

AGENDA

Meeting: Strategic Planning Committee

Place: Council Chamber - County Hall, Bythesea Road, Trowbridge, BA14 8JN

Date: Wednesday 6 October 2021

Time: 10.30 am

Please direct any enquiries on this Agenda to Kieran Elliott, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718504 or email kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

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Membership:

Cllr Howard Greenman (Chairman)
Cllr Tony Trotman (Vice-Chairman)
Cllr Ernie Clark
Cllr Adrian Foster
Cllr Sarah Gibson
Cllr Carole King

Cllr Christopher Newbury
Cllr Pip Ridout
Cllr James Sheppard
Cllr Elizabeth Threlfall
Cllr Robert Yuill

Substitutes:

Cllr Helen Belcher
Cllr Clare Cape
Cllr Ruth Hopkinson
Cllr George Jeans
Cllr Dr Nick Murry

Cllr Andrew Oliver
Cllr Stewart Palmen
Cllr Nic Puntis
Cllr Bridget Wayman
Cllr Graham Wright

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

AGENDA

Part I

Items to be considered when the meeting is open to the public

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (Pages 5 - 8)

To approve and sign as a correct record the minutes of the meeting held on 16 September 2021.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public. During the ongoing Covid-19 situation the Council is operating revised procedures

Statements

Members of the public who wish to submit a statement in relation to an item on this agenda should submit this in writing to the officer named on this agenda no later than 5pm on 4 October 2021.

Submitted statements should:

State whom the statement is from (including if representing another person or organisation);

State clearly whether the statement is in objection to or support of the application;

Be readable aloud in approximately three minutes (for members of the public and statutory consultees) and in four minutes (for parish council representatives – 1 per parish council).

Up to three objectors and three supporters are normally allowed for each item on the agenda, plus statutory consultees and parish councils.

Those submitting statements would be expected attend the meeting to read the statement themselves, or to provide a representative to read the statement on their behalf.

Questions

To receive any questions from members of the public or members of the Council

received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions electronically to the officer named on the front of this agenda no later than 5pm on 29 September 2021 in order to be guaranteed of a written response.

In order to receive a verbal response questions must be submitted no later than 5pm on 1 October 2021.

Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent. Details of any questions received will be circulated to members prior to the meeting and made available at the meeting and on the Council's website. Questions and answers will normally be taken as read at the meeting.

6 **16/00547/FUL: Land to the West of Drynham Lane and to the East of Eagle Park, Southview Farm, Drynham Lane, Trowbridge** (Pages 9 - 108)

Provision for 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station

7 **PL/2021/06782: Silverwood School, Rowde, Devizes** (Pages 109 - 146)

Proposed development of Silverwood School, extending the existing Rowde Campus (formerly Rowdeford School) to provide a high quality SEND school campus for 350 students including the construction of a new two storey education building with new Hydrotherapy Pool, teaching classrooms and Main Hall, the development of existing buildings, new all-weather sports pitch, new playing fields, on-site parking, landscaping, ecological enhancements and associated works

8 **PL/2021/07229: Melksham House, 27 Market Place, Melksham** (Pages 147 - 166)

Renovation of Grade II Listed Melksham House, with demolition of modern single storey extensions to rear and construction of a new roof extension to provide internal lift access.

9 **Urgent Items**

Any other items of business, which in the opinion of the Chairman, should be taken as a matter of urgency.

Part II

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

Strategic Planning Committee

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 16 SEPTEMBER 2021 AT COUNCIL CHAMBER - COUNTY HALL, TROWBRIDGE BA14 8JN.

Present:

Cllr Howard Greenman (Chairman), Cllr Tony Trotman (Vice-Chairman), Cllr Ernie Clark, Cllr Adrian Foster, Cllr Sarah Gibson, Cllr Carole King, Cllr Christopher Newbury, Cllr Pip Ridout, Cllr Elizabeth Threlfall and Cllr Robert Yuill

Also Present:

Cllr Gavin Grant

20 **Apologies**

Apologies were received from Councillor James Sheppard.

21 **Minutes of the Previous Meeting**

The minutes of the meeting held on 14 July 2021 were presented for consideration, and it was,

Resolved:

To approve and sign the minutes as a true and correct record.

22 **Declarations of Interest**

There were no relevant declarations.

23 **Chairman's Announcements**

There were no announcements.

24 **Public Participation**

The rules on public participation were noted.

25 **19/05898/OUT: Land off Park Road, Malmesbury, SN16 0QW**

Public Participation

A statement in objection from Jeremy Ollis was read by Kim Power. Campbell Ritchie spoke in objection to the application. Paul Smith spoke in objection to the application.

Tom Cole, applicant, spoke in support of the application.
Stephen Cole, agent, spoke in support of the application.
Cllr John Bartholomew, Brokenborough Parish Council, spoke in objection to the application.
Cllr Kim Power, Malmesbury Town Council, spoke in objection to the application.

Catherine Blow, Senior Planning Officer, presented a report which recommended permission be granted for an outline application for up to 50 residential units, internal road, parking, open space and associated works, with all matters reserved other than access. Details of late representations were provided.

Key issues included the principle of development, its impact on residential amenity and highways and deliverability. The application was in conflict with the Local Plan and the Malmesbury Neighbourhood Plan. However, the current lack of a five-year housing land supply for the council area was a significant consideration on the weight that might be affordable to those plans under the National Planning Policy Framework, with the Malmesbury Neighbourhood Plan being six years old, and the recommendation was to approve the application as the harm did not significantly and demonstrably outweigh the benefits of the application.

The Committee adjourned the meeting from 1045-1055.

Technical questions were able to be asked by the Committee. Details were sought on the level of affordable housing need for Malmesbury and the wider area, and the current position of the council's five-year housing land supply and whether recent permissions may change that position, with it stated a review needed to be undertaken. Further details were sought on the legal position in respect of policies in the event of a housing land supply shortfall. Questions were also raised in respect of the open space provision of the application, which lay outside the red line on land also owned by the applicants, and how this would be secured. Clarification was sought on proposed condition 11 in relation to drainage and flooding issues, and the current stage of the review of the Malmesbury Neighbourhood Plan.

The Chairman then read a statement from a Unitary Member adjacent to the application, Councillor Martin Smith, in objection to the application raising issues including traffic, light pollution, flooding, drainage, educational sustainability.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

The local Unitary Member, Councillor Gavin Grant, then addressed the Committee in objection to the application, raising issues including confliction with Local and Neighbourhood Plans, views of the local community, the plan led planning system, and that the negative impacts of the application did significantly and demonstrably outweigh the benefits.

The Committee then debated the application at length. The issue of the five-year housing land supply and when the shortfall might be redressed was discussed, as well as the weight the Committee felt should be given to planning policies as a result, with detailed discussion of where it was felt the application was not in accordance with policies. Issues of drainage and the securing of open space, or future expansion of the site, were raised. The Committee considered that the Neighbourhood Plan was reasonably advanced in its review process and that this was a relevant consideration, and that there was significant harm demonstrated by the application. A motion to refuse the application due to conflict with various Core Policies including 1, 2, 13, 57 and 51 was moved by Councillor Tony Trotman, seconded by Councillor Sarah Gibson.

At the conclusion of debate, it was,

Resolved:

That the application be REFUSED for the following reason:

- 1. The proposal is outside of the settlement boundary for Malmesbury, so it is located in the open countryside and has not been allocated for residential development within the Wiltshire Core Strategy (January 2015), The Wiltshire Housing Sites Allocation Plan (February 2020) or the Malmesbury Neighbourhood Plan (2015). The development fails to meet any of the special circumstances for the creation of additional residential development in such circumstances listed under Paragraph 4.25 of the Wiltshire Core Strategy. Therefore, the proposal is contrary to Core Policies 1, 2, and 13 of the Wiltshire Core Strategy 2015, Saved Policy H4 of the North Wiltshire Local Plan (2011) and the Malmesbury Neighbourhood Plan (2015). The proposal is in conflict with the development plan taken as a whole. As such, the proposal fails to constitute and secure sustainable development as required by the NPPF (2021), specifically paragraphs 2, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 47 and is contrary to the development strategy of the development plan. In accordance with paragraph 11d (ii) of the NPPF the benefits of the proposal have been fully considered but the adverse impacts including those set out in reason two below and the serious undermining of public confidence in the Made Malmesbury Neighbourhood Plan would significantly and demonstrably outweigh those benefits, when assessed against the policies in the NPPF taken as a whole.**
- 2. The proposal would result in the urbanisation of this rural site in this prominent and elevated position which would result in harm to the local character, appearance and visual amenity of the immediate locality. The proposal would therefore fail to accord with Wiltshire Core Strategy (2015) Core Policies 51 (points i, ii, iii) and 57 (points i, iii, vi, ix), as well as paragraphs, 8, 124 130 and 174b of the NPPF.**
- 3. The proposal does not provide for the delivery of the necessary infrastructure (e.g. affordable housing, education provision, recreation**

provision, open space, waste and recycling) required to mitigate the direct impacts of the development and fails to comply with Core Policy 3, 43, 50, 51, 57, 67 of the Wiltshire Core Strategy, Saved policy CF3 NWLP Regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 56 of the National Planning Policy Framework. The application fails to provide and/or secure any mechanism to ensure that the provision of essential infrastructure, services and amenities made necessary by the development being highway improvement works, recreation and leisure, landscaping provision, affordable housing, education, air quality mitigation and waste collection can all be delivered. This is contrary to WCS Core Policies 3, 43, 45, 51, 52 and Policy CF3 of the North Wiltshire Local Plan 2011 and paragraphs 8, 34, 56, 64 and 92 of the NPPF

The application was refused unanimously.

26 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.30 am - 1.25 pm)

The Officer who has produced these minutes is Kieran Elliott of Democratic Services, direct line 01225 718504, e-mail kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications, direct line ((01225) 713114 or email communications@wiltshire.gov.uk

REPORT FOR STRATEGIC PLANNING COMMITTEE

| | |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date of Meeting | 6 October 2021 |
| Application Number | 16/00547/FUL |
| Site Address | Land to the west of Drynham Lane and to the east of Eagle Park, Southview Farm, Drynham Lane, Trowbridge, Wiltshire |
| Proposal | Provision for 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station |
| Applicant | Wainhomes (South West) Holdings Ltd |
| Town/Parish Council | Trowbridge Town Council |
| Electoral Division | Trowbridge Park ED (Cllr Daniel Cave) |
| Grid Ref | |
| Type of application | Full Planning |
| Case Officer | Andrew Guest |

Reason for the application being considered by Committee

The application is before the Committee at the request of the then local member Cllr Horace Prickett in view of the proposal's visual impact upon the surrounding area, relationship to adjoining properties, and environmental or highway impact. More specifically Cllr Prickett states the following:

The site for both construction and residency will not have adequate access through the existing roads such as Toucan Way. Development of this site should not be permitted until access is available from the C49, West Ashton Road / Leapgate roundabout.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application is refused planning permission.

2. Report Summary

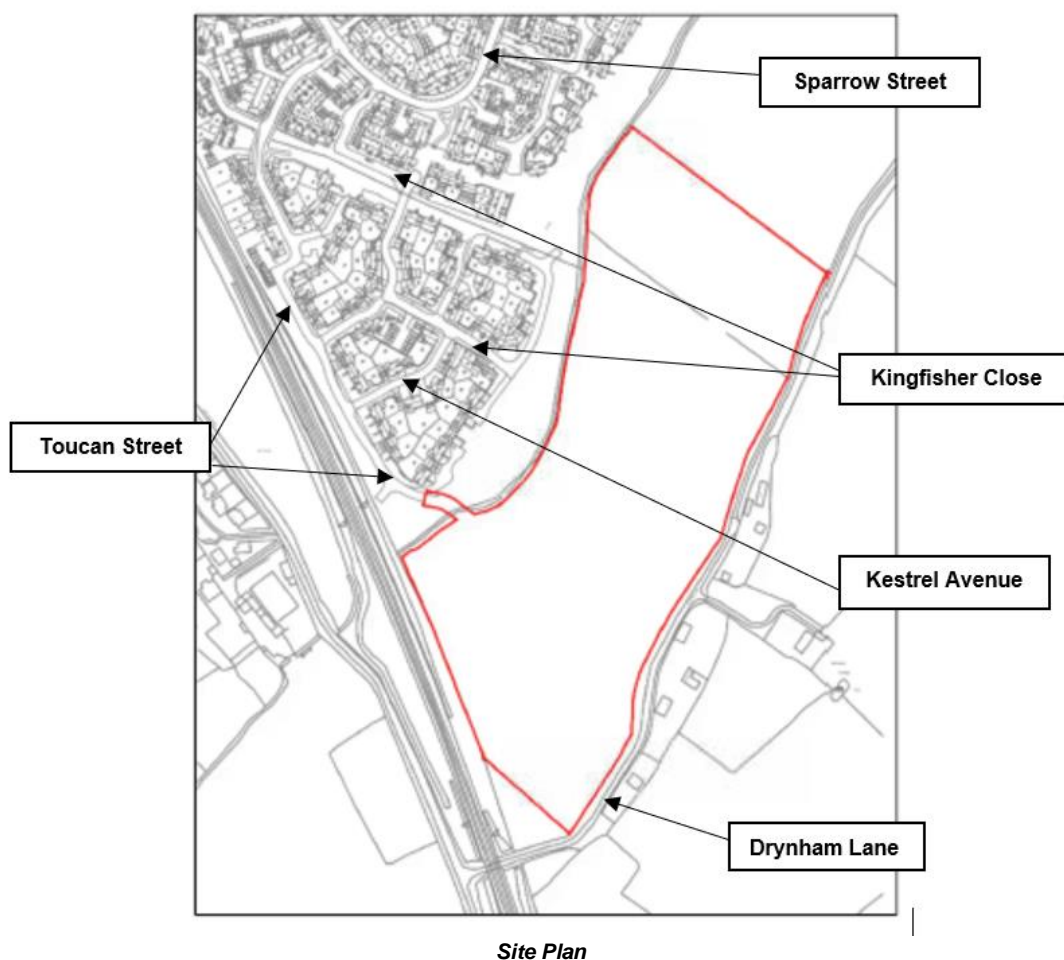
The key issues in the consideration of this planning application are as follows –

- Principle
- Highway safety
- Residential amenity
- Ecology
- Drainage
- Infrastructure provision

Trowbridge Town Council raises objection. North Bradley Parish Council (nearby) objects. The last round of public consultations generated in excess of 85 objections (including a petition (303 signatures)) and 0 supports.

3. Site Description

The c. 4.4 ha application site comprises agricultural land located just beyond the present south-east edge of Trowbridge. The site is bounded by hedgerows. Immediately to the north-west side is a small stream (tributary of the River Biss); beyond this are the residential suburbs of Trowbridge at Lower Studley. To the south-west side is the Westbury-Trowbridge railway, which is on an embankment at this point. To the south-east side is Drynham Lane; the Lane supports a handful of residential properties and low-key commercial uses. To the north-east is further open, agricultural land. The site has a slight fall from south-east side to north-west side, towards the stream.



For planning purposes, the application site forms part of the much wider 'Ashton Park Urban Extension' allocated site. This allocation is for c. 2,600 dwellings, employment land and related infrastructure. Planning application 15/04736/OUT – which is for up to 2,500 dwellings, employment uses, the Yarnbrook & West Ashton Relief Road and related infrastructure on all land forming the allocation with the exception of the current application site – has a resolution to approve, subject to completion of legal agreements. Further details (and plan) relating to the allocation are set out below.

4. Relevant Planning History

In October 2015 planning permission was refused to erect 120 dwellings on the application site (ref. 15/01805/FUL). The reasons for refusal related to highway safety (inadequate layout and capacity for refuse vehicles), ecology (insufficient information), sustainability, drainage (insufficient information), and housing mix; plus inadequate provision for essential infrastructure made necessary by the planned development, and inadequate 'master-planning' with the Ashton Park allocation as a whole.

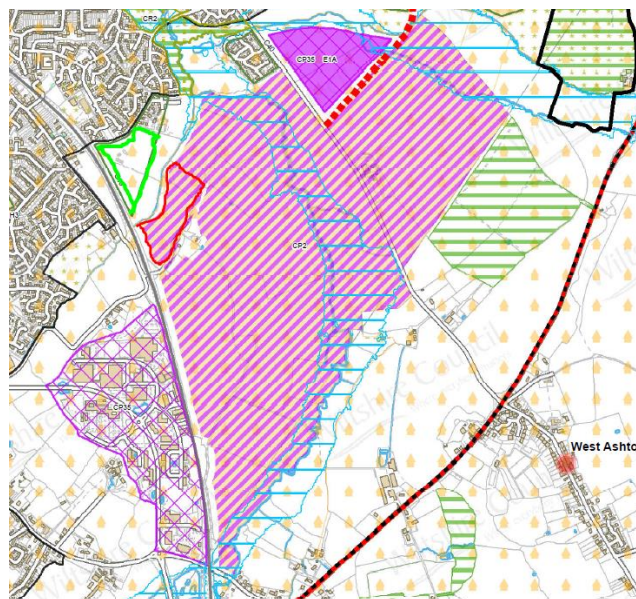
The current planning application (16/00547/FUL) was made in January 2016. In August 2018 it was recommended for approval under 'delegated powers' subject to completion of a legal agreement (S106). By June 2020 the legal process had stalled due to disagreement between the applicant and the local planning authority on viability and for other technical reasons, notably relating to ecology and drainage. More recently – in 2020 and 2021 – the applicant submitted additional information to address the technical reasons, and these have been the subject of re-consultations.

A further application for 113 units on the site (17/12509/FUL) was made in December 2017. This application has not progressed and remains undetermined.

The now established residential suburbs to the north-west of the application site were granted planning permission between c. 2006 and 2008 ('Southview Farm'). As a significant development, their completion and final full occupation – specifically those parts close to the current planning application site – has only happened relatively recently.

As referred to in the Site Description section, the application site forms part of the much wider 'Ashton Park Urban Extension' allocated site.

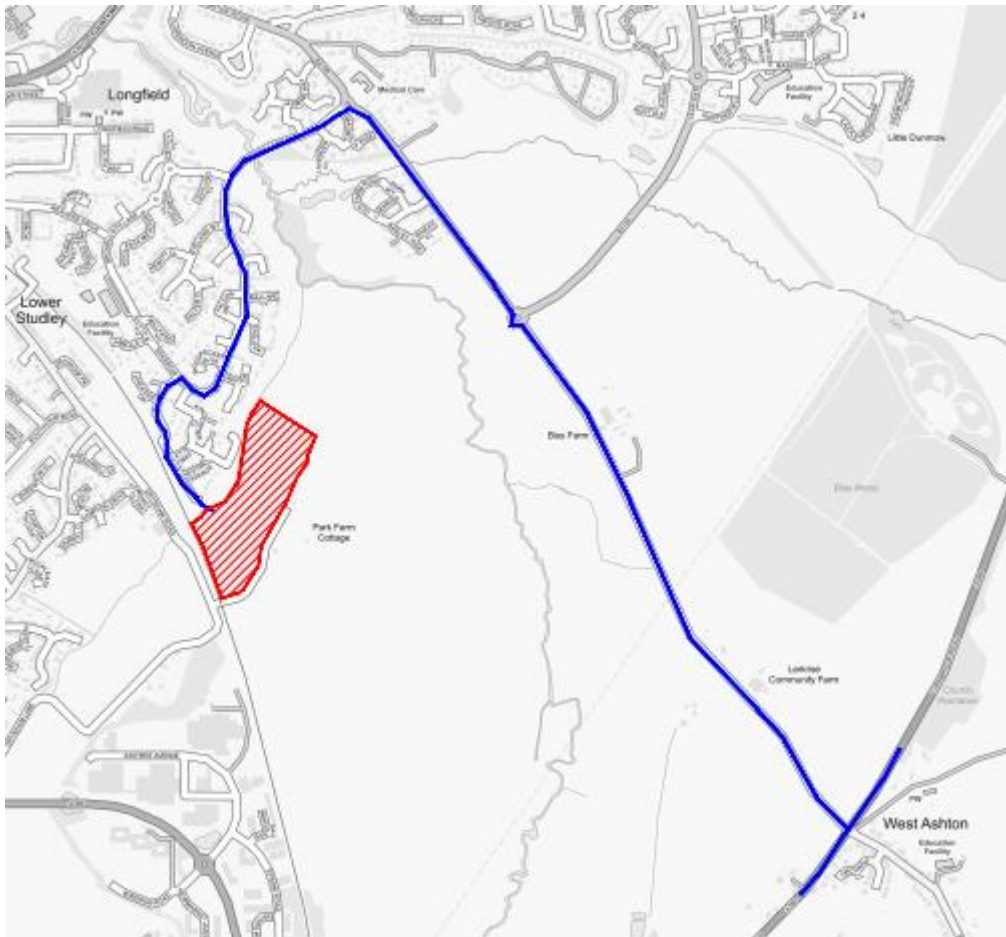
The application site and context are illustrated in the following extract from the Wiltshire Core Strategy policy maps.



*Extract from Wiltshire Core Strategy policy map
(Red-edged area: application site for 16/00547/FUL;
Green-edged area: now housing (part of Southview Farm [see Site Plan, above]);
Purple-orange shaded area: Ashton Park Urban Extension allocated site)*

The principal vehicular access to the site for operational purposes (that is, after the development is completed) is proposed to be from the north-west, through the Southview Farm development / Lower Studley. An existing cul-de-sac in the Southview Farm development – at Toucan Street – would be extended at its present point of termination to provide the new access road into the development, this requiring a bridge to be constructed over the stream. The new road would pass through the centre of the planned development, eventually reaching the north-eastern edge of the site where a future connection with Ashton Park would be allowed for. Cul-de-sacs would lead off from the centre road to provide access to the larger part of the residential development.

For construction purposes the proposed vehicular access is also proposed to be from the north-west via the extension to Toucan Street. The application is accompanied by a 'Construction Traffic Management Plan' (July 2021 version) which states that a specific route through the Southview Farm development would be followed, this via Sparrow Street and then Toucan Street, as illustrated on the following plan taken from the Plan–



The full Construction Traffic Management Plan is attached as an annex (annex 1) to this report.

The application is also accompanied by other technical reports, notably relating to highways, drainage and ecology. There is also a comprehensive Design and Access Statement.

6. Planning Policy

Wiltshire Core Strategy –

CP1 – Settlement Strategy
CP2 – Delivery Strategy
CP3 – Infrastructure Requirements
CP29 – Spatial Strategy for the Trowbridge Community Area
CP43 – Providing Affordable Homes
CP50 – Biodiversity and Geodiversity
CP52 – Green Infrastructure
CP55 – Air Quality
CP57 – Ensuring High Quality Design and Place Shaping
CP60 – Sustainable Transport
CP61 – Transport and New Development
CP62 – Development Impacts on the Transport Network
CP64 – Demand Management
CP67 – Flood Risk

West Wilts Local Plan ('saved' policies) –

U1a – Foul Water Disposal
I2 – The Arts
West Wilts Leisure and Recreation DPD

NPPF/PPG

7. Consultations

Trowbridge Town Council: Objection

- 1. The proposal is for a level of development which would be so significant as to have a detrimental impact upon the residents of Southview Park, such that it would be unacceptable. Toucan Street/Kingfisher Close is designed to serve as a residential street and not a distributor road and is wholly inadequate for an additional 91 dwellings to be accessed from it. The potential knock-on impact on the other roads in Southview Park would also be unacceptable without measures to limit through traffic. The site should provide for vehicular access only via the proposed alternative link to the north of the site into the main Ashton Park development site, eliminating the need for a road bridge to access the site from Southview Park.*
- 2. Core Policy 60 of the Core Strategy requires Wiltshire Council to use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. The proposed development fails to provide a comprehensive 3-metre-wide segregated pedestrian and cycle route around the development, serving the proposed dwellings, and connecting to adjacent sites and potential sites and therefore fails to deliver the level of sustainability which could be achieved without significant additional cost. The proposed cycle/pedestrian access at the south of the site into Drynham Lane and the improvement of Drynham Lane through the railway bridge are welcomed, but there should also be a cycle/pedestrian*

link through the field gate into Drynham Lane towards the north east of the site, providing for cycle/pedestrian access to by-way NBRA43 and in future to an improved route along or to replace footpaths NBRA 31 and TROW 130 thus providing a through route from Castle Mead to White Horse Business Park. Additionally, the opportunity for a through route via this site to the main Ashton Park site is contrary to Core Policy 60 and the proposal for Ashton Park to be accessible by motor vehicles only via the roads constructed as part of Ashton Park.

- 3. Core Policy 2 (Delivery Strategy) of the Wiltshire Core Strategy states that Masterplans will be developed for each strategically important site in partnership between the local community, local planning authority and the developer, to be approved by the council as part of the planning application process. Core Policy 29 (Spatial Strategy for the Trowbridge Community Area) states that the strategic allocation will be brought forward through a master planning process agreed between the community, local planning authority and the developer. The plans do not provide for integration with a Masterplan for the Ashton Park Urban Extension and are therefore contrary to Core Policies 2 and 29 of the WCS. No consultation has taken place with the local community and no evidence has been provided of joint master-planning with the other developer. Such vehicular access and pedestrian/cycle access would be included in such a Masterplan. The lack of Masterplan for the whole Ashton Park site means that this application is premature and should be dismissed until such a Masterplan is agreed.*
- 4. No provision has been made for a safe off-road link from the development to the LEAP in Southview Park either through a pedestrian route from the proposed road access bridge to the LEAP on the west side or a footbridge to the north of the development across the brook. This would be detrimental to the safety of residents wishing to access the most local play area. Residents would be tempted to provide un-safe ad-hoc crossings of the brook resulting in potential accidents and harm to wildlife. There is an existing informal pedestrian route opposite 41 Kingfisher Close and this should be upgraded to a formal pedestrian/cycle route, thus affording access to the LEAP and to the cycle route linking to Pheasant Drive and the wider local network.*

And:

- If Wiltshire Council is minded to approve this application, then Trowbridge Town Council would request that a condition is imposed which requires that; All construction traffic to access the site via the proposed alternative access to the main Ashton Park site on the basis that the proposed access via Kingfisher Close is unsuitable and inadequate. No swept path drawings showing how delivery vehicles will traverse the bends on Kingfisher Close have been provided by the applicant.*
- Trowbridge Town Council opposes the suggestion from Highways that a Management arrangement should be established to manage all public areas. The Town Council considers that any open space, play areas, benches, litter bins etc. should be transferred to the Town Council.*
- Wain Homes have a history of failure to complete the existing development as proposed and permitted and cannot be trusted.*

North Bradley Parish Council (nearby parish): *Objection*

North Bradley Parish Council continues to strongly object to this application and fully endorses Trowbridge Town Council's objections.

There should be a master plan that takes both this site and the Ashton Park developments into consideration.

Developers' have not addressed the issue of unsuitable and inadequate access via Kingfisher Close and Toucan Street. Construction traffic should be accessing the site from the main Ashton Park area, Leap Gate.

Access this way to 91 new dwellings is totally inappropriate.

Wiltshire Council Arts: no objection, subject to developer contribution towards the provision of public art.

Wiltshire Council Drainage: No objection subject to condition requiring surface water drainage strategy to be implemented prior to occupation.

Wiltshire Council Ecology: no objection, subject to conditions

The application has been subjected to 'Appropriate Assessment' by Wiltshire Council as required by Regulation 63 of the Habitats Regulations 2017 (as amended). The reason for this is because the 'project' (proposed development) has been assessed as likely to have significant effects on one or more European protected sites and is not directly connected to or required for the management of these sites. The outcome of the Appropriate Assessment is that the project will not lead to adverse effects on the integrity of the Bath and Bradford-on-Avon Bats SAC alone or in combination with other plans and projects provided that conditions and a S106 agreement are secured.

There are no other ecology comments.

Wiltshire Council Education: no objection, subject to developer contributions towards the expansion of early years, primary and secondary school places.

