

Marlborough Town Council



28 April 2026

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 **Tuesday, 5 May 2026** 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 20 April 2026
- 5. Town Centre Vision Development Plan**
To consider the Town Centre Vision Development Plan (Summary Report)

Marlborough Town Council



Planning Committee

Minutes of a meeting of the Planning Committee held Monday, 20 April 2026 in the Court Room, Marlborough Town Hall at 7pm

PRESENT	Councillor Mervyn Hall	Chair
	Councillor Emily Trow	Town Mayor
	Councillor Nicholas Fogg	
	Councillor Mark Cooper	
	Councillor Kelvyn Shantry	
	Councillor Susannah O'Brien	
	Councillor Caroline Sadler	
	Councillor Nicholas Awbery	
	Councillor Kim Wakeham	
	Richard Spencer-Williams	Town Clerk
	Dawn Whitehall	Corporate Services Officer
ALSO		
PRESENT	Neil Goodwin	Marlborough.News
	Two members of the public	

PUBLIC QUESTION TIME

Neil Goodwin (Marlborough.News) asked two questions:

- An amendment to a planning application for an equestrian centre at Poulton Hill had been submitted, changing the number of roof lights from 20 to 56 with a consequent risk of light pollution. The Planning Committee had considered the original application but not the current one. Why? The **Chair** explained that the application was in the Mildenhall Parish, not Marlborough. Marlborough's Planning Committee had considered the original application because it had an impact on the then-developing Marlborough Area Neighbourhood Plan (*which includes the parish of Mildenhall*). Councillors had been made aware of the revised application.
- The agenda includes proposed changes to car park charges. What does this mean for the Waitrose car park?

The Chair confirmed that any changes to the current car park arrangements would be a decision for Waitrose (*the landowner*) and not a matter for the Town Council.

495/25 APOLOGIES

Apologies for absence were received from **Councillors Farrell, Cleasby, Luson, Beaumont, Morgan and Wrench.**

496/25 DECLARATIONS

Councillor Cooper – agenda item 8 – works to trees at Town Mill – non-pecuniary interest.

497/25 CHAIR'S ANNOUNCEMENTS

There were no announcements.

498/25 MINUTES

RESOLVED: that the minutes of the meeting held 30 March 2026 were confirmed as a true record and signed by the Chair

499/25 ACTION LOG

Members noted the updated action log and received a verbal update about #297 – play area at Hawthorn Meadow:

- The **Town Clerk** attended a site meeting on 16 April with Wiltshire Council officers and a new contact for GreenSquare Homes
- Of the three amenity land parcels (not including the play area), it had been agreed that the meadow could be transferred to the Town Council, and this was now with the solicitor
- Further actions for the landscaping next to the play area had been discussed – the Town Clerk had suggested that turfing rather than reseeding the grass would allow the play area to be opened more quickly, which GreenSquare had taken on board. Also, some of the planting and trees were dead; the landscaping could not be signed off by Wiltshire Council until this was rectified
- It was not clear whether a successful ROSPA inspection had been achieved for the play equipment
- A meeting with ROSPA and GreenSquare had been requested
- At the Town Clerk's suggestion, the Heras fencing could be removed as it was being regularly pulled over and presented a safety risk to children climbing it. Instead, he had suggested the gate to the play area should be locked with clear signage warning that the play area is closed
- The Town Council was doing all it could to try to achieve an opening date in June

Councillor Shantry thanked the Town Clerk and team for their endeavours.

