

Marlborough Town Council



23 December 2024

Dear Councillor

Planning Committee

You are summoned to a meeting of the **Planning Committee** to be held in the **Court Room, Marlborough Town Hall** on **Monday, 6 January 2025** at **7pm**.

Yours sincerely

Richard Spencer-Williams

Richard Spencer-Williams, PSLCC

Town Clerk

If members of the public wish to attend and ask a question they should notify the Town Clerk of this by noon on the Friday prior to the meeting and provide their question in writing at the same time.

If members of the public wish to ask a question, but not attend, they can provide the question in writing to the Town Clerk by noon on the day of the meeting, and a written response will be provided.

PUBLIC QUESTION TIME

In accordance with Standing Order 3(f), members of the public may ask questions of the Planning Committee. The time allocated for this should not exceed 10 minutes and be limited to one question per person unless directed otherwise by the Chair. A full response may not be possible without further research, and the Chair may direct that a written or oral response be given.

AGENDA

- 1. Apologies**
- 2. Declaration(s) of Interest**
To receive declarations of interest and consider any requests for dispensation
- 3. Chair's Announcements**
- 4. Minutes**
To confirm the minutes of the meeting held 2 December 2024
- 5. Action Log**
To receive an update on the action log
- 6. Planning Decisions**
To note the planning applications recently determined by Wiltshire Council
- 7. Planning Applications**
To consider application consultations received from Wiltshire Council
- 8. Works to Trees**
To consider application consultations received from Wiltshire Council
- 9. Highway and Footway Improvements**
To consider:
 - a) an improvement request
 - b) feedback from a public consultation about a proposed one-way system
- 10. Speed Indicator Devices**
To note the most recent data reports and consider the location plan
- 11. Town Centre Working Party**
To receive a verbal update and note a recent press release
- 12. Temporary Road Closures and Forthcoming Utility Works**
To note orders issued by Wiltshire Council



Marlborough Town Council



Planning Committee

Minutes of a meeting of the Planning Committee held Monday, 2 December 2024 in the Court Room, Marlborough Town Hall at 7pm

PRESENT	Councillor James Sheppard	Chair
	Councillor Kym-Marie Cleasby	Town Mayor
	Councillor Nicholas Fogg	
	Councillor Lisa Farrell	
	Councillor Mervyn Hall	Vice Chair
	Councillor Mark Cooper	
	Councillor Jane Davies	
	Councillor Caroline Thomas	
	Councillor Kelvyn Shantry	
	Councillor Susannah O'Brien	
	Councillor Emily Trow	
	Councillor Caroline Sadler	
	Richard Spencer-Williams	Town Clerk
	Dawn Whitehall	Corporate Services Officer
ALSO		
PRESENT	Simon Broomfield	McCarthy Stone
	Jan Bendinelli	The Planning Bureau Ltd
	Emyr Griffiths	KSA Architects
	Oliver Cliff	Cavendish Consulting
	Neil Goodwin	Marlborough.News
	One member of the public	

PRESENTATION

Members received a presentation of emerging proposals for a retirement development at the former police station in George Lane. McCarthy Stone had bid on the site and received a provisional contract with Wiltshire Police to purchase it subject to obtaining planning permission. The proposed development comprised a mix of 30 x one and two bed apartments with car parking spaces for 18 vehicles, all with EV charger points. The entry age would be 60.

Presenters outlined the benefits to customers of this type of accommodation and stated the need, citing the National Planning Policy Guidance document, Wiltshire Council's Core Strategy¹ (Policies CP45 and CP46) and a more recent housing needs survey published February 2023. They cited a predicted increase in the over-65 population in Wiltshire by 45% by 2038, meaning a further 15,000 units would be required. They also acknowledged the Marlborough Area Neighbourhood Plan (MANP) Policy MARL003 which states this type of accommodation is not a priority for Marlborough.

The existing buildings would be demolished. The street boundary wall with historic stone carving and existing pedestrian entrance with the blue lamp would be retained. Artists impressions of the proposed development were displayed.

The presentation to Marlborough Town Council was the first in a series of planned stakeholder events and next steps were:

- A virtual public consultation between 4–18 December 2024
- An in-person event on Wednesday 11 December at St Mary's Church Hall, Silverless Street, Marlborough between 3pm–7pm
- Invitations by post to around 1,000 local addresses in the radius of the proposed site, alongside social media advertising and a press release
- Consideration of feedback before a planning application is submitted in February / March 2025

The **Chair** thanked them and invited Members to ask questions or provide feedback, which included:

- Acknowledging McCarthy Stone's good reputation and quality of build
- Questioning whether the needs-research quoted was more county-wide rather than conducted specifically for the town of Marlborough where there were already a lot of developments for the over 55s
- This type of development was not a priority for Marlborough
- The Town Council's priority for new developments is to provide affordable homes and social housing
- Marlborough was already losing young people who could not afford to live in the town they work in: without more affordable housing the town would die. As Town Councillors represent the people of the town, they would put their needs first when considering any planning application for more sheltered housing for the over 60s
- A previous outline planning application for the site was for affordable and social housing

¹ <https://www.wiltshire.gov.uk/planning-policy-core-strategy>

- The former police station site was designated in the Neighbourhood Plan for commercial housing, delivering 40% as affordable housing: the proposed development would provide none
- Policy MARL003 in the Neighbourhood Plan had been written to emphasise that the number one priority for development in the town was for affordable and social housing. The MANP stated that no more retirement complexes were required because, as well as denying a site for affordable housing to meet the town's housing needs, they also attract people in to the town who are likely to add to the strain on services (e.g. medical needs)
- When McCarthy Stone developed Canning Place it had found a way to avoid paying S106² monies, thereby not contributing any benefit to the town's infrastructure or community. Members hoped this would not be repeated and asked for a commitment; it was too early in the process for McCarthy Stone to do this. There were differing views on developer obligations about Community Infrastructure Levy (CIL) and S106 contributions
- Recognition that McCarthy Stone would make money from the development because Marlborough was a desirable place to live, and the proposals were based on commercial profit and not the needs of the people of the town
- An example of an existing resident looking to downsize but finding it difficult to afford anything in Marlborough: would any of the units be offered for sale at a reasonable price? Developers would tend towards a larger mix of 1-bed properties to keep prices lower; prices would be pitched according to the local market. They would not look to make a profit from management charges
- Whether any survey of needs in Marlborough would take into account everyone who would be likely to need sheltered housing
- Development for specialist housing tended to be less than 10%
- Whether 18 parking spaces for 30 x 1-2 bed apartments (and their visitors) was adequate on George Lane where parking was restricted, and whether this would add more pressure to town centre parking
- Questions about who would receive the proposed 1,000 letters: addresses would all fall within a circle around the site
- Comments about the design/style of the proposed development and whether architects could do better for Marlborough? This was the type of feedback that would be sought and taken into account through the public consultation process
- That a proposed small courtyard garden should ensure developers achieve a net biodiversity gain

² <https://www.gov.uk/guidance/planning-obligations>

- Whether developers would be prepared to produce something specific to the demographics of the people of Marlborough to demonstrate the need, rather than relying on national or county-wide statistics and the likelihood that the development would attract fairly wealthy people in to the town
- Whether local people downsizing to sheltered accommodation would free up properties on the housing market for younger people

The **Chair** noted that a lot of the concerns raised were important issues relevant to the social needs of the town but did not necessarily all relate to planning objections. He thanked the McCarthy Stone representatives for attending.

PUBLIC QUESTION TIME

There were no questions.

300/24 APOLOGIES

Apologies for absence were received from **Councillors Ross, Luson, Kohrt and Beaumont**.

301/24 DECLARATIONS

Councillors Sadler and Thomas – agenda item 7(f) (planning application) – non-pecuniary.

302/24 CHAIR'S ANNOUNCEMENTS

The Full Council meeting taking place on 9 December was an important meeting. The **Chair** asked Members to confirm whether they would be attending or not: all present confirmed that they would.

A reminder about the Marlborough College Carol Service on Friday, 6 December.

Three applications for works to trees had arrived too late for this agenda and the comments date would expire before the next meeting. Members could comment individually online on:

- PL/2024/10736 T1 Sycamore tree - Reduce by 50% to form a pollard structure at Woodlands House, Bath Road, Marlborough
- PL/2024/10979 Silver Birch tree - reduce height and remove one overhanging branch, Hilliers Yard Car Park, Marlborough
- PL/2024/10913 T1 Ash - Grass area Barton Farm - Fell to ground level. T2 Ash - Opposite Dancy House - Fell to ground at Barton Farm, Barton Dene, Marlborough

An urgent notice had been received for a road closure at A346, Marlborough from its junction with London Road to its junction with The Ridgeway commencing 10 December 2024, 7pm-6am for 6 nights.

303/24 MINUTES

RESOLVED: that the minutes of the meeting held 11 November 2024 were confirmed as a true record and signed by the Chair

304/24 ACTION LOG

Members noted the updated action log. Comments included:

#89 – Safe crossing point Port Hill to The Common. This had been discussed at the last Local Highway and Footway Improvements Group meeting (LHFIG) where Councillors were still pushing for a slowing down buffer zone. **Cllr Thomas** had highlighted that the manual showed that buffer zones could be considered as an option. Also, whether the Police could be asked to provide their evidence to back up a comment that a check in March 2023 had found no evidence of speeding. The **Chair** reminded Members that on Tuesday, 3 December the Marlborough Area Board was about “all things policing” where Members could ask their question in person.

#143 – 20MPH speed limit review. **LHFIG Members** were talking with the Cabinet Member for Highways to try to resolve the question about George Lane. **Cllr Davies** had received verbal confirmation that the Chair could call an extraordinary meeting of LHFIG and that Officers were not able to refuse to attend. **Cllr Sheppard** asked **Cllr Davies** to send him an update so that he could set up a meeting as soon as possible, preferably before Christmas. It was emphasised that the remaining 20MPH zones should be progressed separately from the review of George Lane’s suitability.

#219 – Illuminated signs. **Cllr Farrell** referred to the minutes of the previous meeting (*Min. No. 193/24*) and asked whether permission for signage at a shop near St Peter’s Church had been followed up. The **Town Clerk** would check but believed he had put in a request for planning enforcement.