Wiltshire Council Highways: Objection

I note that this is a 2016 application and that the access circumstances have changed since the application was first registered. I have reviewed the considerable number of objection responses that have been received from members of the public referring to the recent revised plans and information. I have noted the three petitions that have been received from persons opposed to the use of Southview estate as the vehicular access route to this development. I have particularly noted the objections received to the development being accessed both by construction traffic and in a permanent way from:-

*North Bradley Parish Council,
Trowbridge Town Council,
Councillor Daniel Cave,
Andrew Murrison MP*

The revised information has not addressed my objection that permanent access to this development should be taken from the strategic site of Ashton Park of which this site forms part. There is adequate policy that a strategic site should be comprehensively masterplanned – which has not happened with regard to this development. The Ashton Park masterplan which is included at electronic page 32 of the CTMP only has this area of the site in greyscale, although it is noticeable that access is shown to Ashton Park and not through the Southview

estate (Toucan Street). No effective modelling has taken place to analyse the amount of Ashton Park traffic that would distribute through Southview.

Turning to construction access the CTMP seeks to address my concerns by the following:-

1. Defining the route as being A350, West Ashton Road, Broadcloth Lane, Sparrow Street, Toucan Street.
2. Limiting hours for use of the route by HGV construction traffic to 9.15 – 15.00.
3. A pre-condition survey.
4. Limiting construction vehicles to 10m long rigid lorries (no artics).
5. Suggesting that there could be temporary waiting restrictions to remove parked cars from the route if desired by the HA.
6. Inclusion of a parking beat survey of Toucan Street to record the amount of on-street parking.
7. A vehicle tracking plan to show a lorry purportedly negotiating the route with some indication of areas of on-street car parking.
8. Defining the construction period as being likely to be three and a half years.

The CTMP states at 1.5 that the route through Toucan Street has been “verbally agreed with Wiltshire Council highway officers as the most suitable route”. That is incorrect: I agreed that the route via Toucan Street is better than the previous route suggestion of Kingfisher Close – which is not the same as agreeing that a route through Southview is more suitable compared to routeing via Ashton Park.

Toucan and Sparrow Streets are residential roads, traffic calmed, subject to a 20mph Zone and with considerable on-street parking stemming from the fact that the estate was planned at the time of maximum residential parking standards. Some properties therefore do not have sufficient curtilage parking to accommodate the normal number of vehicles owned and vehicles therefore must park on the roads. It is inappropriate for an estate which was designed with the intention that that some resident parking would occur on-road, to penalise those residents by temporarily removing their daytime parking facility for a period of three and a half years, when the development proposed is part of a strategic site with its planned satisfactory, separate and appropriate access provisions.

The tracking plan shows the small rigid HGV vehicle overrunning areas that are at times used for on-street parking. There will therefore be conflicts.

It is difficult / impossible for contractors to limit deliveries to certain size vehicles throughout a long running construction project. You are aware that there is plenty of photographic evidence, that despite Toucan Street being of the same limitation now as it will be in future, no effort has been made by the developer to limit the size of delivery vehicles to-date. The notorious photograph of a long low loader within the Southview streets occurred while a cycleway was under construction rather than a large residential development.

It is difficult / impossible over the length of a long contract to insist that construction deliveries all arrive after 9.15am. It is in fact more usual for construction deliveries to occur more in the time period 7-9am – when residents’ cars will be more likely to be in place.

Access to this development for both construction and permanent traffic should be via the strategic site roads, with the link to Toucan Street being a bollarded access for emergency use, cycles and pedestrians only.

I recommend that this application is refused on highway grounds for the following reason:-

The proposed development of 91 dwellings as part of the Ashton Park strategic housing allocation has not been master-planned in a comprehensive way across the whole allocation which is contrary to policies CP2 and CP29. The minor residential road Toucan Street proposed to access this development is unsuitable by reason of its residential nature, heavy on-street parking, road alignment with sharp horizontal traffic calming bends, and areas of shared surface where pedestrians including children are often in the carriageways, to safely and conveniently cater for the traffic including construction traffic which would be generated by the proposed development of 91 dwellings. The development is contrary to NPPF sections 8, 92, 110, 111 and to CS policies CP2, CP29, CP57 and CP61.

Wiltshire Council Housing: no objection

Wiltshire Council Landscape: no objection

Wiltshire Council Open spaces: No objection. The Council will not adopt the open spaces/LAP. It will, however, expect the open spaces and LAP to be provided to WC standards, and then provided/equipped and retained/maintained in perpetuity.

Wiltshire Council Public Protection: no objection subject to conditions (air quality related).

Wiltshire Council Rights of Way: comments. Preference for links between site and Drynham Lane.

Wiltshire Council Waste: no objection, subject to developer contributions towards waste collection containers/bins.

Environment Agency: no objection, subject to conditions/informatives (CEMP).

Natural England: no comments

Network Rail: no objection, subject to informatives.

Wessex Water: no objection, subject to condition (waste water related)

8. Representations

The application has been publicised by way of site notice, press advert and neighbour notifications. A number of consultation rounds have taken place as the proposal has evolved to address matters raised.

Initial consultation rounds generated 74 objections, raising the following issues -

- Harm to trees, hedges and wildlife;
- Loss of privacy due to removal of vegetation;
- Outside of development limits;
- Road network cannot cope;
- Site subject to flooding;
- Inadequate open space provision;
- Residents of Drynham Lane ignored;

- Unimaginative scheme;
- Transport assessment inaccurate;
- Previous refusal should be final;
- Proposal doesn't meet policy in terms of improving transport infrastructure;
- Council must ensure that appropriate off-site contributions are sought from the applicant in relation to the improvement of off-site pedestrian and cycle links to improve non-car access;
- Concern about how Sparrow Street, Toucan Street, Kingfisher Close, Kyte Way and Kestrel Avenue (Southview Park) will be able to deal with the traffic for extra homes and construction traffic;
- Inadequate width of access roads and problems with parking;
- Hazards to children and other residents of Southview Park due to traffic (Note: Objectors commissioned their own Traffic Assessment and submitted it for consideration by the Highway Officer)
- Drynham Lane would be a better option for access;
- Disruption during development;
- Wainhomes misled (sic) owners in Southview Park and has also not engaged with them;
- Inadequate access for emergency vehicles;
- Ecology report inadequate;
- Harm to Air Quality;
- Two separate applications on this site is unacceptable and should not be allowed;
- Secondary School Contributions: Application 15/04736 is required to provide a site for a new secondary school plus contributions towards the cost of the school based on pupil yields from the development and the standard cost multiplier;
- No Health/Dental Care contribution appears to have been required of application 16/00547 and therefore a proportionate contribution should be made to this overall cost;
- Ecological Mitigation contributions including funding of a Steering Group to oversee Biodiversity Management Plan, funding of full-time warden, funding of an Ecological Visitors facility, financial contribution towards cost of monitoring, implementation and maintenance of mitigation and
- Partial funding of YWARR and a commuted sum for structure maintenance should be included in S106.

More recent consultation rounds (since 2020) have generated further objections from in excess of 85 third parties, including from the Residents South View Park Committee, Trowbridge Civic Society and Dr Andrew Murrison MP. A petition with 303 electronic signatures has also been presented. Additional matters raised in the representations are summarised as follows –

- Already insufficient parking in Southview Park including on the roads that are proposed as access for the proposed development including Toucan Street, Kyte Way, Kingfisher Close, Kestrel Avenue & Sparrow Street; this meaning there is much on-street parking. Due to the estate not having been designed for buses or construction traffic, it has many sharp bends and narrow streets. Some streets already have pavement parking due to the narrow widths of the roads;
- There is nowhere for HGV's or buses to turn;.
- Noise and disturbance from Construction Traffic is unsustainable, and is unreasonable and unfair;

- Potential for damage from construction traffic and other vehicles accessing the new development to the areas that existing homeowners maintain and pay. Residents have seen the damage that construction traffic has caused in the past;
- If access via Southview Park was granted this would cause even more congestion on an already busy housing estate. It could cause parking problems for current residents and there is potential risk to cars parked on the roads;
- Applicant should use an alternative access from Ashton Road. This is detailed in the Wiltshire Core Strategy.

Dr Andrew Murrison MP states the following –

I do accept that the application is for a site within the Core Plan and within the Ashton Park urban extension. However, I have conducted a site visit and noted the severe access constraints on and around Toucan Street. There are no credible plans to mitigate disruption to the lives of my constituents living in and around Toucan Street whose neighbourhood will be the sole access corridor during the construction and occupation phases of the project, a purpose for which it was not intended or equipped for.

In my view, the application should be refused pending receipt of acceptable plans for access from West Ashton Road.

The petition states the following –

Please ensure Wainhomes are made to use an alternative access for building their new development. Southview Park is not a reasonable access route for Buses; Construction Traffic or traffic from 91 or more homes. The noise, Mess, risk to health and safety cars and pets is serious and not necessary. Don't allow them to take a short cut. They have caused us nothing but stress for the last 8 years plus. They are in my opinion an irresponsible Developer.

9. Planning Issues

The issues relevant to the consideration of this application are, firstly, the principle of residential development at the site; and then, and notwithstanding the conclusion in respect of the principle, matters of detail including highway safety, ecological impact, drainage provision, visual impact and residential amenity. Also relevant are the proposed measures to ensure the development makes adequate provision for infrastructure – notably in terms of affordable housing provision, education provision, waste collection facilities, highway infrastructure and open space.

9.1 Principle

In land use planning terms, the principle of residential development at the site is established by its designation as part of the 'Ashton Park Urban Extension' allocated site, this in the Wiltshire Core Strategy. The allocation is for, amongst other things, 2,600 dwellings. The proposal is for 91 dwellings which, in combination with the 'up to 2,500' dwellings proposed on the remainder of the allocation (ref. 15/04736/OUT), largely satisfies this quantitative housing requirement of WCS Core Policy 29 ('Spatial Strategy: Trowbridge Community Area').

However, WCS Core Policy 2 ('Delivery Strategy') expects "Masterplans to be developed for each strategically important site in partnership with the local community, local planning authority and the developer, to be approved as part of the planning application process"; Core Policy 29 has a similar expectation. Although a 'master-planned' approach has been applied

to the rest of the Ashton Park allocation through application no. 15/04736/OUT (which includes provision for access to the application site at its north-east side), there is no overall integrated master plan for the two sites taken together, considering matters such as overall access and phasing. The consequences of this are discussed below.

9.2 Detailed considerations –

9.2.1 Layout and general design considerations

The planning application is accompanied by a Design and Access Statement. This has evolved during the life of the application, with the latest version being an Addendum dated July 2021. For the application site in isolation the Addendum provides all necessary parameter plans information (notably, relating to site constraints, and the density, mix, layout, building heights, design concepts, movement, open space provision, etc.) for the proposed development.

On density, mix, site layout, and building heights, these are all acceptable being similar to the recent residential developments to the north. A balanced mix of 1, 2, 3, 4 and 5 bedroom houses is proposed, with 30% of these being affordable. Building heights range between 2 and 2.5 stories (with single storey garages). The designs of buildings are traditional, utilising a variety of bricks and tiles; and on-site residential privacy standards are satisfied. Play space provision is in accordance with Council requirements; and internal road layouts satisfy standards. Ecology is considered in greater detail below, but the proposal satisfactorily addresses this matter, subject to conditions and S106 requirements.

The ‘Design’ aspects of the proposal, therefore, comply with points (i), (ii), (iii), (v), (viii), (xi) and (xii) of WCS Core Policy 57 (‘Ensuring high quality design and place shaping’); (points (iv) and (x) of the policy (relating to historic buildings/landscapes and advertisements respectively) are not relevant to the proposal; points (vi), (vii), (ix), (xiii) and (xiv) are considered below).

9.2.2 Highway safety and wider residential amenity

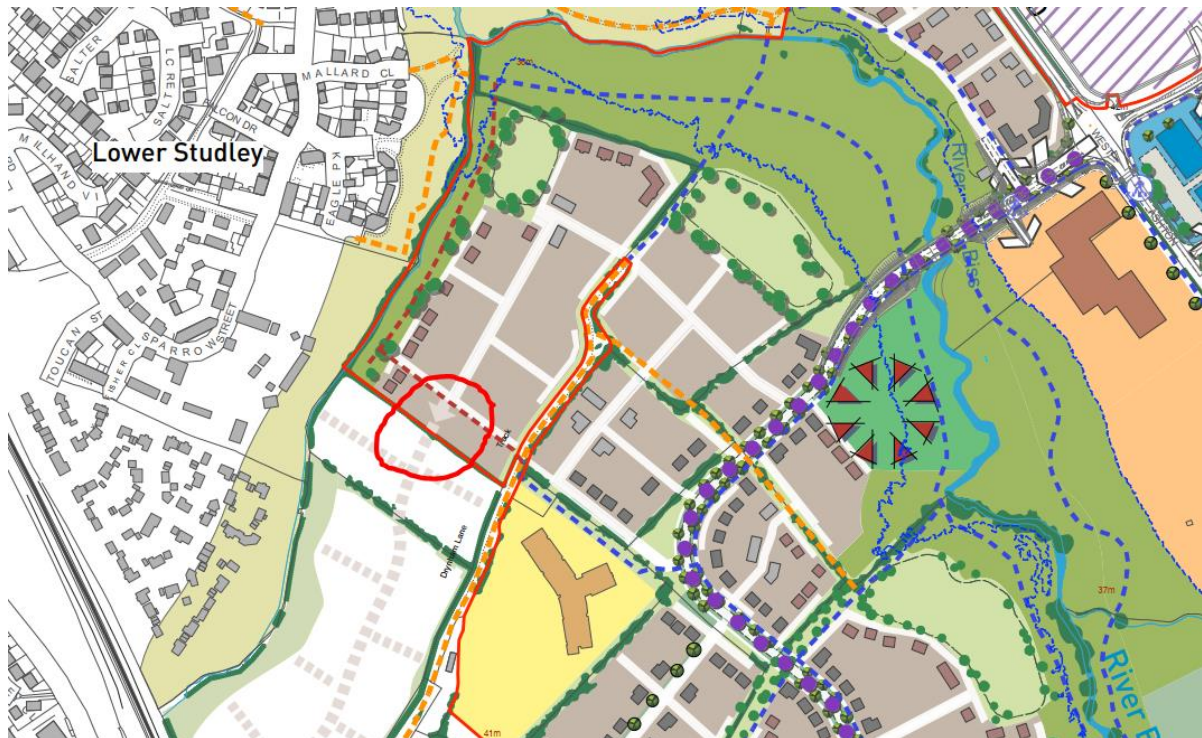
Point (vi) of Core Policy 57 requires new development to take account of the characteristics of the site and the local context to deliver appropriate development which relates effectively to the immediate setting and to the wider character of the area. Point (vii) requires new development to have regard to the compatibility of adjoining buildings and uses and the impact on the amenities of existing occupants. Point (ix) requires new development to ensure that the public realm, including new roads and other rights of way, are designed to create places which are legible, safe and accessible. In the case of major developments, point (xiii) requires planning applications to be accompanied by detailed design statements and masterplans. Point (xiv) requires new development to meet the requirements of Core Policy 61. Core Policy 61 (‘Transport and new development’) requires Transport Assessments accompanying planning applications to demonstrate that the proposal is capable of being served by safe access to the highway network.

On layout and ‘movement’, the final rendition of the layout plan and the ‘Access’ element of the Design and Access Statement Addendum show three immediately deliverable points of access to the application site, and one future potentially deliverable point of access. The three specific points of access comprise two pedestrian/cycle accesses (from Drynham Lane) and one vehicular access (from the Southview Farm / Lower Studley residential development (where an existing cul-de-sac (Toucan Street) would be extended into the site at its present point of termination)). The potential future point of access is at the north-east end of the site where the new estate road within the site is shown to terminate at the boundary with the adjacent field. This adjacent field forms part of the land covered by planning application

15/04736/OUT, and its master plan indicates an access (indicative position only) from the field to the site (in the opposing direction).



Design & Access Statement 'Movement Plan'
showing points of access to/from the site



**Extract from 15/04736/OUT 'Master Plan'
showing indicative point of access to 16/00547/FUL site (circled red)**

The planning application is accompanied by a Transport Assessment. This considers the traffic generation of the development and the potential impact of this on the surrounding transport network. It focuses principally on operational traffic (that is, the traffic which would be generated by the occupiers of the development). It also considers the availability of alternative means of transport to the motor car, this to inform a future Travel Plan.

Separately there is also a Construction Traffic Management Plan. This focuses on how construction traffic would be routed and managed during the period of construction.

Using recognised methodology, the Transport Assessment draws the following conclusions –

Existing Conditions

8.2 The site is conveniently located in terms of access to the local and strategic highway network. The main distributor road in the area is the C49 West Ashton Road, which connects the A350 to the south of the site with the A361 to the north, providing access to the town centre and the strategic highway network.

8.3 The site has adequate pedestrian access to the main facilities within Trowbridge, with a number of services and facilities located within 1km and with the town centre located less than 25 minutes away.

8.4 There are a number of bus stops located within 800 metres from the site that provide access to the local facilities in Trowbridge and the main town and cities in the surrounding area, including Bath, Salisbury and Warminster.

8.5 The peak hour traffic flows are accommodated on the local highway network without any major queues and delays forming at the West Ashton Road roundabout junction with Broadcloth Lane East and is therefore 'fit for purpose'.

Accident Data

8.6 Records of personal injury collisions have been recorded in the vicinities of the site for the 3-year period between 2011 to 2013. This information shows that despite a low number of isolated accidents happening within the study area, there is no traffic accident pattern identified in the surrounding area.

Policy Review

8.7 The proposed development meets the objectives of national policy, as set out in the NPPG and NPPF, and supports the aims of current government planning guidance on the integration of land use planning and transport for a number of reasons, inter alia:

- it encourages walking through the existing footways that will link with the network of local footpaths provided within Trowbridge, Land North of Drynham Lane, Trowbridge Transport Assessment.*
- at the local level, Wiltshire County Council transport policy aspirations build upon national policy by seeking to reduce reliance on the car and encourage the use of non-car modes of transport.*

8.8 The development proposals accord with the objectives of [Wiltshire Council] in that they seek to promote travel on foot, cycle and by public transport for residents and the provision of sufficient on-site parking spaces.

8.9 Manual for Streets supports developments for cul-de-sacs on sites constrained by the topography or boundaries and where through routes are not considered practical.

8.10 Cul-de-sac developments are also supported by Manual for Streets 2 where good quality public transport access is provided as it happens with the proposed development, and with bus stops located within close proximity and providing regular access to Trowbridge, Bath and other nearby towns in the area.

8.11 The site is located on a dynamic area within Trowbridge, with a number of residential and employment developments planned for the near future, and where transport improvements related to new infrastructure and services will also be provided. The proposed development will be able to take advantage of the transport improvements and proposed facilities in the area to achieve high sustainability credentials as part of the scheme.

Proposed Development

8.12 The proposed development end use for the site proposals will comprise a residential development comprising up to 120 dwellings (NB – officer note that this has now been revised to 91 in terms of this application) that will be accessed from a new link road onto the new Southview Park development, which bounds the development site to the north.

8.13 Visibility splays from the site access junctions will comply with the guidance provided within the Manual for Streets, and based on the 20mph proposed speed limit that will apply within the site.

8.14 Networks of footways, footpaths and cycle paths are included throughout the site connecting and integrating various elements of the development. The proposed routes

will connect to the existing footpaths and cycle ways on the periphery of the site providing safe routes to the main facilities within Trowbridge.

8.15 Parking will be provided in accordance with current standards as indicated by Wiltshire County Council.

Traffic Generation, Distribution and Assignment

8.16 It is expected that the proposed development, which will be designed to encourage the use of sustainable modes of transport, will generate a low volume of vehicle flows, and with a total of only 57 and 67 vehicle trips in and out of the site during the busiest AM and PM peak scenarios respectively.

8.17 It is clear from this analysis that the proposed development will not generate a significant amount of traffic flows on the local highway network during the busiest peak hour time.

8.18 Trip distribution estimated from the site shows that only 2/3 of the traffic generated by the site will travel via the roundabout junction with West Ashton Road, while the remaining 1/3 of the traffic will travel via alternative ways, mainly through the local roads to the A361. The impact on the operation of the junction will therefore be limited with only 38 new vehicle trips during the AM peak period and 45 during the PM peak.

Impact on the Local Highway Network

8.19 The likely impact of the development proposals on the local highway network has been assessed.

8.20 Junction capacity analyses have been undertaken for the roundabout junction of West Ashton Road with Broadcloth Lane East, which provides access to the proposed development via the new Southview Park development, and where a significant percentage of the development traffic will be travelling through.

8.21 The junction capacity assessments have concluded that the West Ashton Road / Broadcloth Lane East roundabout junction can satisfactorily accommodate the predicted traffic flows under the base and future scenarios with and without the development being operational for the AM and PM peak periods. The impact caused by the proposed development is limited in all cases.

8.22 The Outline Business Case prepared for the A350 Yarnbrook and West Ashton Relief Road has shown that the main junctions surrounding the proposed development site on the local and strategic highway network will operate satisfactorily under the 2026 future scenario including the Ashton Park development and the proposed Relief Road.

8.23 This is confirmed by the Outline Business Case for the Relief Road.

The Construction Traffic Management Plan focuses on construction traffic. It states that during the construction phase, traffic would be generated by delivery/collection vehicles and journey to work trips associated with the workforce. The construction programme itself is expected to take place for c. 3.5 years, with maximum deliveries per day to be between 8 and 10 two-way movements (based on data obtained from similar sites). At the peak of the construction between 30 and 50 sub-contractors would be expected. The proposed working hours for all construction activities would be restricted between 0800–1800 Monday to Friday and 0800–1300 on Saturdays. The site would be closed on Sundays and Bank Holidays.

The full Construction Management Plan (with additional detail to that summarised above) is attached as Annex 1 to this report. Its full conclusion is re-produced below –

8.1 This CTMP concludes that the best route for the construction traffic is via the A350, West Ashton Road, Broadcloth Lane East, Sparrow Street and onto Toucan Street. This is considered to be the most appropriate route as it avoids routing through residential areas as much as possible.

8.2 Wainhomes has confirmed that it is agreeable to limiting the size of vehicles used for deliveries to the site to those similar to existing 11.3 metre refuse vehicle that services the local highway network.

8.3 It is considered that there is appropriate enforcement to seek to move vehicles if they prevent access for construction vehicles, as well as other emergency blue light / service vehicles that may require access to Toucan Street. If considered absolutely necessary by highway officers at Wiltshire Council, Wainhomes are willing to consider the implementation of temporary traffic regulation orders (TTROs).

8.4 HGV deliveries/movements will be restricted so that they only take place between 0915 and 1500 to avoid school traffic peaks during term-times.

8.5 Delivery vehicles will be advised to not access the site or wait on the local residential roads before 0915 or after 1500. Furthermore, during busy delivery periods the delivery suppliers will be asked to contact the Site Manager 20–30 minutes prior to the agreed delivery time to ascertain the set down area is clear.

8.6 Delivery vehicles that are travelling on the local highway network before 0915 or those that are asked to wait until the set down area is clear will be asked to wait in a suitable laydown until the site manager advises that these vehicles can access the site. A possible location could be the layby located on the eastern side of the A350 situated approximately 1.5 kilometres to the north of the A350 signalised junction with West Ashton Road.

8.7 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Toucan Street only.

At each stage of consultation and re-consultation the planning application has generated significant numbers of objections from residents of the now largely fully occupied housing estates to the north of the site through which it is proposed to solely, at least initially, access the site for both construction and operational traffic. Concerns raised relate to (in summary) the alleged inadequacies of the residential roads within these estates to accommodate additional traffic, and in particular construction traffic, leading to potential safety and amenity issues.

These concerns are shared by the Council's Highways Officer who raises objections to the application for these reasons. The Highways Officer's final full response is set out in the 'Consultations' section of the report.

The conclusions of the Council's Highways Officer are agreed. Although the quantitative outcomes of the Transport Assessment covering matters including traffic generation levels from the site, the capacity of the wider road network, accident records, etc., are accepted, this does not take account of the actual suitability of the residential streets closest to the site to take the planned additional traffic, this in terms of the affects the traffic would have on the character of these streets and the manner in which they are now used, and the potential for

conflict between different traffic types. These nearby streets, although not 'home zones' as such, are to all intents and purposes local roads at the very lower end of the streets hierarchy, and so where residents can reasonably expect to go about their daily business without this being affected by higher levels of and/or uncharacteristic forms of traffic (even if there is, at least technically, capacity for such traffic. On this, only the impact of traffic from the site itself has been assessed by the applicant; the potential eventual through traffic from Ashton Park has not been considered). This is particularly the case for Toucan Street which is presently a lightly trafficked cul-de-sac, designed and operating as such. The proposal would change this road's status to a secondary /through road serving the planned development, with significant consequences for how it would then be used and appreciated by its residents, and with knock on consequences for both residential amenity and, potentially, safety. For these reasons the proposal is considered to fail against points (vi), (vii), (ix) and (xiv) of WCS Core Policy 57.

The alternative option for vehicular access to the site is via the proposed north-east link to the adjoining land within the wider Ashton Park Urban Extension allocation. WCS Policies CP2, CP29 and CP57 expect masterplans to be developed for the strategically important allocated sites. Had an overall masterplan been prepared for Ashton Park it is reasonable to conclude that the application site would have been shown as being accessed via a secondary street from the land to the north-east, linking then, via a hierarchy of streets, to West Ashton Road and/or the A350 – a master-planned design rather than the contrived solution presented in the planning application. Such an alternative may pose complications in terms of the timings for the development of the application site as a phasing plan is yet to be agreed for the wider Ashton Park (and such a phasing plan may put the application site in a later phase anyway). However, this is not considered to be a sound reason to permit a compromised development at the application site in terms of its access in the meantime. In the context of the requirement for an overall masterplan such a decision on the current planning application would be premature, and lead to the adverse consequences discussed above and in the Highways Officer's objection.

The sustainability credentials of the application site as set out in the Transport Assessment are agreed, this in terms of its proximity and accessibility to services, bus routes and footpaths and cycleways.

Some third-party representations suggest that Drynham Lane should provide the vehicular access to the site. This is not agreed by the Council's Highways Officer in view of the narrow width of the lane and the roads approaching it, which pass under a narrow and low railway bridge. The intention is for the bridge to be closed to vehicular traffic, this as part of the overall development of the Ashton Park Urban Extension.

9.2.3 Ecology

Core Policy 50 ('Biodiversity and geodiversity') requires development proposals to demonstrate how they will protect features of nature conservation and geological value as part of the design rationale. Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy.

The application site is situated approximately 1km to the north-east of Green Lane Wood, which is a known location for bats (notably Bechstein bats) associated with the Bath and Bradford-on-Avon SAC. The Council's Ecologists have, therefore, identified the proposed development as having the potential to lead to significant effects on the SAC, and accordingly have determined that the application must be subject to an 'Appropriate Assessment' under Regulation 63 of the Habitats Regulations 2017.

Following various amendments to the application since initial submission, the WC Ecologist's have been able to conclude positively on the Appropriate Assessment – specifically stating that the proposal will not lead to adverse effects on the integrity of the Bath and Bradford-on-

Avon Bats SAC alone or in combination with other plans and projects, but subject to conditions and a S106 agreement. This conclusion has been reached in view of planned mitigation, which includes retained dark corridors alongside Drynham Lane and the railway embankment (where bats commute), the creation of a c. 1ha area of new woodland within the site, and appropriate low-intensity street lighting. Recreation off-setting would be delivered via CIL contributions. Conditions / S106 requirements would ensure that this mitigation is implemented and monitored.

The full Appropriate Assessment is attached at Annex 2 to the report.

9.2.4 Drainage

The application is accompanied by a Drainage Strategy which has been amended during its course to meet the requirements of the Council's Drainage Officer. No objections are raised to the final strategy from the Council's Drainage Officer and Wessex Water, subject to conditions.

9.2.5 Infrastructure requirements

WCS Core Policy 3 ('Infrastructure requirements') requires all new development to provide for the necessary on-site, and where appropriate, off-site infrastructure requirements arising from the proposal.

In this case the infrastructure requirements are as follows –

- Affordable housing – 30% on-site provision;
- Education – financial contribution towards 'early years', primary and secondary education provision;
- Waste collection – financial contributions towards the cost of waste collection containers;
- Public art – financial contribution;
- Highways – a proportionate financial contribution towards The Yarnbrook and West Ashton Relief Road (YWARR) and a commuted sum for structure maintenance;
- Highways – financial contribution towards the cost of the upgrading of the cycle/pedestrian route from Drynham Lane to the White Horse Business Park to a wider, shared use cycleway;
- Open space – open spaces and LAP to be provided to WC standards, management company to be set up or open spaces transferred to Trowbridge TC for future management, and the open spaces to be retained/maintained in perpetuity;
- Ecology – bat mitigation measures to be implemented and financial contribution towards compliance officer for monitoring of this implementation.