500/25 PLANNING DECISIONS

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

501/25

PLANNING APPLICATIONS

- a) **PL/2026/01666** – demolition of existing dwellinghouse and erection of a replacement dwelling with double garage and associated landscaping works at 37 George Lane, Marlborough for Mr Andrew Tatum

RESOLVED: that Marlborough Town Council has no objection to this application on condition of a satisfactory construction and environmental management plan

Two members of the public left the meeting

- b) **PL/2026/01633** – application for change of use and internal renovations to change previous betting shop into a restaurant at 30 High Street, Marlborough for D Rana

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

- c) **PL/2026/00922** – repair and replacement of damaged shopfront window and entrance door on a like-for-like basis following accident impact damage. Repairs made to some of the roof tiles and guttering at Marlborough Pets, 5 London Road, Marlborough for Mrs Tina Kelly

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

- d) **PL/2026/01517** – change of use of an existing small study room to form a single student bedroom. Formation of new ensuite bathroom within the room. Partial removal of a modern stud partition wall to improve the layout and functionality of the space. Installation of associated plumbing, ventilation and electrical services. Internal fit-out works including fixtures, finishes and sanitaryware at Ivy House, 43 High Street, Marlborough for Marlborough College

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

- e) **PL/2026/01767** – proposed new garage at The Rowans, Orchard Close House, Wye Lane, Marlborough for Mrs L Smith

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

- f) **PL/2026/02166** – single storey extension at Samson House, Kelham Gardens, Marlborough for Mr & Mrs Wittels

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

502/25

WORKS TO TREES

Councillor Cooper did not take part in the discussion of the following item and did not vote

PL/2026/02376 – Horse Chestnut tree (located above sluice gate) – fell at Mill House, Town Mill, Marlborough for Mrs Hilary Barrett

RESOLVED: that Marlborough Town Council objects to the felling of this tree. It would have no objection to cutting back the roots to facilitate the rebuilding of the sluice gate wall as set out in the Method Statement supplied by the applicant

503/25

PROPOSED TRAFFIC REGULATION ORDERS – VARIOUS PARKING ORDERS

Members considered proposed traffic regulation orders relating to parking charges for off street, on street and Marlborough Leisure Centre car parks received from Wiltshire Council for consultation. Discussion points included:

- Whether, while an uplift in hourly charges was not welcome, Members understood that Wiltshire Council needed income to maintain public services
- Whether the changes would encourage people to seek free on street parking instead, with a knock-on impact to residents of those streets
- That the proposed change for chargeable hours from 8am-6pm to 7am-7pm would impact residents (e.g. of the High Street) who park overnight
- That the proposed increase to charges on Sundays and Bank Holidays will affect businesses already struggling because of a combination of internet shopping, cost of living pressures, high business rates, lack of parking spaces, and traffic delays caused by constant roadworks jamming up the town and diverting shoppers to other destinations. There were already 10 shops on the High Street either closed or for sale
- Whether Wiltshire Council will consider halving the cost of a season ticket for those people without residential parking or who work in the town
- Whether more areas could be set aside for resident only parking

RESOLVED: that while Marlborough Town Council accepts that Wiltshire Council has to increase hourly parking charges:

- it strongly objects to the proposed times from 7am to 7pm and wishes to retain the current 8am to 6pm as chargeable times
- it strongly objects to the proposed changes to parking charges on Sundays and Bank Holidays
- it has concerns about the impact the changes will make to residential parking

504/25

BT CONSULTATION – WILTSHIRE PAYPHONE REMOVAL PROPOSAL

Members noted a communication from Wiltshire Council regarding the red telephone kiosk at Marlborough Library and considered whether to make representations or an expression of interest. Discussion points included:

Representations against removal of the payphone

- **Councillor Cooper** proposed raising a strong objection to the removal of the payphone. Although only 52 calls had been made in the past year it

was important to have a way for people to make calls in an emergency, especially as the location was close to a defibrillator

- There would be no functioning payphones in the town centre if BT remove this one
- Mobile phone coverage in Marlborough is patchy at the best of times, and service availability differs depending on the network used

Consideration of opportunity to adopt the kiosk

- Whether, if the representation against removal of the payphone is unsuccessful, the Town Council should adopt the kiosk
- That not adopting the kiosk would likely lead to a slow deterioration in condition and appearance

RESOLVED: (i) that Marlborough Town Council strongly objects to the removal of the payphone as it is the last one in town, stressing the importance to keep it for reasons of public safety especially given its location next to a defibrillator in case of medical emergency, and because mobile network coverage in Marlborough is patchy and may be insufficient to provide equivalent emergency calls

RESOLVED: (ii) as a last resort, if the payphone is removed the Town Council is willing to adopt the kiosk.