305/24 PLANNING DECISIONS

Members noted the planning applications that had recently been determined by Wiltshire Council.

306/24 PLANNING APPLICATIONS

a) **PL/2024/09522** – installation of non-illuminated fascia sign to shop frontage at Marlborough Pets, 5 London Road, Marlborough for Tina Kelly

RESOLVED: that Marlborough Town Council has no objection to this application

b) **PL/2024/09519** – installation of a circular sign to front elevation at Marlborough Pets, 5 London Road, Marlborough for Tina Kelly

RESOLVED: that Marlborough Town Council has no objection to this application and does not consider the sign to be out of keeping

- c) **PL/2024/09712** – installation of air source heat pumps, replacement double glazed windows, replacement insulated doors and ventilation at numbers 5, 14, 23, 35, 38, 51, 61, 63, 64, 66, 67, 71, 73, 75, 76, 80, 92, 93, 98, 101, 102, 104 and 106 Rabley Wood View, Marlborough for Mr Adam Masters, Stonewater Limited

RESOLVED: that Marlborough Town Council has no objection to this application

- d) **PL/2024/09914** – installation of replacement windows, doors and ventilation to match existing at 23, 108, 110, 111 Rabley Wood View, Marlborough for Mr Adam Masters, Stonewater Limited

RESOLVED: that Marlborough Town Council has no objection to this application

- e) **PL/2024/10325** – two storey rear extension. Single storey front extension at 23 Chiminage Close, Marlborough for Mr & Mrs Shaun Whittaker

RESOLVED: that Marlborough Town Council has no objection to this application

Councillors Thomas and Sadler, having declared interests, abstained from voting

- f) **PL/2024/10267** – installation of air source heat pumps at Cedars, Kingsbury Street, Marlborough for Mr Adrian Woodford

RESOLVED: that Marlborough Town Council has no objection to this application

- g) **PL/2024/10398** – installation of an air-source heat pump at 45 Vespasian Road, Marlborough for Richard Braithwaite

RESOLVED: that Marlborough Town Council has no objection to this application

307/24

WORKS TO TREES

- a) **PL/2024/10463** – 8 x Lawsonia trees – reduce by 30%-50% at The Red House, Cardigan Road, Marlborough for Mr Clark

RESOLVED: that Marlborough Town Council has no objection to this application

- b) **PL/2024/10466** – (1) – Goat Willow tree – reduce by 50% to a pollard at Peppercorn Cottage, 1 High Street, Manton for Ms Barnes

RESOLVED: that Marlborough Town Council has no objection to this application

308/24 PLANNING APPEAL

Members noted an appeal had been lodged against refusal of PL/2024/02829 of a retrospective application at D'Arenberg House, Chandlers Yard, Marlborough (APP/Y3940/D/24/3352664).

309/24 HIGHWAY AND FOOTWAY IMPROVEMENTS (LHFIG)

Members considered seven highway improvement requests:

a) Proposed additional parking spaces in the High Street

Members welcomed the additional parking spaces, believing provision of a loading bay was not needed as the proposed area for the new parking spaces was often used by cars parking illegally, and as such in the main delivery vehicles often double parked near their destination anyway

RESOLVED: (i) to accept the revised plan as proposed by the Highways Engineer

b) 20MPH speed limit at High Street, Manton

c) Congestion issues at Manton

d) Yellow Lines at Manton

e) Street Lighting at Manton

f) Virtual footpath at Manton

g) Bus stop at Manton

Members commended the authors on well researched and documented proposals, all of which received their support as a 'whole village' scheme. The merits of submitting potentially prioritised and time-phased individual requests versus a single combined substantive bid were discussed: it was noted that the Town Council may need to make provision in future precept submissions depending on the preferred approach and the likely financial contribution it would be obliged to make.

RESOLVED: (ii) that Marlborough Town Council supports the submission of the six Highways Improvement Requests to LHFIG for consideration as a potential bid for funding as a Substantive Highways Scheme

310/24 SPEED INDICATOR DEVICES (SID)

Members noted the data downloaded from the SID at A4 London Road between 31 October and 12 November.

311/24 TOWN CENTRE WORKING PARTY

The Working Party had not met since the last Planning meeting so there was no verbal update: the next meeting would take place on 4 December.

Members noted a press release issued on 7 November providing an update on actions taken in response to the feedback received to a 2022 town centre survey.

312/24 TEMPORARY ROAD CLOSURES

Members noted that Wiltshire Council had issued an Order TTRO 9981 to close temporarily to all traffic A345 (Pewsey Road) (Part), Marlborough from its junction with A4 to its junction with George Lane between 19:00-23:59 from 23 to 28 January 2025 to enable Wiltshire Council to carry out carriageway resurfacing and associated maintenance works.

The meeting closed at 8.30 pm

ITEM 5

ACTION LOG

Min #	Owner	Status & Date	Notes
#5 HIGH STREET CROSSING PETITION			
169/21	Town Clerk	In progress 31/08/21	<p>Town Clerk spoke to Mrs Hamblin on 25.10.21. Mrs Hamblin's view was that what was needed was a 'proper' crossing that suitably assisted those in particular with 'vulnerabilities' such as impaired vision or mobility to safely cross the large and busy High Street. A 'soft' crossing scheme as proposed she felt was inadequate for the needs of many of Marlborough residents.</p> <p>On 1.11.21 Cllrs Hall, Thomas, Sheppard, & Town Clerk met WC Highways engineer, Martin Cook to discuss ideas/options. MC undertook to see what scheme could be devised to cross High St near where Waitrose is located.</p> <p>10.01.22: Cllr Thomas submitted CATG request to MTC on 14.3.22. MTC support - CATG request forwarded to WC on 15.3.22.</p> <p>6.6.22: Mrs Hamblin had indicated that she was now more willing to accept any location rather than no crossing at all. Request with LHFIG but likely to be subject to a substantive bid once assessed by an engineer. WC Highways engineer to do plan and costing.</p> <p>28.11.22 Discussed at LHFIG on 24.11.22 - WC Highways to do feasibility plan and costing in readiness for 2023 24 substantive bid in June/July 2023 (if feasible).</p> <p>14.2.23 Plan received from WC Highways on 14.2.23, on agenda 27.2.23 for MTC Planning Committee consideration.</p>

Min #	Owner	Status & Date	Notes
			27.2.23 Scheme deemed not appropriate/suitable by Planning Committee; referred to Town centre Working Party.
#76 SAFETY MEASURES AT FREES AVENUE			
431/21	Town Clerk	In progress 14/03/22	<p>20.3.23 agreed to share 25% cost with neighbouring parishes to move speed limit to Rockley.</p> <p>15.3.23 Agreed at LHFIG on 11.3.23 for MTC to pay two thirds' costs of £750.</p> <p>23.3.23 Speed Limit referred back to Planning Committee at request of LHFIG for re-consideration of contribution to cost of Rockley location or speed limit (re Preshute contributing).</p> <p>24.11.23 Proposed new speed limit out for consultation.</p> <p>19.12.23 Email Received from WC: notifying that the consultation on the 40MPH speed limit has ended. As objections were received for the same, details of all letters of objection or support will be considered in a report placed before the Cabinet Member for Transport, Waste, Street Scene and Flooding. WC will contact us again when a decision has been made regarding this proposal. WC Highways to advise 40mph limit to be moved just past 'cemetery sign' following consideration of the matter at the LHFIG meeting 2.5.24.</p> <p>11.9.24: WC informed MTC that the Speed Limit will need to be readvertised</p> <p>On agenda 21.10.24 Revised proposed speed limit approved</p>
#89 SAFE CROSSING POINT PORT HILL TO THE COMMON			
256/20	Town Clerk	In progress 02/11/20	<p>02.11.20: Written motion presented by Cllr Farrell to support petition presented by Hannah Cartwright. RESOLVED That the Town Council supports this request for a safer crossing point, whether a pedestrian crossing, reduction in the speed limit or by other means. It needs a full and urgent review through CATG and Highways officers. Also, to request a pedestrian count and to seek alternative Wiltshire Council funding options to conduct a whole town transport strategy.</p> <p>15.08.22: TC update - traffic survey had been in wrong location for Police to start risk assessment/enforcement. Too dangerous for Community Speed Watch. Town Clerk in discussions with WC to find way forward.</p> <p>16.8.22 Cllr CT emailed Police to ask for advice and assistance in progressing this issue.</p> <p>19.8.22 - WC emailed Town Clerk to state traffic survey was done in the best possible location given constraints, and that they had planned meeting to look at how best to collaborate with Police in these situations.</p> <p>19.8.22 Town Clerk emailed WC to ask for how they would advise to proceed given there is a known speeding issue at this location?</p>

Min #	Owner	Status & Date	Notes
			<p>05.09.22: JS escalated to PCC/Wilts Police/Wilts Council.</p> <p>28.11.22 Post to be installed by MTC for use of SID on green/ junction with Port Hill/Herd St.</p> <p>7.12.22 MTC reviewed SID guidance, due to distance between proposed location for pole and speed limit post cannot be installed for SID use.</p> <p>31.3.23 SID guidelines being revisited to reassess if can install pole. RSW re-stated to Police the need for enforcement.</p> <p>15.3.23 Enforcement action taken by Police February & March 2023; no evidence for speeding.</p> <p>12.6.23: Cllr Thomas to follow up with WP. Town Clerk re-requested enforcement action at Police Tasking meeting 20.7.23. LHFIF request for 40mph speed limit buffer-zone and traffic calming on agenda for 13.11.23; referred by TCWP - supported by MTC 13.11.23 for referral to LHFIF.</p> <p>Considered by LHFIF on 25.1.24 – Highways Engineer to check whether 40MPH buffer zone is feasible</p> <p>12.7.24 Discussed at LHFIF</p> <p>11.7.24 WC Highways Engineer advised was not possible. This was challenged by MTC/WC Councillors, and the engineer undertook to recheck if this is the case; and if so, provide an explanation including the relevant guidance and reasons for this judgement</p> <p>2.12.24 LHFIF reps still pushing for response on slowing down buffer zone. Cllr Farrell asked whether police could provide evidence of ‘no speeding’? Advised Area Board on 3.12.24 is “all things policing” and to ask in person</p>
#143 20MPH SPEED LIMIT REVIEW			
284/22	Town Clerk	In progress 06/02/22	<p>LHFIF request sent 7.2.23. LHFIF supported request on 11.3.23. MTC to provide additional street names for adding to review.</p> <p>30.5.23 MTC WP to meet 8.6.23 to review.</p> <p>13.6.23 WC Highways emailed with preferred review locations; 1. London Road –section from Elcot Lane junction to the double mini roundabout 2. Salisbury Road – Tesco roundabout to the double mini roundabout 3. George Lane – end to end 4. Pewsey Road – St Peter’s roundabout to junction with George Lane 5. Bridewell St – St Peter’ roundabout to junction with College Fields 6. Herd St – Junction St Martins to junction with The Common 7. The Common – junction Herd St to Kingsbury St. 8. Port Hill – junction The Common/Herd St to 50 yards past Golf Club entrance. Plus, existing; Kingsbury St, Oxford St, St Martins, High St, New Rd.</p> <p>4.7.23 WC Highways emailed adding request for Hyde Lane/Cross Lane/Back Lane/St Johns Close</p> <p>22.7.24 Report received; on the agenda for the Planning Committee 29.7.24.</p>

