

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/05133

Site Address: Green Square Group, Methuen Park, Chippenham, SN14 0GU.

Proposal: Proposed Change of Use from Offices (Use Class E) to Residential Dwellinghouses (Use Class C3) (to create 30 units) under Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended).

Date of Consultation Response: 24/09/2026

I refer to the above planning application dated 27/08/2026 seeking permission for the proposed change of use from offices (Use Class E) to residential dwellinghouses (Use Class C3) (to create 30 units) under Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended).

The site is located with existing access onto Methuen Park, an unclassified section of public highway subject to a speed limit of 30mph. There are no proposals to alter the existing access with the public highway, which would be deemed suitable for the proposed use.

The dwellings would comprise 18, 1-bed and 12, 2-bed flats and as such would require a total of 48 vehicle parking spaces, 6 of which are to be unallocated visitor spaces. The site achieves this and it is proposed to allocate EV charging to 30 spaces, 5 of which already exist with the other spaces being provided with the infrastructure to implement further EV charging capabilities should the need arise. The vehicle and EV charging is therefore in line with the required minimum standards for residential development.

Where no garages are proposed an element of cycle storage is expected for each dwelling in accordance with Wiltshire Council's LTP3 and cycle stores have been suggested as part of a separate application for commercial cycle parking. The nature of the cycle parking is such that it does not take into account the guidance within LTN1/20 with regard to security for residential cycle parking and the cycle parking proposed would only accommodate standard cycles which would not cater for larger cargo cycles.

I am aware that application PL/2026/04850 is still being considered and as such no resolution to the cycle parking provision has been achieved in terms of amount, size, location and accessibility. The main issue with regard to the cycle parking provision for this site is the security element and the points within LTN1/20 which deal with non-standard cycle provision. The need for secure facilities at residential development is important due to the nature of the storage throughout the day and overnight, especially when remote from the residence. Robust, lockable facilities should be provided for all dwellings, and this site would not achieve this. It is considered that a minimum of 42 secure and covered spaces would be required with additional space for visitors; visitor parking would likely be acceptable as an open facility if located in an easily surveilled location.

The number of residential units does not meet the threshold requiring a Transport Statement/Assessment, a Technical Note has been provided in support of the proposals which covers the majority of the contents of a Transport Statement. The note discusses site location in the context of the local highway network, including the accessibility for pedestrians and cyclists; the sustainability; the PIC data for the most recent 5 year period; the access in regard to retention; vehicle and cycle parking; servicing in terms of refuse and recycling; trip generation and comparison.

The site is located such that it has good links for all manners of trip generation and has good options for alternative access by modes other than the private motor vehicle. It has been demonstrated that the site has access to a number of local facilities either within walking distance or by cycling, which assists in achieving a sustainable development. It has been requested that the developer provides funds to enable an upgrade of the current bus stop on Bath Road, namely a raised kerb, connection to the existing pedestrian infrastructure and provision of a standard bus stop pole with flag and timetable case, the cost of which would be some £800 for the furniture alone. The provision of a footpath extension and kerb at the stop would be dealt with through a S278 agreement enabling the works to be carried out within the public highway.

The existing use as an office would be a significant generator in terms of trip attraction, it is considered that the proposals would not have the same trip generation profile as the majority of departures and arrivals would be at opposing times of day, though the trips anticipated for the proposed development are demonstrated to be an overall net benefit to the surrounding highway network in terms of capacity.

I would therefore not wish to raise a highway objection to the proposal subject to the following condition:

CYCLE PARKING

No development shall commence on site until details of secure covered cycle parking and changing and/or shower facilities have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with the quantity, types, dimensions, access, location, design and security principles within LTN 1/20 and 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 development 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.

PEDESTRIAN LINK

The development hereby permitted shall not be first brought into use/occupied until a scheme/design for footway provision has been made to link with the existing infrastructure on the south side of Bath Road from the Pheasant Roundabout to the bus stop outside the Esso Garage and approved by the LPA.

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

APPLICANT TO ENTER INTO A S278/S38 AGREEMENT

The developer/applicant will be expected to enter into a S278/S38 Agreement with the Highway Authority before commencement of works hereby approved.

If you have any queries regarding the above advice, please contact:

HighwaysDevelopment@Wiltshire.gov.uk