505/25

LOCAL HIGHWAY AND FOOTWAY IMPROVEMENTS GROUP (LHFIG)

The next LHFIG meeting would take place soon: the **Town Clerk** was in discussions with LHFIG about the management of grit bins, and the process for considering requests for grit bins.

Action #89 – safe crossing point at Port Hill. **Councillor Shantry** had raised this in a meeting with Councillor Martin Smith, Cabinet Member for Highways, Streetscene and Flooding at Wiltshire Council. He had confirmed that the only way to pursue this request was via LHFIG. Separately, it was good news that the water leak in London Road would be repaired w/c 27 April, and the potholes in Salisbury Road were due to be repaired in May.

506/25

SPEED INDICATOR DEVICES (SIDs)

Members noted the most recent data downloaded from the SID at Bath Road between 17 March and 2 April.

It was good to see that the SID had been rotated to George Lane to coincide with, and highlight, the change in speed limit of this road from 30MPH to 20MPH.

507/25

TOWN CENTRE WORKING PARTY

The next meeting would take place on 28 May, by which time more information should be available on the estimated cost of works to the pavement in London Road to accommodate rainwater runoff associated with the Rainscape planters

proposal, as well as the outcome of a financial grant application submitted by Action for the River Kennet to Thames Water.

An extraordinary Planning Committee meeting had been scheduled for Tuesday, 5 May for members to consider the 13 short term proposals related to the Town Centre Vision.

508/25 TEMPORARY ROAD CLOSURE CONSULTATION

Members noted an ongoing consultation for a temporary road closure for a Freedom Parade on 4 June 2026 between 09:45-11:15.

509/25 TEMPORARY ROAD CLOSURES

Members noted that Wiltshire Council had issued orders to close temporarily to all traffic:

- A345 (part), Wilcot, Huish and Oare (TTRO 11350) from its junction with Pound Lane to its junction with Huish Road on 28 May for 2 days to enable Openreach to carry out chamber repairs and associated works
- Lockeridge Lane (part) and Bayardo Lane (part), Preshute (TTRO 11334) on 1 June to enable Openreach to provide multiple poles and other associated works
- A346 from its junction with The Parade to its junction with The Common and A4 from its junction with A346 for a distance of approximately 30m in a westerly direction (TTRO 11368) between the hours of 19:00-23:59 from 11 to 26 June to enable Wiltshire Council to carry out carriageway resurfacing and associated works
- Preshute Lane (part), Marlborough (TTRO 11379) from its junction with High Street for a distance of approximately 100m in an easterly direction between the hours of 08:00-17:00 on 15 June for 3 days to enable Thames Water to carry out installation of water monitoring equipment and associated works.

The meeting closed at 7.48 pm

To consider the Town Centre Vision Development Plan proposed interventions

Proposal

The Committee is asked to note proposed interventions outlined in the town centre 'Vision Development Plan - Summary Report' (see Appendix) and specifically to consider:

- A. What interventions it supports, if any?
- B. What the next steps or actions, if any, should be considered in response to these?

The Committee is asked to instruct the Town Clerk accordingly.

Town Clerk

21.4.2026

Marlborough Town Centre Vision Development Plan Summary Report

Purpose

The **Marlborough Town Centre Vision Development Plan** sets out a long-term, community-informed strategy to improve access, space, and sense of place in Marlborough town centre, with a strong emphasis on pedestrian experience, heritage protection, and sustainable movement.

This report presents a summary of the Vision Development Plan, with a focus on how individual short, medium, and long-term interventions could be developed and delivered over time. It seeks to provide members with a clear understanding of the proposed approach, the level of change envisaged, and how interventions relate to one another.

Background

The Vision Development Plan is guided by three core objectives: - **Access** – improving safety, comfort, and inclusivity for all users - **Space** – rebalancing highway space away from vehicle dominance - **Place** – enhancing Marlborough’s historic character and town centre vitality.