Min #	Owner	Status & Date	Notes
			9.8.24 Town Clerk emailed WC Highways to confirm MTC support implementation in Hyde Lane, Back Lane, Cross Lane, Cardigan Road and St Johns Close as recommended in the report. Also, that MTC, via WC Cllr Davies, will be requesting reconsideration of the 20MPH speed limit in George Lane, with unanimous and strong support within the Council 2.12.24 WC Cllrs in discussion with Cabinet Members re George Lane. LHFIG Chair to call extraordinary meeting to resolve
#145 HIGH STREET CROSSING			
260/22	Cllr Davies & Town Clerk	In progress 27/02/23	TCWP matter – matter to be fed into process for future agendas
#151 COMMUNITY SPEED WATCH			
359/22	Town Clerk	In progress 24/04/23	15.3.23 Town Council to facilitate the creation of local CSW teams and provide publicity to call for people to take part 12.6.23 Volunteers being recruited 25.9.23 Cllr Trow expressed interest in becoming involved Needs further consideration and support to progress
#184 HIGH STREET SHORT STAY PARKING/LOADING BAY			
228/23	Town Clerk	In progress 25/09/23	Submitted on 02.10.23 24.01.24: prioritised with action for WC Highways engineer to progress Proposal received from WC on 11.11.24. On agenda 02.12.24. Resolved to accept the revised plan as proposed by the Highways Engineer. 3.12.24 email sent to WC Highways to confirm.
#219 ILLUMINTED SIGNS AT SPECSAVERS AND SPACE NK			
PQT	Town Centre Working Party	In progress 18/03/24	8.4.24 - referred to TCWP to investigate wider implications of High Street lighting to make a recommendation to the Committee 2.12.24 TC to check with enforcement officer for response re shop signage near St Peters

ITEM 6

PLANNING DECISIONS

To note the planning applications that have been determined by Wiltshire Council between 25 November and 20 December 2024:

- a) **PL/2024/04464** – Properties within Rabley Wood View, Marlborough
Installation of Air Source Heat Pumps, replacement double glazed windows, replacement insulated doors and ventilation
Decision: Approve with conditions **MTC:** No objection

- b) PL/2024/00905** – Properties within Rabley Wood View, Marlborough (please see application form for full list of addresses)
Installation of upgraded cavity wall and loft insulation (to properties that require it), new double glazed windows and insulated doors, air source heat pumps, and improved ventilation
Decision: Approve with conditions **MTC:** No objection
- c) PL/2024/09699** – 4 School Lane, Manton
Magnolia (T1) – reduce and shape crown by 2/3m to clear away from buildings. Birch x 2 (T2) – reduce crowns by 4/5m
Decision: No objection **MTC:** No objection
- d) PL/2024/10463** – The Red House, Cardigan Road, Marlborough
8 x Lawsonia trees – reduce by 30%
Decision: Approve with conditions **MTC:** No objection

ITEM 7

PLANNING APPLICATIONS

To consider Planning Applications received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on 6 January if they feel any of the following applications need full discussion at the meeting.

- a) [PL/2024/10775](#)** – Full planning permission
Installation of solar PV system to roof at Ellis Theatre, Bath Road, Marlborough for Mr Craig Tutton, Marlborough College
- b) [PL/2024/10798](#)** – Full planning permission
Formation of opening in garden wall and construction of small garden store at land rear of 133 High Street, Marlborough for The Merchant’s House Trust
- c) [PL/2024/11153](#)** – Listed building consent (Alt/Ext)
Formation of opening in garden wall and construction of small garden store at land rear of 133 High Street, Marlborough for The Merchant’s House Trust
- d) [PL/2024/10664](#)** – Listed building consent (Alt/Ext)
Internal alterations to improve accessibility including the installation of a platform lift at The Old Rectory, 51 High Street, Marlborough for Mrs Gillian Fallon (*awaiting confirmation of extension of comments date*)
- e) [PL/2024/11026](#)** – Listed building consent (Alt/Ext)
Retrospective planning application for new painted timber windows to replace the current

white UPVC windows at 116 London Road, Marlborough for Mrs E Radford

- f) [PL/2024/11111](#) – Listed building consent (Alt/Ext)
Conversion of outbuildings to the rear of 134-135 High Street, Marlborough to residential use (Use Class C3) comprising of 1 no. 4-bedroom dwelling. Associated internal and external works to include the creation of a series of new window and door openings (utilising existing but bricked up openings where possible), works to the internal layout of the outbuildings and the blocking up of the existing connection with the adjacent retail unit, rebuild roof and dormer window with raised eaves on lower block, remove existing chimney stack at rear (amendment to [PL/2024/01980](#)) at land to the rear of 134-135 High Street, Marlborough for Mr Brown, Habitect Developments Ltd
- g) [PL/2024/11122](#) – Removal/variation of conditions
Variation of condition 2 (approved plans) on [PL/2024/01992](#) to amend the internal layout and window arrangement and detail at Land to the rear of 134-135 High Street, Marlborough for Habitect Developments Ltd
- h) [PL/2024/10541](#) – Householder planning application
Single-storey rear extension; extended terrace including erection of privacy screening; installation of wood burner at 18 Vicarage Close, Marlborough for Mr Graham Dowson
- i) [PL/2024/11041](#) – Householder planning permission
Loft conversion with flat roof dormer at 41 London Road, Marlborough for Mr & Mrs Simon Hands
- j) [PL/2024/10933](#) – Householder planning permission
Single storey extension to existing porch at front elevation at Keeps Cottage, Preshute Lane, Manton for Mr M Lilley (*awaiting confirmation of extension of comments date*)

And to note an application for which the comments date expires before this meeting:

[PL/2024/08304](#) – Full planning permission (amended/updated documents)
Replacement of plant equipment/machinery within the roof service area at 17-18 High Street, Marlborough for Mr David Dibb, Oaksmere

ITEM 8

WORKS TO TREES

There are no applications to consider. To note applications for which the comments date expires before this meeting:

[PL/2024/10736](#) T1 Sycamore tree - Reduce by 50% to form a pollard structure at Woodlands House, Bath Road, Marlborough

[PL/2024/10979](#) Silver Birch tree - reduce height and remove one overhanging branch, Hilliers Yard Car Park, Marlborough

[PL/2024/10913](#) T1 Ash - Grass area Barton Farm - Fell to ground level. T2 Ash - Opposite Dancy House - Fell to ground at Barton Farm, Barton Dene, Marlborough

ITEM 9 HIGHWAY AND FOOTWAY IMPROVEMENTS

To consider a highways improvement request and the feedback to the informal consultation about The Parade.

a) Kingsbury Street/High Street

Name:	Mrs Juliet Edwards	Date:	Click here to enter a date.
Address:	REDACTED		
Telephone No:	REDACTED		
Email Address:	REDACTED		

Issue Details

Location of Issue:	Bottom of Kingsbury Street
Community Area:	Marlborough
Parish or Town Council:	
Nature of Issue:	There is no safe crossing or a proper drop curb to cross from the high street to the bottom of Kingsbury St to get to St Mary's church. My mother has MS and has to use a wheelchair and her wheelchair can't safely navigate the curb where you need to cross and she has to wait for assistance.
How long has it been an issue?	always
What would you like done to resolve this issue?	. I would like to see a drop curb put in place so my parents can visit the church safely.
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	Yes

b) Proposed one-way system at The Parade (part)

To note the feedback from an informal consultation and consider whether to re-submit the request to LHFIG. See Appendix for plan and feedback comments.

Background

At the Planning meeting on 21 October 2024 (*Min. No. 227/24*) Members considered a draft proposal for a one-way system at The Parade and **RESOLVED: to hold informal consultations with residents and businesses in The Parade and immediately adjoining area and review the results at a Planning Committee meeting before the end of December 2024**

Current Status

Letters were distributed to all businesses and residents, and a drop-in session was held at the Town Hall on 19 November where people could view the plans. Comments were invited to be sent to the Deputy Town Clerk by 30 November.

Considerations

Key points and themes from the feedback are:

- There was **broad and strong concern at the potential loss of parking** (noting that this was not the key driver nor in the original request by Marlborough Town Council)
- Most respondents thought the introduction of a **one way system on the Parade would be more problematic than beneficial**. Notably, some commentary pointed to more congestion as a result of the one way arrangements, and difficulties for lorries turning from New Road to the Parade if forced to do so.
- **There was some support for a loading bay, but lack of consensus where this should be located**. Some thought it would be better located set further 'south /easterly' into the Parade.
- **Access to the two driveways on the westerly side of the Parade (as you approach New Road) was a concern**; illegal parking, which blocks the ability to enter or exit both access points create this issue. **Clearer line markings demarking 'no parking (or stopping)' combined with a commitment to enforcement was seen as the solution.**

Recommendation

Members are asked to consider the highway improvement request and the proposed scheme for The Parade and instruct the Town Clerk accordingly.