Notwithstanding the earlier stalled negotiations on a legal agreement, the applicant is now accepting of these requirements and agreeable to enter into a legal agreement for their delivery. This said, as the application is recommended for refusal for the highway safety and related amenity reason referred to earlier, a third reason for refusal concerning non-delivery of the infrastructure is also necessary. This third reason would fall away in the event of a satisfactory legal agreement being entered into later on (for example, in the further consideration of the application in the event of an appeal).

9.2.6 Other matters

A play area is proposed on the west side of the site, close to the proposed road bridge. No additional bridges are considered necessary to link the site to the residential areas, and other play areas, to the north.

A fully segregated pedestrian/cycle route around the perimeter of the site is not considered necessary having regard to the extent of planned roads/pavements and pathways anyway. Pedestrian/cycle links are proposed to Drynham Lane (which is a 'quiet' no through road), and pathways/cycleways are proposed around the larger part of the development in any event.

At the present time Wiltshire Council is unable to demonstrate a five-year land supply. In these circumstances, and in accordance with the National Planning Policy Framework (NPPF), the policies of the Wiltshire Core Strategy which are relevant to housing supply must be treated as being out of date, and the presumption in favour of granting sustainable development 'bites' – that is, unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole (NPPF, para. 14).

In this case, and for the reasons set out already, the proposal conflicts with policies of the Core Strategy which are relevant to design, amenity and safety (CP57 and CP61). The proposal also conflicts with those parts of the supply policies which relate to design (CP2 and CP29). These policies are not out of date in the context of the NPPF, para. 14. The proposal also conflicts with the NPPF taken as a whole – specifically those parts concerned with design, amenity and safety (paras. 8, 92, 110, 111, 126 & 130). These paragraphs provide clear reasons for refusing planning permission which significantly and demonstrably outweigh any benefits of granting planning permission.

9.3 Conclusion

Although this application site lies within a wider parcel of land allocated for housing, and although in isolation the housing layout, mix, etc. elements of the design are acceptable, the overall proposal is unacceptable in view of its failure to fully demonstrate how and when it would integrate with the wider allocation. As a standalone site with an independent vehicular access via the adjacent suburbs, the proposal is not acceptable. Those parts of these suburbs closest to the site are served by a network of minor residential streets which do not lend themselves to becoming through roads for the proposed development. The resulting additional traffic – both temporary construction traffic and the permanent traffic of future residents – would change the character of these suburbs and the dynamics of their communities, to the detriment of residential amenity and, potentially, highway safety.

RECOMMENDATION

That the planning application be refused for the following reasons –

- 1. The application site forms part of the wider 'Ashton Park Urban Extension' strategically important site, as defined by Core Policy 2 (Delivery Strategy) and Core Policy 29 (Spatial Strategy for the Trowbridge Community Area) of the Wiltshire Core Strategy. These policies state that the strategically important sites will be brought forward through a master-planning process agreed between the community, local planning authority and the developer.**

In isolation a masterplan has been prepared for the wider part of the Ashton Park Urban Extension strategically important site. Also in isolation, a comprehensive Design and Access Statement incorporating parameter plans has been prepared as part of this planning application for the application site. Together the Ashton Park Urban Extension masterplan and this planning

application's Design and Access Statement 'Movement' parameter plan make provision for a road connection between the two sites.

However, the plans, and in particular the Design and Access Statement for the application site, are silent on related considerations which are critical to this road connection and the comprehensive development of the Ashton Park Urban Extension – specifically, the timing of when, and the method of how, the connection between the two sites would be achieved. Without these matters being addressed – in the form of an integrated master plan, or as an addendum to the existing Ashton Park Urban Extension masterplan – the planning application is considered to be both incomplete and premature.

This is contrary to the intentions Core Policy 2 and Core Policy 29 of the Wiltshire Core Strategy and paragraph 8 of the National Planning Policy Framework.

2. To enable the proposed development to function in isolation of the wider Ashton Park Urban Extension, a second vehicular connection is proposed between the application site and the now established residential suburbs of Trowbridge to its north side, at Lower Studley. The connection would be to an existing residential cul-de-sac, Toucan Street, with access beyond this via lower key secondary roads. Toucan Street in particular is a minor highway serving low numbers of residential properties. Its design and layout, and the way in which it functions and is used by its residents, reflects its intended purpose.

In view of the minor status of these residential roads, the proposal to connect the application site to Toucan Street to create an access 'through-road' for the vehicles of the owners of the 91 proposed dwellings and for, at least in the short term (c. 3.5 yrs), the construction traffic associated with the build of the proposed development, would have a detrimental impact on the character of these roads and the neighbourhoods through which they pass. The additional traffic would change the dynamics of these neighbourhoods, to the detriment of the amenities of the residents, and potentially to the detriment of highway safety.

This is contrary to Core Policy 57 (points (vi), (vii), (ix) and (xiv)) ('Ensuring high quality design and place shaping') and Core Policy 61 ('Transport and new development') of the Wiltshire Core Strategy, and paras. 8, 92, 110, 111, 126 and 130 of the National Planning Policy Framework.

3. The proposal does not make provision for essential infrastructure made necessary by the planned development – specifically, affordable housing, education facilities, open space, essential highway works, waste collection facilities, ecology mitigation and public art. This is contrary to Core Policy 3 ('Infrastructure Requirements'), Core Policy 43 ('Providing affordable homes'), Core Policy 50 ('Biodiversity and geodiversity') and Core Policy 61 ('Transport and new development').
4. **INFORMATIVE:**
Reason for refusal no. 3 may be addressed by the completion of a legal agreement (a 'S106 agreement'), in the event of an appeal.



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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

LAND AT DRYNHAM LANE, TROWBRIDGE

ON BEHALF OF WAINHOMES (SEVERN VALLEY) LTD



Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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| APPENDIX H: | CONSTRUCTION INFORMATION |

1.0 INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of Wainhomes (Severn Valley) Ltd to address the construction traffic management issues associated with planning application 16/00547/FUL for the *'Provision for 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station (Further amendments and/or additional information relating to access, drainage and ecology)'*.
- 1.2 The purpose of the CTMP is to demonstrate that the construction phase and associated traffic will not disrupt the existing operation of the local public highway network. This document also seeks to address the issues raised by councillors, the public and highway officers raised during the current planning application submission.
- 1.3 This CTMP has been prepared following a site visit undertaken by Pegasus Group on 02 June 2021. Scoping discussions have also been held with Wiltshire Council Highway Officers.
- 1.4 The structure of the CTMP is as follows:
- i. Section 2: Recent Planning Background and Issues Arising
 - ii. Section 3: Development Site and Proposed Construction Route;
 - iii. Section 4: Highway Safety;
 - iv. Section 5: Vehicles Types;
 - v. Section 6: Construction Traffic; and
 - vi. Section 7: Conclusions.

-
- 1.5 The CTMP describes the proposed construction route and site access arrangements. Construction traffic will be routed via the A350, northeast along West Ashton Road, west (left turn) onto Broadcloth Lane East, which continues onto Sparrow Street, then east (left turn) onto Toucan Street. This has been verbally agreed with Wiltshire Council highway officers as the most suitable route.
- 1.6 Swept Path Assessments for the construction vehicles anticipated to be associated with the transportation of materials required for development have been provided. Wainhomes has confirmed that the construction vehicles that will access the site will not be larger than a 10 metre rigid or a 8.7 metre concrete mixer, which are similar size vehicles to the 11.3 metre refuse vehicle that currently services the local area.
- 1.7 The CTMP also forecasts the number of deliveries and vehicle delivery types that will be associated with the construction of the development.
- 1.8 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.9 Wainhomes anticipates that the construction programme will take approximately three and a half years and this report has been prepared on this basis.
- 1.10 In conclusion, it is considered that safe and suitable access and construction route can be achieved to and from the site for construction vehicles. The proposed construction route includes the use of the A350 as much as possible, which is designated for freight, and local distributor roads.

2.0 RECENT PLANNING BACKGROUND AND ISSUES ARISING

Outline Consent

- 1.11 The site forms a small part of the Ashton Park Urban Extension (allocated via Core Policy 29: Spatial Strategy for the Trowbridge Community Area of the Wiltshire Core Strategy. The development for Ashton Park is for a comprehensive, mixed-use, sustainable urban extension to Trowbridge which would deliver up to 2,500 dwellings, employment land comprising 15 hectares, two primary schools, a site for a secondary school, two local centres and areas of public open space.
- 1.12 The allocation proposed an access solution which uses Yarnbook/ West Ashton Relief Road, and the proposed Trowbridge Distributor Road which is currently being constructed as part of the Castle Mead Development.
- 1.13 The majority of the Ashton Park Urban extension is being delivered by Persimmon Homes. Application 15/04736/OUT in May 2015 for up to 2,500 dwellings and 13.6 hectares of employment land. The masterplan can be seen at **Appendix A**.
- 1.14 The masterplan illustrates that there is a proposed vehicle access point from the north western parcel of the site connecting to the proposed development site and thus completing an integrated development proposal. However, the persimmon site is unlikely to be completed for a number of years given its scale, and therefore the Wainhomes site will be completed in advance of the wider allocation.

Adjacent Wainhomes Site

- 1.15 The adjacent Wainhomes Southview Park development site W/04/01063/OUT was granted permission at Appeal (APP/F3925/V/05/1189181) for 'outline application for residential development, recycling mini bank, open space, equipped childrens play area, provision of landscaped flood protection area and associated infrastructure'. Access to Southview Park is from Hargreaves Road to the north and Cloth Yard to the northwest. The main site access is the access off Hargreaves Road. Access to the site from Drynham Lane was conditioned to as emergency access only.

Development Application

- 2.1 Application 16/00547/FUL is for the provision of 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station.
- 2.2 The Transport Statement associated with the application sets out that vehicular access to the site will be provided through the new Southview Park residential development. The access road will link by extending Sparrow Street to provide a connection to the west of the proposed development site. The masterplan at **Appendix B** also illustrates the connection to the majority of the Ashton Park Urban extension will also be built for future use once the northern development is built out.
- 2.3 The site is currently accessed off Drynham Lane, which is a dead end narrow road bounding the site to the south. Drynham Lane is subject to a height restriction of 11'6 where it passes under the railway line. Traffic signs discourage motor traffic to circulate along Drynham Lane and the southern section of Drynham Road except for access traffic. This makes this access unsustainable for the proposed development.

-
- 2.4 Wiltshire Highways appear to not have objected to the suitability of the access therefore it is considered the access arrangements were considered to be suitable and there were no issues from a highways perspective.

3.0 DEVELOPMENT SITE AND PROPOSED CONSTRUCTION ROUTE

Development Site and Existing Access

3.1 The site is located approximately two kilometres south of Trowbridge town centre, with the A350, part of the Strategic Road Network, located approximately three kilometres east from the site. It is bound by the existing Southview Park residential development to the north, the proposed 15/04736/OUT Ashton Park development (currently under consultation) to the east, Drynham Lane to the south and the Wessex main railway line to the west. The site is shown in its wider geographical context is shown on the proposed construction traffic routing plan included at **Figure 1**.

3.2 The site is currently accessed off Drynham Lane, which narrow dead-end road bounding the south of the site that provides access to open land and a local industrial business. Drynham Lane is considered to be lightly trafficked and is currently used as a pedestrian and cycle link for access to the western wide of the Wessex main railway line and existing residential area surrounding the town centre. It is understood that Drynham Lane is to be stopped up and re-assigned as a quietway/ cycleway.

Proposed Construction Route

3.3 The proposed construction route for has been determined following from a site visit undertaken on 02 June 2021 and a review of relevant local documents, including the Wiltshire Freight Route Network Map included at **Appendix C**.

3.4 It is noted that Broadcloth Lane East/ Sparrow Street are part of the service 66. bus route and therefore already accommodates Public Service Vehicles (PSV) which are larger than the construction vehicles that Wainhomes are proposing to use for this site.

-
- 3.5 The recommended construction traffic route has been agreed in principle verbally with Wiltshire Council Highway Officers.
- 3.6 It is considered that the most appropriate construction route is via:
- i. The A350 (designated as a Strategic Lorry Route);
 - ii. Northeast (left or right turn) onto West Ashton Road;
 - iii. West (left turn) onto Broadcloth Lane East;
 - iv. Continue on Broadcloth Lane East onto Sparrow Street; and
 - v. East (left turn) onto Toucan Street.
- 3.7 The proposed construction route is shown on **Figure 1**. The route avoids routing through residential areas as much as possible and the Oasis Academy Longmeadow primary school, located approximately 200 metres north of the Sparrow Street/ Toucan Street junction.
- 3.8 Visitors, delivery drivers and contractors will be advised of the agreed route in advance of driving to the site.
- 3.9 The use of any roads other than the designated route shall not be permitted and this shall be enforced through the agreement of the CTMP.
- 3.10 Temporary signage will be erected in the vicinity of the site during the construction phase. Diagram 7301 'WORKS TRAFFIC LARGE VEHICLES TURNING' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frames, as shown in **Appendix D**. Appropriate signage will be provided during the construction phase advising construction vehicles of the agreed route and will be prepared and agreed with Wiltshire Council.
- 3.11 To minimise the number of single occupancy trips construction workers will be encouraged to share a vehicle where possible.

A350

- 3.12 The A350 is a designated Strategic Lorry Route as identified in the Wiltshire Freight Route Network Map included at **Appendix C**.
- 3.13 The A350 is a single carriageway road that measures approximately seven metres in width. The road is subject to a 40mph speed restriction within the vicinity of the A350/ West Ashton Road signalised junction. However, this changes to the National Speed Limit (NSL) to the north of the junction.
- 3.14 Within proximity to the junction with West Ashton Road there are three lanes heading northbound and two lanes heading southbound. A right turn lane is provided for vehicles turning into West Ashton Road from the north.

West Ashton Road

- 3.15 West Ashton Road is a single carriageway road that subject to the NSL, reducing to 30mph approximately 400 metres south of West Ashton Road (S)/ West Ashton Road (N)/ Broadcloth Lane E three-armed roundabout. West Ashton Road measures between approximately 6.5 - 7 metres and is a distributor road, accommodating large vehicles.
- 3.16 West Ashton Road routes northwest from the A350/ West Ashton Road signalised junction for approximately 2.1 kilometres, where it connects with a three-armed roundabout with West Ashton Road (S)/ West Ashton Road (N)/ Leap Gate. Continuing on West Ashton Road, approximately 600 metres further north is a three-arm roundabout with West Ashton Road (S)/ West Ashton Road (N)/ Broadcloth Lane E.

Broadcloth Lane East

- 3.17 Broadcloth Lane east connects to West Ashton Road (N) and West Ashton Road (S) via a three-armed roundabout approximately 950 metres northeast of the Sparrow Street/ Toucan Street junction. As Broadcloth Lane East routes west it becomes known as Hargreaves Road and Sparrow Street.
- 3.18 Broadcloth Lane East/ Hargreaves Road/ Sparrow Street generally measures approximately seven metres in width, has footways on both sides of the carriageway and is subject to on-street parking. It is also part of the service 66. bus route and therefore already accommodates PSVs akin to the size of construction vehicles.

Toucan Street

- 3.19 Toucan Street is a single carriageway street that is residential in nature and restricted to 30mph. The road is approximately six metres in width and has footways on either side of the carriageway.
- 3.20 Toucan Street is accessed from Sparrow Road in the north and routes south to the proposed site access. Toucan Street provides access to smaller residential roads. The road is subject to on-street.

Conclusion

- 3.21 The recommended construction traffic route has been scoped out via a site visit, reviewed against local documents which provide suggested freight routes, and discussed with Wiltshire Council Highway Officers. It is therefore concluded that safe and suitable access to and from the site can be achieved for construction vehicles associated with the development.

4.0 HIGHWAY SAFETY

4.1 Personal Injury Accident (PIA) data has been obtained from Crashmap for a five-year period between 1st January 2016 to 31st December 2020 for the proposed construction route. The full PIA reports can be seen at **Appendix E**.

4.2 Analysis of the PIA data indicates that ten accidents were recorded, resulting in eleven slight personal injuries and one serious PIAs. No fatal accidents were recorded over the five-year time period. A summary of the accidents is provided in **Table 3.1**.

Table 3.1 – Personal Injury Accident Data Summary

| Location | Date | Severity | | |
|----------------------------------------|------------|-----------|----------|----------|
| | | Slight | Serious | Fatal |
| A350/ West Ashton Road Junction | 03/12/2017 | 1 | - | - |
| | 14/02/2018 | 1 | - | - |
| | 15/12/2018 | 1 | - | - |
| | 25/05/2019 | 2 | - | - |
| West Ashton Road | 18/01/2016 | 1 | - | - |
| | 03/06/2017 | 1 | - | - |
| | 26/10/2018 | 2 | - | - |
| | 01/11/2019 | 1 | - | - |
| West Ashton Road/ Leap Gate Roundabout | 29/06/2018 | 1 | - | - |
| Sparrow Road | 02/04/2016 | - | 1 | - |
| Total | | 11 | 1 | - |

4.3 Further analysis of the accidents is provided below.

A350/ West Ashton Road Junction

- 4.4 The first accident at the A350/ West Ashton Road junction (reference 201754B286917) occurred on 03 December 2017 at approximately 11:43 hours. The incident involved a motorcycle and a car, resulting in one slight PIA and appears to have occurred when the car was in the act of turning right, with the motorcycle colliding with the car. Surface conditions were dry, during darkness with streetlighting present.
- 4.5 The second accident (reference 2018541442918) occurred on 14 February 2018 at approximately 16:00 hours. The incident appears to have involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning right, with the other car colliding with the car. Surface conditions were wet, with daylight present.
- 4.6 The third accident (reference 201854B859418) occurred on 15 December 2018 at approximately 12:40 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning right, with the other car colliding with the car. Surface conditions were wet, with daylight present.
- 4.7 The fourth accident (reference 2019545035519) occurred on 25 May 2019 at approximately 15:15 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning left, with the other car colliding with the car. Surface conditions were dry, with daylight present.

West Ashton Road

- 4.8 The first accident on West Ashton Road (reference 2016540510016) occurred approximately 150 metres south of the West Ashton Road/ Broadcloth Lane East roundabout. It occurred on the 18 January 2016 at approximately 09:22 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when the one car slowed to access a private driveway with the other failing to slow, resulting in a rear end shunt. Surface conditions were wet, with daylight present.
- 4.9 The second accident (reference 2018541442918) occurred on 03 June 2017 approximately 670 metres north of the A350/ West Ashton Road junction at approximately 15:40 hours. The incident appears to have involved two cars, resulting in one slight PIA and appears to have occurred when one vehicle was held up with the second car failing to slow in time, resulting in a rear end shunt. Surface conditions were dry, with daylight present.
- 4.10 The third accident (reference 201854A171118) occurred on 26 October 2018 approximately 160 metres south of the West Ashton Road/ Leap Gate roundabout at approximately 12:35 hours. The incident appears to have involved three cars, resulting in two slight PIAs and appears to have occurred when one vehicle was held up with the third car failing to slow in time, resulting in a chain of rear end shunts. Surface conditions were wet, with daylight present.
- 4.11 The fourth accident (reference 201954A868519) occurred on 01 November 2019 approximate 300 metres north of the A350/ West Ashton Road junction at approximately 08:05 hours. The incident appears to have involved a Light Goods Vehicle (LGV) and three cars, resulting in one slight PIA and appears to have occurred when the LGV vehicle was held up with the fourth car failing to slow in time, resulting in a chain of rear end shunts. Surface conditions were wet, with daylight present.

West Ashton Road/ Leap Gate Roundabout

- 4.12 The accident at the West Ashton Road/ Leap Gate roundabout (reference 2018545935918) occurred on the southern arm of the south of the roundabout. It occurred on the 29 June 2018 at approximately 11:40 hours. The incident involved a car and a pedal cycle, resulting in one slight PIA and appears to have occurred when the car pulled out in front of the cyclist. Surface conditions were dry, with daylight present.

Sparrow Street

- 4.13 The incident that occurred on Sparrow Street (reference 2016542879916) occurred approximately 100 metres south of the Toucan Street/ Sparrow Street junction on 02 April 2016 at 17:24 hours. The incident occurred between a car and pedal cycle, resulting in one serious PIA and appears to have occurred when the car turned right into a junction or driveway, resulting in the cyclist colliding with the vehicle. Surface conditions were dry, with daylight present.

Conclusion

- 4.14 The analysis of the above PIA data indicates that there are no common contributory factors of the PIAs which would highlight any potential deficiency in the design or operation of the local and strategic highway networks, with the accidents generally attributable to driver error / misjudgement. It is therefore concluded that there are no existing highway safety issues along the proposed construction route.

5.0 CONSTRUCTION ACCESS

5.1 This section details the construction vehicle types, site access arrangements and mitigating measures for the development. The proposed construction route is detailed in **Section 3**.

Parking Beat Surveys

5.2 Through verbal liaison with Wiltshire Council Highway Officers, it was agreed that a parking beat survey was to be undertaken to determine the level of on-street parking that occurs on Toucan Street. The survey was agreed to be undertaken on a midweek day between the proposed construction hours, with leeway either side of the beginning/ end in order to capture an average day. The parking beat survey was undertaken by an independent contractor on Thursday 17 June 2021 between 0700 – 1900, with the data available at **Appendix F**.

5.3 Wiltshire Council Highway Officers requested that the location of where on-street parking occurred during the busiest peak during the survey are shown on any swept path assessment drawings of the typical construction vehicles that will require access to the site.

Construction Vehicle Types

5.4 Wainhomes has confirmed that it is agreeable to limiting the size of vehicles used for deliveries to the site to those similar to the size of the existing 11.3 metre refuse vehicle that services the local highway network. **Figures 2 and 3** shows that a 8.7 metre concrete mixer and a 10 metre rigid delivery vehicles can access and egress the site conveniently even with on-street parking present on Toucan Street.

5.5 It should be noted that the parking beat survey did observe some vehicles parking on Toucan Street within 10 metres of its junction with Sparrow Road in contravention of rule 243 of the Highway Code that stipulates:

“**DO NOT** stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised space **except** when forced to do so by stationary traffic.

- 5.6 It is therefore considered that there is appropriate enforcement to seek to move these vehicles if they prevent access for construction vehicles, as well as other emergency blue light / service vehicles that may require access to Toucan Street.
- 5.7 If considered absolutely necessary by highway officers at Wiltshire Council, Wainhomes are willing to consider the implementation of temporary traffic regulation orders (TTROs).
- 5.8 HGV deliveries/movements will be restricted so that they –only take place between 0915 and 1500 to avoid school traffic peaks during term-times.
- 5.9 Delivery vehicles will transport various materials to and from the site. During the early construction stages, it is anticipated that most materials will be delivered to site in bulk as and when required by Rigid class vehicles.
- 5.10 During the latter stages of construction it is expected that the supply of most of the materials required for the fit-out of the units could be sourced from local businesses and merchants, reducing the impact of the development traffic by limiting the number of new trips on the local highway network. It is expected that the majority of these deliveries would be made by van or light good vehicles (LGVs).

Construction Compound

- 5.11 A construction compound will be provided on site for construction vehicles and the vehicles of construction workers, allowing for staff to park on-site and prevent parking on roads in the vicinity of the site. All parking and loading/unloading will take place off the public highway within the boundaries of the site.

Vehicle Coordination

- 5.12 The Principal Contractor shall have overall responsibility for the coordination of Construction deliveries and will advise what times suppliers are expected to arrive on site. Specific "NO DELIVERY" times will be adhered to. In order to prevent a build-up of traffic on the public highway staggering of delivery times will be employed.
- 5.13 The Principal Contractors Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.
- 5.14 Delivery vehicles will be advised to not access the site or wait on the local residential roads before 0915 or after 1500. Furthermore, during busy delivery periods the delivery suppliers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear.
- 5.15 Delivery vehicles that are travelling on the local highway network before 0915 or those that are asked to wait until the set down area is clear will be asked to wait in a suitable laydown until the site manager advises that these vehicles can access the site. A possible location could be the layby located on the eastern side of the A350 situated approximately 1.5 kilometres to the north of the A350 signalised junction with West Ashton Road. This is identified at **Appendix G**.

Vehicle Cleaning

- 5.16 The Contractor shall ensure that an adequate and suitable vehicle wheel washing facility is provided to ensure that any site mud / detritus originating from the construction site is not deposited on the public highway. Any wheel washing facility shall also be design such that waste water from the washing process does not cause contamination or other hazard as a result of the wheel washing process.
- 5.17 If necessary, a road sweeper will be deployed on the approach to the site access to remove any debris created.

6.0 CONSTRUCTION TRAFFIC

6.1 During the construction phase of the development, traffic will be generated by delivery/collection vehicles and journey to work trips associated with the workforce.

Construction Programme and Operational Hours

6.2 The construction programme is expected to take place over three and a half years. It is expected that the maximum deliveries per day are likely to be between eight and ten two way movements. This has been provided by the developer based on other similar sites constructed. This is subject to change as the precise number of movements can only be finalised when a contractor is appointed when construction methods are agreed, and a construction timetable is drawn up. The client information on construction can be seen at **Appendix H**.

6.3 It is expected there will be between 30 to 50 sub-contractors on site each day at the peak of construction.

6.4 The proposed working hours at the development site for all construction activities will be restricted between 0800 – 1800 Monday to Friday and 0800 – 1300 on Saturdays. The site will be closed on Sundays and Bank Holidays.

6.5 No parking or stacking of vehicles shall occur on the public highway during the construction works or following the completion of works. As advised in **paragraph 5.15** above, delivery vehicles will be asked to wait in a suitable laydown, such as the layby on the A350 located approximately 1.5 kilometres to the north of the signalised junction with West Ashton Road signalised junction.

6.6 During the construction works areas would be pegged out to prevent vehicles pulling off the public highway into grass verges.

7.0 GENERAL MANAGEMENT

Monitoring

- 7.1 The Principal Contactor will be responsible for ensuring this CTMP is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Project Team.

Domestic and Commercial Waste Collections

- 7.2 It shall be the responsibility of the Site Manager to ensure the times of Construction deliveries do not interfere with any domestic and commercial waste collections services. Times shall be sought from the appropriate waste management authority and suppliers advised to avoid large deliveries within these periods, where practical.

Complaints Procedure

- 7.3 The Principal Contractors Project Manager shall deal with any complaints from the local resident in coordination with the Client Project Manager who must be informed of any complaints.

Condition Survey

- 7.4 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Toucan Street only.