The plan responds to long-standing challenges around traffic congestion, air quality, pedestrian safety, parking pressure, and the dominance of vehicles in the historic core, while building on Marlborough’s strengths as a historic market town and visitor destination.

The Plan does not approve specific schemes. Instead, it provides a structured set of interventions that can be tested, refined, and delivered incrementally, subject to funding and further consultation.

Interventions are grouped into:

- **Short-term (S) 0-3 years:** low-cost, quick-to-deliver measures
- **Medium-term (M) 3-10 years:** permanent changes to street layout and public space
- **Long-term (L) 10years +:** transformational interventions dependent on strategic solutions.

Each intervention illustrates how highway space could be reallocated incrementally from vehicles to pedestrians, cyclists, greening, and public realm, while retaining essential access. The interventions are illustrative and testable, not final schemes.

Key Context & Challenges

- Marlborough is a **compact, walkable town**, with most residents within a 20-minute walk of the centre.
- Despite this, **infrastructure discourages walking, wheeling, and cycling** due to:
 - Narrow footways and limited safe crossings
 - Poor quality or inaccessible pedestrian routes
 - Minimal cycle infrastructure and very limited cycle parking
- The town centre is **heavily car-dominated**:
 - Around **70% of highway space** is allocated to vehicles
 - Congestion, gridlock, and air-quality issues are common
- **Traffic modelling (2024)** found that local highway changes alone cannot solve congestion; strategic network solutions are required.
- Marlborough has strong **bus connectivity**, but poor bus stop accessibility and no rail station.

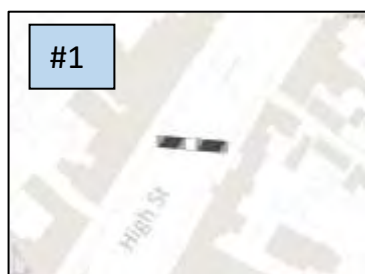
- The town centre lies entirely within a **Conservation Area**, requiring sensitive design and heritage-led improvements.

Short Term Interventions (section 25.2)

Short-term interventions focus on accessibility, safety, legibility, and early public-realm gains, using relatively light-touch measures.

The Town Centre Working Party have scored these interventions based on its potential community benefit against the ease of implementation (process & cost). The Short-term interventions below are listed in priority order using this process. Please refer to matrix used at **Appendix 1**

S1 – High Street Crossing Improvements (x4)



- Makes pedestrian crossing points across the High Street more legible.
- Uses contrasting surfacing, dropped kerbs, and tactile paving.
- Improves safety without signalisation.

S7 – Patten Alley / St Mary's Church Crossing



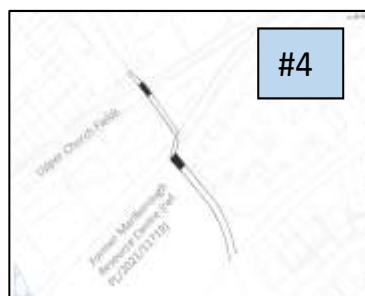
- Introduces a raised table on Kingsbury Street.
- Provides a safe, inclusive crossing point.
- Improves arrival experience from the northeast.

S3 – Hyde Lane Junction & Access to St Peter's Church



- Reconfigures the wide junction using a raised table.
- Reduces crossing distances and vehicle turning speeds.
- Unlocks space for public realm (e.g. parklets, outdoor seating).
- Retains all vehicle movements.

S6 – MARL30 Pedestrian Link Improvements



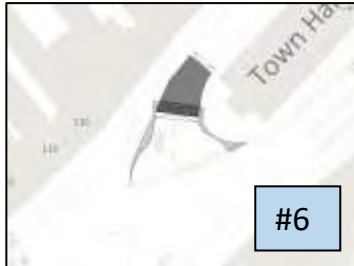
- Improves surface quality and lighting along MARL30.
- Strengthens walking access from Marlborough Grange and Cherry Orchard.
- Intended to proceed independently of future development funding.

S9 – Silverless Street / Herd Street Rat-Running Prevention



- Introduces a kerbed island to physically block illegal turns.
- Retains cycle access.
- Reinforced with new signage and road markings.