Town Clerk 19.12.24

ITEM 10

SPEED INDICATOR DEVICES (SID)

To consider the SID rotation plan. There are no SID reports available for this meeting due to issues with the SID software. A technical support meeting is taking place with the supplier on 20 December.

SID Locations

There is a SID permanently situated at Herd Street. A second SID is deployed on rotation to:

- Bath Road (30MPH, adjacent to Memorial Hall and 40MPH, near Golding Avenue)
- Chopping Knife Lane
- George Lane
- Kingsbury Street
- London Road (2 locations)
- Poulton Hill

At the time of writing this report the SID was next due to be located at Bath Road.

Recommendation

Members are asked to note this report and consider whether any changes are required to the SID location/rotation plan.

Deputy Town Clerk 19.12.24

ITEM 11

TOWN CENTRE WORKING PARTY

To receive a verbal update

ITEM 12 TEMPORARY ROAD CLOSURES & FORTHCOMING UTILITY WORKS

To note Orders issued by Wiltshire Council under Section 14(1) of the Road Traffic Regulation Act 1984 and Section 21 of the Town Police Clauses Act 1847 to close temporarily to all traffic:

a) Hyde Lane (Part), Marlborough (Ref: TTRO 10023)

Hyde Lane (Part), Marlborough; from its property known as Westalls Meadow for a distance of approximately 50m in a north westerly direction.

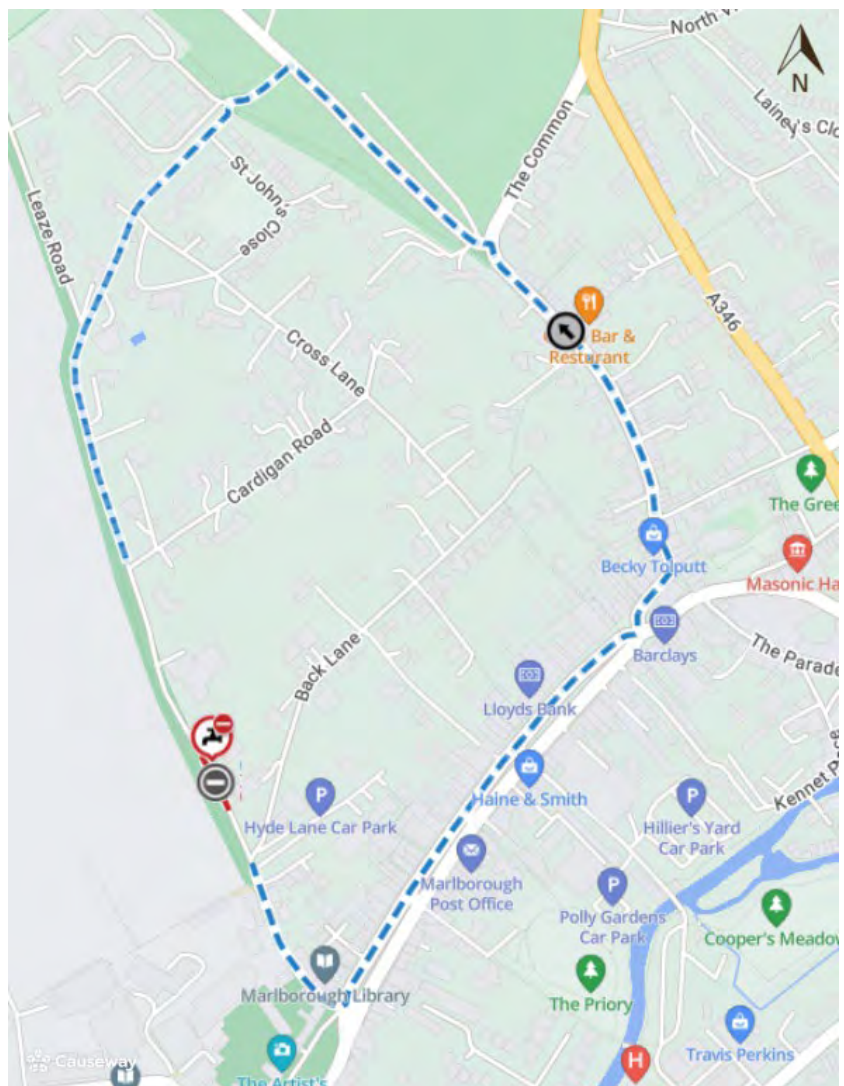
To enable: Thames Water to carry out boundary box replacement and associated works.

Alternative route: via Hyde Lane (unaffected length) – Frees Avenue – Kingsbury Street – High Street and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

This Order will come into operation on **20 January 2025** and the closure will be required until **22 January 2025**. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.

For further information please contact Thames Water on 03339 960672.



The closure can also be found on one.network here: <https://one.network/?tm=141159894>

b) George Lane (part), Marlborough (TTRO 9994)

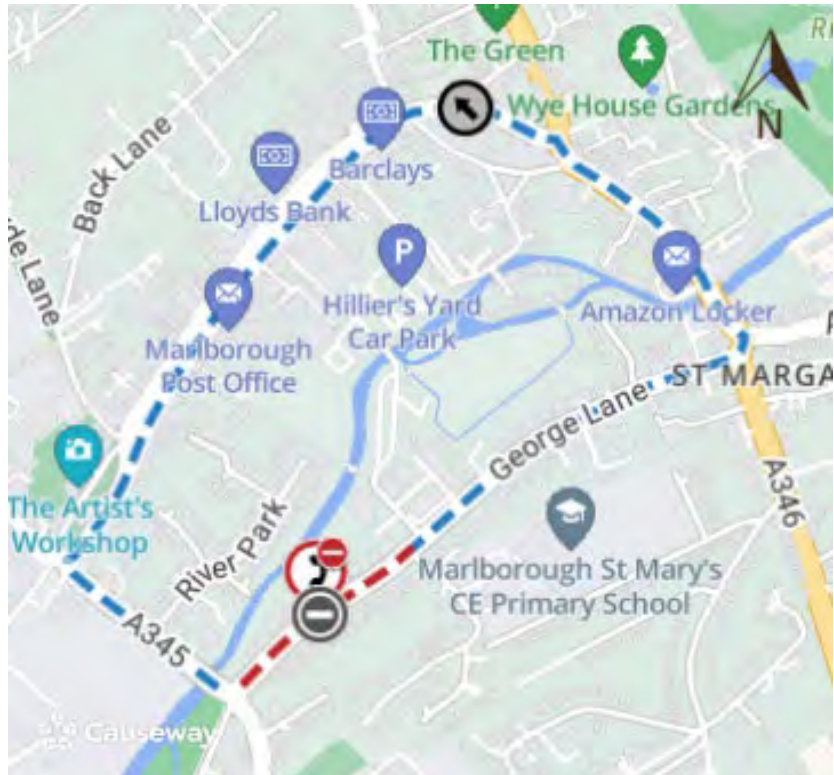
George Lane (Part), Marlborough; from its junction with A345 to its junction with Ducks Meadow.

To enable: Openreach to carry out road closure required for blockage clearance and rope duct.

Alternative route: via George Lane (unaffected length) – Salisbury Road – London Road – New Road – High Street – Pewsey Road and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

This Order will come into operation on **1 February 2025** and the closure will be required between the hours of **09:30 and 15:30 for 2 days**. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will



be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.

For further information please contact Openreach on 0370 050 0792.

The closure can also be found on one.network here: <https://one.network/?tm=140813020>

c) A345 (Part), Pewsey (Ref: TTRO 10007)

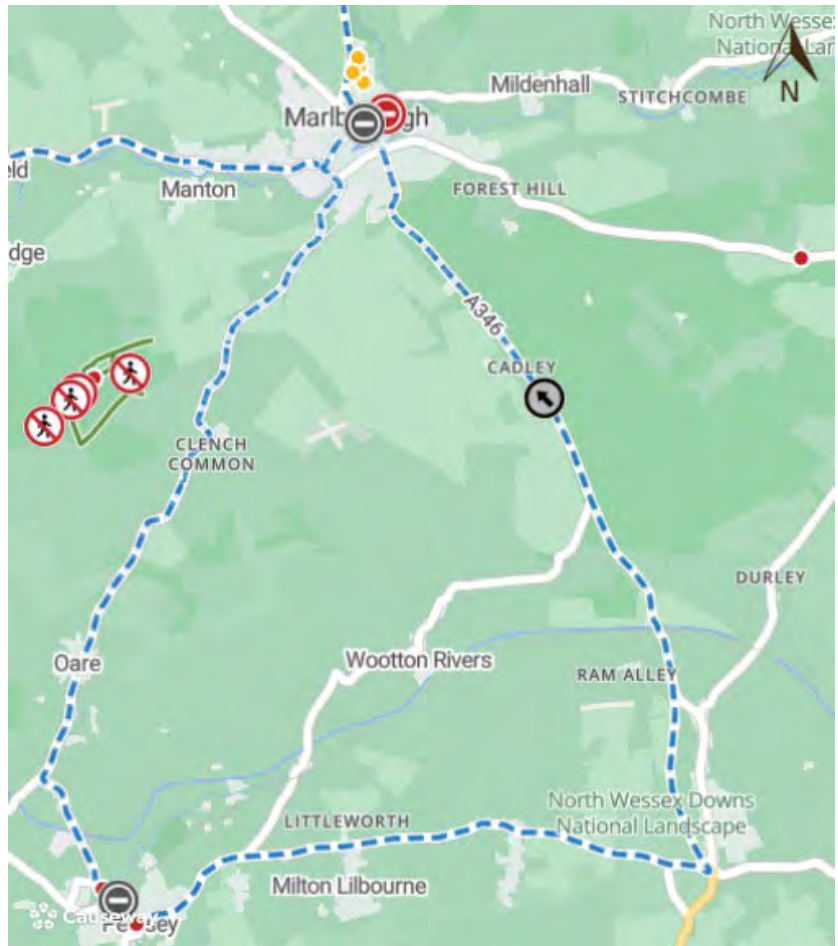
A345 (Part), Pewsey; from its junction with B3087 to its junction with Buckleaze Farm Access.

To enable: Wiltshire Council to carry out carriageway resurfacing, road marking, adjustment of ironworks and associated works.

