

ST PAULS HOUSE, 1 MARSHFIELD ROAD, CHIPPENHAM, SN15 1LA

TRANSPORT STATEMENT

Application for 6 Additional Flats

1. Introduction

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared by Entran Ltd. in support an application for 6 additional flats in the air space above St Paul's House, 1 Marshfield Road, Chippenham, SN15 1LA. Further details of the proposed development are contained in Section 3 of this report.
- 1.1.2 In summary the development is for;
- X4 2 bed flats
 - X2 1 bed flats
 - 4 additional car parking spaces
 - 10 additional cycle parking spaces
- 1.1.3 The site already via planning ref: PL/2025/01319 has permission for;
- Retained access for all site users from St Pauls Road
 - 2 bed = 16
 - 1 bed = 8
 - 15 car parking spaces at a ratio of approximately 0.62 spaces per unit.
 - Cycle parking consistent with WC and LTN 1/20
- 1.1.4 In conducting this assessment and producing this report, we have made reference to the Department for Transport (DfT) document 'Guidance on Transport Assessment' (March 2007).
- 1.1.5 Guidance published by the DfT and the DCLG in 2007 provided advice on the content and preparation of Transport Assessments and Transport Statements. It also assisted stakeholders to determine whether an assessment may be required and, if so, what the level and scope of the assessment should be.
- 1.1.6 In 2014 DCLG published a suite of Planning Practice Guidance including advice entitled "Travel plans, transport assessments and statements in decision taking". The 2007 guidance has been superseded by the PPG as current government guidance on the transport related effects of development, but many highway authorities still refer to it as useful advice on detailed matters of transport assessment.
- 1.1.7 Furthermore, this report also considers National and Local Guidance when drawing its conclusions.
- 1.1.8 Proposed Site Layout plans attached as **Appendix A**.

2. EXISTING DEVELOPMENT SITE AND HIGHWAY CONDITIONS

2.1 Existing Development Site

2.1.1 The application site is known St Paul's House, 1 Marshfield Road, Chippenham, SN15 1LA.

2.2 Existing Highway Network

2.2.1 The site is located at the junction of Marshfield Road and St Paul Street. Both streets are lit, subject to a 30mph speed limit and have footways along both flanks.

2.2.2 Marshfield Road is one of Chippenham's primary distributor roads affording users access to the greater highway network.