S8 – Town Hall Pedestrian Access



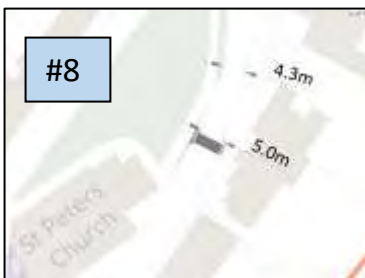
- Tightens the Kingsbury Street / High Street junction.
- Introduces raised crossings and tactile paving.
- Prepares the junction for later medium-term changes.

S13 – Trial Closure of Hilliers Yard



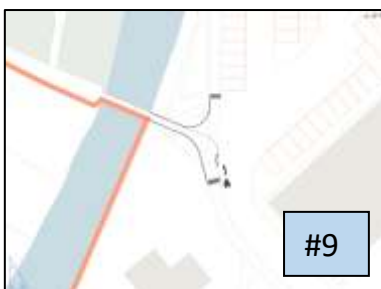
- Temp or time-based closure to motor vehicles using bollards.
- Prioritises pedestrians and cyclists.
- Unlocks space for seating, greening, and safer arrival to the High St.
- Intended as a test before permanent change.

S2 – Hyde Lane Continuous Footway



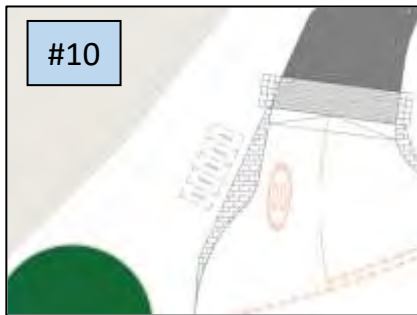
- Introduces a continuous footway across Hyde Lane.
- Narrows the carriageway and slows vehicle speeds.
- Improves pedestrian priority at the junction.

S4 – Figgins Lane Pedestrian & Cycle Connection



- Enables cycling between George Lane and the High Street.
- Introduces dropped kerbs, verge works, and visibility improvements.
- Manages shared use across the narrow bridge.

S11 – Cycle Parking

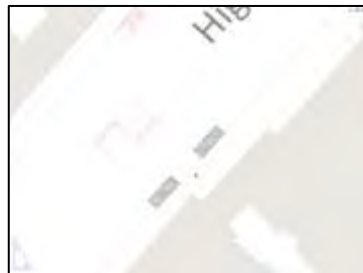


- Provides Sheffield stands at:
 - Library
 - Town Hall
 - St Peter’s Church
 - The Parade
- Additional cycle parking integrated into parklets.

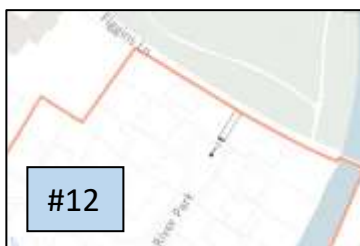
S10 – Parklets - parklets are semi-permanent or permanent public space, usually built on former parking spaces to extend the kerbside and provide greater amenities, greenery and areas for residents, visitors and businesses



- Introduces parklets in selected locations:
 - Some without loss of parking (redundant carriageway)
 - Some in lieu of parking spaces
- Includes seating, planting, trees, and SuDS.
- Can be temporary to allow testing and adaptation.



S5 – River Park to Figgins Lane Cycle Access



- Allows cycling from River Park into Figgins Lane.
- Removes “no cycling” signage.
- Upgrades River Park / Pewsey Road junction with tighter kerb radii, informal crossings, and SuDS.

S12 – Virtual Parking Signage

#13

- Digital signage at town gateways.
- Shows location, type (short/long stay), and availability of parking.
- Reduces circulation traffic searching for spaces.

Medium Term Interventions (section 25.3)

Medium-term interventions involve clear reallocation of space and visible changes to how streets function.