Alternative route: via A345 (unaffected length) – A4 – A346 – B3087 and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

This Order will come into operation on **4 February 2025** and the closure will be required between the hours of **19:00 and 23:59 until 21 February 2025**. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.



For further information please contact Wiltshire Council on 0300 456 0105.

The closure can also be found on one.network here: <https://one.network/?tm=140811737>

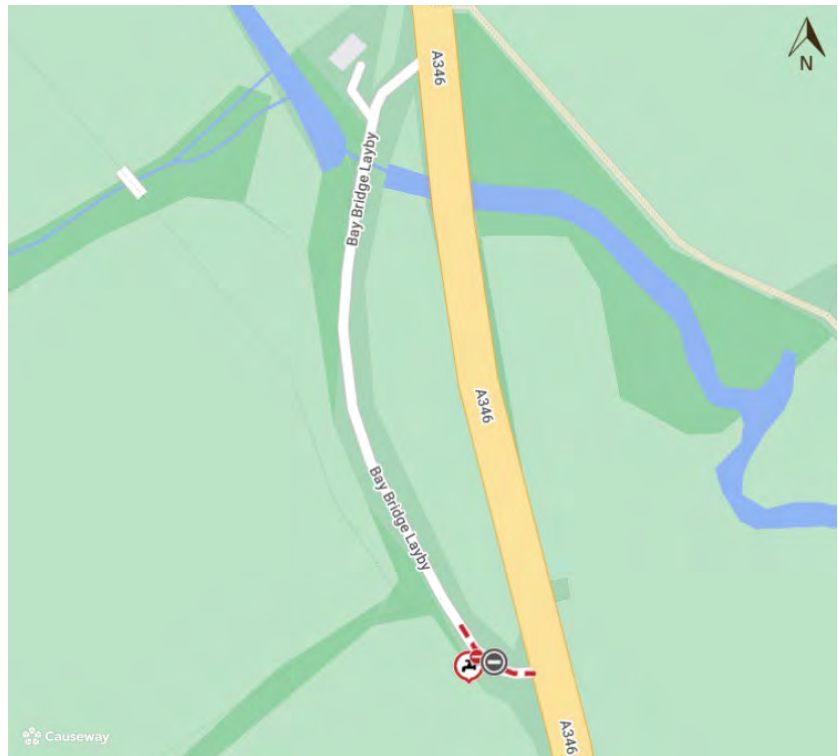
d) Bay Bridge Layby (Part), Marlborough (Ref: TTRO 10017)

Bay Bridge Layby (Part), Marlborough; from its junction with A346 for a distance of approximately 30m in a north westerly direction.

To enable: Thames Water to carry out disconnection of water supply.

No alternative route is available.
The closure will be clearly indicated by traffic signs.

This Order will come into operation on **5 February 2025** and the closure will be required between the hours of **08:00 and 23:59 for 4 days**. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.



For further information please contact Thames Water on 03339960672.

The closure can also be found on one.network here: <https://one.network/?tm=141067298>

e) A346 (Part) and The Green (Part), Marlborough (Ref: TTRO 10033)

A) A346 (Part), Marlborough; from its junction with A4 to its junction with Silverless Street.

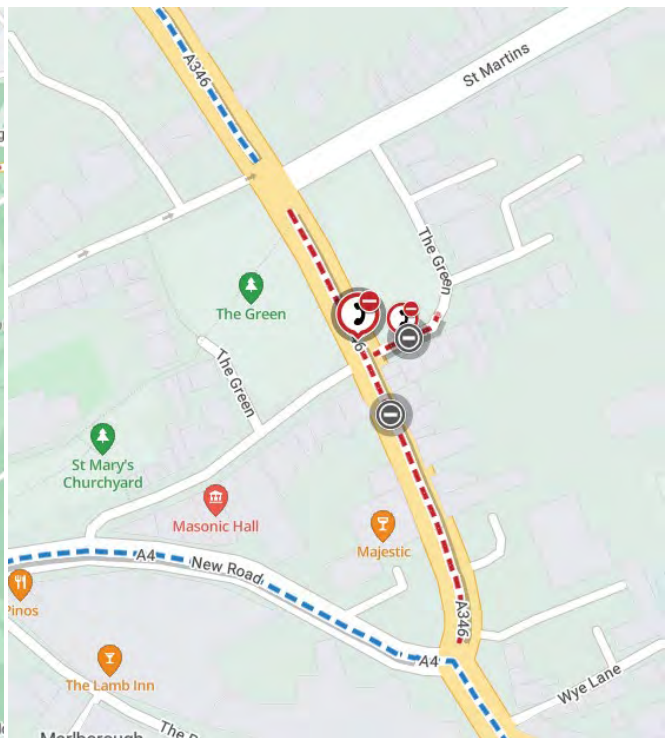
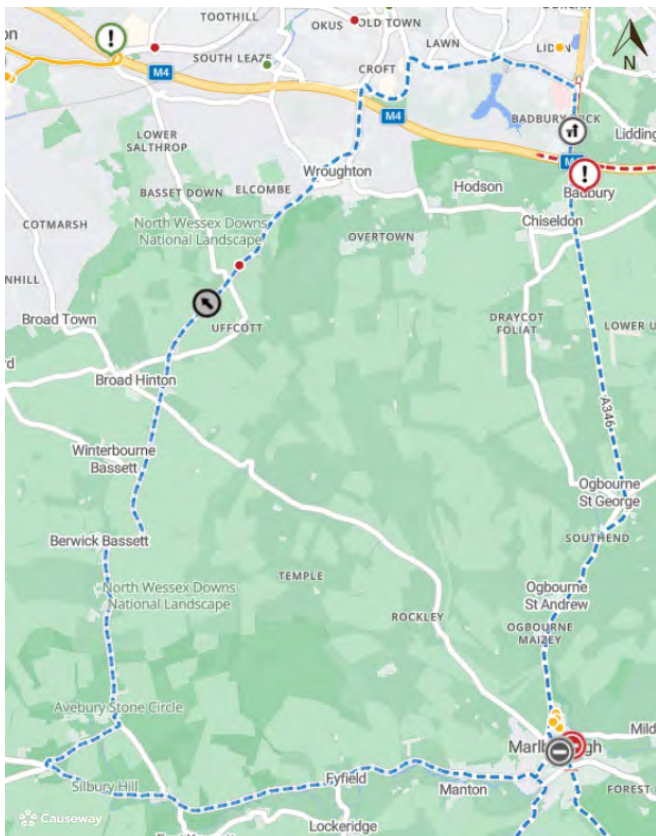
B) The Green (Part), Marlborough; from its junction with A346 for a distance of approximately 30m in an easterly direction.

To enable: Openreach to carry out collaborative working with SSEPD.

Alternative route: via A346 (unaffected length) – A4259 – A4361 – A4 and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

This Order will come into operation on **15 February 2025** and the closures will be required until **21 February 2025**. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.



For further information please contact Openreach on 01732442210.

The closure can also be found on one.network here: <https://one.network/?tm=140877075>

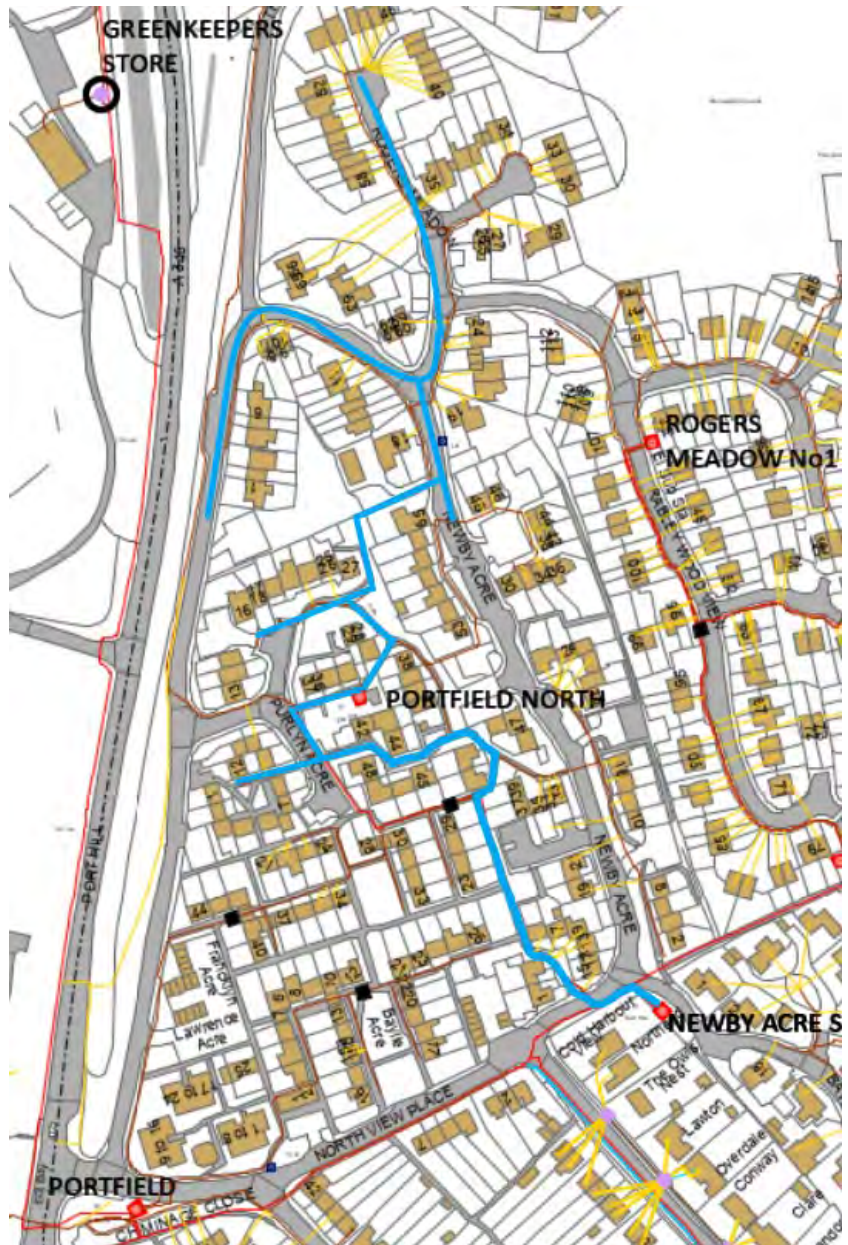
Upgrade to electrical network

To note a communication received from Network Plus Services Ltd providing advance notice of a 9-week programme of works:

“Following an online call with David Hallas and Alfie Francis from Wiltshire Council, we would like to inform you of the planned excavation and electrical works we have scheduled for early 2025.