-
- 7.5 The survey will incorporate photographic records as appropriate. The survey will be accompanied by Wiltshire Council Highway Officers, as required, and a date for this survey will be agreed before construction activities commence.
- 7.6 This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

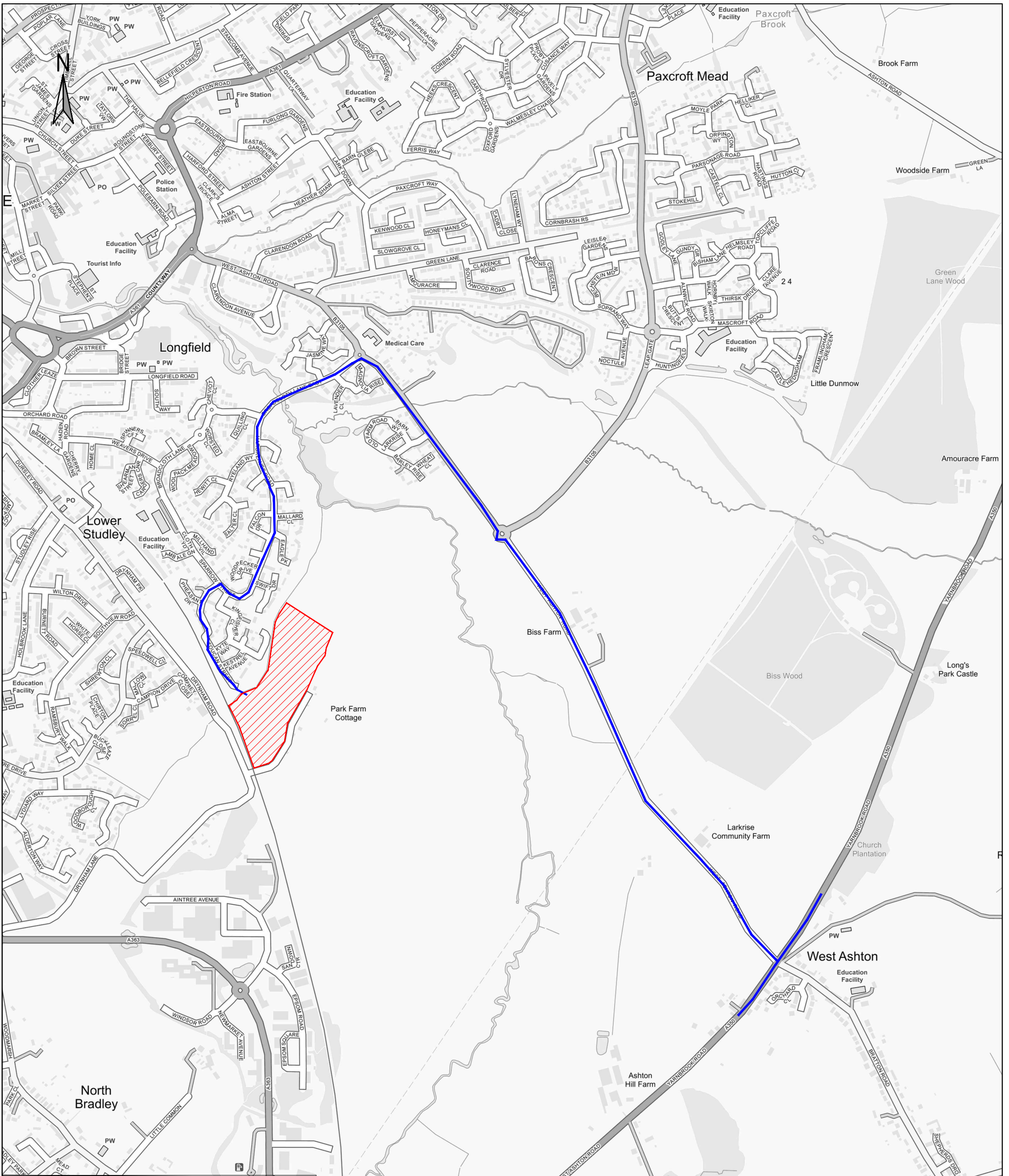
8.0 CONCLUSION

- 8.1 This CTMP concludes that the best route for the construction traffic is via the A350, West Ashton Road, Broadcloth Lane East, Sparrow Street and onto Toucan Street. This is considered to be the most appropriate route as it avoids routing through residential areas as much as possible.
- 8.2 Wainhomes has confirmed that it is agreeable to limiting the size of vehicles used for deliveries to the site to those similar to existing 11.3 metre refuse vehicle that services the local highway network.
- 8.3 It is considered that there is appropriate enforcement to seek to move vehicles if they prevent access for construction vehicles, as well as other emergency blue light / service vehicles that may require access to Toucan Street. If considered absolutely necessary by highway officers at Wiltshire Council, Wainhomes are willing to consider the implementation of temporary traffic regulation orders (TTROs).
- 8.4 HGV deliveries/movements will be restricted so that they only take place between 0915 and 1500 to avoid school traffic peaks during term-times.
- 8.5 Delivery vehicles will be advised to not access the site or wait on the local residential roads before 0915 or after 1500. Furthermore, during busy delivery periods the delivery suppliers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear.
- 8.6 Delivery vehicles that are travelling on the local highway network before 0915 or those that are asked to wait until the set down area is clear will be asked to wait in a suitable laydown until the site manager advises that these vehicles can access the site. A possible location could be the layby located on the eastern side of the A350 situated approximately 1.5 kilometres to the north of the A350 signalised junction with West Ashton Road.

-
- 8.7 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Toucan Street only.

FIGURE 1

SITE LOCATION PLAN AND CONSTRUCTION TRAFFIC ROUTING PLAN



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Key

- Site
- Construction Route

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Planning | Design | Environment | Economics



| REV | DATE | BY | DESCRIPTION | CHK | APD |
|-----|------|----|-------------|-----|-----|
| | | | | | |

CLIENT:
WAINHOMES

PROJECT:
**LAND SOUTH EAST OF SOUTHVIEW DEV,
 DRYNHAM LANE**

| | | |
|--------------------------------|----------------------------|------------------------------------|
| SCALE @ A3: 1:10,000 | CHECKED: ADWS | APPROVED: AJ |
| DATE: 15/06/21 | DESIGN-DRAWN: AG | DRAWING-STATUS: FOR INFO |

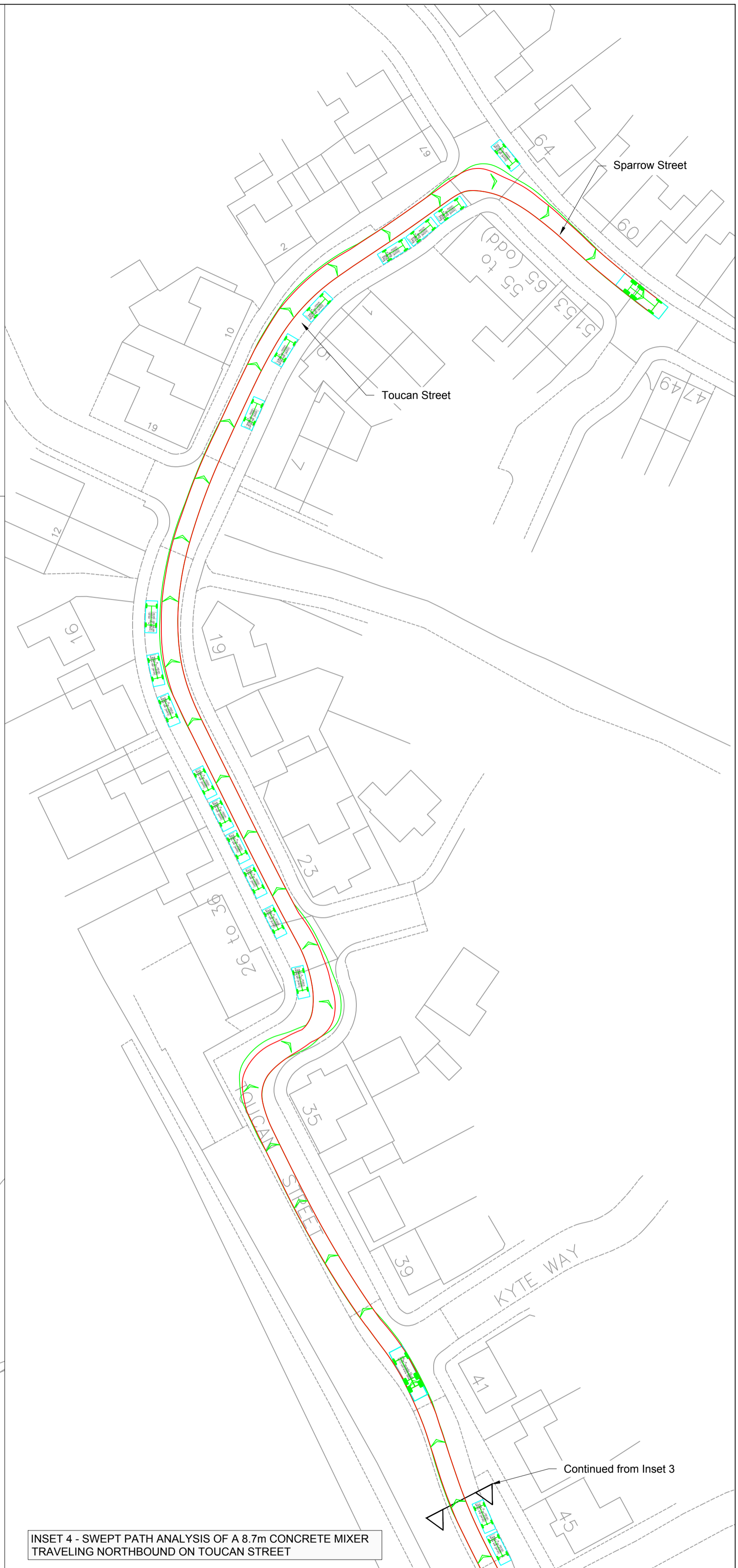
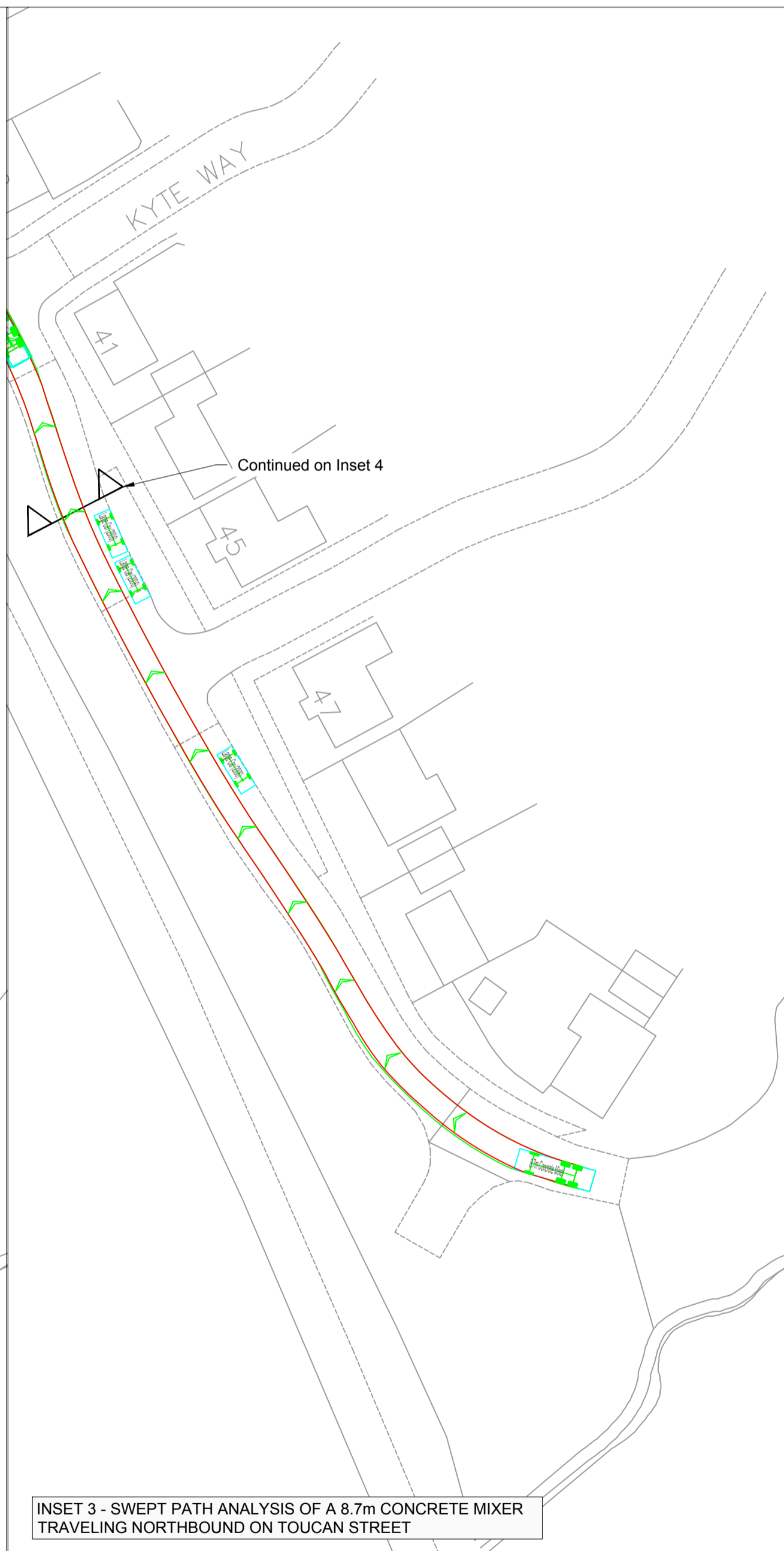
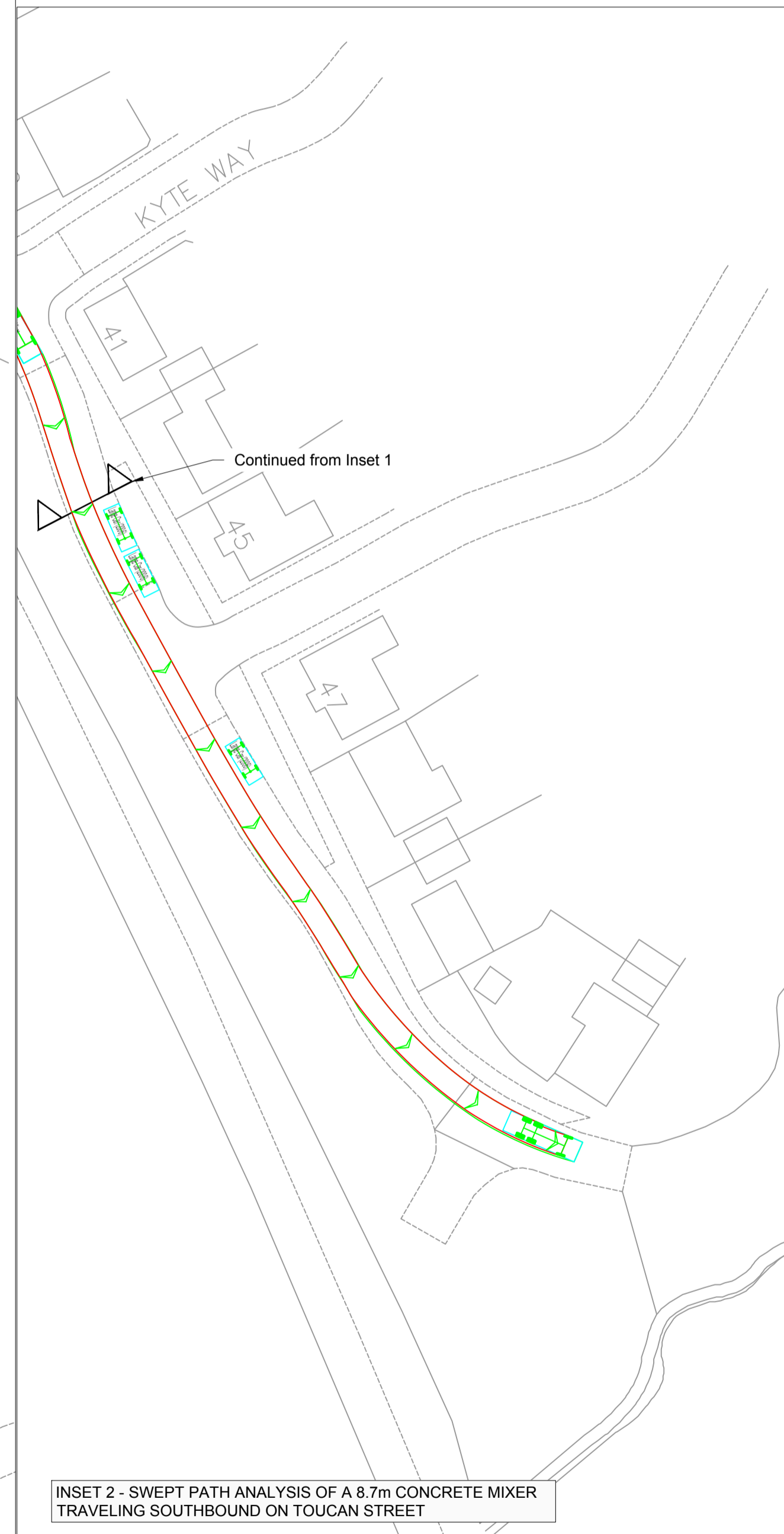
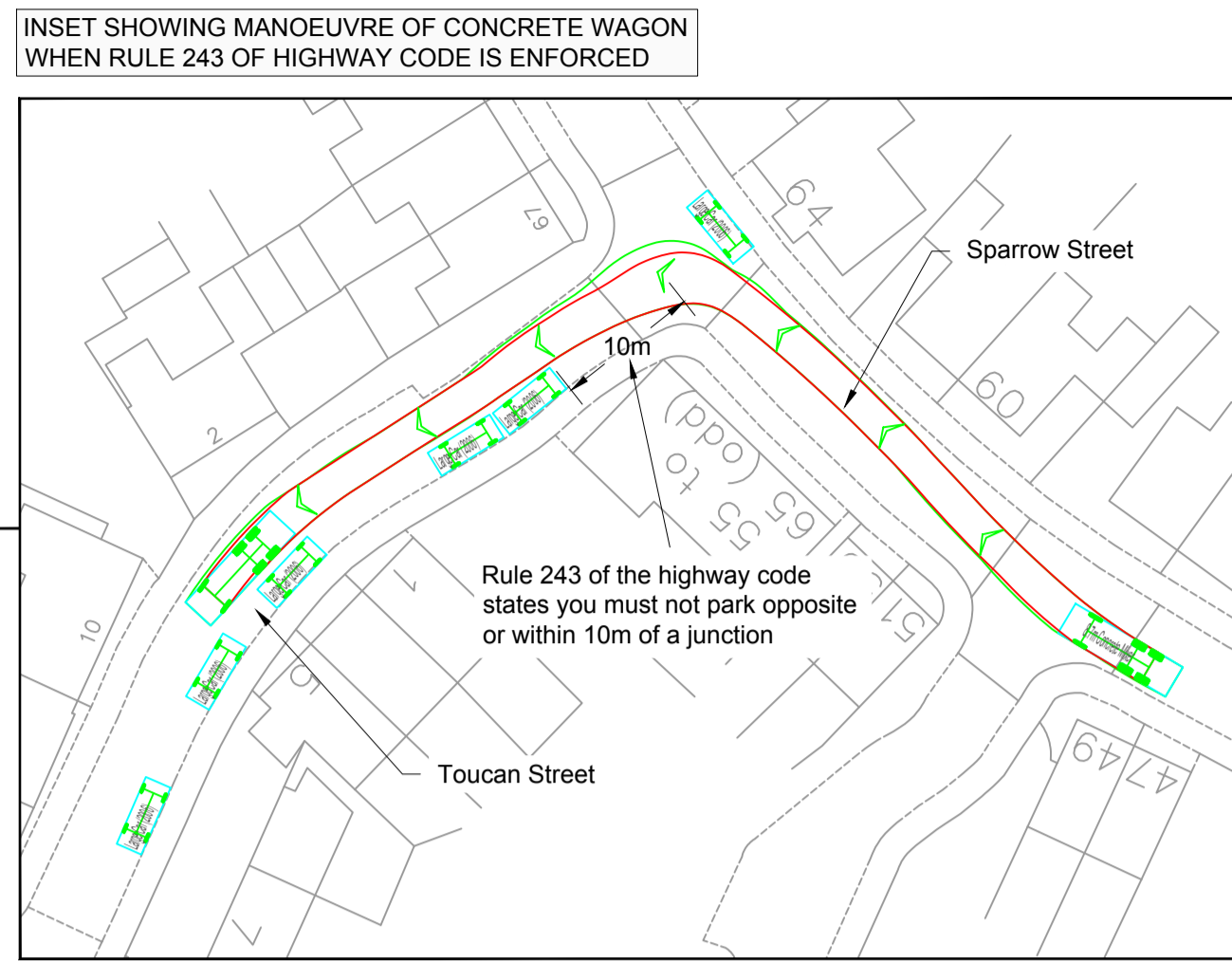
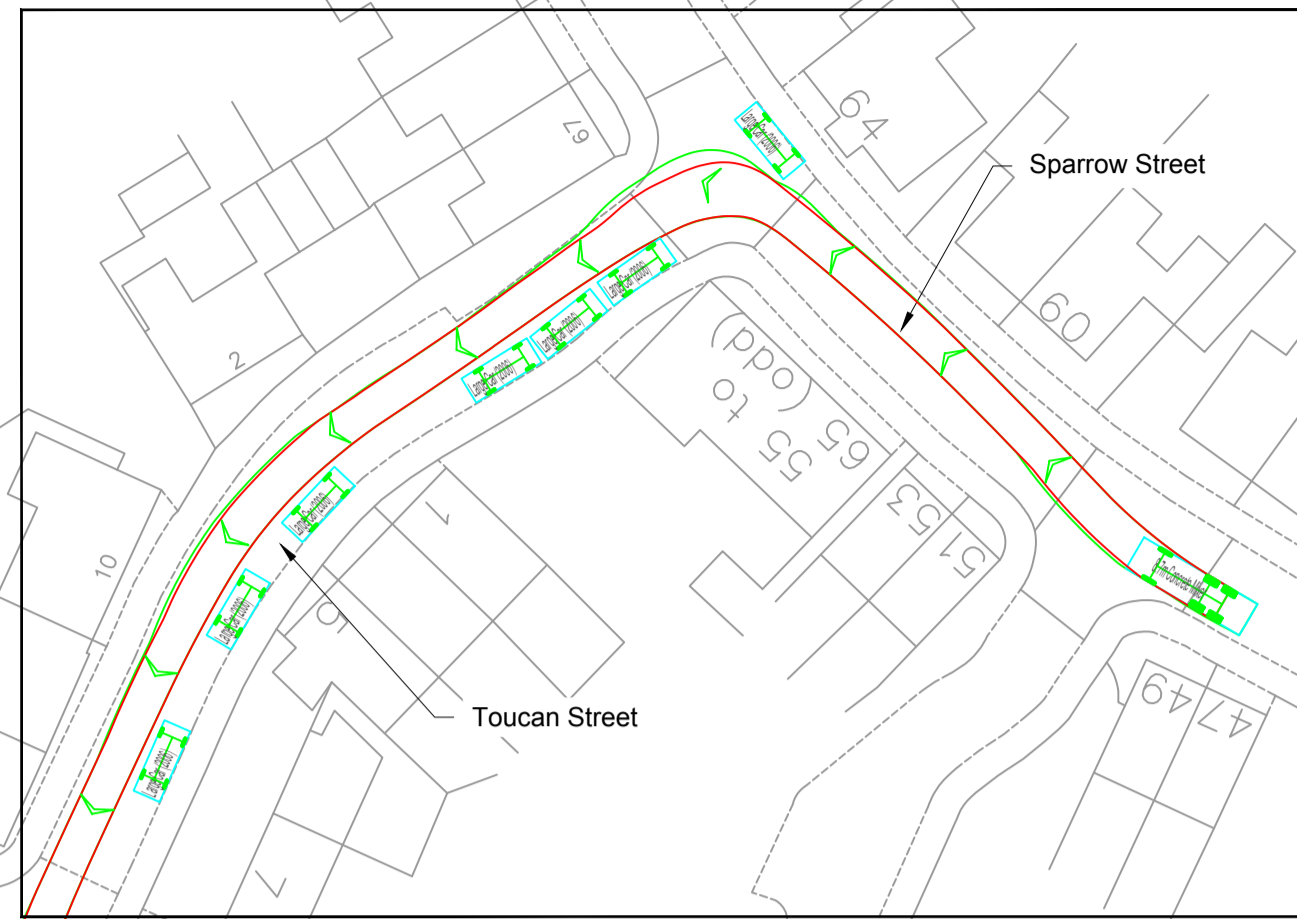
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**SITE LOCATION AND CONSTRUCTION
 TRAFFIC ROUTING PLAN**

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FIGURE 2

SWEPT PATH ANALYSIS OF A 8.7 METRE CONCRETE MIXER

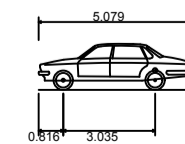


INSET 1 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING SOUTHBOUND ON TOUCAN STREET

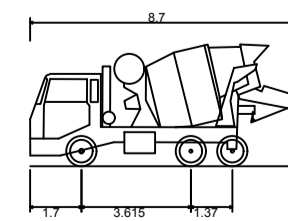
INSET 2 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 3 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING NORTHBOUND ON TOUCAN STREET

INSET 4 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING NORTHBOUND ON TOUCAN STREET



Large Car (2006)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Body Height 1.52m
 Min Body Ground Clearance 0.31m
 Max Track Width 2.41m
 Lock to lock time 4.05s
 Kerb to Kerb Turning Radius 5.90m