M1 – High Street Parking Reconfiguration



- Reorganises parking to reduce inefficient layouts.
- Unlocks space for footways, public realm, and greening.
- Retains essential and Blue Badge parking.

M2 – Kingsbury Street / High Street Junction

- Builds on S8 with a more permanent reconfiguration.
- Reduces vehicle dominance and improves pedestrian priority.



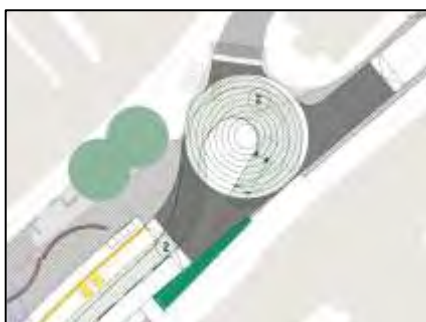
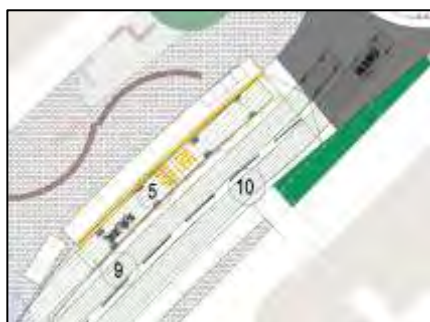
M3 – High Street Public Realm Reallocation



- Converts carriageway and parking into public realm.
- Supports footway widening and improved materials.

M4 – High Street Bus Turning & Movement

- Adjusts bus turning arrangements.
- Slightly longer bus journeys accepted in exchange for wider public benefits.

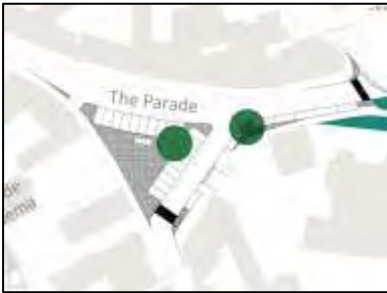


M5 – Permanent Closure of Hilliers Yard



- Makes S13 permanent.
- Converts carriageway to pedestrian-and-cycle-only shared space.
- Introduces seating, planting, cycle parking, and SuDS.
- Creates a strong pedestrian crossing and arrival point.

M6 – The Parade Public Realm



- Reconfigures central parking while retaining space numbers.
- Creates a flexible public space in front of the cinema.
- Supports seating, greening, play, markets, and events.

M7 – London Road Junction & SuDS



- Addresses flooding through rain gardens and SuDS.
- Reduces kerb radii and introduces informal crossings.
- Retains all vehicle movements.

M8 – Market Reconfiguration

- Moves market to a safer, more pedestrian-focused position.
- Reduces exposure to traffic.
- Allows spill-out into new public squares.
- Alternative option to relocate market to The Parade.



M9 – Residents' Parking Zones



- Introduces RPZs in areas such as The Green.
- Improves parking availability for residents.
- Requires signage, marking, and enforcement.

Long Term Interventions (section 25.3)

Long-term interventions depend on strategic funding and partnership working and enable transformational change.

L1 – George Lane Multi-Storey Car Park

- Consolidates parking provision.
- Offsets loss of High Street parking.
- Enables major public realm gains in the town centre.



L2 – High Street Transformation with Segregated Cycle Track



- Retains limited parking (primarily Blue Badge).
- Introduces a 3.0m-wide two-way segregated cycle track.
- Connects NCN 403 to the Wiltshire Cycleway.
- Cycle route bypasses bus stops and pedestrian crossings to minimise conflict.
- Shared-use access areas give pedestrians priority where vehicles remain.