2.2.3 St Paul Street is one-way southbound with well used on street parking along its western flank only.

2.2.4 The site location is illustrated below as **Figure 2.1**.

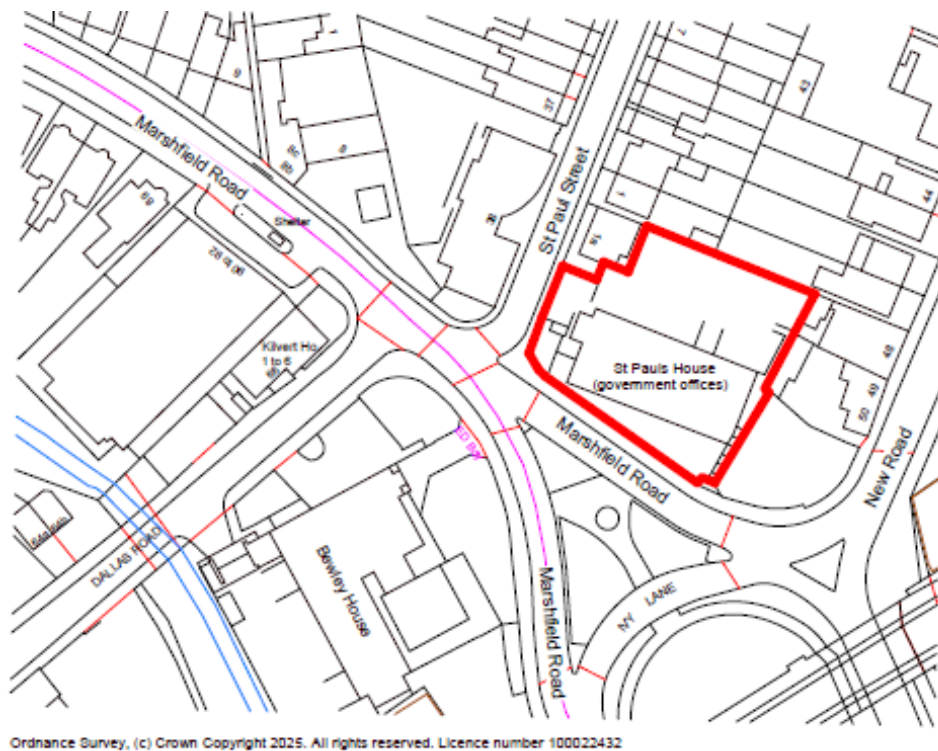


Figure 2.1 – Site Location and Redline Plan

2.3 Site Access

2.3.1 Access for all modes will remain from St Paul Street.

2.4 Accessibility to Local Facilities

2.4.1 The following facilities are local to the site;



0-400m

- Public Houses, Restaurants, Take away, Cafes
- Doctors, Dentist
- Hairdressers
- Vets
- Retail – Food and Non-Food including Hathaway Retail Park
- Train Station
- Car Parking
- Cycle Routes
- Offices, Insurance Brokers, Estate Agents and Bank
- Primary School
- Gym, Cinema, John Coles Park and Church
- Bus Routes X31, 33, X33, X34, 35, A35, X37, 44A, 44B, 55 Gold, 91, 231, National Express

400-800m

- Chippenham Sports Club, Chippenham Football Club
- Shopping Centers at 600m
- Pharmacy at 700m
- Leisure Centre at 700m

Others

- Secondary Schools at 1200m-1500m
- Car Hire at 1200m

2.5 General

- 2.5.1 All footways in good condition, signalized pedestrian crossings ensuring that there is no barrier to pedestrian or cycle movement.

2.6 Summary

- 2.6.1 The site is extremely well located to minimise the need to travel by private car.



3. PROPOSED DEVELOPMENT

3.1 Development Composition

3.1.1 In summary the development is for;

- X4 2 bed flats
- X2 1 bed flats
- 4 additional car parking spaces
- 10 additional cycle parking spaces

3.1.2 The site already via planning ref: PL/2025/01319 has permission for;

- Retained access for all site users from St Pauls Road
- 2 bed = 16
- 1 bed = 8
- 15 car parking spaces at a ratio of approximately 0.62 spaces per unit.
- Cycle parking consistent with WC and LTN 1/20

3.1.3 The proposed site layout is attached to scale as **Appendix A**.

3.2 Operational Characteristics

Access

3.2.1 The proposed access to the rear will remain as per the existing arrangements.

Refuse Collection

3.2.2 Refuse collection will continue to take place as per the current approved arrangements from St Paul Street.

Delivery and Servicing

3.2.3 Deliveries will continue to take place as per the current approved arrangements from St Paul Street.

Parking

3.2.4 Wiltshire Council have many key policy documents not least Climate Strategy, Core Strategy and, LTP4. All these documents have common Transport Objectives, that include

- New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.
- Shift to more sustainable modes of travel



- Promoting sustainable transport alternatives to the use of the private car
 - Creating places that enable local living, and explore the potential for '20 minute' neighbourhoods or similar concepts for Wiltshire
 - Reduce number of trips made and distances travelled
 - Enable active travel to be the preferred choice for shorter journeys
 - Enabling access to services, jobs and other destinations within closer reach
 - Planning developments in accessible locations
- 3.2.5 The previous application promoted a provision of 15 spaces for 24 flats at 0.625, whereas the current proposal promoted 19 spaces for 30 flats at 0.633. On the basis that this proposal effectively mirrors that already approved, it is considered that no objection should be raised on parking.
- 3.2.6 Furthermore, the proposed provision supports the Council's aspirations set out above.

