Parking and waste collection proposal

31 October 2026
Leon Muir
Stinsford Crescent, Swindon, SN25 1AL

To Swindon Borough Council
Highways and Traffic Management, Waste and Recycling, and Planning
Copy to local ward councillors and Haydon Wick Parish Council

Dear Councillors and Council Officers,

I respectfully request a coordinated assessment of parking capacity and waste collection arrangements serving Stinsford Crescent. I would be grateful for a joint site visit to consider additional residential parking on the central green, alongside an agreed collection-day bin presentation point to help resolve the ongoing dispute on Melstock Road.

Parking pressure and essential access

Two properties in our small crescent have recently been introduced as houses in multiple occupation. Since these changes, I have observed increased parking pressure, with residents resorting to parking on grass verges. This has attracted unwanted attention and social media targeting. An evening and weekend parking survey would help establish actual demand and available capacity without attributing individual vehicles to particular households.

Additional off-street parking could reduce pressure on the carriageway and verges, helping keep the road more freely accessible for emergency services, refuse vehicles and other essential access. I respectfully ask that the council assess these potential benefits alongside pedestrian safety, visibility and vehicle manoeuvring. Any new access arrangements should preserve sufficient clear carriageway and avoid displacing existing lawful parking without a net benefit.

Practical usability of rear car ports

I recognise that properties have rear car ports. However, their restricted dimensions make some difficult to use for modern family vehicles. A car fitting within the footprint does not necessarily leave sufficient room to open doors, help children in and out, or access child seats.

I would welcome an assessment of clear entrance widths, usable lengths and widths, structural obstructions and approach space. This should distinguish genuinely usable spaces from those that are too constrained, and separately identify spaces unavailable because of storage. The review should reflect practical parking capacity rather than simply the number of car ports on the original plans.

Proposed parking on the central green

The attached concept illustrates nine single-depth bays on the road-facing portion of the green, retaining green space behind, nearest the homes. I respectfully request a measured feasibility assessment targeting at least nine independently accessible additional bays. My preference is to use approximately the half nearest the road; I am open to adjustments in the layout and extent of surfacing where necessary to achieve safe, usable provision while retaining as much green space as practicable.

The image is an AI illustration of the proposal, not evidence that nine compliant bays fit. Bay sizes, pedestrian routes, visibility and manoeuvring require verification. Existing car ports informed the visual proportions only; they are not proposed as a substitute for current design requirements. Existing trees, roots and planting must be assessed before any removal or alteration is considered.

Please establish land ownership, highway adoption boundaries and any open space restrictions, and assess drainage, utilities, permissions and maintenance. Permeable surfacing and retained planting could help integrate the scheme. I would also welcome advice on whether new bays could lawfully be managed for local residents.

Waste collection and bin positioning on Melstock Road

There is an ongoing dispute concerning the positioning of residents' bins for collection on Melstock Road. Without an agreed alternative, residents would continue presenting bins there, where their positioning is already causing disputes. The parking shortfall would likewise remain, with continuing pressure to park on grass verges. I respectfully ask that these related problems be considered together.

As part of the site visit, could the Waste and Recycling team assess a small, clearly defined collection-day presentation point within or beside the improvement area? Its location should be agreed with the landowner and collection team, remain separate from parking bays and preserve footway and vehicle access. It must also be practical for residents and collection crews without creating unsafe reversing or excessive bin movement.

This request concerns collection-day presentation, with bins returned afterwards, rather than permanent communal storage. I would welcome written confirmation of the appropriate interim and permanent presentation points, the expected presentation and return arrangements, and where crews should leave emptied containers. Clear, consistent guidance to affected households and crews would help reduce further disputes. The council's published waste guidance is included in the references. [2]

Planning arrangements for the HMOs

I respectfully request confirmation of the planning status and authorised occupancy of the two properties, the parking assessments applicable to them, and whether any approved parking provision or relevant conditions are being maintained. I recognise that some smaller HMOs do not require planning permission and that licensing is a separate process; this is a request for verification rather than an allegation of a breach.

The council's published planning guidance identifies parking provision and the effects of increased parking pressure on traffic and pedestrian safety under Policies HA4 and TR2. I would welcome an explanation of how these considerations apply to the crescent. [1]

Requested next steps

- Nominate a lead officer and arrange a joint site visit involving highways, waste services, ward councillors and the relevant landowner or parish council.
- Assess parking demand, usable rear car port capacity, access and safety, alongside the HMO planning checks outlined above.
- Provide a measured layout assessing a minimum of nine independently accessible additional bays, retained green space and an agreed bin point. If nine cannot be achieved, please explain the constraints and assess alternatives for the remaining shortfall.
- Confirm the interim bin collection arrangements and outline the permissions, consultation, likely costs, funding options and maintenance responsibilities for any permanent scheme.

I would welcome acknowledgement within 10 working days and an indication of the next steps and likely timetable. My aim is a practical improvement that supports all residents, protects essential access and reduces neighbourhood tension. Thank you for considering this proposal.

Yours faithfully,

Leon Muir
Resident of Stinsford Crescent

Proposed parking concept

Appendix A Indicative nine bay layout

Parking is concentrated on the road-facing portion, with green space retained nearest the homes. The target is nine independently accessible bays. The amount of green retained and the exact layout remain subject to a measured feasibility assessment.



AI-generated visualisation for discussion only. It is not a measured site plan or an approved design. Cars in front of bays 1 and 2 have been removed from the illustration to show the proposed entrances clearly; the image does not represent current parking conditions.

Design matters for assessment

The council's survey should verify bay dimensions, independent access, pedestrian routes, visibility, carriageway clearance, trees and roots, drainage and utility constraints. A separate collection-day bin point has not been designed into this image and must be assessed alongside the parking layout.

Location and supporting guidance

Appendix B Existing aerial context

The yellow box identifies the crescent and central green. Melstock Road is labelled for context. This aerial photograph establishes location only; it does not establish ownership or current parking demand.



Source: Esri World Imagery. Credits: Esri, Vantor, Earthstar Geographics and the GIS User Community. Accessed 31 October 2026; photograph capture date unverified. Labels added for orientation.

Council references

[1] Planning guidance including HMO considerations and Policies HA4 and TR2
https://www.swindon.gov.uk/info/20268/planning_applications/371/your_guide_to_planning/2

[2] Household waste collection guidance
https://www.swindon.gov.uk/householdrubbish

[3] Minor highways improvements and ward councillor referral route
https://www.swindon.gov.uk/info/20135/traffic_management/1187/minor_highways_improvements

[4] Parking Standards for New Development
https://www.swindon.gov.uk/download/downloads/id/5202/technical_guidance_on_parking_standards.pdf

Guidance reviewed 31 October 2026. Resident observations require site assessment; the proposal does not allege an established planning breach.