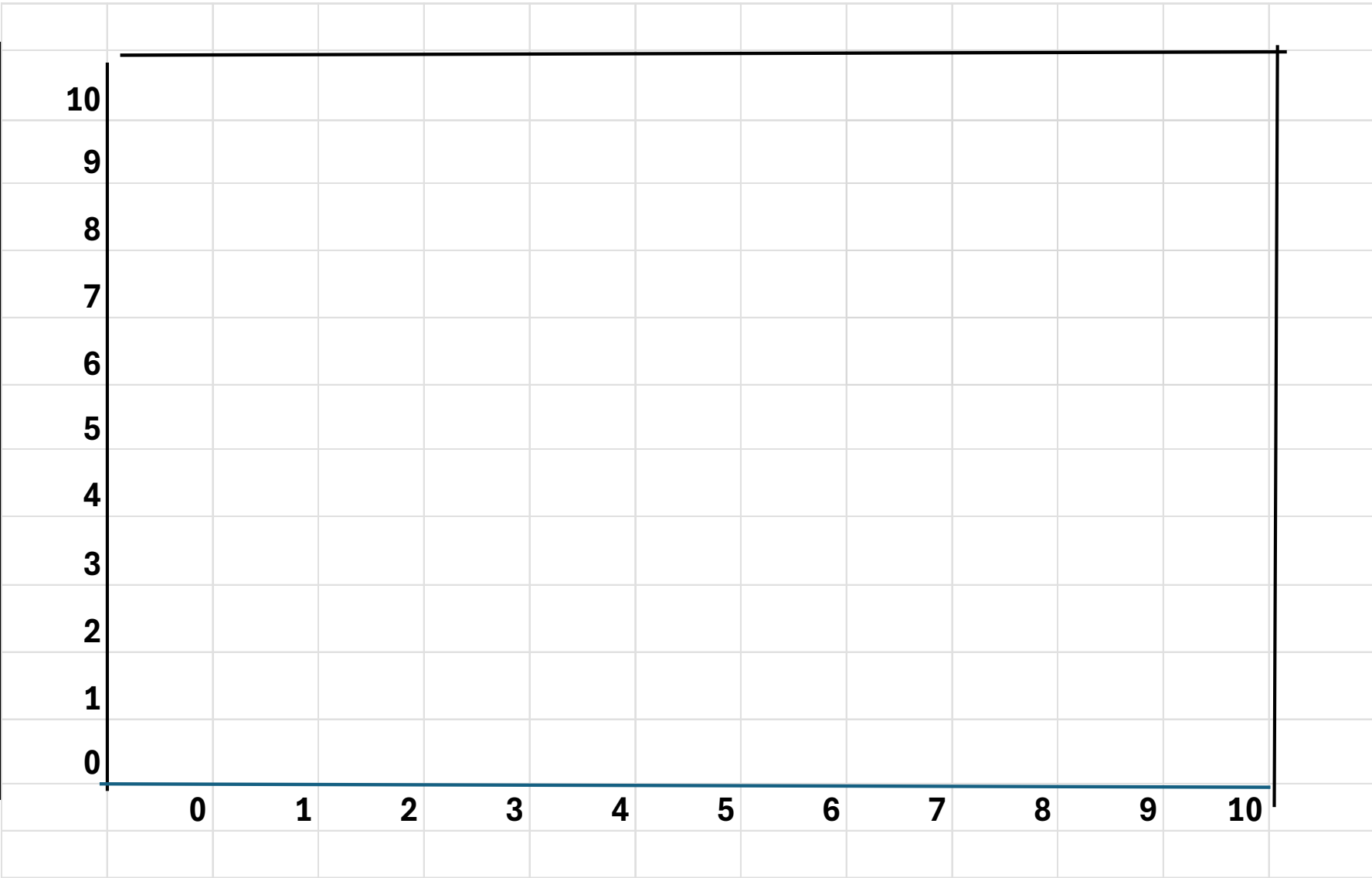
Summary Impact (Section 25.6)

- The long-term vision for the town centre would see the reallocation of **6,431 sqm** highway space reallocated from vehicles to people.
 - This would in turn see the balance shift from **70% vehicles/30% pedestrians** to **52% pedestrians/48% vehicles**.
 - Change is delivered incrementally across **S, M, and L interventions**, aligned to funding and delivery opportunities.
-

Clare Williams
Deputy Town Clerk

5th February 2026

**EASE OF IMPLEMENTATION
(PROCESS & COST)**



BENEFIT