The works concern upgrading the electrical network within a sub-section of Marlborough through installing a new cable and electrical link boxes.

The work is scheduled to take approximately 9 weeks to complete entirely, however, we will be completing sections before progressing onto others to ensure health and safety.”



The works are shown in blue

Marlborough Town Council



28th October 2024

To whom it may concern

Consultation on proposed changes to traffic flow and parking in The Parade

Marlborough Town Council are working with Wiltshire Council's Local Highways and Footways Improvement Group (LHFIG) to consider a proposal to find a viable solution to improve the traffic flow and parking issues in The Parade.

An initial outline plan has been drawn up, as shown overleaf and includes:

- A one-way scheme, travelling eastward from the High Street/New Road
- Changes to current on-street parking to enable safer access into residencies and businesses off The Parade
- The addition of a formal loading bay

Marlborough Town Council are keen to seek the views of local people who may be affected by these changes before any response is made to Wiltshire Council.

We would therefore invite you to make comment on these proposals either in person, at a drop-in event at the **Town Hall** from **6pm – 7pm** on **Tuesday 19th November 2024** or by email to cwilliams@marlborough-tc.gov.uk.

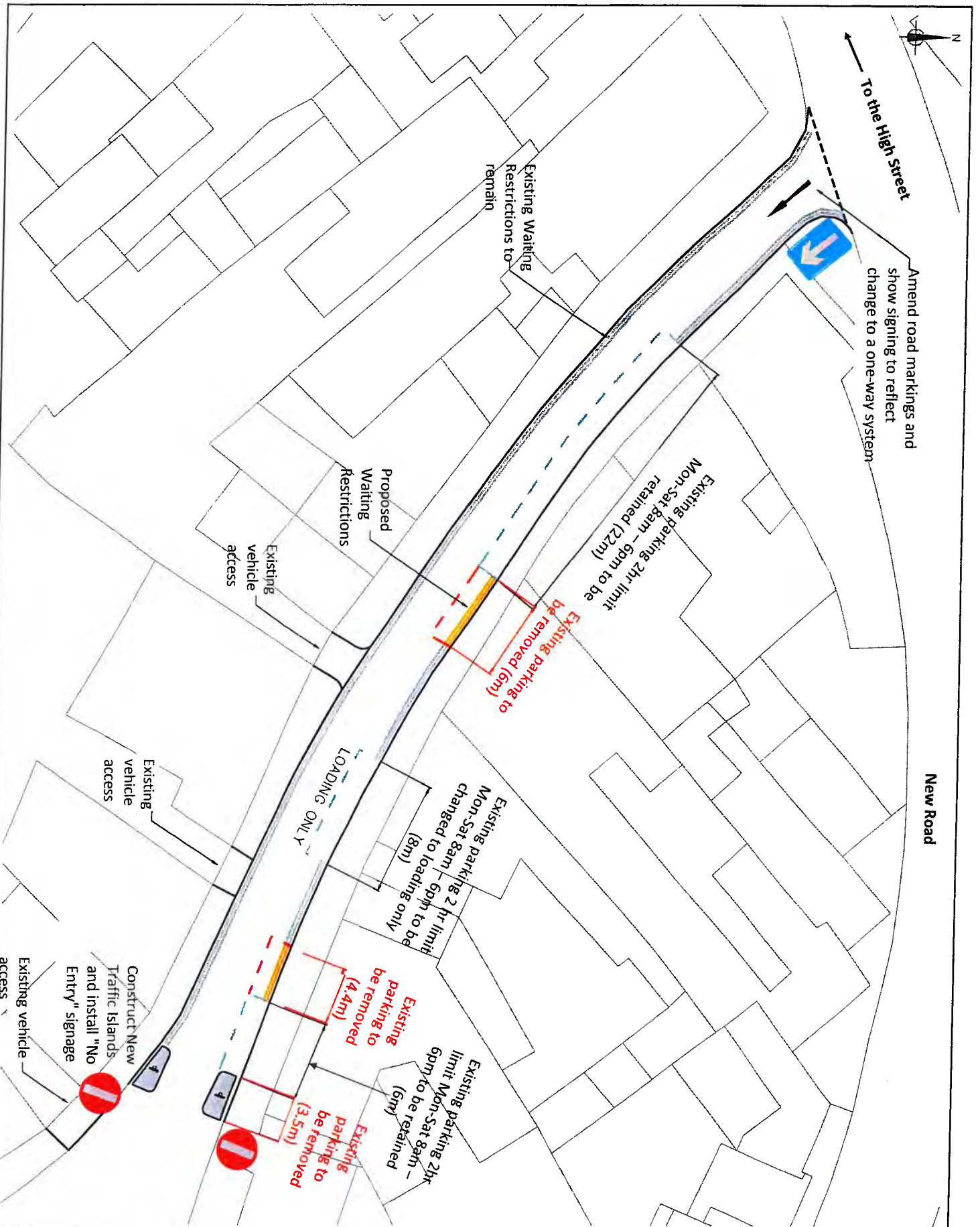
The closing date for comments is **30th November 2024**.

Following the consultation, comments will be considered by the Town Council's planning committee before being shared back with the LHFIG for a final decision.

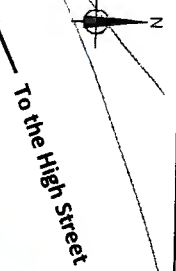
Yours sincerely

A handwritten signature in black ink, appearing to read 'Clare Williams', written over a blue circular stamp.

Mrs Clare Williams
Deputy Town Clerk



New Road



To the High Street

Amend road markings and show signing to reflect change to a one-way system

APPENDIX 4

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office

© Crown copyright
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Wiltshire Council (100049050)
 2024

1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		


FOR INFORMATION

Wiltshire Council
 Traffic & Network Management
 County Hall, Wilton Road, Wiltshire
 Wiltshire BA1 1BE
 Tel: 01299 437000
 www.wiltshire.gov.uk

Project: **Amend New Road**
 Drawing No: **202401001**
 Drawing Title: **Signal Plans**

DATE:	1/20	SHEET NO.:	1
DRAWING NO.:	202401001	REVISION:	
DATE:	1/20	SCALE:	1:100

The Parade – Consultation Responses – Oct/Nov 2024 (redacted)

Comment
<p>As a business based in The Parade, a one-way system is not necessary and an entirely useless waste of council funds. There are no viable reasons to make this a one-way system and will impede business owners and residents exiting The Parade as traffic rarely stops by the D&R entrance to allow access for cars wishing to turn out onto the main road here. I have sometimes been sat here for long periods of time waiting for a car to let me out, it is much easier to exit The Parade via the exit up by Pinos restaurant, especially during busy times.</p>
<p>Clients of local businesses in and near The Parade need and value the free parking here. We have already lost spaces due to the development and access to the old St Peters school and the extended double yellow lines up by Pinos. To reduce the parking further will impact local businesses as if they can't park easily, they may choose to go elsewhere.</p> <p>A formal loading bay is a good idea in principle as our entry way to The Parade Mews is sometimes blocked by deliveries to the funeral parlour and the pub, however if this will reduce parking spaces further then this is not a good idea as it doesn't happen that often to warrant a designated full time loading bay.</p>
<p>I attended the council meeting when this one-way system was first proposed and the monetary cost that it will apparently cost is a ridiculous waste of resources. That money would be better assigned to things the local town actually needs, such as Youth Resources. If it really needs to be spent on 'highways' then perhaps a pedestrian crossing by the common would be a better idea.</p>
<p>The plan to make the parade a one way system with no entry  signs from the west of High Street (by the bear hotel/ pub) is a FANTASTIC IDEA. I'm amazed it hasn't been proposed before now.</p>
<p>I don't live near the parade but live in Marlborough and I'm a self-employed taxi driver so use the local roads a lot.. and the one way road would be gratefully received by myself. Thank you. I hope you don't receive any objections.</p>
<p>We are the owners of ● The Parade, and would like to object to the proposed changes to traffic flow and parking at The Parade, Marlborough. The loss of parking spaces will be particularly hard for us, and it seems that in these straightened times the considerable cost is hard to justify to alleviate occasional congestion in this narrow section of road.</p>
<p>Looks eminently sensible</p>

I should start by saying that I have no particular objection to making The Parade one-way.

However, whatever the decision, please could a system introduced to stop anyone stopping and certainly parking opposite the very narrow entrance next to No.28 and opposite Rainbows and the Lamb Pub, either a yellow diamond box or double red lines. This entrance provides access to the back of the Town Council and our offices at Stable Court.

I won't be able to attend the meeting to discuss proposed changes to traffic flow on The Parade, however, would like to add the following comments.

In terms of a one-way system as I regularly use The Parade, to either park on it, or in Kennet Place and to access the parking behind my business for unloading. I don't feel that the change to a one way system needs to be made at all, as the 'congestion' is a non-issue. At most, you may have to wait for one maybe two cars at safe points on the road, and I have very rarely in the 6 years that we have been open had to reverse a short way so much so I can probably count on one hand how often this has happened.

I understand that the idea is to also create safer access to residences by removing some parking bays and creating a loading bay, and I do support this. People just ignore the double yellows in place now, as it's just a short stretch between the parking outside Rainbows and the Lamb. There have been numerous occasions where cars are parked opposite the entrance to our parking, making it virtually impossible to access or exit the narrow opening. I think decreasing the amount of on street parking will make this safer.

I write to object to the proposals to make the top part of The Parade into a one-way flow.

I am at ● The Parade on a regular basis and sit facing the window for many hours at a time. I don't see traffic problems at all. Occasionally someone may have to reverse, but it is always done in a good natured way and is not a problem.

Parking in Marlborough is a problem, and to lose several parking spaces to enable this is a backward move.

