is one MfS non-compliant access. Please can this be explained?

Both accesses should demonstrate mfs standard visibility splays of 2.4 m by 43 m and should demonstrate vertical visibility due to the geometry and fall of Rowden Hill.

Tracking through both access points should be demonstrated for large vehicles from both directions along Rowden Hill (A4). Also tracking from both directions along the A4 should be demonstrated for a family car through both access points.

Access points to be crossover design so as to prioritise walking and wheeling along Rowden Hill and to be compliant with the highway hierarchy of users.

NON-VEHICULAR CONNECTIONS

There is no provision for walking or wheeling from a point to the south of the four number terrace dwellings at number 49 to Bath Road. While there is a footway adjacent to the internal estate road that will take those walking and wheeling to the bottom of Rowden Hill near the junction with Rowden Road but then redirect them back up the hill along the A4 rather than provide a convenient link to Bath Road adjacent to number 51 Rowden Hill. In addition, there is no permeability through the site for active travel as the site does not border land with access to the Rowden Mile and the site is separated from the right of way CHIP4 by approximately 100m from the red line boundary which would have to be connected either through land in ownership of the applicant or a contribution would be required to allow for the connection to be made to allow for through put of active travel options.

The quantum of parking indicated would be sufficient and addresses minimum parking standards while providing for 2 number visitor parking spaces for the remodelled dwelling units but as this is all located onsite it should be unallocated.

DESIGN ASPECTS

Due to the significant level changes engineering drawings should be provided to indicate how the internal road will be retained within the slope. All gully pots indicated on the plan should be double gullies in order to capture highway runoff within the active drainage system. Levels and contour plans to engineering standards should be provided along with details of retaining structures. While the engineering design can be assessed and advised on during the technical approval process should the internal road be offered for adoption, if it were to remain private then details should be secured at planning to ensure an adequate design.

The doorway to number 53 opens inward but forces any occupant into the internal road carriageway upon exiting the building. It would be advisable for there to be a minimum of 500mm buffer between the doorway and the road surface.

Parking and vehicle access has been prioritised over walking/wheeling/cycling in the design of the one-way access road and lack of footway connection via the north end of the development to Bath Road (Rowden Hill).

More information is requested which includes:

- Retaining structures shown
- Long Sections and Cross sections of internal road
- Permeability of site off-site connections to Rowden Mile/CHIP4
- Tracking diagrams from both directions on Rowden Hill car & waste vehicle
- Forward visibility to car turning right into site
- Visibility splays horizontal and vertical from access points
- Pedestrian access to Rowden Hill from number 49
- Retaining wall at egress site
- Contours and levels with cross/long sections
- Information on drainage overflow to highway

Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, Ian.Fry@wiltshire.gov.uk