

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 submission received on 14th April 2026 which removes the on-plot car parking for the development, understood to be in response to the Conservation Officer requirements to retain the boundary wall.

Proposal

The proposal is for 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 the retained site access at the south-eastern end of the site providing pedestrian access to the dwellings and a common bin store.

No provision for off-road car parking is now proposed, with all parking needs associated with the dwellings being accommodated on-street.

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.

Car Parking

Whilst the site is considered to be located within a sustainable location, the highway fronting the site is not subject to full parking restrictions, and therefore it is highly likely that residents of the proposed development could own a car and this would result in a demand for parking on the highway, in a location where parking is already shown to be well-used.

It is considered that some provision for private parking for the proposed development should be provided, however given the competing requirements from other consultees, it will be a matter for the Case Officer to make the judgement in this case.

Cycle Parking

In accordance with the LTP3 Cycling Strategy, each new dwelling should provide for covered and secure cycle storage 3 cycles, to accord with current standards.

C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings. 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
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Given that no car parking is proposed, the provision of secure and covered cycle parking/storage to encourage alternative sustainable modes of travel should be provided. Such details should be submitted and approved as a condition of any permission granted.

Summary and Recommendations

The revised layout now removes any private parking provision for the proposed development, in favour of the retention of the boundary wall, and therefore no footway widening would be achieved to improve pedestrian movement across the frontage of the site.

It is suggested that all parking needs associated with the development would be accommodated on-street.

Whilst it is considered that the development should provide for off-street parking, if the Planning Case Officer is minded to set aside this requirement to secure the retention of the boundary wall, I would recommend that the following condition be attached to any permission granted.

Condition

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.

Amanda Hall
Highways Development Management Engineer