Please leave what works alone and use your scarce resources where they are needed.

I would very much be in favour of the new proposals to The Parade, living in Old Stables Court (access opposite The Lamb) there has been many times due to the two way traffic system that I have had to abort gaining access to my property as the traffic can get somewhat clogged up in that area this can be very frustrating & the changes in my view can only be positive however I wish to add that increasingly in the evenings probably due to cinema goers the double yellow lines in this area are not adhered to as people know that after 6pm they are very unlikely to get a ticket so will block the access to Stables Court which is a huge safety risk if Emergency vehicles were ever needed to attend somebody in need there & wondered if this could be policed more stringently in the future.

I attended the drop in session at the Town Hall this evening and it was a very interesting walk back down the Parade to get to my car, parked at the rear of No 27.

Firstly, the black Mercedes that had been parked on the double yellow lines outside Pino's all afternoon was still there, but now there was a white car parked behind it, rather than the blue Mercedes that had been there earlier in the day, both with their rears almost jutting out into Oxford Street. The black Mercedes is regularly parked illegally on the double yellow lines, and I have seen it there on many occasions.

Further down, there were another 2 cars parked on double yellow lines, one opposite the entrance into Milton Architects car park and the other opposite the entrance into our car park! Whilst we were standing there discussing the situation, 2 cars came face to face, one heading down from the Town Hall and the other heading up from the Parade. Both were travelling at speed, jammed their brakes on, and with no space to pull in due to the cars previously mentioned being parked on the double yellow lines, this resulted in one of them having to drive onto the pavement in order to pass, then they both tore off as fast as they could!

I know one resident mentioned at the drop in session that he felt that the one way system could result in traffic travelling at speed down into the Parade, but I can assure you, this is already happening! Cars use the Parade as a short cut when the main road is busy, and even when it isn't busy, so the one way scheme would help to prevent this from happening, reducing the flow of traffic, and the proposed traffic islands would help slow the traffic down.

I am very much in favour of the proposed one way system going ahead. I am a regular user of the road and enter and exit the car park at the rear of No 27 every day. Only yesterday, I was unable to get round into the entrance to the car park due to a van being parked on the double

yellow lines opposite, which resulted in me having to park in the main area of the Parade until it had moved, which was quite some time later. I am quite used to performing the 3 point turn that is often required to gain access, and the same when leaving.

I think it would make more sense for the loading bay to be located further along into the Parade, past the proposed new traffic islands, which would prevent HGVs from having to perform a difficult manoeuvre into the Parade from the top by the Town Hall, and could enter by Dible & Roy, with more space to turn around and exit the same way. This may not be welcomed by the Lamb, but I am sure there are many pubs throughout the country that do not have loading bays directly outside their premises.

Another idea would be to put yellow junction boxes outside the 2 car park entrances, which would hopefully prevent cars from parking there, as the current double yellow lines certainly don't seem to be doing the trick! What is the point in having parking restrictions in place if they are not enforced, it just encourages repeat offenders.

I am attaching photographs of the vehicles mentioned above and I hope you get the support required to proceed with the one way scheme - something certainly needs to be done to improve the current traffic flow and parking issues and make it a safer place to drive.

I'm writing as a regular user of the Friends Meeting House in the Parade. I am for the changes proposed.

Just something to bear in mind, I hope the space in front of the path to our Meeting House (between the cinema and D&R storeroom) remains clear because some of our members and other users of our building have mobility problems and have to be dropped off at the entrance to the path. I hope changes will not be made to prevent cars dropping people off at the site.

Why is 6m of parking being removed? Are any changes being made to the exit onto London Road?

Not in favour of ANY parking spaces being removed. A retro-grade step in my opinion. The parked cars slow the flow of the traffic. The amount of money which would be spent on this scheme could be better spent elsewhere in the town.

Not in favour of any changes. No issue so why spend money changing something? One way system would be of no benefit, traffic would speed up, spaces would be lost when they are already at a premium. Double parking would increase causing more danger and congestion. One way system would cause gridlock if access is blocked at junction of London Road. It would also increase cars using The Parade as a rat run resulting in an unsafe area for motorists and pedestrians. It isn't broken so please don't change it using tax payer's money.

Current system does not cause a problem. The proposal will cause more traffic turning in, more congestion and more problems.

Current system ok.

Cross hatching where businesses enter/exit their premises. Loading bay for lorries/vans would be a good idea.

So, somebody has decided that the sleepy Parade should lose at least 4, but probably more, 2-hour parking spaces. This to implement a one-way system that any regular town user knows is not necessary and would probably damage the businesses located there. The Parade is not a major road. It does not contribute to the town's problematic traffic flow and as such, it is hard to see residents noticing any benefit from such a change.

A town centre traffic survey has been conducted in Marlborough over the past year by experts Atkins to review the congestion pinch points and perform magic by predicting traffic volumes to 2041. However, from the first briefing by Wiltshire Council and the town council with Atkins in November 2023, the Parade one way system was included as being an aim. Alongside the study into our busy and well discussed main roads, the Atkins study shows no fewer than three simulations for traffic flow in the humble Parade! There is a (false) implication that this is a serious traffic easing solution. It has developed over the past year into an expensively drafted plan showing every detail of the proposal – and all this before any proper and wider area public consultation. This consultation has now been tacked on later this month, but I believe only residents have been informed of its existence.

It is difficult to see how any of the Parade's businesses will benefit from a one-way system and road users will lose convenient access to a local business hub from the High St. The actual justification from MTC is vague, if non-existent. And if the Parade was included in the Atkins brief, you might also question why weren't Kingsbury Street, Silverless Street and Hyde Lane? They really are town rat runs that might benefit from one-way consideration.

It has been estimated that at least 50% of the traffic in Marlborough is from outlying MTC precept payers and surrounding area residents doing daily shopping. Working out what needs to be done in a busy market town to eliminate pinch points isn't about closing roads and reducing parking capacity, it is about accepting modern lifestyles and providing more parking and user facilities – finding the compromise. That's what will keep Marlborough in business and attractive to visitors.

The Atkins report ends disappointingly with no conclusions on what can be done, but it does point clearly and loudly to the parking problem as a major contributor. And as far as the Parade is concerned, it is MTC's duty to not tell residents what they need (there is no room for political

points scoring) but to understand what pragmatic solutions help the town work. Additional parking provision appears currently to be an afterthought or is not considered at all.

Object.

Thank you for arranging the drop-in event at the Town Hall about the above proposal. We live in Churchill Court and do walk most days to The Parade.

Having looked at the plans, we are left wondering whether the upheaval is actually worth it. We are not convinced that the change to the traffic flow will make much difference to the traffic problems in Marlborough while the loss of parking places will be significant in an area where parking is at a premium.

However, if the residents who live and work on The Parade feel strongly that they want the changes then we would support them.

Further to the public consultation on Tuesday 19th November 2024, I would comment as follows on the proposals.

In principle, the idea is good because any of the properties which front onto the Parade will have watched the endless confrontations between cars, and sometimes pedestrians, on what is essentially a single lane road.

However, any alterations will be pointless unless there is some form of enforcement with traffic wardens.

Ten years ago, it was well known that traffic wardens were pro-active in Marlborough and the Parade and that if you parked on a yellow line, you were likely to get fined. In addition, if you overstayed your time without a permit, you would get fined. It is well known now that very rarely do traffic wardens go into the Parade and vehicles regularly park on double yellow lines, particularly at the top end of the Parade adjacent to the restaurant.

The proposal to narrow the road at the bottom is a good idea.

However, the loading bay proposed outside the Lamb, will not facilitate the movement of traffic in and out of properties either to the north or south of 27 the Parade.

I assume the Council has access to software enabling them to show the turning circle of any vehicle coming out of either of the routes to both sides of 27 the Parade, so they should be able to map this and show that a vehicle turning right out of the access to the north of 27 the Parade will not be able to turn right without being blocked by the vehicle in the loading bay.

Equally, vehicles turning right into the access to the south of 27 the Parade will also have difficulty turning right when the loading bay is being used.

It would therefore make sense to move the loading bay south, beyond the narrowing of the road, where the Parade opens out.

We have noticed that often when Dan's restaurant has service vehicles, they double park south of the restaurant which doesn't necessarily cause a problem, but it does narrow the road in this area. It might therefore be beneficial to put the loading bay immediately to the southeast of the narrowing section of the road.

While the loss of 3 parking spaces might be of concern, it needs to be seen in the context of the constant confrontations that take place between vehicles in the Parade and the difficulty vehicles experience getting in and out of the accesses, both to the north and south of 27 The Parade.

I also understand that additional car parking spaces could be provided in the High Street, which will more than compensate for any loss in this location.

What is the Parade?

The Parade is a side-street in Marlborough and is not part of the structure of roads dealing with through traffic to and from the town. The street did have a temporarily increased flow, partly because when south bound traffic became heavy, many sat-nav apps. re-routed traffic down Kingsbury Hill and through The Parade, treating it as some sort of rat-run.

The properties in the Parade are a mixture of residential, commercial and a fire station. A considerable amount of the commercial properties are under pressure and there are several vacant commercial premises in the area. A large amount of the residential properties and almost all the commercial ones have almost no dedicated parking. Several precious parking spaces have been lost in recent years due to the development of the former St. Peters School and to lose any more would be extremely detrimental. This should be considered of the highest priority!

I am a resident of the Parade and have lived here for over 25 years.

Parking in the Parade is for 2 hour slots per zone, 6 days a week. As a whole, parking in the Parade is very busy indeed.

What are the traffic flow problems?

There can be some issues with traffic exiting the Parade, particularly in the direction of the High Street due to reduced visibility. Problems with vehicles driving both ways on the narrow section from the Crown to the Bear can happen, but most of these can be sorted with care and consideration. For those not showing these considerations, no number of changes will resolve the issues!

There may be further heavy traffic occasionally down by the triangle, albeit sometimes caused by necessary deliveries to the area, but a bit of patience should be advised as the street is not designed to be a fast route to anywhere. By far the biggest snarl-up of traffic in this area is caused by the sheer volume of vehicles desperately trying to find somewhere to park! This is sometimes made even worse by poor and often illegal parking. The removal of some 22m. of parking space (many cars worth) could prove disastrous to the vicinity!

