

Application Number:	PL/2026/00855
Location:	Land between 83/91 Bath Road, Melksham, SN12 8AD
Proposal:	Erection of 4 dwellings, two semi-detached dwellings, gardens and parking

[SN12 8AD - Google Maps](#)

[91 Bath Rd - Google Maps](#)

I refer to the revised plan numbered MDC_BR_02 Rev P2 received in respect of the above planning application, and in response to the previous highway consultation response dated 10th March 2026. The following provides updated comments and recommendations.

Proposal

The proposal is understood to involve the erection of two pairs of 3-bedroom semi-detached dwellings on the former parking area used by the Cooper Tire & Rubber Company.

The proposed four dwellings would be set back from the Bath Road carriageway with two surface parking spaces provided for each dwelling, orientated perpendicular to the carriageway.

Planning history

W/01/01577/OUT - Residential development, Land Between 83 - 91, Bath Road – Approved with conditions

Sustainability

The site is located on the edge of town centre with good access to local facilities and public transport. It is therefore considered to be sustainably located and in accordance with WC Core Policy CP60.

Access and parking

The proposed layout of the site would require a dropped kerb access across the entire site frontage to accommodate the individual parking spaces.

The existing highway arrangement has a narrow footway (approximately 900mm wide) fronting the site with an approximate 53m section of marked out on-street parking extending from the existing access at the south-eastern end of the site to a point adjacent to No.101 Bath Road to the north-west.

The proposed development would result in the loss of this existing on-street parking provision, and a review and amendment to the parking restrictions on this section of Bath Road would be necessary as part of any approval of the development.



The footway fronting the site is now proposed to be widened to 2m with the dwellings and parking bays set back further into the site.

The widening of the footway would be achieved within private land, and therefore a legal agreement with the Highway Authority to secure the dedication of the footway as public highway will be required, and such agreement would also include the requirements to amend the Traffic Regulation Order in regard to the existing parking restrictions in the vicinity of the site.

The proposed parking bays are now indicated to be of dimensions 2.5m by 5m, in line with emerging standards, and the layout is now considered acceptable, in highway terms.

In accordance with the LTP3 Cycling Strategy, each new dwelling should provide for covered and secure cycle storage for a minimum of one cycle, and details will be required to be submitted and approved as a condition of any approval given.

Summary and Recommendations

The revised layout now adequately demonstrates an appropriate arrangement for car parking for the development and includes improvements to the pedestrian facilities fronting the site.

It is therefore recommended that no highway objection is raised subject to the following conditions being attached to any permission granted.

Conditions

Footway widening

No development shall commence on site until details of the widening of the footway fronting the site have been submitted to and approved in writing by the Local Planning Authority. The footway shall be constructed prior to the occupation of any dwelling.

REASON: In the interests of highway safety and sustainable development.

Car Parking

The parking areas shall be properly consolidated and surfaced (not loose stone or gravel), in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be first occupied until the parking areas have been completed in accordance with the approved details. The parking spaces shall always thereafter be retained for the purposes of parking only and kept clear of obstruction.

REASON: To ensure that adequate off-road parking is provided.

Cycle storage

No development shall commence on site until details of secure covered cycle parking for each dwelling has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the dwellings 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.

Drainage

No development shall commence until details of the means of surface water drainage have been submitted to and approved in writing by the Local Planning Authority to prevent the surface water discharging onto the public highway.

REASON: In the interests of highway safety.

Construction Management Statement

No development shall commence on site (including any works of demolition), until a Construction MANAGEMENT Statement, together with a site plan, which shall include the following:

1. the parking of vehicles of site operatives and visitors;
2. loading and unloading of plant and materials;
3. storage of plant and materials used in constructing the development;
4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
5. wheel washing facilities;
6. measures to control the emission of dust and dirt during construction;
7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
8. measures for the protection of the natural environment.
9. hours of construction, including deliveries;
10. pre-condition photo survey

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

Informative

Legal Agreement

The developer/applicant will be expected to enter into a S278/S38 Agreement with the Highway Authority for the widening and dedication of the footway fronting the site and to seek the amendment of the Traffic Regulation Order relating to parking restrictions fronting the site before the commencement of the works hereby approved.

Amanda Hall
Highways Development Management Engineer