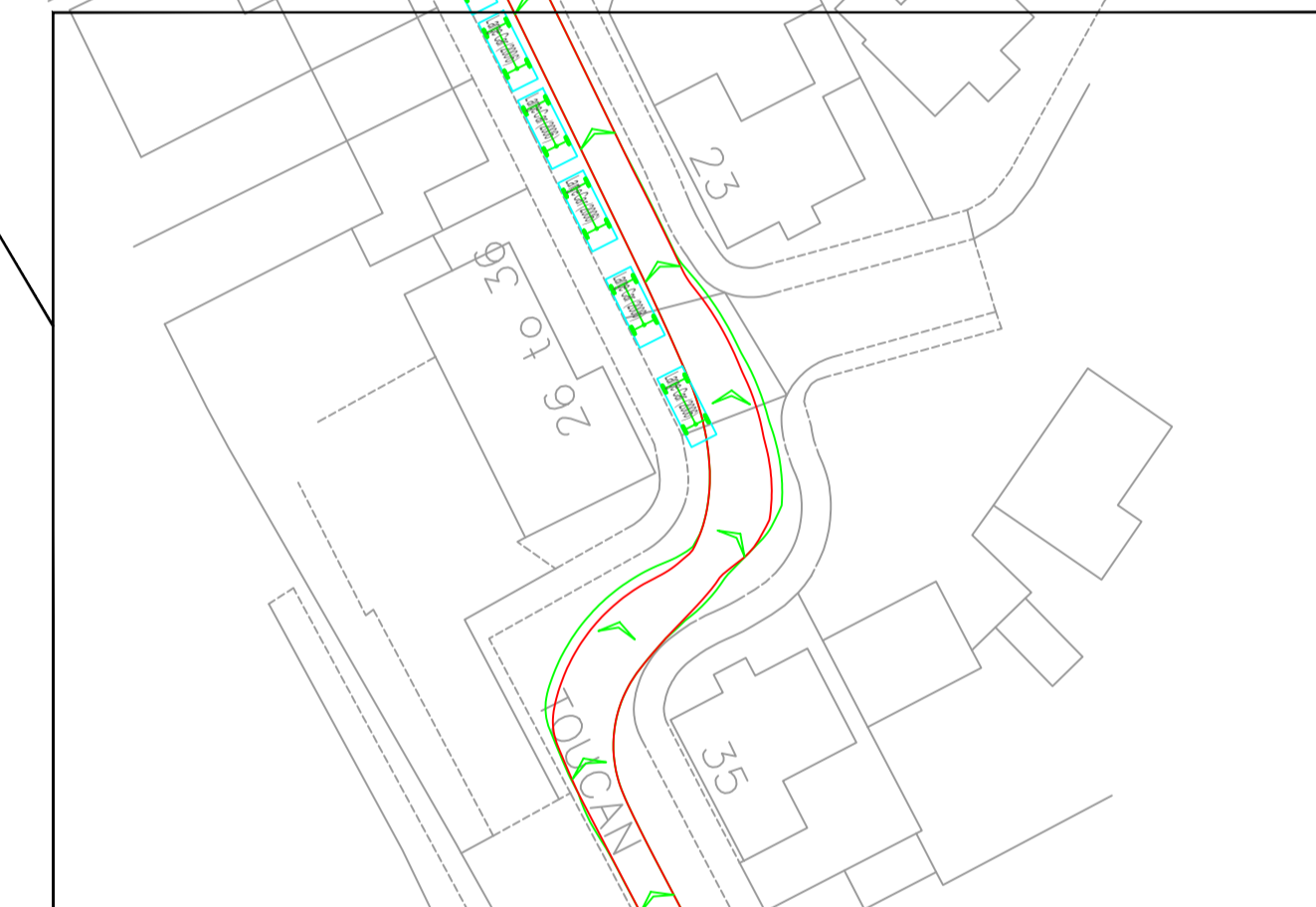
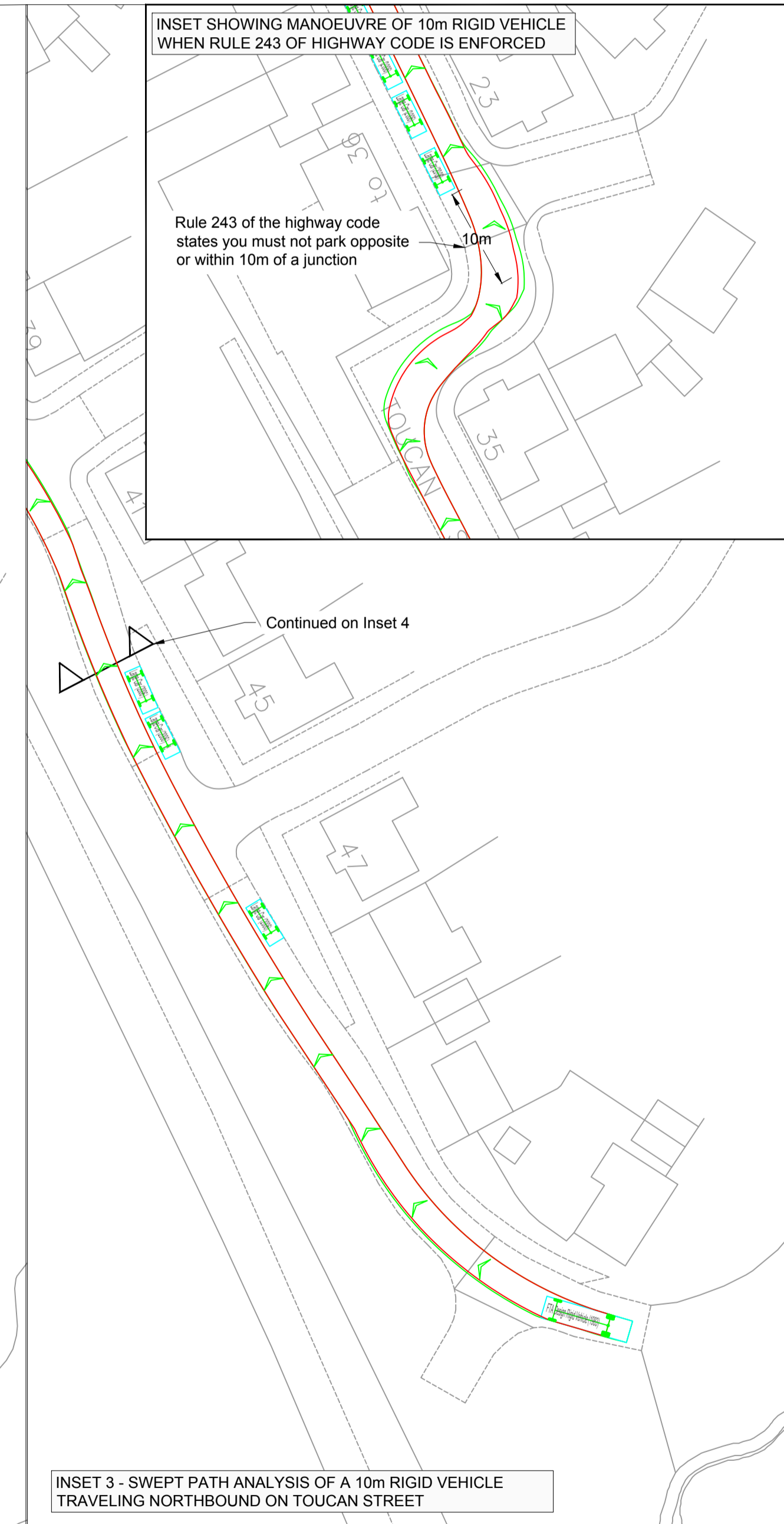
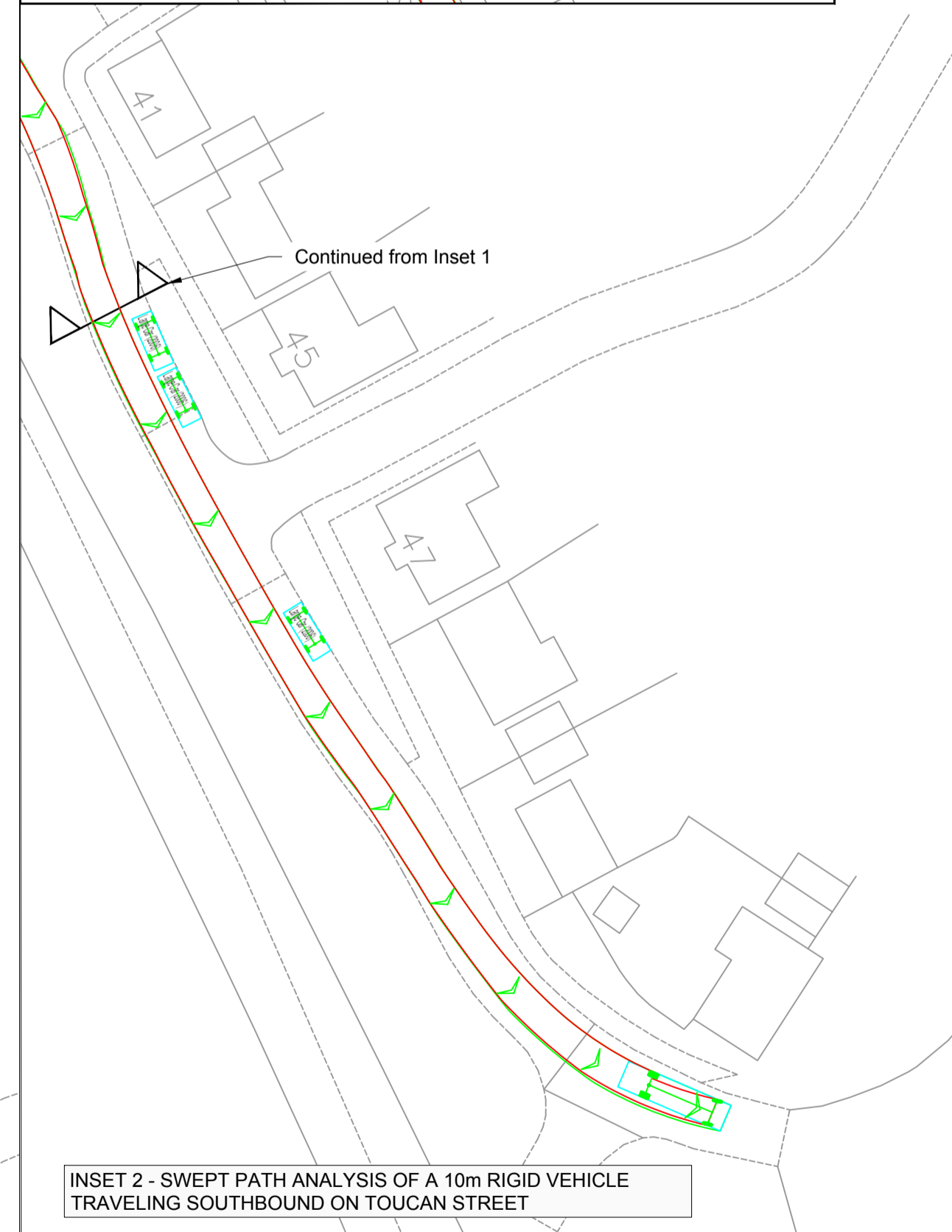
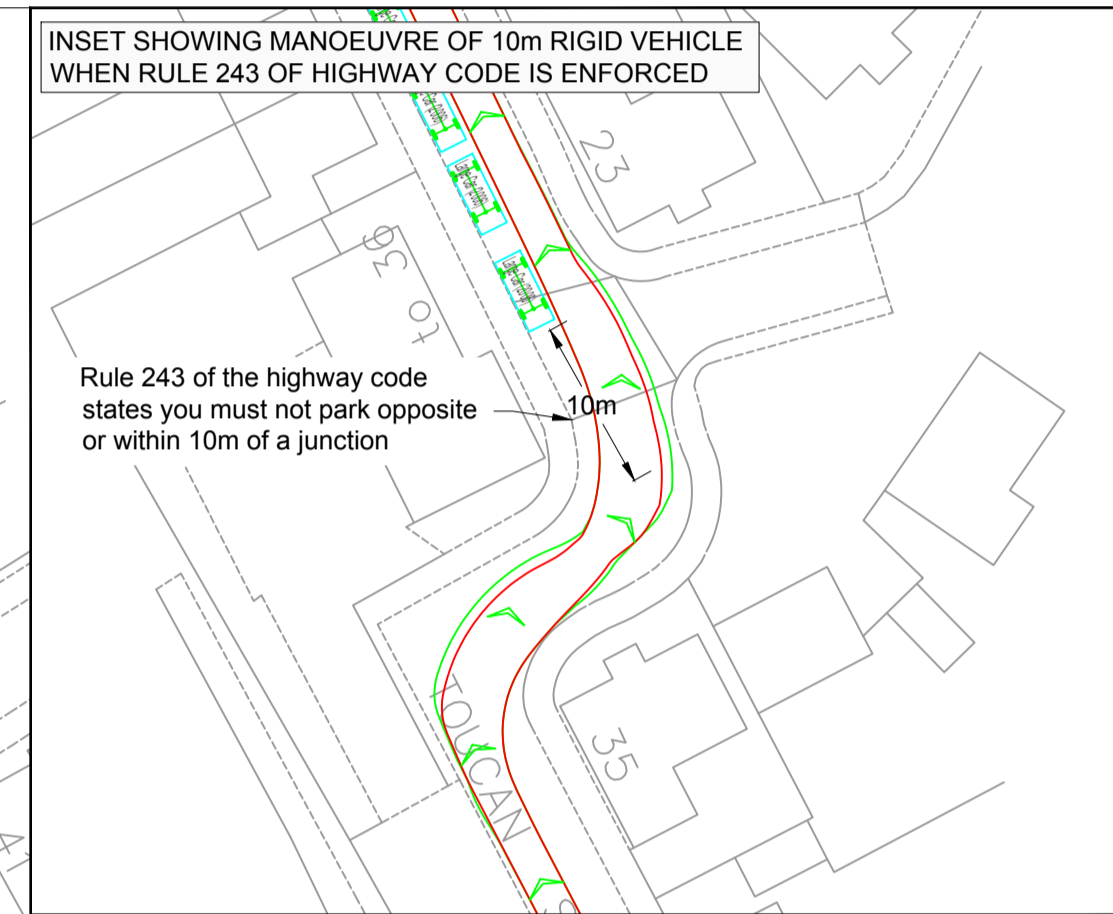
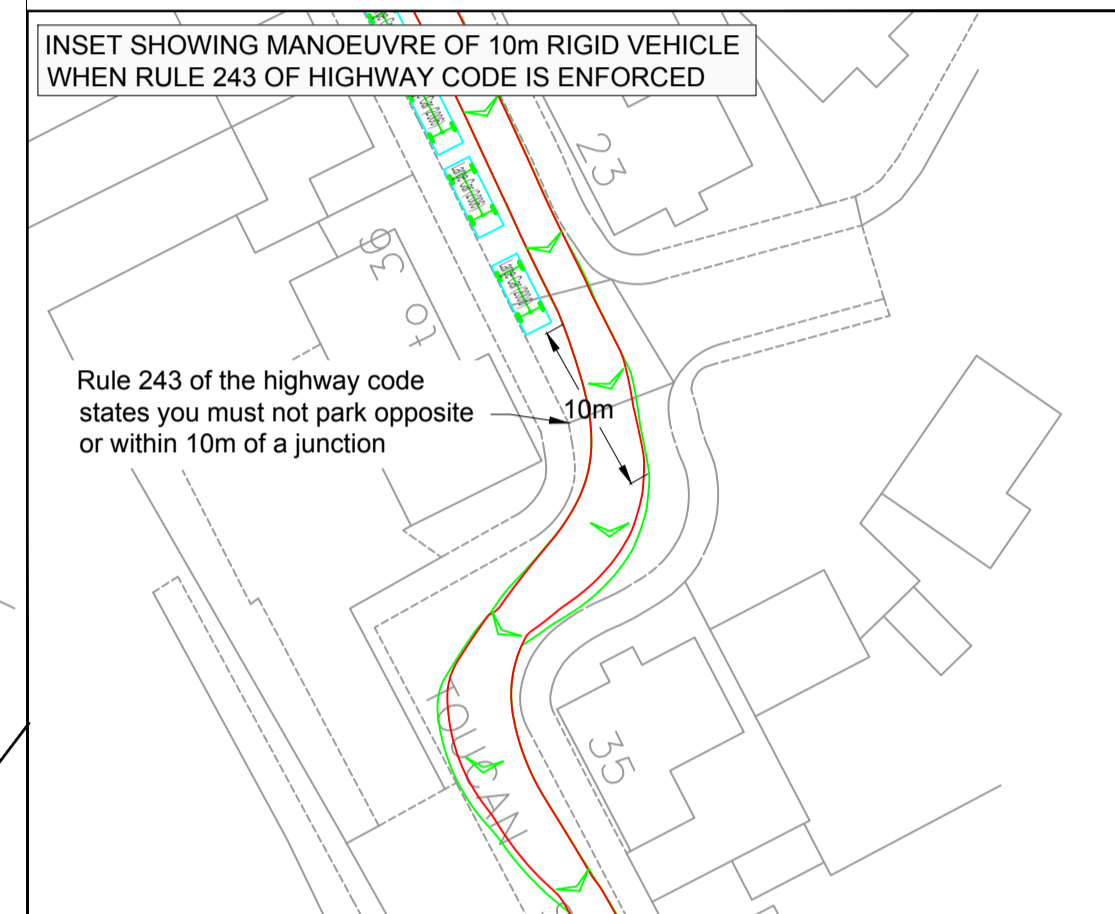
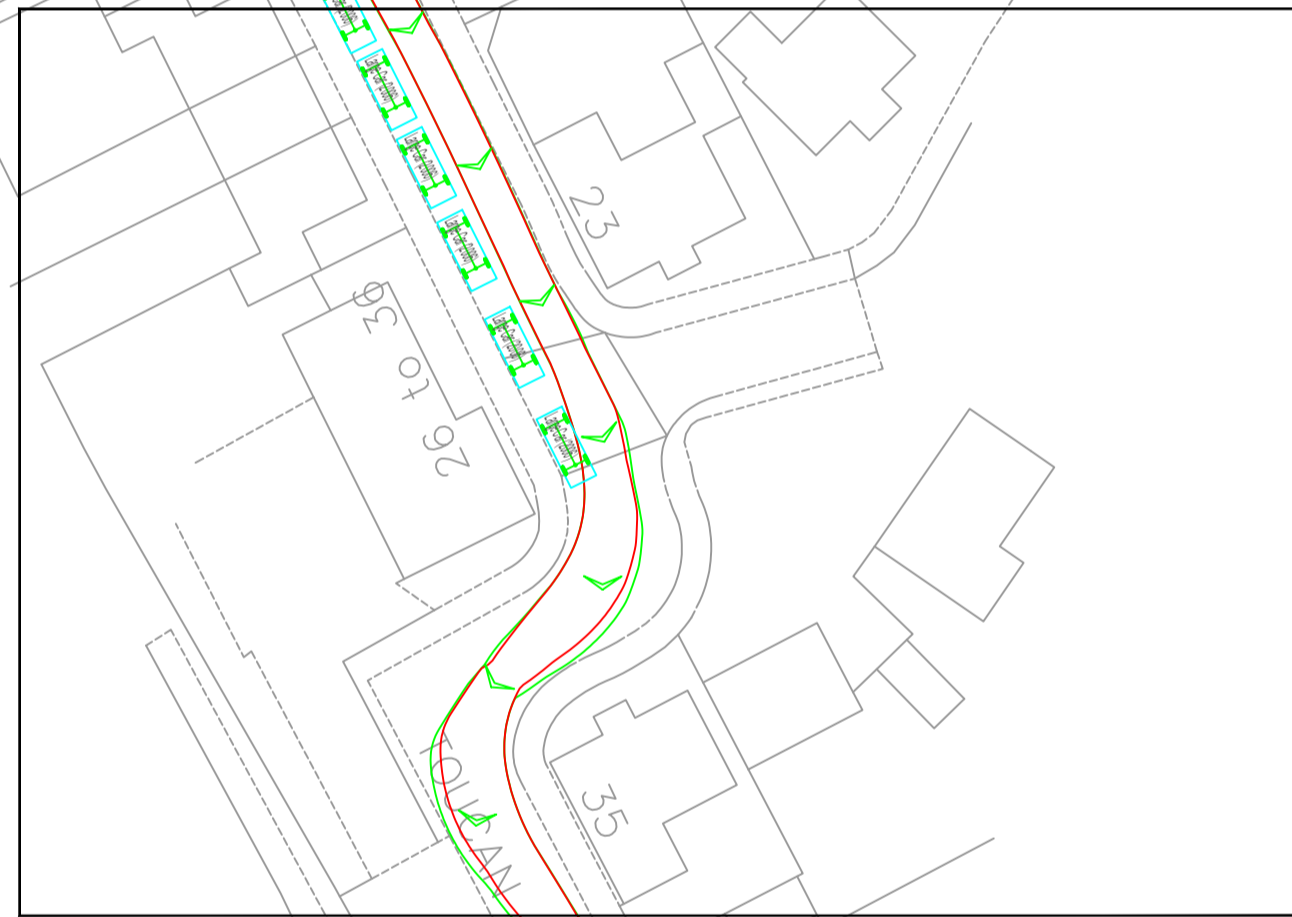
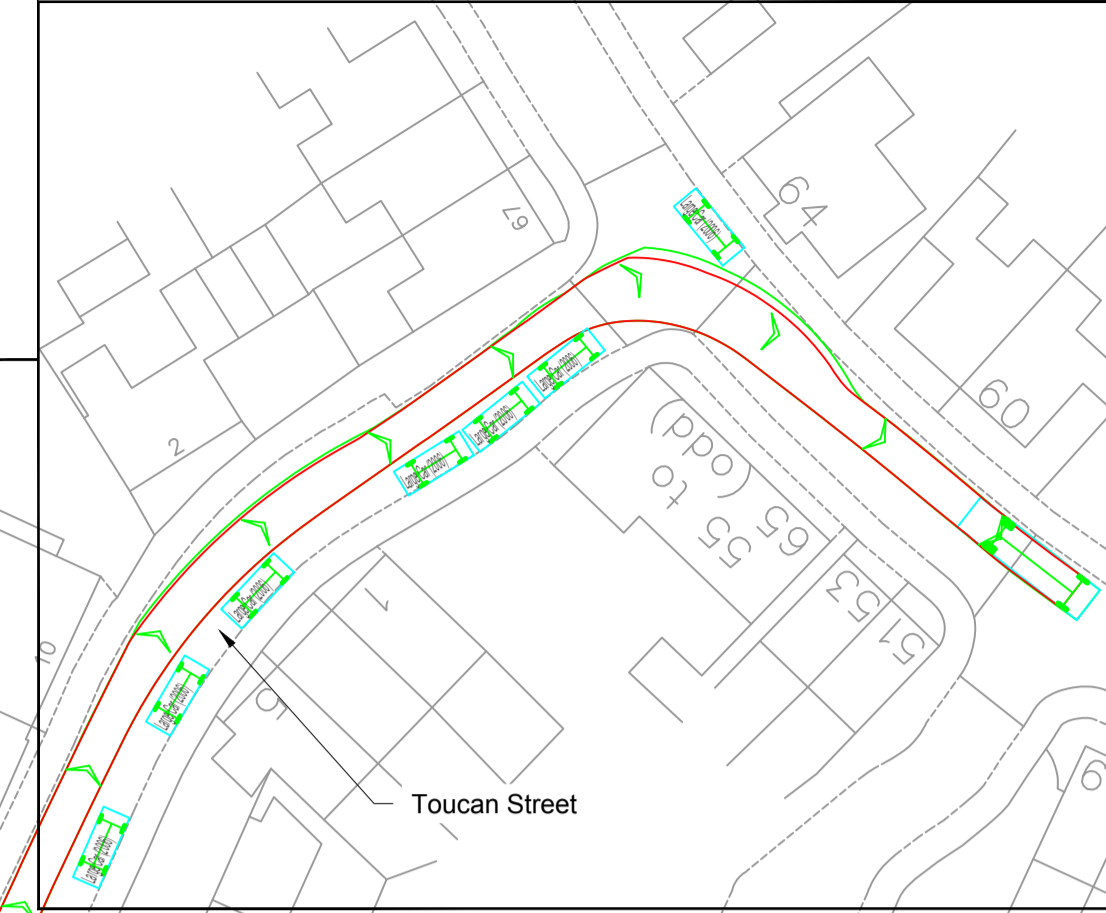
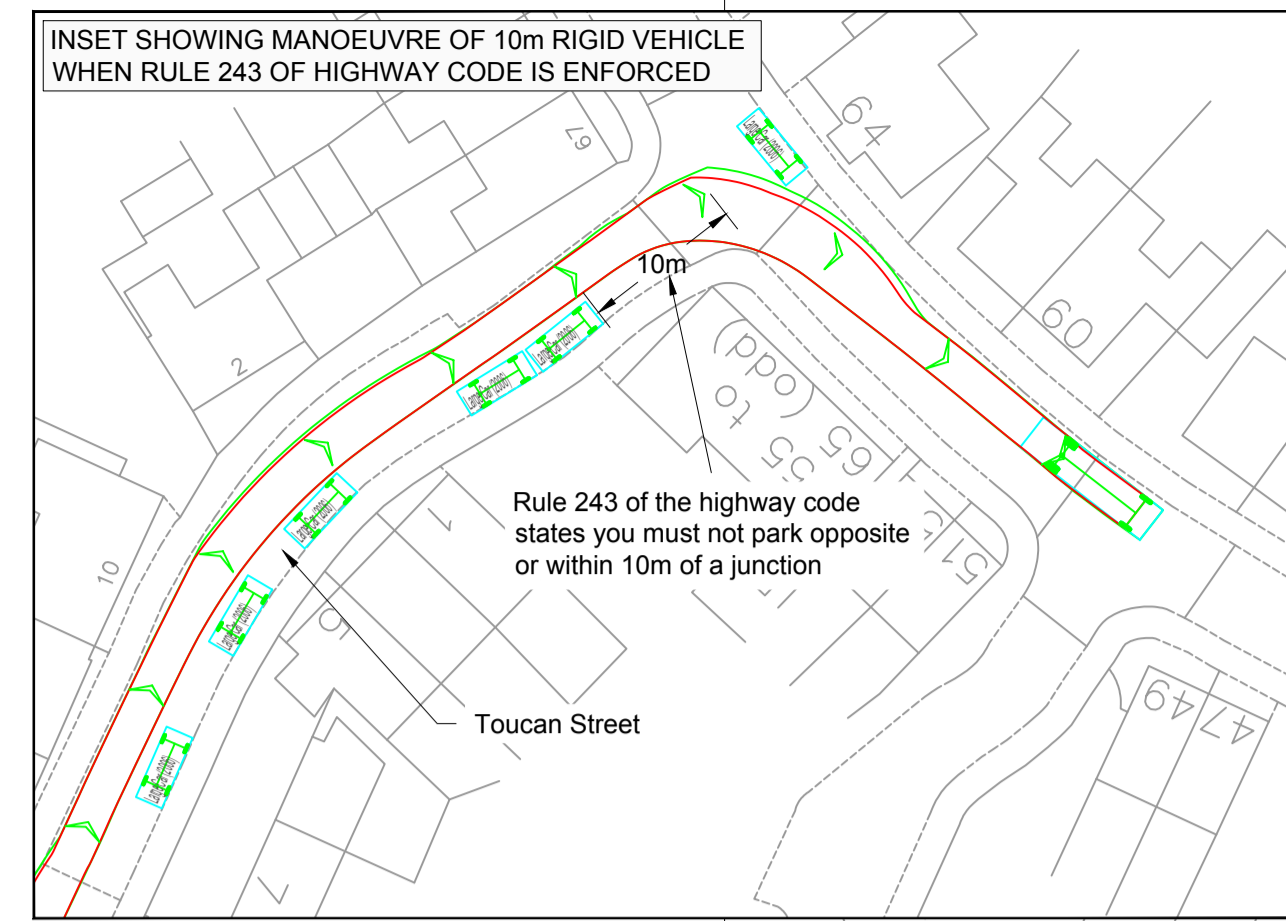
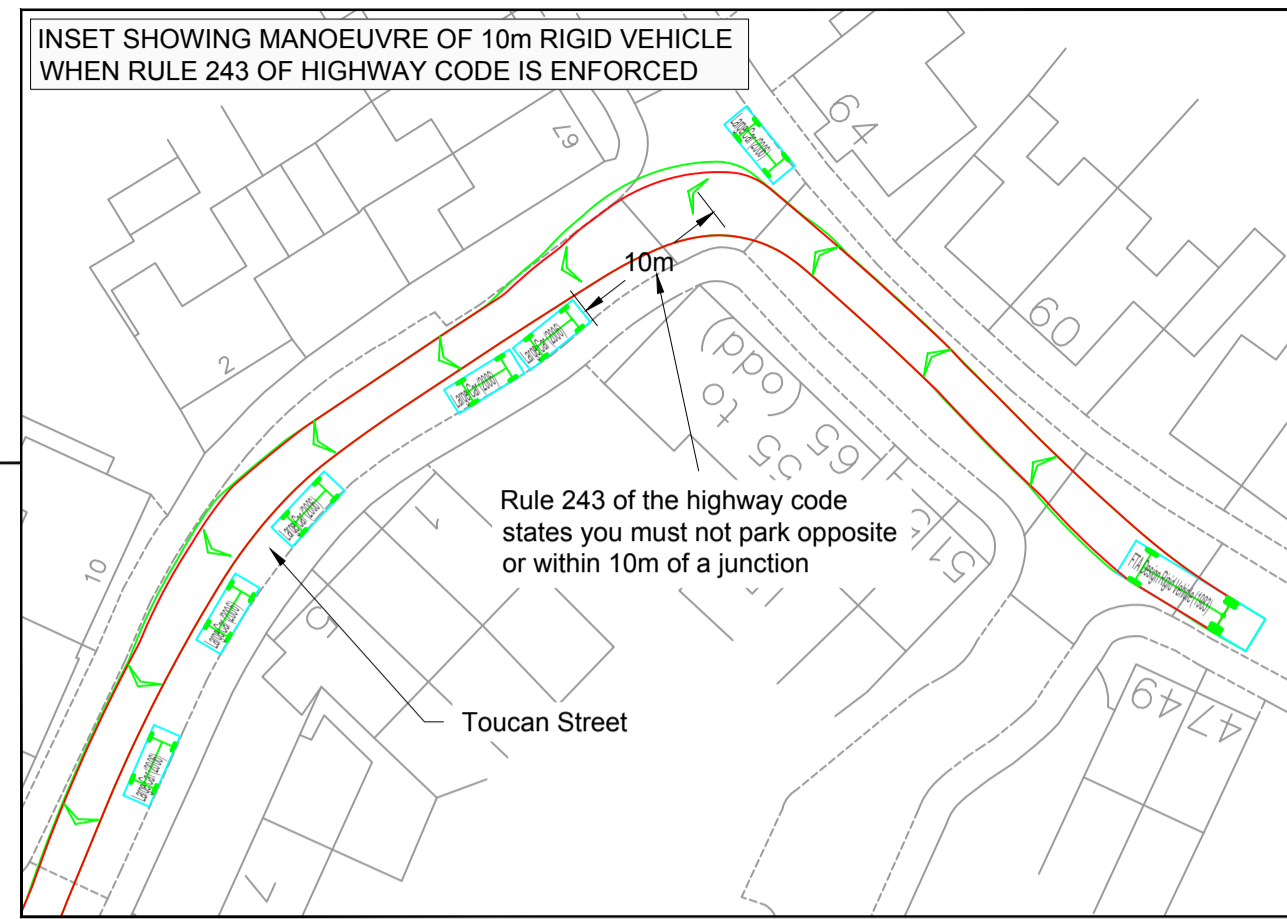
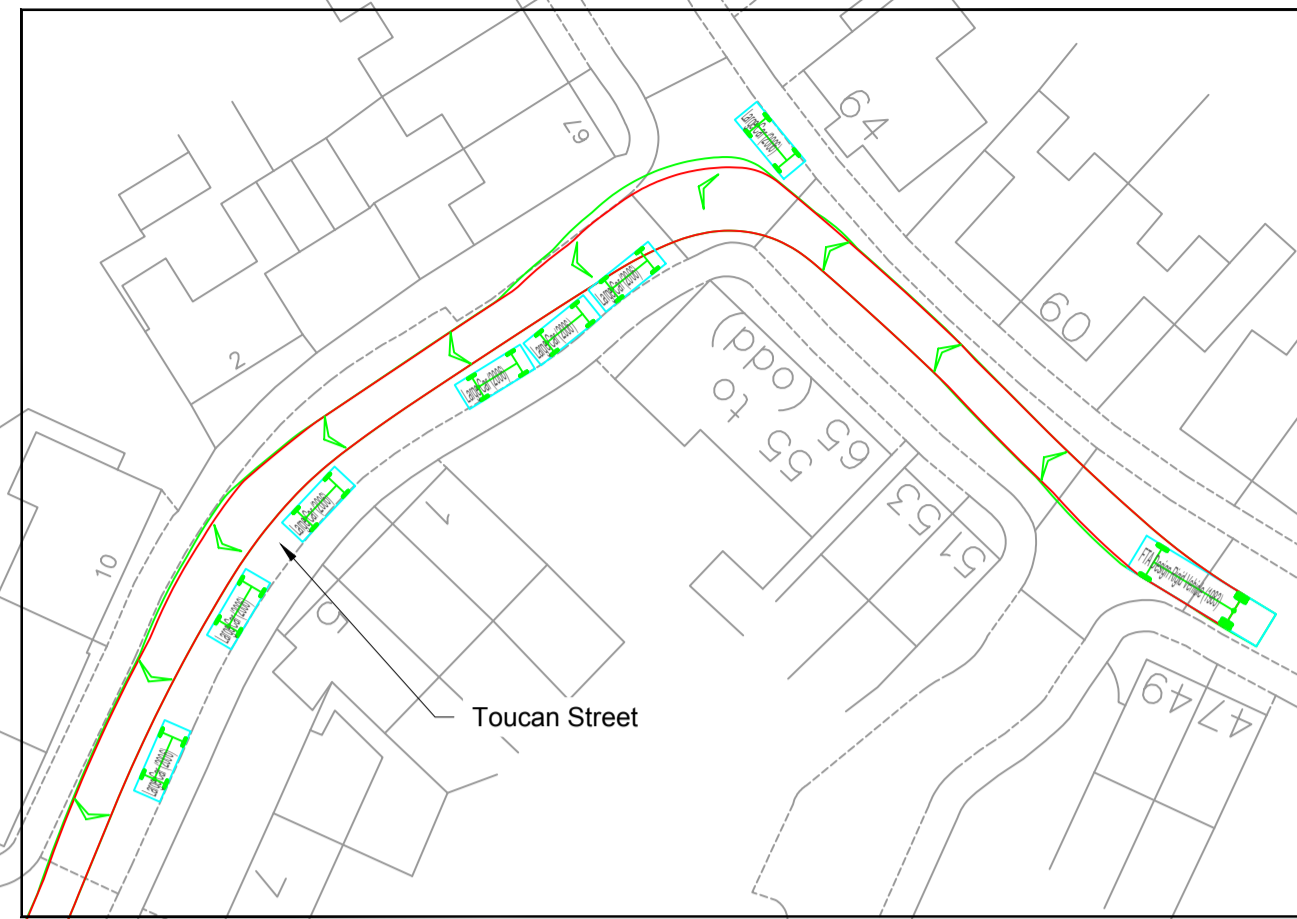
8.7m Concrete Mixer
 Overall Length 8.7m
 Overall Width 2.39m
 Overall Body Height 4.02m
 Min Body Ground Clearance 0.35m
 Max Track Width 2.41m
 Lock to lock time 6.06s
 Kerb to Kerb Turning Radius 8.21m

