

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/01567

Site Address: St Pauls House, 1 Marshfield Road, Chippenham

Proposal: Construction of additional storey of residential accommodation (C3) comprises 6 flats with associated external works, including parking provision, cycle storage, refuse storage facilities, and the replacement of all existing windows throughout the building

Date of Consultation Response: 15/04/2026

Highway Position

The previous application (PL/2025/01319) has established the principle of the conversion of the building from commercial office use to dwellings. This proposal seeks to extend the floor space to add 6 number flats to the total dwelling unit provision of the building.

Concerns have been raised about the level of on-site parking, and the current offering of 19 number spaces will result in a shortfall of 31 spaces as per minimum parking standards. If a single parking space is provided for each dwelling, then a shortfall of 11 spaces occurs, this will see an additional shortfall of 2 number spaces over the previously permitted scheme. However, the central location within a short walk to train and bus station provides for many sustainable transport options that would suit an easing of parking requirements. This has been calculated in the Transport Statement to justify the reduction of un-allocated on-site parking spaces indicated in plan number W0974-WW-ZZ-00-DR-A-0102 P05 (Proposed Site Plan).

The emerging Local Transport Plan 4, Car Parking Standards for Developments recognises the unique nature of principle settlements such as Chippenham and when considering parking discounts in areas of high accessibility the following factors have been considered (Table 3.0 – Discounting Residential Car Parking Supplemental Planning Document LTP4):

- The accessibility of the development by sustainable travel modes. The availability of walking and cycling infrastructure and acceptable distances to a wide range of key facilities, shops, employment etc. The availability of cycle parking.
- For conversions of existing buildings, where there are significant urban design or heritage issues, existing parking demand will be taken into account.
- The availability of and opportunities for public transport – proximity to key transport hubs, bus services, railway stations and quality of infrastructure.
- Where parking overspill can be controlled.

Using the latest census data from the ONS within the central area of the proposal site there are 40% of households with no access to a car or van, therefore the provision of 19 number car parking spaces for a total of 30 residential units is considered adequate and would not justify a highway objection. There is a car park at Spanbourn within 120 m of the building's front door and at Bath Road Car Park (223 spaces) within 400.

St Paul Street is designated within the Chippenham Cycle Network and to allow for connection to the cycle lane in operation on Park Lane it is requested that a financial contribution toward cycle infrastructure be sought for this development. This could take the form of financial contribution toward a contra-flow cycle arrangement along St Paul Street, to allow greater cycle connectivity and encourage travel by sustainable transport means.

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

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

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- details of Banksman to oversee deliveries along one-way St Paul Street
- 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, in the interests of local amenity

No building or use hereby permitted shall be occupied or use commenced until details of the total number of car parking spaces and a programme for the installation and maintenance of Electric Vehicle Charging Points has been submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

Notwithstanding the submitted details within W0974-WW-ZZ-00-DR-A-0102 P05 (Proposed Site Plan), the proposed development shall not be first brought into use until means/works have been implemented to provide 19 number on-site parking spaces. The parking area shall be consolidated, always surfaced and remain available for this use thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

Informative:

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:500 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 completed. 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.

Ian Fry

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