It does appear as if most concerns have been raised by people who do not have parking problems, possibly having their own spaces, and thus maybe are less concerned about the other residents, businesses, offices and shoppers, etc.

Are the traffic flow problems serious enough to warrant change?

This by its very nature is subjective and would not be accurately assessed by a survey. There is little evidence of any real danger in the street, the most likely being from the post covid habit of people giving each other more space when passing, often by walking out into the road.

Will the proposed changes improve traffic flow?

It is likely that a one-way system is likely to increase rather than decrease the traffic speed, thus decreasing the safety. There are occasional people driving with excess and sometimes reckless speed through the area, but these are unlikely to slow down except with enforcement. Speeding and bad parking are not being regularly addressed. It is almost certain that restrictions on parking would not be obeyed (parking restrictions earlier in the year re: work addressing flood issues were almost universally ignored)

Another matter that exists is that it is much more difficult for vehicles to turn into the alley that serves the properties behind nos. 28 and 29 for vehicles approaching in a downhill direction. (the access turning behind Marsh House is somewhat wider)

Would the proposals improve safety?

It is debatable how much of an abnormal problem there is at present with safety here. I do understand that some people get irritated with temporary delays/blockages, but again a bit of patience and understanding goes a long way.

Is there really a safety issue?**Other proposed measures.**

Better signage for current speed and parking restrictions – current speed sign on road almost unreadable.

More stringent enforcement of infringements of both.

Addressing the 3 Bullet points: -

- **A one-way scheme, travelling eastward from the High Street/New Road**

Would improve awkward uphill exit onto the A4 and reduce some of the conflicting traffic. Would most likely speed up traffic and increase hazard. The previous pet scheme, in Silverless Street has had mixed success, and that is more of a through road.

- **Changes to current on-street parking to enable safer access into residencies and businesses off the Parade**

Suggested changes to on-street parking are unlikely to enable safer access to properties.

- **The addition of a formal loading bay**

The space for a formal loading bay is very likely to not be respected, judging from current behaviour. Especially from self-entitled parkers (and blue badge holders!)

It has to be queried with what remit a survey was commissioned and to what ends its suggestions are aimed at solving. If this proposed course of action was to justify the efforts and cost of their survey, then it would not make sense. It is better to do nothing than take a backwards step.

The construction of two baby bulges at the bottom of the proposed one-way section would be of limited benefit (as arguably demonstrated by its larger cousin in the high street!). Not very sightly!

All in all, a solution to a problem envisioned by a few individuals (individual ??) could be detrimental to the community in general.

The final elephant in the room is what would these proposed alterations cost? In comparison to the poor state of the roads (potholes), drains and flood resources there would seem to be far more pressing call for resources elsewhere.

There does not seem to be clearly stated aims of what particular problems the proposal is intended to rectify, nor any acknowledgement of any potential down-sides that could incurred. Or at what cost.

Thank you for reading this.

Many thanks for the opportunity to comment on the above.

I've lived at ● The Parade for about 10 years and suspect that the actual parking area outside my house isn't likely to be affected. However, I feel that more traffic entering The Parade from the High Street will increase congestion there and on New Road, and if there are any roadworks or problems with the motorway - both of which happen often, traffic tends to back up from the mini roundabout up New Road and onto the High Street.

I frequently have to wait for cars to actually stop and allow me to use the zebra crossing near The Bear now, and think the increased flow due to this proposal would just get worse and even more dangerous. I also think that to only be able to access the existing 'vehicle access points'/entries to back of buildings on the right from The High Street will make it more difficult for vehicles to turn into the lower entrance particularly, especially if there is a lorry in the loading bay.

I am concerned that reducing the parking space for cars will cause more congestion in The Parade as I often see cars going round and round hunting for, and often waiting for spaces. Delivery lorries currently double park and I doubt that the ones for the three takeaways further down the road will use the allocated loading bay instead, as it would mean further for them to transport their goods. I also suspect that people would park in the loading bay anyway, as although unpredictable, there isn't often a traffic warden about. The main benefit of this loading bay would be the 4-5am deliveries which often take place outside my house, who, although attempting to be quiet, often leave the engine running! But, despite what a sign might indicate, would the loading bays be left clear of cars overnight?

One of the biggest problems in the Parade is in the evenings, when cars park (frequently illegally) and keep engines running, often with loud music, whilst waiting for takeaways - this can be for 15 minutes or more. Not only a nuisance, but dreadful for the environment. Sadly, the proposal doesn't address this at all, and I am wondering what 'problem' has caused this initiative and no doubt vast cost. I agree, sometimes vehicles have to wait or back up for traffic coming down the road, but it rarely seems to be a major issue.

That said, I wish any proposals to make Marlborough safer, the very best.

In response to the letter distributed by the Town Council regarding proposed changes to traffic flow and parking in The Parade, I'd like to make a few comments.

I've lived in Marlborough for 28 years, 23 of those in a house on The Parade with no off-street parking available, and I feel I may have some relevant points to make.

I'll tackle the 3 bullet points in your letter one at a time:

- A one-way scheme eastwards (or "downhill" to us residents) from the A4/High Street:

1. Drivers of large vehicles requiring access to The Parade may struggle to safely make a left-hand turn into the road from the A4, especially if there are illegally parked cars on the corner by Pino's Restaurant (which there often are, by the way...). I hold both LGV Class 2 and Bus licences, so I speak with some authority on this particular point.

2. Drivers requiring access to properties in Stables Court or the parking behind Marsh House largely approach those entrances from the eastern or downhill end of The Parade because the turns in are easier from that direction. 23 years of observing people making those turns tells me that around 70% approach from the downhill side. Forcing an approach from the other end will no doubt cause issues (and possibly damage) for some of those drivers.

3. One-way streets are likely to increase vehicle speeds, making the road more dangerous for pedestrians and cyclists.

4. Emergency vehicles may be forced to take longer routes to get to their destination.

- Changes to current on-street parking:

Removing parking spaces to improve access to the off-street areas of The Parade seems like a good idea, but in reality, it is unnecessary. Access to Stables Court and Marsh House's parking area is not a problem unless there are vehicles illegally parked on the double yellow lines opposite those entrances, and simply changing the direction of access and extending the yellow-lined area will not change that - people who are willing to park there illegally now will continue to do so in the future. The real way of improving access is to take action against the illegal parkers either by parking enforcement or changing the double yellow-lined areas to a box junction. I think people will be much less inclined to park under those circumstances. Also, I might add that parking for residents is already a nightmare... this isn't going to make it better.

- Changing the parking area outside The Lamb public house to a loading-only area:

1. This one is easy. It's not necessary, and even if it was, it's in the wrong place. A loading bay there would be of minor benefit to The Lamb,

because their deliveries are scheduled in advance and the publicans will cone off that particular spot in the early morning if they're expecting a delivery that day. Deliveries to DIY Rainbows are generally by smaller vans and are done in a few minutes as a rule, and they can often find a spot to park anyway. The only real issue with large vehicles loading, unloading, or blocking the road is with deliveries to The Bear or with bin lorries collecting refuse. The brewery lorries often park on the pavement or in the yellow-lined area outside Pino's and it's uncommon that they completely block the road. The refuse collectors are only ever stopped for a minute or two as well, so they don't usually cause an issue for a patient driver. All this means that a loading bay would be much more useful outside Pino's, opposite The Bear pub, if it's necessary at all. Blockages of more than a few minutes are very uncommon.

And, as mentioned earlier, if this scheme goes ahead all these vehicles will be entering The Parade from the north end, which is in my opinion a more risky approach for a large vehicle, particularly if turning left into The Parade.

2. As also mentioned earlier, simply adding restrictions for parking will not change the behaviour of those drivers who are already inclined to park illegally. I can virtually guarantee you that simply making a loading area will not stop those people from parking but it WILL impact negatively on those of us who might wish to park somewhere near our home on occasion.

In my opinion, there really isn't as big an issue as the plan implies and will probably cause more issues than it solves. But I suppose the money has been spent on the study already, so it'll be considered a waste of money if it isn't introduced...

Much better to take a different approach and take minimal measures to combat the supposed issues. A friend pointed out that most of the problems this plan is supposed to address are caused by inconsiderate car drivers illegally parking on the double yellow lines or otherwise outside of marked areas. The first and easiest approach to changing the current situation would be to enforce the current restrictions and to make it more obvious that parking in those areas is not allowed. In 23 years of living here, I've seen many a ticket issued for outstaying the 2-hour time limit but never a single one issued for parking in the yellow-lined areas...

So, more parking tickets and a couple of box junctions at the two entrances are all that's needed. No need to be a one-way road, no need to lose parking spaces, and very little need for a loading area.

Thanks for reading.

As a resident of Marlborough since childhood, and resident at ● The Parade since March 2001, I think I am well placed to comment about the proposal put forward by Wiltshire Council's LHFIG: not only am I a regular driver, parker and pedestrian on The Parade, I also see and hear a lot through my windows!

Traffic usually moves safely and steadily in The Parade as long as the current rules and restrictions are observed. Problems only arise when vehicles are left un-attended on the double yellow lines for extended periods. Therefore to me the obvious first step would be to make people more disinclined to obstruct the areas currently marked with double yellow lines outside Pino's Restaurant, (at the junction of The Parade and New Road), opposite the vehicle access to Old Stables Court, and opposite the car park behind Cross Keys House and Marsh House.

My suggestion is that before spending a lot of money on changing this stretch to a one-way, constructing two new bulges of pavement, and making life even more complicated for residents and visitors by permanently removing several parking spaces, we try replacing the simple yellow lines with yellow cross-hatching painted onto the road. This was the solution used to protect the access to Bell's Yard, behind no. 80 High Street Marlborough, where the road is narrow due to St Peter's churchyard, where inconsiderate parking on double yellow lines too close to the narrow entry frequently made entering and exiting the car park area difficult or even impossible. A friend who is a resident of Bell's Yard has said that the problem is now virtually non-existent. Very occasionally a delivery vehicle will pull up, but since the driver will be either in the vehicle or extremely close by, and in any case will be wanting to get her or his delivery done as fast as possible and on to the next, the vehicle will be out of the way again very quickly.