8.700m
 2.39m
 4.027m
 0.358m
 2.413m
 6.06s
 8.210m

| | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------|--------------------------------------------------------|----------------------------------------------------------|--|
| First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics | | | | REV DATE BY DESCRIPTION CHK APD | |
| CLIENT: WAINHOMES (SEVERN VALLEY) LTD PROJECT: LAND AT DRYNHAM LANE, TROWBRIDGE | | SCALE @ A1: 1:500 DATE: 14/07/2021 | CHECKED: ADWS DESIGN-DRAWN: JAN | APPROVED: AHJ DRAWING-STATUS: SPA | |
| TITLE: SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER | | PROJECT No: P21-1410 | DRAWING No: FIGURE 2 | REV: - | |
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FIGURE 3

SWEPT PATH ANALYSIS OF A 10 METRE RIGID VEHICLE

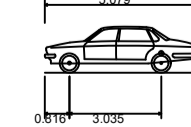


INSET 1 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING SOUTHBOUND ON TOUCAN STREET

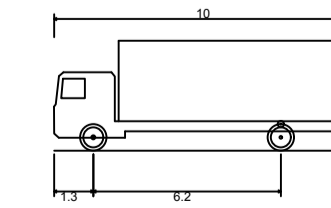
INSET 2 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 3 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET

INSET 4 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.526m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



FTA Design Rigid Vehicle (1983)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 12.000m

| | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|--------------------------------|------|------------------------|-------------|-----|-----|
| First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics | | | | REV | DATE | BY | DESCRIPTION | CHK | APD |
| CLIENT: WAINHOMES (SEVERN VALLEY) LTD | | SCALE @ A1: 1:500 | | CHECKED: ADS | | APPROVED: AHJ | | | |
| PROJECT: LAND AT DRYNHAM LANE, TROWBRIDGE | | DATE: 23/07/2021 | | DESIGN-DRAWN: ADS | | DRAWING-STATUS: SPA | | | |
| TITLE: SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE | | PROJECT No: P21-1410 | | DRAWING No: FIGURE 3 | | REV: - | | | |

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APPENDIX A

ASHTON PARK URBAN EXTENTION SITE MASTERPLAN



DRAWINGS PREPARED FOR PLANNING APPLICATION PURPOSES. LAND CAN BE SOUGHT FOR CONSTRUCTION OF THIS DEVELOPMENT. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION OF THIS DEVELOPMENT. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION OF THIS DEVELOPMENT. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION OF THIS DEVELOPMENT.

KEY

- ASHTON PARK APPLICATION AREA
- PROPOSED RESIDENTIAL AND STREET PATTERN
- PROPOSED EMPLOYMENT
- PROPOSED LOCAL CENTRE
- PROPOSED SECONDARY SCHOOL SITE
- PROPOSED PRIMARY SCHOOLS
- MAIN STREETS
- PROPOSED YARNBROOK/WEST ASHTON RELIEF ROAD AND ASSOCIATED WORKS.
- PROPOSED VEHICLE ACCESS POINT

- FORMAL SPORTS PITCHES
- 100M ECOLOGICAL BUFFER
- INFORMAL RECREATION/LANDSCAPING
- MAJOR OPEN SPACE AND NATURE PARK EXTENSION
- MEADOW MANAGED FOR BIODIVERSITY
- EXISTING TREES AND HEDGES
- CHILDRENS PLAY AREAS
- DESTINATION PLAY AREA INCORPORATING NEAP & LEAP
- ECOLOGICAL VISITORS FACILITY

- PROPOSED TREE PLANTING
- EXISTING PUBLIC RIGHT OF WAY TO BE RETAINED
- PRIMARY FOOTPATHS
- PRIMARY ON AND OFF STREET FOOT/CYCLE ROUTE
- PROPOSED BUS ROUTE
- FLOOD ATTENUATION AREA
- FLOOD ATTENUATION PONDS
- ALLOTMENTS
- TOUCAN CROSSING

LAND NOT SUBJECT TO ASHTON PARK APPLICATION

- ALLOCATED EMPLOYMENT (SAVED POLICY)
- COUNTRY PARK AND GREEN LINKS TO TOWN CENTRE
- POTENTIAL ACCESS & INDICATIVE ROAD LAYOUT FOR ADJOINING LAND (PART OF CP29 ALLOCATION)

APPENDIX B

DEVELOPMENT SITE MASTERPLAN



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| LAND AT DRYNHAM LANE, TROWBRIDGE | | | | | | | | |
|-------------------------------------------------------|-------------------------|-----------|------|-------|-------|---------------|--------------|--------|
| Accommodation Schedule using Wainhomes standard sizes | | | | | | | | |
| Type | Housetype | No's | Beds | Sq.ft | Sq.mt | Total Sqft | Total Sqm | Stores |
| OPEN MARKET HOUSING | | | | | | | | |
| Houses | BRUNSWICK | 10 | 3 | 916 | 85.1 | 9,160 | 851 | 2 |
| | TREYTHICK | 10 | 3 | 816 | 75.8 | 8,160 | 758 | 2 |
| | HAYERSHAM | 10 | 4 | 1,342 | 124.7 | 13,420 | 1,247 | 2 |
| | HATHERLEIGH | 9 | 4 | 1,342 | 124.7 | 12,078 | 1,122 | 2 |
| | JENNER | 7 | 4 | 1,099 | 102.1 | 7,693 | 715 | 2.5 |
| | WREN | 8 | 4 | 1,112 | 103.3 | 8,896 | 826 | 2 |
| | PRIESTLY | 4 | 4 | 1,532 | 142.3 | 6,128 | 569 | 2 |
| | MONTGOMERY | 6 | 5 | 1,716 | 159.4 | 10,296 | 957 | 2 |
| | sub total (Open Market) | 64 | | | | 75,831 | 7,045 | |
| AFFORDABLE HOUSING | | | | | | | | |
| Affordable Rented | | | | | | | | |
| Houses | CHINLEY 1B | 3 | 1 | 552 | 51.3 | 1,656 | 154 | 2 |
| | CHINLEY 1B | 3 | 1 | 497 | 46.2 | 1,491 | 139 | 2 |
| | BRAHMS | 4 | 2 | 856 | 79.5 | 5,136 | 477 | 2 |
| | ELLINGTON | 4 | 3 | 1001 | 93.0 | 4,004 | 372 | 2 |
| | HOLBROOK | 3 | 4 | 1140 | 105.9 | 3,420 | 318 | 2 |
| | sub total (affordable) | 17 | 70% | | | 23,195 | 2,149 | |
| | sub total (affordable) | 27 | 30% | | | 23,195 | 2,149 | |
| TOTAL | | 91 | | | | 98,966 | 9,194 | |



LAND AT DRYNHAM LANE, TROWBRIDGE - SITE LAYOUT Pegasus Design

APPENDIX C

WILTSHIRE FREIGHT ROUTE NETWORK MAP



APPENDIX D

CONSTRUCTION SIGNAGE



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

APPENDIX E

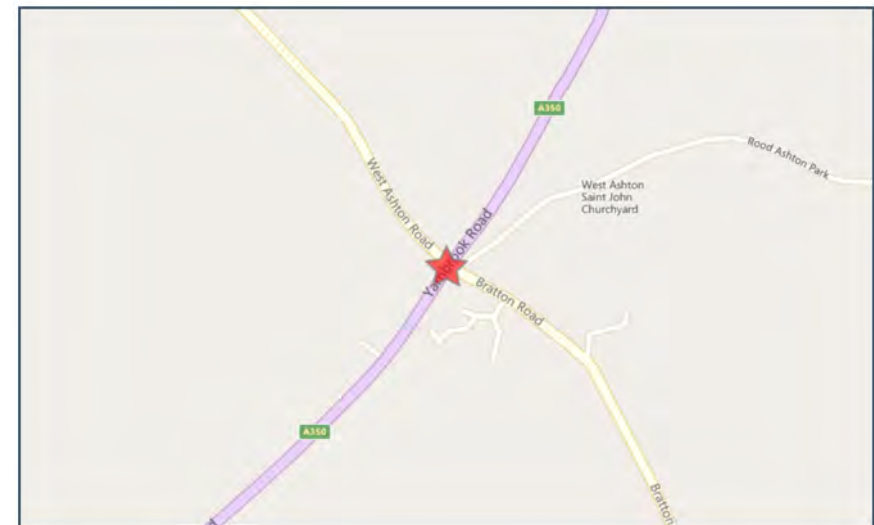
PERSONAL INJURY ACCIDENT DATA



Validated Data

Crash Date: Sunday, December 03, 2017 **Time of Crash:** 11:43:00 PM **Crash Reference:** 201754B286917

| | | | | | |
|--------------------------------------|------------------------------------------------|---------------------|------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A350 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387695 155815 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 50 | | | | |
| Light Conditions: | Darkness: street lights present and lit | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Crossroads | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Auto traffic signal | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Motorcycle over 500cc | 13 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Journey as part of work | None | None |
| 2 | Car (excluding private hire) | 15 | Female | 66 - 75 | Vehicle is in the act of turning right | Front | Commuting to/from work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

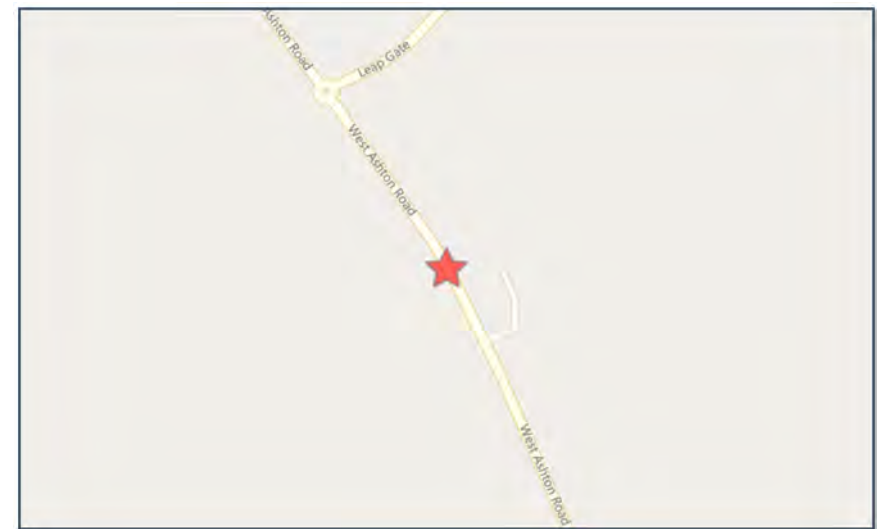
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Friday, October 26, 2018 **Time of Crash:** 12:35:00 PM **Crash Reference:** 201854A171118

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 2 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 3 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387115 156732 |
| Weather Description: | Raining without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 50 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | -1 | Male | 56 - 65 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |
| 2 | Car (excluding private hire) | -1 | Male | Over 75 | Vehicle is waiting to proceed normally but is held up | Back | Other | None | None |
| 3 | Car (excluding private hire) | 17 | Male | 66 - 75 | Vehicle is waiting to proceed normally but is held up | Back | Other | None | None |

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Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 56 - 65 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Vehicle or pillion passenger | Female | Over 75 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

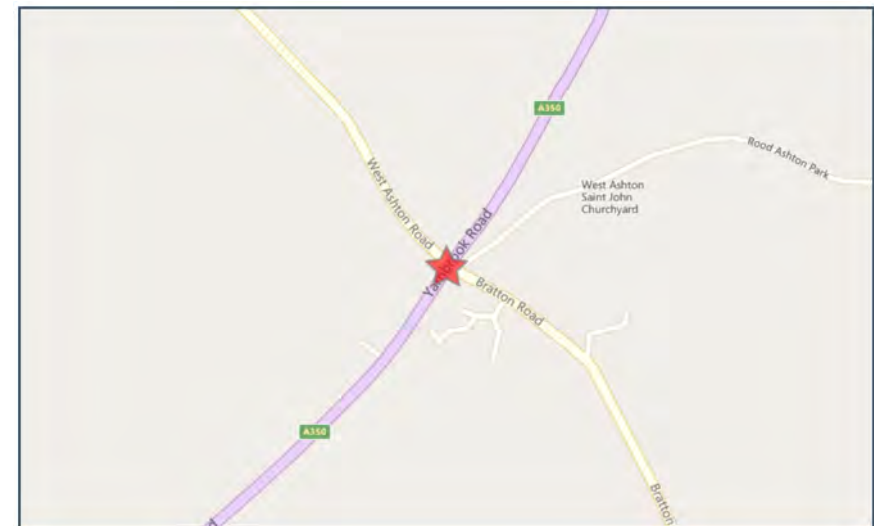
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Saturday, December 15, 2018 **Time of Crash:** 12:40:00 PM **Crash Reference:** 201854B859418

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A350 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387696 155815 |
| Weather Description: | Raining without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Crossroads | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Auto traffic signal | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | | 3 Male | 16 - 20 | Vehicle is in the act of turning right | Nearside | Other | None | None |
| 2 | Car (excluding private hire) | | 5 Female | Over 75 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Female | Over 75 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

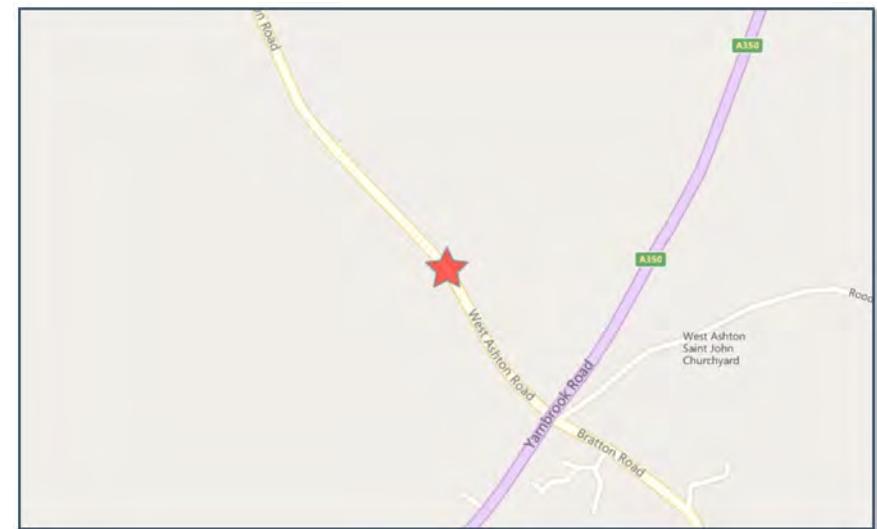
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Friday, November 01, 2019 **Time of Crash:** 8:05:00 AM **Crash Reference:** 201954A868519

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 4 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387546 156035 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | Dislodged vehicle load in carriageway | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Goods vehicle 7.5 tonnes mgw and over | 3 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Did not impact | Journey as part of work | None | None |
| 2 | Car (excluding private hire) | 1 | Male | Unknown | Vehicle proceeding normally along the carriageway, not on a bend | Front | Journey as part of work | Other object | None |
| 3 | Car (excluding private hire) | -1 | Female | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | Other object | None |
| 4 | Car (excluding private hire) | 12 | Male | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | Other object | None |

Page 7

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 4 | 1 | Slight | Driver or rider | Male | 46 - 55 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

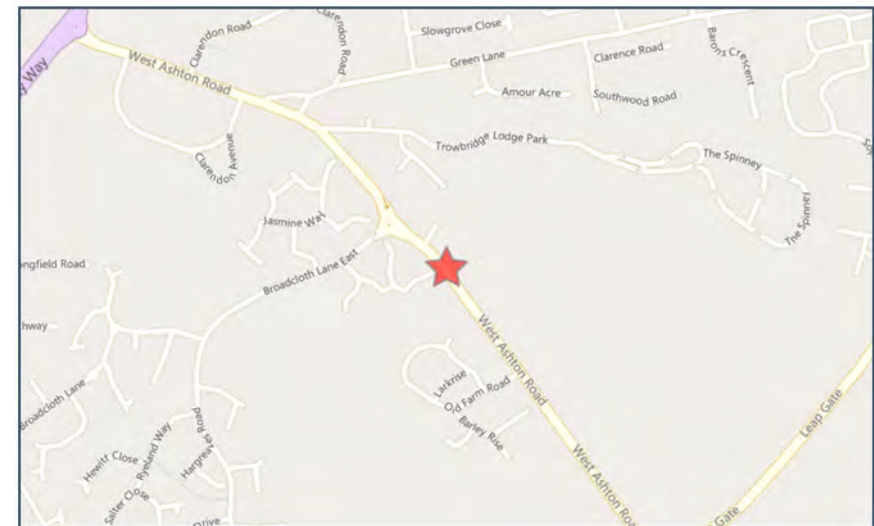
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Validated Data

Crash Date: Monday, January 18, 2016 **Time of Crash:** 9:22:00 AM **Crash Reference:** 2016540510016

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 386628 157426 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Using private drive or entrance | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 16 | Female | 26 - 35 | Vehicle is in the act of turning left | Nearside | Taking pupil to/from school | None | None |
| 2 | Car (excluding private hire) | -1 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

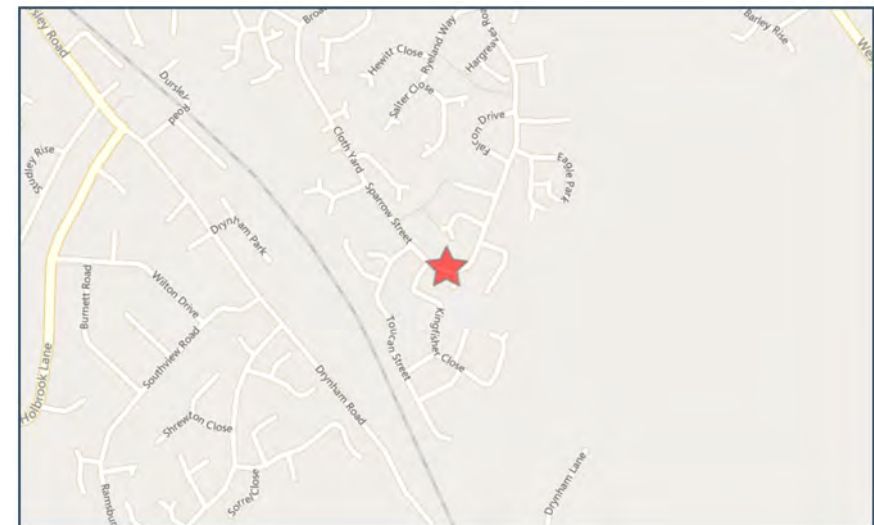
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Validated Data

Crash Date: Saturday, April 02, 2016 **Time of Crash:** 5:24:00 PM **Crash Reference:** 2016542879916

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Serious | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 386204 156825 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | | 2 Male | 46 - 55 | Vehicle is in the act of turning right | Offside | Other | None | None |
| 2 | Pedal cycle | | -1 Female | 16 - 20 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Serious | Driver or rider | Female | 16 - 20 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

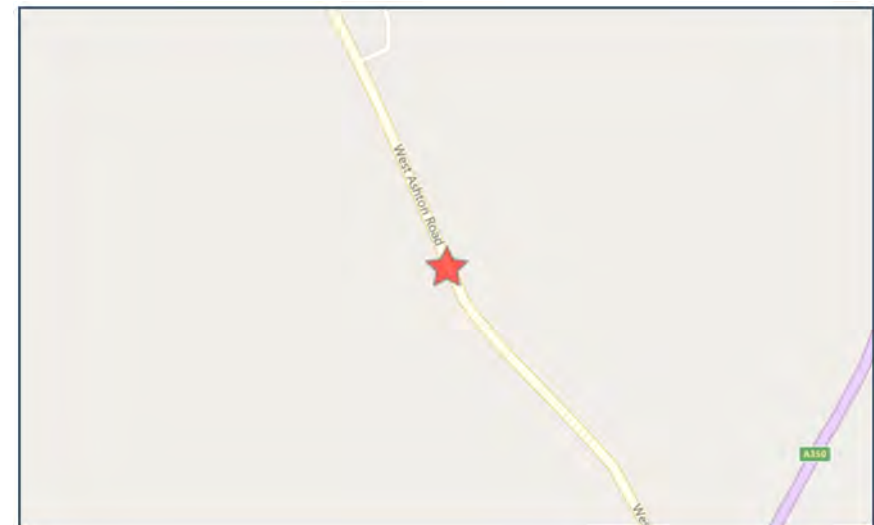
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Validated Data

Crash Date: Saturday, June 03, 2017 **Time of Crash:** 3:40:00 PM **Crash Reference:** 2017544915717

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387302 156330 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 50 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|-------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 6 | Male | 26 - 35 | Vehicle is waiting to proceed normally but is held up | Back | Other | None | None |
| 2 | Car (excluding private hire) | 10 | Female | 26 - 35 | Vehicle is slowing down or stopping | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

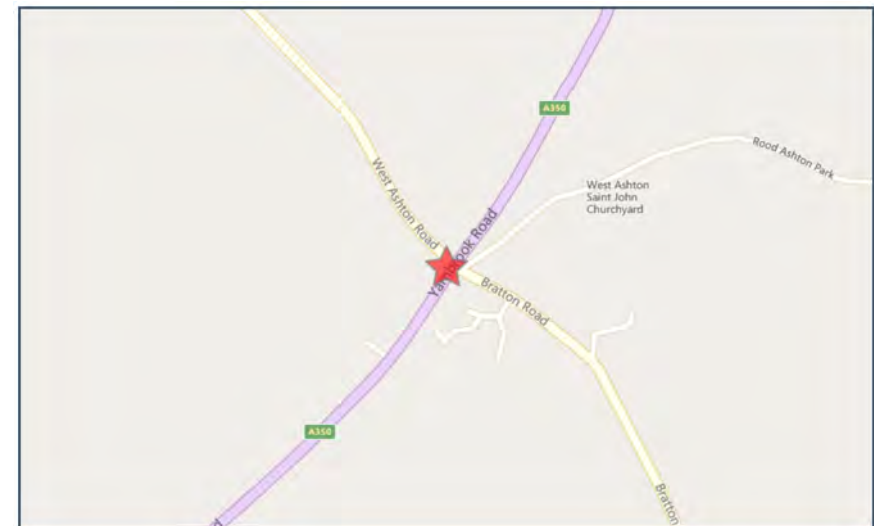
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Validated Data

Crash Date: Wednesday, February 14, 2018 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2018541442918

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A350 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387688 155812 |
| Weather Description: | Raining without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Crossroads | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Auto traffic signal | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|-----------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 14 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |
| 2 | Other vehicle, whether motorised or not | -1 | Male | 36 - 45 | Vehicle is in the act of turning right | Offside | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

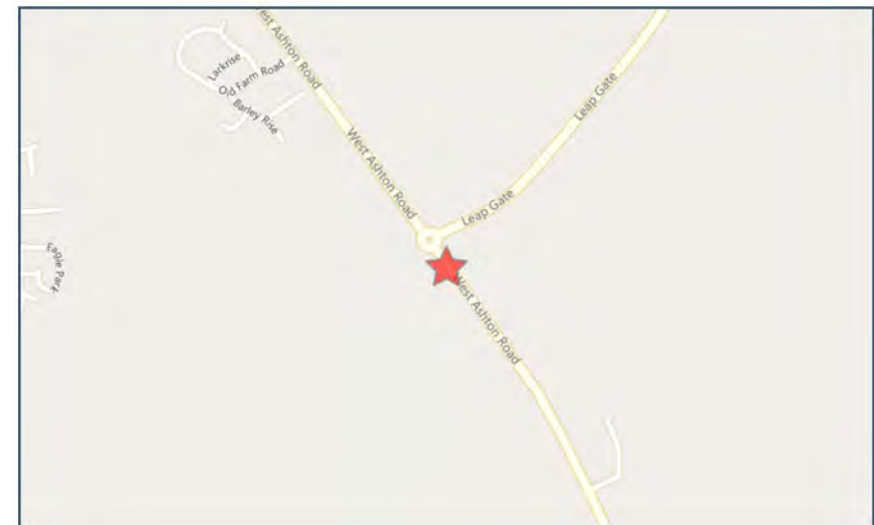
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Validated Data

Crash Date: Friday, June 29, 2018 **Time of Crash:** 11:40:00 AM **Crash Reference:** 2018545935918

| | | | | | |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 386962 156962 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 50 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Roundabout | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Roundabout | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | | 3 Male | 46 - 55 | Vehicle is moving off | Front | Other | None | None |
| 2 | Pedal cycle | | -1 Female | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Back | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Female | 36 - 45 | Unknown or other | Unknown or other |