Cycle Parking

- 3.2.7 The cycle parking standards set out in Wiltshire Council Local Transport Plan 2011-2026 - Cycling Strategy have been followed and comments made by WC as set out in Section have been addressed in full as follows:
- 50 spaces for cycle storage at cycle parking standards of 1 cycle space per bedroom.
 - Residential cycle parking provided by a managed, covered, lockable enclosure with convenient access
 - As non-standard cycles (eg cargo bikes) are now becoming more popular, provision has been made for these (including the entrance door) – as per section 11 in LTN1/20.
 - The building design must be approved and the design vehicle in LTN1/20 must be tracked through the building to confirm it is actually easily usable.
 - As per Section 5 in LTN1/20 a variety of bikes by assuming a length of up to 2.8 x 1.2 width have been catered for.
 - There is proposed a sturdy, shared bike maintenance station with space around it for residents to use.
 - Visitor stands are provided in line with the cycle strategy.

4. TRIP GENERATION

4.1 Development Proposals

- 4.1.1 The site used to be an office building with associated daily trips (generally peak hour).
- 4.1.2 A proposal for 30 flats, with 63% car parking provision in such a sustainable location would as a very robust case generate similar levels of traffic.
- 4.1.3 Therefore, no traffic generation exercise has been carried out and it is considered that, no further analysis is required.



5. CONCLUSION

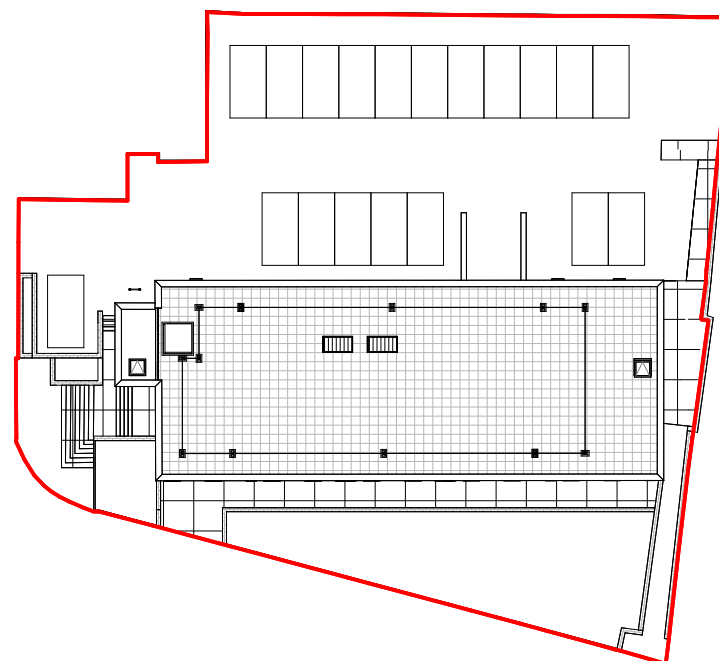
- 5.1.1 The proposals as set out in this Transport Statement are to add 6 flats in the air space above an already permitted 24 unit scheme.
- 5.1.2 As set out in the TS, given the site's location, access to public transport, local amenities, proposed level of cycle parking, it is considered that the level of car parking is justified and will assist in delivering a sustainable development with parking provision commensurate with the sustainable credentials. This is an unmissable yet realistic opportunity to really elicit behavioural change and further encouraging low car ownership and usage in such sustainable locations as the application site.
- 5.1.3 Based on the facts set out in the TS, it is concluded that there should be no highway grounds for refusal.



Appendix A

Architects Plans

Associated Ownership Boundary Line



© ECE Westworks Limited. No dimensions to be scaled from drawing except for the purposes of Planning Applications. The contractor should check all dimensions on site. It is the contractors responsibility to ensure compliance with Building Regulations.

Drawing Title

Proposed Site Plan

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0974	WW	ZZ	00	DR	A	0102	S0	P04

Status

P04	10.09.25	Planning Issue	AT TC
P03	09.09.25	Planning Issue	EA AT
P02	11.08.25	Planning Issue	AT TC
P01	03.04.25	First Issue	AT TC

Rev	Date	Revision Details	Dr	C
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WESTWORKS

CAD Plot Date: 10/09/2025 14:59:47