

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: 10/04/2026

Highway Comments

After the production of revised plans and a site meeting with the applicant I offer these additional 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. In principle there is no objection to the outline permission sought for the construction of six number detached self-build dwellings. The complete one-way access road should be completed to a minimum of base course level prior to occupation of the 5 flats and terrace dwellings and should be offered for adoption as part of a Section 38 agreement.

The internal road would be required to be subject to a TRO to allow a one-way configuration through the site. Should the internal road be offered for adoption then this would require a separate process through a Section 38 agreement. As a hybrid application the outline application portion of the proposal must have an estate road built to base course level prior to any development on site and prior to any occupation of the 5 number flats and 5 number dwellings that form part of the full application are occupied.

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.

Both accesses to Rowden Hill demonstrate mfs standard visibility splays of 2.4 m by 43 m and vertical visibility can be achieved given the geometry and fall of Rowden Hill.

Tracking through both access points has been demonstrated for large vehicles from both directions along Rowden Hill (A4). Also tracking from both directions along the A4 has been demonstrated for a family car through both access points, to the satisfaction of the LHA.

Access points to be crossover design to prioritise walking and wheeling along Rowden Hill and to be compliant with the highway hierarchy of users. This can be achieved by a drop kerb and continuous footway across the access points to show non-vehicular priority along the footway of Rowden Hill.

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.

These through connections require third party agreement with Chippenham Community Hospital to allow access through hospital grounds to connect with the Rowden Mile or ROW CHIP4. This seems unlikely given health and safety implications of allowing public access to hospital grounds. However, the applicant may be invited to offer some S106 contribution to explore further connectivity for walking and wheeling access. This may include future desired access to the Rowden Mile via St Lukes Drive as an off-site connection.

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

The doorway to number 53 opens inward but forces any occupant into the internal road carriageway upon exiting the building. It is noted that within the revised site layout plan a buffer has been shown 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). However, this design aspect is a product of the heritage retaining wall as part of the curtilage of 51 Rowden Hill and the low-speed nature of the one-way traffic along the internal road and the short distance of 30 metres between available footway sanctuaries. It is therefore considered an acceptable compromise to the design constraints of the site and is not considered to be a restricting factor in providing walking and wheeling connections to the public highway.

Swept path diagrams indicate that a service vehicle can access the site and manoeuvre through the internal road to the satisfaction of the LHA.

Subject to the following conditions being attached to any permission granted, I raise no highway objection.

Conditions and Informatives

No development shall commence on site (including any works of demolition, but excluding works to 51 Rowden Hill), until a

Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- h) measures for the protection of the natural environment.

i) hours of construction, including deliveries;
has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, 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.

No development shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority.

- Long sections
- General arrangement
- Threshold levels to buildings
- Drainage
- Structures
- Materials for use on the highway
- Lighting columns

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

No development shall commence within the residential development hereby permitted until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved in writing by the Local Planning Authority. The layout of the estate road should include a 2 m footway to the southern side of the road and a buffer of .5m width to the northside of the road. The development shall then be carried out in accordance with the approved estate street phasing and completion plan.

Reason: To ensure the phasing and completion of estate streets serving the development are completed.

No dwelling hereby permitted shall be occupied until the scheme's parking provision has been suitably provided and laid out in accordance with approved plan Ref: 999-3- 1 A. All visitor cycle parking stands should be LTN1/20 compliant and permanently installed in hardstanding and not on grass or loose materials. Car parking spaces shall be provided with a suitable surface material, shall be always maintained and remain available for this use thereafter, and shall not be used other than for the parking of vehicles or for the purpose of access. No final surface materials shall be laid until the exact details of the surfacing material to be used for the parking area, and the demarcation of the parking bays have been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented and thereafter retained in full accordance with the approved details.

No dwelling hereby permitted shall be occupied until the site's access, including footpaths and turning spaces, has been completed in accordance with the details of which have been submitted to and approved in writing by the Local Planning Authority. Before each dwelling is occupied, it shall be provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and the existing highway.
Reason: To ensure that all future occupiers of the development have an adequate access

Informative

The applicant is advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward, involving the public consultation of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee and information has been received. To arrange for a TRO to be processed contact the Highway Authority's Highway Development Management Team at highwaysdevelopment@wiltshire.gov.uk

N.B. The cost of implementing any lining, signing, or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Highway Development Management Team at HighwaysDevelopment@Wiltshire.gov.uk You will be required to pay fees to cover the Council's cost's

in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Inspecting the highway works

N.B. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

OUTLINE CONDITION

No development shall commence a properly consolidated and surfaced footpath and carriageway to at least base course level across the frontages of the proposed dwellings has been completed in accordance with the details of which have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that all future occupiers of the development have an adequate access

Ian Fry

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