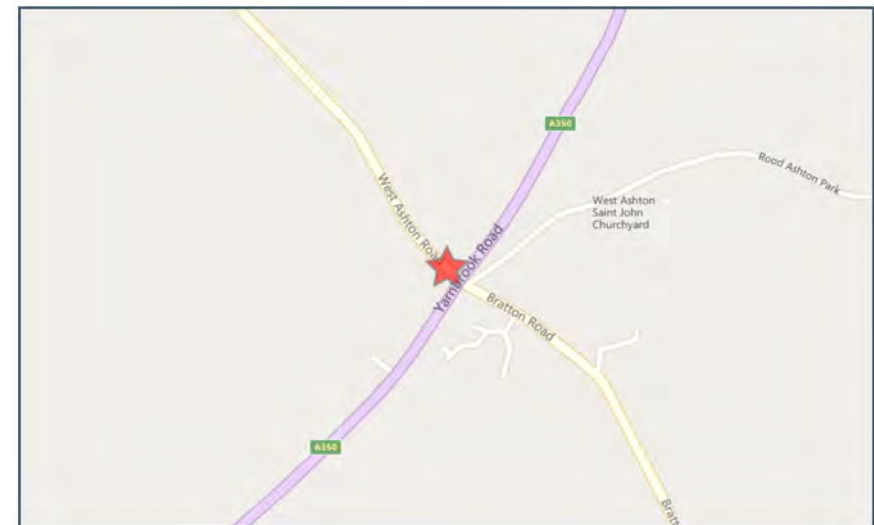
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

| | | | | | |
|--------------------------------------|--------------------------------------------------|-----------------------|------------|------------------------------|----------------------|
| Crash Date: | Saturday, May 25, 2019 | Time of Crash: | 3:15:00 PM | Crash Reference: | 2019545035519 |
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 2 |
| Highway Authority: | Wiltshire | | | Number of Vehicles: | 2 |
| Local Authority: | Wiltshire (from 2009) | | | OS Grid Reference: | 387679 155832 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 50 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Crossroads | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Auto traffic signal | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 18 | Male | 16 - 20 | Vehicle is in the act of turning left | Front | Other | None | Entered ditch |
| 2 | Car (excluding private hire) | 5 | Female | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend | Offside | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 16 91 | 1 | 1 Slight | Driver or rider | Male | 16 - 20 | Unknown or other | Unknown or other |
| 16 91 | 2 | 2 Slight | Vehicle or pillion passenger | Female | 6 - 10 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

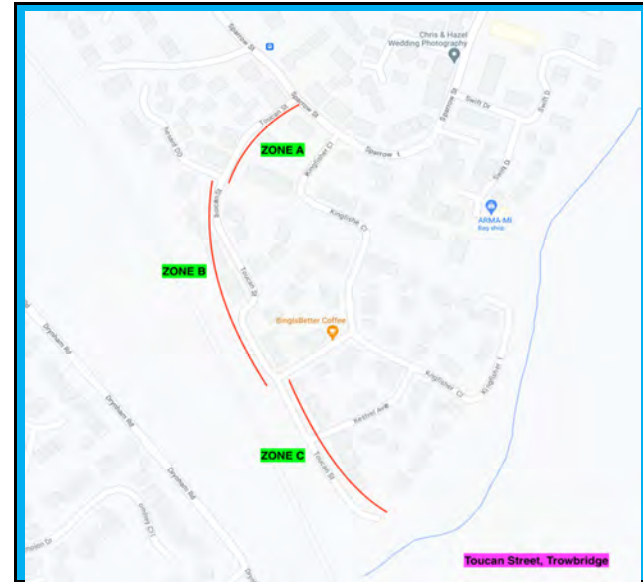
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APPENDIX F

PARKING BEAT SURVEYS

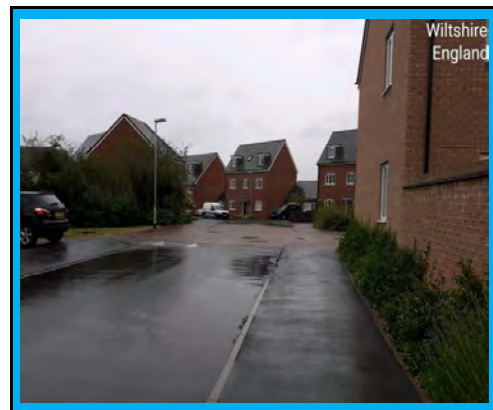
TROWBRIDGE PARKING SURVEY

Toucan Street | Thursday 17th June 2021 | 0700-1900



| Day | Time | DRIVEWAYS | | | ON STREET | | | Time |
|-------------------------|------|-----------|--------|--------|-----------|--------|--------|------|
| | | ZONE A | ZONE B | ZONE C | ZONE A | ZONE B | ZONE C | |
| Thursday 17th June 2021 | 800 | 7 | 14 | 4 | 3 | 8 | 2 | 800 |
| | 815 | 7 | 12 | 3 | 3 | 7 | 2 | 815 |
| | 830 | 6 | 7 | 1 | 3 | 9 | 2 | 830 |
| | 845 | 5 | 6 | 1 | 3 | 9 | 2 | 845 |
| | 900 | 5 | 5 | 1 | 3 | 10 | 2 | 900 |
| | 915 | 5 | 8 | 1 | 3 | 9 | 2 | 915 |
| | 930 | 7 | 9 | 1 | 2 | 8 | 2 | 930 |
| | 945 | 8 | 10 | 1 | 2 | 8 | 2 | 945 |
| | 1000 | 8 | 11 | 2 | 3 | 6 | 2 | 1000 |
| | 1015 | 8 | 14 | 2 | 3 | 6 | 2 | 1015 |
| | 1030 | 8 | 14 | 2 | 4 | 7 | 2 | 1030 |
| | 1045 | 8 | 15 | 2 | 4 | 8 | 2 | 1045 |
| | 1100 | 8 | 16 | 2 | 6 | 8 | 2 | 1100 |
| | 1115 | 8 | 16 | 2 | 6 | 8 | 2 | 1115 |
| | 1130 | 8 | 16 | 2 | 5 | 9 | 3 | 1130 |
| | 1145 | 8 | 14 | 2 | 5 | 9 | 3 | 1145 |
| | 1200 | 8 | 13 | 2 | 4 | 9 | 3 | 1200 |
| | 1215 | 8 | 13 | 2 | 4 | 9 | 3 | 1215 |
| | 1230 | 8 | 13 | 2 | 4 | 9 | 3 | 1230 |
| | 1245 | 8 | 13 | 2 | 3 | 9 | 3 | 1245 |
| | 1300 | 7 | 13 | 2 | 3 | 7 | 2 | 1300 |
| | 1315 | 7 | 14 | 2 | 3 | 7 | 2 | 1315 |
| | 1330 | 7 | 14 | 2 | 3 | 8 | 2 | 1330 |
| | 1345 | 7 | 14 | 2 | 3 | 8 | 2 | 1345 |
| | 1400 | 7 | 14 | 2 | 3 | 8 | 2 | 1400 |
| | 1415 | 7 | 14 | 3 | 3 | 8 | 2 | 1415 |
| | 1430 | 7 | 13 | 3 | 3 | 7 | 2 | 1430 |
| | 1445 | 7 | 12 | 3 | 3 | 7 | 2 | 1445 |
| | 1500 | 6 | 9 | 4 | 3 | 6 | 2 | 1500 |
| | 1515 | 6 | 10 | 4 | 3 | 6 | 2 | 1515 |
| 1530 | 6 | 10 | 4 | 3 | 6 | 2 | 1530 | |
| 1545 | 6 | 10 | 3 | 3 | 6 | 2 | 1545 | |
| 1600 | 7 | 11 | 3 | 3 | 7 | 2 | 1600 | |
| 1615 | 7 | 11 | 3 | 3 | 7 | 2 | 1615 | |
| 1630 | 7 | 12 | 4 | 4 | 7 | 2 | 1630 | |
| 1645 | 7 | 12 | 5 | 4 | 7 | 2 | 1645 | |
| 1700 | 8 | 13 | 5 | 4 | 8 | 2 | 1700 | |
| 1715 | 8 | 13 | 5 | 4 | 8 | 3 | 1715 | |
| 1730 | 8 | 13 | 5 | 4 | 8 | 3 | 1730 | |
| 1745 | 8 | 13 | 5 | 4 | 9 | 3 | 1745 | |
| 1800 | 8 | 14 | 5 | 4 | 9 | 3 | 1800 | |

NOTE:



APPENDIX G

LAYBY LOCATION



Legend

- Approximate Site Location
- Layby Location



Page 95



APPENDIX H

CONSTRUCTION INFORMATION

[REDACTED]

From: [REDACTED]
Sent: 23 July 2021 09:27
To: [REDACTED]
Subject: FW: Drynham Lane - Current State of play

[REDACTED]

Pegasus Group

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

E Sarah.Caughey@pegasusgroup.co.uk

DD 01454 800994 | EXT 2049

Birmingham | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

  www.pegasusgroup.co.uk

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*****IMPORTANT INFORMATION REGARDING PEGASUS GROUP & CORONAVIRUS / COVID-19*****

From: [REDACTED]
Sent: 16 July 2021 11:47
To: [REDACTED]
Subject: RE: Drynham Lane - Current State of play

[REDACTED]

Further to our conversation on average we have 8-10 deliveries a day and around 30-50 sub-contractors on site each day once things are up and running .

We expect full duration to the build program for this development to be 3 and a half years.

Regards

[REDACTED]

[REDACTED]

 [REDACTED]
 [REDACTED]
 [REDACTED]
www.wainhomes.co.uk



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Appropriate Assessment of Effects on a European Site

This is a record of the appropriate assessment of Wiltshire Council required by Regulation 63 of the Habitats Regulations 2017 (as amended). The project has been assessed as likely to have significant effects on one or more European protected sites and is not directly connected to or required for the management of such sites. This assessment is made in accordance with the relevant guidance documents and case law (ref. *HRA Handbook*, David Tyldesley Associates).

| PART A: INFORMATION REVIEWED | |
|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Information about the plan or project</p> | <p>16/00547/FUL – Drynham Lane, Trowbridge</p> <p>The proposed development is for the erection of 91 dwellings on a greenfield site on the southern edge of Trowbridge. The site forms part of the strategic allocation for 2600 homes at Trowbridge identified in the Wiltshire core strategy. The development site is about 1km in radius from Green Lane Wood and about a 1.8km walk on foot.</p> <p>In addition to material submitted at the time the application was made, the following recent documents are relevant to this appropriate assessment:</p> <ul style="list-style-type: none"> • Site layout drawing number P18-1032_01 Rev R • Ecological Mitigation Plan (GE Consulting, Ref 0842-EMP-CT dated 22/7/2021 • Post Intervention Habitat Plan (GE Consulting Ref 0842-BNG-DM) dated 22/7/2021 • Detailed Soft Landscaping proposals 1 – 3 (Pegasus P18-1032_101-D / 102-D / 103-D) • Street and Footpath Draft Lighting Layout (MMA 16042/001 R3, 21 Aug 2020) • Outdoor Lighting Report (MMA 16042, 20 January 2021) • Lighting Strategy R3 (MMA 16042, 21 January 2021) • Ecology Addendum (GE Consulting September 2020) • Defra metric (GE Consulting 0842-MET-CT) • Tree quality survey and arboricultural method statement (Tyler Grange 2104_R03c_JJ_ar) • Ecology Sections A-C Ref P18-1032_104 dated 20/7/2021 <p>My comments dated 13 February 2017 identified this development has the potential to lead to significant effects on the Bath and Bradford on Avon Bats SAC: it lies within the Council's consultation zone for Bechstein's bats where loss / deterioration of habitat has the potential to negatively affect this species. In light of the judgement in Case C 323/17 CJEU "people over wind" (12 April 2018) the Council has determined that the application should be subject to an appropriate assessment under Regulation 63 of the Habitats Regulations 2017.</p> |
| <p>Natura 2000 site(s)</p> | <p>Bath and Bradford on Avon Bats Special Area of Conservation (SAC)</p> |

| | |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>List of European Site interest features</p> | <p>Qualifying Features:</p> <ol style="list-style-type: none"> 1. Bechstein's bat <i>Myotis bechsteinii</i> 2. Greater horseshoe bat <i>Rhinolophus ferrumequinum</i> 3. Lesser horseshoe bat <i>Rhinolophus hipposideros</i> <p>The conservation objectives for the site are to: “<i>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</i></p> <ul style="list-style-type: none"> • <i>The extent and distribution of the habitats of qualifying species;</i> • <i>The structure and function of the habitats of qualifying species;</i> • <i>The supporting processes on which the habitats of qualifying species rely</i> • <i>The populations of qualifying species; and</i> • <i>The distribution of qualifying species within the site.”</i> <p>Publication Date: 27 November 2018 – version 3.</p> |
| <p>Information about the SAC</p> | <p>The following is based on supplementary advice published by Natural England on 20 March 2019 and locally acquired evidence following extensive surveys commissioned by developers and Natural England.</p> <p>The current condition of the European site is favourable. The disused stone mines are of key importance as hibernation and swarming sites but the SAC bat populations are also supported by habitats beyond the boundaries of the SAC. Such habitats include watercourses, tree lines, hedgerows and open farmland which provide foraging habitat, flight corridors and summer roosting habitat. In addition, several maternity roosts for each of the special features have been identified between Trowbridge and Westbury. Lesser and greater horseshoe roosts have been found in buildings as far as south Westbury while nationally important maternity roosts for Bechstein's bats have been recorded using a group of woodlands around the SW perimeter of Trowbridge including at Green Lane and Biss Woods and Pickett and Clanger Wood. Records of ringed bats show there is a functional connection between these summer / maternity roosts and the SAC.</p> <p>Further details about the significance of the SAC are provided in NE's supplementary advice.</p> |
| <p>Other relevant plans or projects</p> | <ul style="list-style-type: none"> • 15/04736/OUT – Land south east of Trowbridge (“Ashton Park”) • 18/00985/FUL – The Grange, Devizes Road, Hilperton, completed • 15/12551/OUT – Land at Westbury Sailing Lake, Station Road, Westbury, completed • W/11/01932/REM land north east of Green Lane Farm, 174 dwellings, completed • W/04/02105/OUTES Castlemead, 650 dwellings, completed |

| | |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • 15/11267/FUL – Land South of Paxcroft Mead, 26 dwellings, completed • 14/03118/OUT Hawkeridge Road, Westbury • Wiltshire Core Strategy 2006-2026 • PL/2021/03749 Land at Glenmore Farm • Wiltshire Housing Site Allocations Plan (adopted February 2020). Applications have been submitted for all six allocations at Trowbridge • 19/08146/VAR - Trowbridge Lodge Park, (mobile homes within area of mature oak woodland) • Bath and North East Somerset Core Strategy |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

PART B: IMPACT PREDICTION ALONE

| Impact | Predicted Effect of Impact |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Temporary / permanent loss of foraging and roosting habitat and flight corridors | <p>Oak tree with preferred roosting features will undergo rebalancing and crown lifting which may mean roost sites suitable for Bechstein's bats are lost. Hedgerow trees such as this have been found to support night and day roosting Bechstein's bats to the south of Trowbridge. A mature ash will be removed – no record of roosting features in this tree therefore no direct impact.</p> <p>Loss of sections of hedgerow for road and pedestrian accesses will lead to loss of small amounts of foraging habitat, but these are unlikely to prevent continued use of hedgerows by bats as flight lines. Connection to the railway line, which is presumed to be a key habitat link for bats, will be maintained.</p> <p>The current value of cattle grazed pasture on the site for foraging Bechstein's and horseshoe bats is unknown but may contribute for foraging especially during emergence times of seasonally important insect prey. Approximately 5.4 ha of pasture will be lost.</p> |
| Risk of collision and bat fatality | <p>Potential for bat fatality when tree works are undertaken, numbers of bats at risk unknown.</p> <p>There is minimal risk of bat fatality from road collisions. Traffic speeds will be low enough for bats to take avoiding action.</p> |
| Disturbance to bat flight/foraging/roosting activity from light spill | <p>Lighting along the south eastern hedgerow may cause all three species of bats to abandon this as a flight line. Light spill from housing may have cumulative effects on hedgerow when added to footpath and road lighting, especially for the SW, SE and NE hedgerow boundaries.</p> |
| Disturbance to bat flight/foraging/roosting activity from noise or human presence – construction and operational phases | <p>None (but see in-combination assessment below).</p> |

PART C: IMPACT PREDICTION IN-COMBINATION

| Impact | Predicted Effect of Impact |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Temporary / permanent loss of | <p>Loss / deterioration of habitat at Drynham Lane could lead to adverse effects on the SAC in combination with the developments</p> |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| foraging and roosting habitat and flight corridors | identified in Part A. Note that development at Green Lane, Castlemead and Paxcroft, although completed, is still likely to be continuing to impact habitats which support the SAC despite mitigation being implemented. |
| Risk of collision and bat fatality | Potential bat fatalities at Drynham Lane could lead to in-combination effects with those arising from recreational pressure at publicly accessible woodlands to the south of Trowbridge. |
| Disturbance to bat flight/foraging/roosting activity from light spill | Effects of lighting at Drynham Lane could lead to effects in-combination with light spill from other greenfield developments. |
| Disturbance to bat flight/foraging activity from noise or human presence – construction and operational phases | The effects of recreational pressure at Green Lane and Biss Woods in Trowbridge are discussed in detail in the AAs for Ashton Park (15/04736/OUT) and the Wiltshire Housing Site Allocations Plan. Both achieved a favourable AA outcome on the basis of detailed and extensive mitigation schemes. The current application lies within the medium risk zone for causing recreational impacts at the publicly accessible woodlands and it can therefore be assumed it will contribute to recreational impacts. |
| PART D: CONSEQUENCES FOR CONSERVATION OBJECTIVES | |
| Development in Trowbridge is not currently expected to affect habitat within the SAC boundary. All of the risks below have been assessed in relation to habitat lying outside the SAC which is functionally related to the SAC either as roosting, foraging or commuting habitat. | |
| Does the project or plan have the potential to: | |
| Cause delays in progress towards achieving the conservation objectives of the site? | N/A Site is in favourable condition |
| Interrupt progress towards achieving the conservation objectives of the site? | N/A Site is in favourable condition |
| Disrupt those factors that help to maintain the favourable condition of the site? | As described above the effects of increased lighting and habitat loss / deterioration arising from development in the bat consultation zone, and increased recreational pressure in the Trowbridge area generally, could lead to adverse effects on maternity roosts, other roosts and on habitat that the bats rely on for foraging and commuting, all of which lie outside the SAC boundary. |
| Interfere with the balance, distribution and density of key species that are the indicators of | As above. Development could interfere with habitats lying outside the SAC that are functionally linked to it. |

| | |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| favourable condition of the site? | |
| Cause changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem? | Nutrient enrichment through dog fouling and fire pits has the potential to disrupt nutrient balance in the woodlands south of Trowbridge. Other key vital defining aspects such as hydrology, shading, wind exposure, are unlikely to be affected. While an effect of nutrient enrichment is possible, it is unlikely that the current application, even in combination with other pending applications would trigger loss of integrity at this time. |
| Change the dynamics of the relationships that define the structure and/or function of the site? | It is believed the relationship between maternity and hibernation sites is currently stable. This could be disrupted if habitat between these two key roosting areas becomes less favourable for bats through, for example isolation, disturbance or habitat deterioration caused by increased recreational pressure, loss / deterioration of habitat. |
| Interfere with predicted or expected natural changes to the site? | Increased recreational pressure may affect natural changes and natural succession within the maternity woodlands. |
| Reduce the area of key habitats? | Increased recreational pressure may lead to deterioration of understorey habitat and canopy trees leading to a reduction in suitable foraging habitat and roosting habitat for Bechstein's bats. |
| Reduce the population of key species? | Vandalism of bat boxes or disturbance to tree roosts could cause bat fatalities and a reduction in the population. It is possible that the current application in-combination with other pending applications would trigger loss of integrity |
| Change the balance between key species? | There is potential for recreational pressure to indirectly affect the proportions of Bechstein's prey species if impacts on foraging vegetation are severe over a prolonged period of time. |
| Reduce diversity of the site? | Current understanding indicates the effects of recreational pressure are unlikely to affect those aspects of habitat species diversity that are critical in relation to providing adequate foraging and roosting habitat for SAC bats. |
| Result in disturbance that could affect population size or density, or the balance between key species? | The impact of increased recreational pressure could lead to a reduction in the amount of foraging habitat available, the number of trees with roosting features and the number of bat boxes available to roosting Bechstein's bats. It is possible that the current application in-combination with other pending applications, would trigger loss of integrity |
| Result in fragmentation? | It is unlikely that the woodland habitat would become fragmented as a result of recreational pressure. The development at Castlemead and creation of Jubilee wood at the north end of Biss Wood has reduced fragmentation between Green Lane and Biss Wood. Involvement by WWT of local communities in managing the new Green Lane Woodland Complex will provide opportunities for new woodland planting. However, as discussed above, development could lead to fragmentation of foraging and commuting habitat between the hibernation and maternity sites. |

| | |
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| Result in the loss or reduction of key features? | There is the potential for loss of tree roosts and bat boxes used for roosting and a risk of reduction in the quality of foraging habitat. It is possible that the current application in-combination with other pending applications would trigger loss of integrity. |
| PART E: MITIGATION FOR APPLICATION 16/00547/FUL | |
| North western boundary adjacent to existing development at Southview Farm | Drawings demonstrate a minimum width of 8.5m will be provided between housing and the existing boundary hedge, increasing to more than twice this near the SuDs. Condition required to implement and manage landscaping. |
| Railway boundary and internal hedgerow | Drawings demonstrate garden fence lines will be at least 5.5m from railway boundary. The internal hedgerow will be at least 7m from properties frontages. Both these hedgerows will be improved in condition (see Post Intervention Habitat Plan). Street lighting will not impact on hedgerows. Conditions required for lighting and to implement and manage landscaping |
| South eastern boundary adjacent to Drynham Lane | The street lighting layout indicates that the hedgerow will be maintained at below 0.5 lux by not lighting the adjacent footpath. I understand this is acceptable to the Highways Dept. This hedgerow should therefore continue to be used for bat commuting and foraging. The hedgerow will be improved in condition. Conditions required for lighting and to implement and manage landscaping |
| New woodland planting | Approximately 1.03 ha of new woodland planting at north eastern end of the site as an offset for loss / deterioration of bat habitat, including grassland and hedgerows. It can be expected to provide foraging habitat for Bechstein's bats within a few years of being planted and its value will increase as it ages. In terms of mitigation quantum, the woodland is considered to be equivalent proportionally to the mitigation package provided for the remainder of the strategic allocation at Ashton Park. A biodiversity net gain calculation has been provided which over-estimates the units generated post development (the pond should be classed as SuDs, the woodland cannot be created through accelerated succession) such that it is unlikely to achieve a net gain for biodiversity and may even lead to a degree of loss. However, this application is not required to meet the TBMS criteria, it is part of the Ashton Park strategic allocation and as such the allocation as a whole is likely to achieve a net gain. Conditions required to implement woodland planting and retain and manage woodland primarily as bat habitat. S106, woodland planting to be completed and approved by the LPA prior to commencement of development. |
| Precautionary approach to tree works | Works to the Oak tree should be preceded by a thorough examination of all preferred roosting features and works modified as necessary to minimise impacts on bats, retaining roosting features as far as possible. Condition for method statement |

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| Recreational pressure | The development on its own is unlikely to offset visits to Green Lane and Biss Woods, and Picket and Clanger Woods. As the development lies within the grey hatched medium risk zone, and as no other mitigation has been proposed, the Council will be required to contribute £641.48 per dwelling from CIL towards the recreational mitigation scheme in Appendix 2 of the TBMS. |
| Compliance | As the landscaping measures are required to make this development compliant with the Habitat Regulations and this Council has limited compliance capacity, there is a significant risk, based on past experience, that mitigation will not be delivered either in accordance with the design or within acceptable timescales. A S106 contribution is therefore required towards employing a Council compliance officer in proportion to that secured for Ashton Park. |
| Conditions and informatives | <p>The following matters must be secured by condition. The wording of conditions seeks as far as possible to ensure the Habitats Regulations will be complied with i.e. to provide certainty that mitigation will be effective, to ensure mitigation will be in place before impacts start to occur and to ensure mitigation continues to be effective for as long as impacts are endured.</p> <ol style="list-style-type: none"> 1. Development to be carried out in accordance with the following: <ul style="list-style-type: none"> • Detailed Soft Landscaping proposals 1 – 3 (Pegasus P18-1032_101-D / 102-D / 103-D) <p>REASON: To ensure adequate long term provision on site for priority habitats and protected species.</p> 2. Before any development takes place, including removal of any vegetation, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for written approval. The Plan shall provide details of the measures that will be implemented during the construction phase including the precautions that will be undertaken to avoid harm to protected species, hedgerows and trees through the presence on site of an Ecological Clerk of Works. The Plan will also ensure that: <ul style="list-style-type: none"> • areas proposed to be set aside for bat mitigation along site boundaries and at proposed woodland will be fenced off prior to commencement and not used for temporary works at any time during the construction period, and; • the impact of loss of bat roosting features during any works to trees, including the oak tree in the south west of the site will be minimised. <p>The development shall be carried out in full accordance with the approved plan.</p> <p>REASON: To ensure adequate protection and mitigation for protected species and priority habitats.</p> 3. Landscaping to be carried out and maintained (i.e. condition WC2). <p>REASON: To ensure satisfactory landscape setting AND adequate provision of habitat to offset impacts on ecology.</p> |

4. Before works commence, a Landscape and Ecological Management Plan (LEMP) will be submitted to the Local Planning Authority for written approval. The LEMP shall set out management objectives and detailed prescriptions for every habitat / communal area across the site. In addition, management will ensure that:
- the value of the woodland is maximised for bats and wildlife, with public access being allowed only for walking and 'the quiet appreciate of nature';
 - all boundary hedgerows provide a minimum width within the site boundary of 3m and minimum height of 4m, and;
 - the cutting regime for neutral grassland areas as shown on the Post Intervention Habitat Plan (GE Consulting Ref 0842-BNG-DM) dated 22/7/2021 maximise invertebrate biomass and diversity.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The LEMP shall be implemented in accordance with the approved details and in perpetuity as each habitat / communal area is created.

REASON: To ensure the long-term management of protected and priority habitats and other landscape and ecological features, and to maintain and enhance these habitats and features in perpetuity.

5. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication GN01:2011, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2011), and Guidance note 08/18 "Bats and artificial lighting in the UK", issued by the Bat Conservation Trust and Institution of Lighting Professionals and will demonstrate that bat habitat (trees, scrub and hedgerows) on the perimeter of the site will remain below 1 lux and in accordance with the Street and Footpath Draft Lighting Layout (MMA 16042/001 R3, 21 Aug 2020).

The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed. Footpaths across open space and the access road through the woodland will remain unlit for the lifetime of the development.

REASON: to provide suitable conditions for protected species and to minimise unnecessary light spillage above and outside the development site.

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| S106 agreement | <p>The S106 agreement must secure the following:</p> <ol style="list-style-type: none"> 1. In relation to new woodland planting at the north end of the site: <ol style="list-style-type: none"> a) Timescale for completion of planting in relation to commencement of development i.e. must be planted and approved by the LPA before commencement. b) Details of temporary and permanent fencing including gates and styles to prevent damage by contractors and residents at all times. c) The area remains as woodland habitat managed for biodiversity for the lifetime of the scheme with no recreational or other use to be made of the area other than that for walking and the 'quiet appreciation of nature'. 2. A sum to be paid by the developer towards compliance monitoring by the LPA during the construction and early occupation periods. This will be £7772.00 based on a proportion of that paid by Ashton Park developers. This sum includes provision of a grade J ecologist at £39,200 FTE including NI and Pension and allows for inflation at 2% annually. |
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PART F: CONCLUSION

Is the project likely to affect site integrity?

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| a) Alone? | No, provided the above conditions and S106 agreement heads of terms are secured. |
| b) In combination with other plans or projects? | No. |

Recommendation:

Application 16/00547/FUL will not lead to adverse effects on the integrity of the Bath and Bradford on Avon Bats SAC alone or in combination with other plans and projects provided that conditions and a S106 agreement are secured as stated in section E above.

| | |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Name of officer(s) making the assessment and date | Louisa Kilgallen Senior Ecologist, Landscape and Design Team, Wiltshire Council 17/09/2021 |
| Natural England Comments | |
| Name of Natural England officer and date | |
| Authorised by: Wiltshire Council Manager and date | |

REPORT FOR STRATEGIC PLANNING COMMITTEE

| | |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date of Meeting | 6 October 2021 |
| Application Number | PL/2021/06782 |
| Site Address | Silverwood School, Rowde, Devizes, Wiltshire. SN10 2QQ |
| Proposal | Proposed development of Silverwood School, extending the existing Rowde Campus (formerly Rowdeford School) to provide a high quality SEND school campus for 350 students including the construction of a new two storey education building with new Hydrotherapy Pool, teaching classrooms and Main Hall, the development of existing buildings, new all-weather sports pitch, new playing fields, on-site parking, landscaping, ecological enhancements and associated works |
| Applicant | Wiltshire Council |
| Town/Parish Council | Rowde Parish Council |
| Electoral Division | Bromham, Rowde & Roundway ED (Cllr Laura Mayes) |
| Grid Ref | 399710 163340 |
| Type of application | Wiltshire Council R3 |
| Case Officer | Andrew Guest |

Reason for the application being considered by Committee

Under the Council's Scheme of Delegation Specific to Planning, planning applications made by Wiltshire Council which generate any objections raising material planning considerations are required to be determined by a planning committee, in the interests of transparency of decision making. As this application is for a large-scale major development which has wider strategic implications and raises issues of more than local importance, the relevant planning committee is the Strategic Planning Committee.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

2. Report Summary

This is a full planning application to develop the existing school to provide a high-quality SEND (Special Educational Needs and Disability) permanent school campus for 350 students including the construction of a new two storey education building (containing new hydrotherapy pool, teaching classrooms and main hall), the re-purposing of existing buildings, new all-weather sports pitch, new playing fields, on-site parking, landscaping, ecological enhancements and associated works.

The principle of the proposal is supported by Rowde Parish Council although with some concerns relating to traffic management. At the time of writing, the application has generated two representations from interested parties – one objection and one comment.

The application is recommended for approval subject to conditions.

There is a separate associated application for Listed Building Consent.

3. Site Description

Silverwood School (formerly Rowdeford School) lies within c. 13.4 ha of open countryside, just to the north of the 'Large village' of Rowde, nr Devizes.



It is a county co-educational special school for students with complex learning needs, with c. 180 such students currently on the role (with at least some of these accommodated in temporary mobile classrooms).

It comprises a range of buildings positioned towards the centre of the site, including Rowdeford House (a former largely Georgian country house, now Listed Grade II) and other older buildings formerly ancillary to the House (including the coach house containing the Bowden Hall Arts Centre); and other more contemporary, purpose-built educational buildings, including the Orchard Block, the Buzzard Block and 3 to 4 temporary mobile classrooms. There are also further ancillary educational facilities including the Dining Shed, school farm outbuildings and the walled garden, a biomass boiler and gas tanks.

Surrounding the buildings and walled gardens to their north, west and south sides is parkland (associated with the original house) and/or woodland. To the east/north-east side are open fields. The 'Head Teacher's House' stands in the northern corner of the site, away from the other buildings, but alongside Rowdeford Lodge (the former lodge to Rowdeford House, but now in separate ownership), also grade II Listed.

Access to the school is from the south from the A342 (Chippenham-Devizes road) via the original south drive to Rowdeford House. This passes through a set of stone gate posts and gates (also grade II Listed). There is a second northern access (beside Rowdeford Lodge), also passing through a set of stone gate posts (again, grade II Listed); this access, although historic and lawful, is not used as a matter of routine to enter the school. The south drive provides access to all of the buildings and related areas for car parking and servicing.

2.05 EXISTING SITE : SITE FEATURES

The Site at Silverwood School Rowde Campus contains a number and variety of features and retains an immense wealth of heritage and ecological value.

The main built form features of the site are:

1. Rowdeford House Grade II Listed
2. Orchard Block
3. Bowden Hall
4. Timber Dining Shed
5. Buzzard Block
6. Biomass Boiler
7. Gas Tanks
8. Temporary Teaching Classrooms
9. Walled Garden Greenhouse
10. Walled Garden / School Farm Outhouses / Sheds
11. Environment Centre Forest School
12. Yurt



Existing Silverwood School built form features

2.05 EXISTING SITE : SITE FEATURES

The Site at Silverwood School Rowde Campus contains a number and variety of features and retains an immense wealth of heritage and ecological value.

The main site features of the site are:

1. Main Entrance Gates
2. Access Road
3. Front Heritage Parkland Setting, inc. trim trial & zip line (used and accessed by Silverwood School)
4. Apple Orchard
5. Walled Garden
6. Woodland (used and accessed by Silverwood School)
7. School Farm and Forest School
8. School Playground
9. Lower Parkland / Pasture Field
10. Upper Parkland / Pasture Field
11. Head Teachers House
12. Woodland (not generally accessed by Silverwood School)



Existing Silverwood School site features

Existing site arrangement

For planning purposes the entire site lies within 'open countryside'. A watercourse to the south of the site places land nearby to it in Flood Zones 2 and/or 3, and parts of the site are at risk of groundwater flooding due to the high-water table. The site is not in an area covered by any special landscape designation. A public right of way (ROWD6) runs alongside the eastern boundary of the site. A bat maternity roost known to be present at the site has links to the Bath and Bradford-on-Avon Special Area of Conservation (SAC).

4. Relevant history

In November 2019, the Wiltshire Council Cabinet agreed to "establish a new, maintained special school with a single leadership team to work across all three sites of St Nicholas,

Rowdeford [Silverwood School] and Larkrise schools ... the three schools would close as separate schools, but open as one school". This agreement has led to this planning application to expand the existing Silverwood School to provide up to 350 places.

Over the years various planning permissions have been given for school related developments at the site leading to its present arrangement.

5. Proposal

The proposal is to develop the existing school to provide a high-quality SEND (Special Educational Needs and Disability), all permanent (no temporary classrooms) school campus for 350 students including the construction of a new two storey education building (containing new hydrotherapy pool, teaching classrooms and main hall), the re-purposing of existing buildings, new all-weather sports pitch, new playing fields, on-site parking, landscaping, ecological enhancements and associated works.

The proposal accords with Wiltshire Council's brief for the development, which was/is as follows –

- *The school will provide 350 places and designed with scope to expand subject to future need.*
- *For pupils, aged 4-16 with special educational needs with a focus on access for non-ambulant pupils.*
- *For Profound and Multiple Learning Disabilities (PMLD), Severe Learning Difficulties (SLD), global delay, Moderate Learning Difficulties (MLD) with associated medical needs and syndromes.*
- *The existing Rowdeford facilities will be used, so an additional 200 places of new build are required.*
- *The new build would provide separate zones for 4-11 and 11–16-year-olds and include a post 16 unit that will accommodate 15 pupils.*
- *Landscaping sympathetic to the site will be required.*
- *Access for vehicles is important.*
- *Facilities for storage, hydrotherapy and other therapies needed.*
- *The temporary accommodation at Rowdeford Special School also needs to be replaced with permanent buildings.*
- *To be consistent with DfE Building Bulletin Guidance 102 104.*

Further requirements:

- *To use the "good space" at the existing school to maximum effect i.e., to consider making use of some of the existing buildings.*
- *To consider a phased approach such that Key Stage 1 accommodation might be completed in advance of Key Stage 2 accommodation as the Council ordinarily would not like new KS1 pupils spending a year in one school before having to move to the new school.*
- *To make best use of the surrounding landscape.*
- *To ensure good circulation routes for all vehicles on the basis that 99% of pupils are likely to come to school by car or bus.*
- *To create a public frontage to the new school that might include a café function or access to gardens for members of the public and local community.*

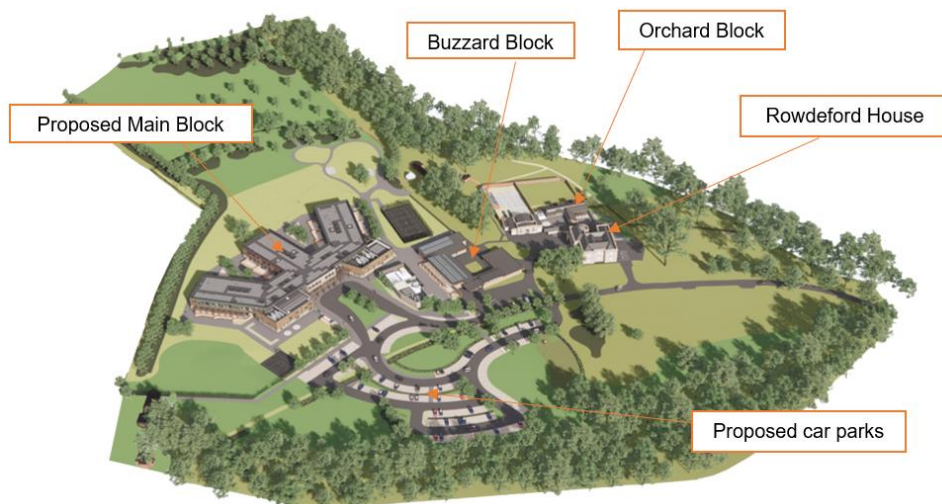
The main new build elements of the proposal comprise the two-storey classrooms and hall building (the 'Main Block', to be sited to the north of the existing Buzzard Block), soft and hard playing pitches/courts (to be sited around the Main Block, including in place of the existing

temporary mobile classrooms), and the car parks (to be sited to the east and west sides of the existing drive, in front of the new classrooms and hall building and existing Buzzard Block); and an enlarged energy centre.

All of these new build elements would be soft and hard-landscaped, to create appropriate settings and open educational/amenity spaces for the school, and to provide strategic planting in the interests of wider visual amenity and ecology.



Master Plan



The proposed main block – containing classrooms, the hall, the hydrotherapy pool and related administrative functions – would have a contemporary design/appearance. The three main external materials would be textured buff brick, western cedar cladding and render.



Main Block – Ground Floor layout



Main Block – artist's impressions of elevations

The main existing build elements of the proposal comprise the refurbishment/alteration and re-purposing of Rowdeford House, the Orchard Block and the Buzzard Block. Rowdeford House would provide mainly classrooms and an enterprise space (to allow greater community interaction) on the ground floor, with school office space on the first and second floors. Some alterations to the fabric of the building would be necessary, including improved access

arrangements; these also subject to a standalone Listed Building Consent application. The Orchard Block would receive a number of minor alterations to allow its re-purposing solely for pre-school use. The Buzzard Block – which has in recent years been altered to suit pupils with complex needs, including the creation of outdoor canopied learning spaces directly accessed from two classrooms – would be further altered to allow similar arrangements for its three other classrooms. No alterations are proposed to the Head Teacher’s House, which would remain in ancillary use.



***Artist's impression – Rowdeford House
(existing Orchard Block to right side)***

The proposed car parks (and related access roads / turning circles) would be located in front of the Main Block and partly within the parkland and pasture areas. They would provide 209 new car parking spaces (plus 2 mini-bus spaces), 30 of which would be overflow spaces only. 30 further spaces would be retained at the existing car parks in front of Rowdeford House and the Buzzard Block.

The current main southern access to the site would continue to provide the access for all school related traffic. Its existing width would be increased from 3.6 - 4.7m to 5.2m to enable safer two-way traffic movements.

During construction, construction traffic is proposed to use the northern access route which would have construction sign-posting and temporary traffic management measures to ensure safe access and egress. To facilitate the temporary use of the northern access for construction traffic, part of the stone gate posts and attached wall would be temporarily dismantled and then rebuilt on completion of all other works.

Improved security at the site would be achieved through the creation of a 'secure zone' in the areas where students would be based. The secure zone would be implemented through the use of fencing along the northern boundary, and further fencing to secure Orchard Block and Rowdeford House. A CCTV strategy has also been devised in collaboration with the school.

Existing operation of the school allows community use of its facilities when these are not required by the school, notably out of school hours. This is proposed to continue with the

added use of the new facilities which are now proposed. The community use would include the following –

- Continued use of parts of the school grounds for outdoor activities/training
- Continued use of the sports hall in Buzzard Block
- Continued use of the Wooden Hall
- Continued use of the Arts Centre for meetings/events
- Use of the proposed multi-purpose hall in the new classroom block for sports or other events including associated spaces.
- Use of the proposed hydrotherapy pool in the new classroom block

The entire development would be delivered in a phased manner to allow continued operation of the school during the construction. The construction programme is planned to run from February 2022 to December 2023.

The application is accompanied by various supporting reports including a Design and Access Statement, an Ecological Impact Assessment & related technical notes, a Landscape and Visual Impact Assessment, a Heritage Assessment, a Traffic Impact Assessment & Travel Plan, a Noise Impact Assessment, an Arboricultural Impact Assessment & Tree Removal Technical Note, a Ground Impact Assessment (relating to potential contamination), Soft Landscape Strategy, a Flood Risk Assessment & Foul and Surface Water Drainage Strategies, a Statement for Lighting, a Community Use Report a draft Construction and Environment Management Plan, and a Statement of Community Involvement.

The proposed development is not 'EIA' (Environmental Impact Assessment) development under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations.

6. Planning Policy

Wiltshire Core Strategy - CP1, CP2, CP50, CP51, CP56, CP57, CP58, CP60, CP62, CP64, CP67

NPPF / PPG

7. Consultations

Rowde Parish Council: Comments

The Parish Council supports the building aspect of the development.

There are concerns about the traffic management to and from the location. The Parish Council acknowledges that there are plans to submit a Traffic Regulation Order (TRO) to reduce speed on that stretch of the road. There is a request for construction traffic not to access the site at the start and finish of the school day.

(The Parish Council requested sight and input into the Traffic Management Plan (TMP). These documents have been supplied 15/7/21 and are being considered by the Parish Council).

Wiltshire County Archaeologist: no objection

The applicant commissioned an archaeological trial trench of the site prior the submission of this application. This evaluation was carried out in February this year with a report on the results produced in March. This report was reviewed and approved by Wiltshire Council

Archaeology Service (WCAS). A copy of this report has not been included among the supporting documentation on the planning portal, instead a copy of an earlier desk-based assessment has been included, the results of which have been superseded by the trial trenching. The evaluation found a few traces of post-medieval ridge and furrow agriculture along with some fragments of modern activity. This archaeological activity can be classified as negligible and will not be a material consideration in determining this application. I would therefore not wish to raise any archaeological issues in this instance.

Wiltshire Council Conservation: no objection, subject to conditions

Policy: From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Sections 16 (LBC) and 66 (PP) require that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

The NPPF outlines government policy for planning. It sets out three overarching objectives for the planning system in the interests of achieving sustainable development – an economic objective of building a strong economy; a social objective of fostering well-designed, beautiful and safe places and an environmental objective of protecting and enhancing our natural, built and historic environment. Chapter 16 of the NPPF 'Conserving and enhancing the historic environment' sets out policies concerning heritage and sustainable development and requires a balanced approach.

National Planning Practice Guidance provides guidance on interpreting the NPPF.

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that "designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance."

The Council's Core Strategy CP 57: Ensuring high quality design requires a high quality of design in all new developments.

Historic England Advice Note 2 – Making changes to Heritage Assets illustrates the application of policies set out in the NPPF in determining applications for PP and LBC.

Site: Rowdeford House is a grade II listed country house built 1812, currently used as a school. The house is surrounded by landscaped grounds and a designed park. To the north is a stable block and to the east are walled gardens with restored glasshouses. A belt of woodland along the road ensures the privacy of the estate. To the north east in woodland the remains of a curtilage listed kennel range has been converted to a further teaching facility.

Proposal: the current applications are for the expansion of the school to create a regional hub for specialist school provision.

Issues: impact on the grade II listed Rowdeford House and its setting and associated buildings and structures, including the separately listed entrance gates and lodge to the north.

Assessment: paragraph 194 of the NPPF requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. The proposals are accompanied by a Heritage Assessment which examines the significance of the heritage assets involved and the contribution made by their settings. It also includes a buildings assessment/record of the main house and an assessment of the impact of the proposed scheme. I am generally in agreement with the submitted document which provides a thorough background assessment/recording of the site.

The NPPF defines significance as the “value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.” Historic England assesses significance in a similar manner, referring to evidential, historic, aesthetic and communal values of a place. Despite being requisitioned during the war and in educational use since, the house retains a surprising level of historic significance. The original plan form of the building remains legible and the building is rare amongst those converted to such uses in retaining many original features and much of its internal decorative scheme. Similarly, the surrounding designed landscape remains in good and legible condition close to the house within the school boundary although the wider parkland to the north has become degraded via separation from the estate and return to general agricultural use. It is agreed that the significance of the building lies not only with its historic fabric and architecture – which have significant aesthetic value – but also with its history as an excellent example of a small country estate which was associated with some notable figures. It is also agreed that the current use of the building as a school over a long period has evolved as another significant phase within its history which has attracted a considerable communal value.

Paragraph 192 of the NPPF encourages authorities to “take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”. In the majority of cases it is acknowledged that continuation in a similar use will usually offer the best chances of sustaining the asset whilst limiting any harm which might result. Rowdeford House has been in educational use for many years (indeed this has become an important chapter in itself in the building and estate’s history) and is being maintained and cared for and it is in the immediate interests of the protected building that this situation continues. In return, the site at Rowdeford House offers the project huge potential benefits and opportunities in terms of potential to build upon the success of an established existing facility set within an existing valued historic built and landscape framework which contributes to its success.

Paragraph 195 of the NPPF requires that local planning authorities should seek to “to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal. In the initial planning scoping for the project consideration was given to a considerable number of sites and options for meeting the required need for the special educational provision in order to select the least harmful (across all constraints including those relating to the historic environment) option available. Since selection of the site, the scheme has been developed in conjunction with stakeholders over a long period of consultation and proposals have been revised to address concerns raised. The proposals are appropriately set out and discussed within the submitted documents with key interventions impact on historic environment issues including:

- Construction of new school and car parks to the north of the historic house within the historic estate and designed setting of the house;*
- Widening of the main access drive and provision of security fencing;*
- Provision of ramped access to orangery and minor alterations and interventions in and around the main buildings to enhance access and circulation and to facilitate slightly changed uses;*
- Temporary removal of gate pier and wall at north gates to allow for construction traffic to the site.*

Summary & conclusion: The impact assessment and Planning Statement acknowledge and appropriately assess the potential harm to the values of the site and I am in agreement that these should be considered as causing ‘less than substantial harm’ for the purposes of interpreting the NPPF, at the lower end of the scale. However, the project has also evolved to limit the harm that will be caused and to mitigate the impact where it cannot be avoided – for

example via limiting or avoiding new lighting altogether in the most sensitive areas and via enhancing the legibility of the former drive to the north gate.

Paragraph 202 of the NPPF allows that a level of harm may be offset by public benefits, which could include conservation benefits. Whilst the proposals will result in some harm to the building via alterations to historic fabric and via change within its setting there will also be some offsetting conservation benefit in sustaining the optimum viable use of the site for the future.

The final planning balance falls to be assessed by the Case Officer / [Planning Committee], however it is understood that the proposed development will be considered to have the potential to bring forward substantial public benefits in terms of the meeting an unmet requirement for education provision in Wiltshire. On this basis, it is expected that the modest level of residual harm to the listed building will be considered to be outweighed by the conservation and wider benefits of the proposals. As a result, I have no objection to a positive recommendation for the proposed application on the basis of the built historic environment but suggest the addition of conditions.

Wiltshire Council Drainage: no objection

Following a review of the following documentation –

- Desk Study and Ground Investigations Report Part 1 -4
- Flood Risk Assessment and Hydraulic Modelling Report
- Foul and Surface Water Drainage Strategy Report - Part 2-1
- Foul and Surface Water Drainage Strategy Report - Part 3
- Foul and Surface Water Drainage Strategy Report - Part 4

we can support this application based on the following conditions being fulfilled:

- Ensure that the correct factor of safety in the soakaway design is applied. The factor of safety varies depending on the size of the area to be drained and the consequences of failure. See table 25.2 in The SuDS Manual.
- The MADD factor should be set to zero in the Micro Drainage calculations

Wiltshire Council Ecology no objection, subject to conditions

I have reviewed the relevant supporting information against OS maps and aerial photographs of the site and surrounding area, along with GIS layers of statutory and non-statutory designated sites for nature conservation and existing records of protected habitats and species.

I provided pre-application advice to the project team and their consultant ecologists, Johns Associates, from an early stage, including discussion and agreement of the level and scoping of ecological surveys required to inform the planning decision. I have discussed with the project team the existing, known ecological constraints affecting the site, in particular the existence of the lesser horseshoe summer maternity roost within the boundary of the existing school site, the status of adjacent woodlands and their function not only for Annex II bats but for other wildlife species such as barn owls (for which there is a known roost within the adjacent woodland), and the status and relevance of anecdotal evidence relating to bats in the wider local area. I have also discussed the design and formation of appropriate and sufficient mitigation measures at key stages of the project, to ensure that the resulting project design will not result in any residual significant adverse effects on protected habitats and species and

will provide measurable enhancement of habitats for the benefit of biodiversity, for the lifetime of the development and beyond.

Statutory Designated Sites for Nature Conservation -

The application site does not lie within or adjacent to any statutory designated sites for nature conservation, however it does lie within a core sustenance zone for Lesser Horseshoe bats that are associated with the Bath and Bradford on Avon Bats Special Area for Conservation (SAC). Any plans or projects within this zone, that have the potential to negatively impact the Conservation Objectives of the SAC, must undergo Appropriate Assessment under the Habitats Regulations to ensure that all negative impacts resulting from the proposal are sufficiently mitigated so as to be removed or reduced as far as possible. As the relevant Competent Authority, Wiltshire Council is responsible for conducting the Appropriate Assessment and therefore requires that a sufficient level of information is submitted in support of the application to enable that assessment.

Johns Associates have provided a shadow Appropriate Assessment containing sufficient information to be able to reach the conclusion that no likely significant effect on the Conservation Objectives of the Bath & Bradford on Avon Bats SAC will result from this proposal if permitted. I have sent the Appropriate Assessment to Natural England seeking their agreement on this conclusion. Natural England require a minimum of 21 days consultation, therefore permission should not be finally granted until confirmation of agreement has been received.

Non-Statutory Designated Sites for Nature Conservation –

There are areas of woodland within the wider school site and in the immediate locality that carry the non-statutory designation of Local Wildlife Site (LWS) because they are habitats of principal importance for the conservation of biodiversity (NERC Act 2006), also known as UK Biodiversity Action Plan Priority Habitats. However, none of these will be directly or indirectly affected by the proposed scheme. The two areas within the wider existing school site are on the western and eastern boundaries of the wider site. No works will directly affect these wooded areas and no indirect impacts are expected. There are no other LWSs for other habitats within or adjacent to the application site.

Potential Impacts on Protected Species –

The site has been subject to extensive ecological survey in 2019, 2020 and 2021. I am satisfied that the scope of survey agreed with the ecologists and the project team has been carried out at a sufficiently detailed level, following the accepted industry guidelines for timing of surveys, survey effort and interpretation of data. The results have been used to inform design of mitigation, compensation and provision of effective biodiversity net gain within the site, such that important wildlife species will be buffered from the effects of the proposed development and will benefit also from additional habitat creation.

Key protected species issues have been correctly identified and adverse impacts sufficiently mitigated, including:

- Identification of a bat roost in the Headmaster's Cottage, where any works affecting the roof may require derogation under a development licence from Natural England. This is likely to be for disturbance only, since the roost will remain available post construction and it is likely that a licence for these works would be forthcoming*
- Identification of a roosting Bechstein's bat(s) in a tree that will be removed to enable the development. Derogation under a NE licence will be required. The mitigation proposed to address impacts on this bat roost is sound and is standard practice.*

Together with provision of additional roosting and foraging opportunities, it is likely that a NE licence for these works will be forthcoming.

- *Acknowledgement of the existing record and monitoring history of the Lesser Horseshoe bat maternity roost in the small shed on the northern side of the walled garden, which is outside of the current application red line but within the existing school grounds. The roost will not be directly impacted by the proposal. Compensatory habitat planting plus additional planting will ensure no residual adverse impacts on this species either during construction or operation phase of the project.*
- *Presence of barn owl, badger, nesting birds, reptiles and other wildlife species both within the existing school grounds and within the current application red line and sufficient mitigation against potential impacts both during construction and during the operational phase of the project.*

Existing protected habitats and species records for the area (as supplied by Wiltshire & Swindon Biological Records Centre on request) have also been taken into account to help inform the context of mitigation and additional habitat creation and enhancement.

Management of Sensitive Ecological Features –

A draft Construction Ecological Management Plan (CEMP), as Landscape and Ecological Management Plan (LEMP) and a Lighting Strategy have been submitted as part of the application. I am in agreement with the prescriptions in the two management plans and the detail in the lighting plan. Both management plans make provision for update prior to works starting on site, essentially to capture any requirement for change in relation to ecology. I therefore request conditions as set out below to ensure that these updates are made and submitted for approval prior to works commencing.

Biodiversity Net Gain –

The design of the proposal includes significant habitat creation which will deliver net gain for biodiversity over and above all required mitigation. The Biodiversity Metric 2.0 which has been developed by Natural England for calculating biodiversity net gain, has been correctly used to quantify and qualify the habitats to be created. There is, as yet, no mandatory requirement for a specific amount of biodiversity net gain, (this is expected in 2023), however a site of this size, for a development of this nature would be expected to deliver significant gain. The habitats created both to mitigate the impacts of development and also to provide net gain for biodiversity will include areas of species rich, semi-improved grassland, wet woodland, new hedgerow planting (incorporating a dark corridor specifically for bat foraging and commuting but also supporting other small mammals and birds) and additional tree planting. Overall, the project will deliver more than 10% net gain for biodiversity within the site. This in turn will benefit biodiversity within the wider local area as it will improve primary connectivity between different habitat areas both within and around the site, thereby increasing the functionality of the habitats for a range of wildlife species within the local area, specifically bats, birds and small mammals.

Summary –

I am satisfied that sufficient survey has been carried out and that sufficient mitigation has been included within the project design to eliminate potential residual adverse effects on protected habitats and species. In addition, the site will be considerably enhanced for the benefit of biodiversity.

Wiltshire Council Highways: No objection to the proposal. Some outstanding concerns relating to construction traffic access (officer note - which can be handled by way of a condition at this stage)

The general arrangement of proposed access/parking/turning facilities within the site is satisfactory. The proposed access to the site for operational purposes via the existing south entrance (which is the existing arrangement) is also likely to be satisfactory.

The draft Travel Plan is satisfactory.

However, the proposed temporary access to the site for construction purposes via the existing north entrance poses potential safety issues that are unresolved

The application proposes using the northern Lodge entrance for the construction access for the duration of the project which is estimated at 19 months. the CEMP suggests that the construction access, which is to a 50 mph section of class I road and has very poor visibility which cannot be improved without unacceptable loss of vegetation (see Appendix O of the TA), can be controlled by multiple way temporary traffic signals.

Temporary signals require typical stopping sight distance (SSD) for the road speed visibility to the signal heads, which requires severe vegetation removal and is therefore discounted. The relevant guidance is a related reading of TAL 2/11, DMRB CD 123, and CD109.

What is clear in the TAL, is that the signal control has a limit of control of 300m and it appears that to gain 160m visibility to the signal head (for northbound traffic), it would need to be positioned relatively close to the main access, with the controlled area being [c.] 294m. So in theory it could be done, but would mean a significant extent of highway under signal control for a relatively limited number of vehicles

It should also be noted that both the TA and CEMP only consider tracking in of a vehicle and no commitment is actually made to the tracking out onto the highway.

However, temporary signals, even if safe visibility could be achieved, would not be accepted on a class I road for a construction project of this relatively minor nature for such an extended period.

Wiltshire Council Leisure: no objections

Wiltshire Council Public Protection: no objections

Wiltshire Council Waste: no objections/comments

Historic England: no comments. For local conservation advisers to consider.

Sport England: No comments

I am of the view that the proposed area of the site is not considered to form part of or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No.595), therefore Sport England has considered this a non-statutory consultation.

As the proposal does not have any impact on any existing sport facilities or playing fields and does not generate significant demand for new indoor or outdoor sports facilities, Sport England has no comments to make.

Environment Agency: no objection, subject to informatives.

Wessex Water: Comments

*There is a 4" water main running directly through the site, In accordance with Wessex Water Policy, there must be no building within 3m either side of water main and no tree planting within 6m. This includes no surface water attenuation features and associated earthworks in the easement strip. The water main must not run through enclosed gardens, it must be within a 6m (3m either side) open access easement strip or roads. Wessex Water will always require unrestricted access to repair and maintain the main. application for a sewer diversion (at the developers cost) can be permitted but the developer must prove that there will be no loss in hydraulic capacity within the diverted sewer, all new sewers must be constructed to the standards set down in the Design and Construction Guidance (DCG) (formally Sewers for Adoption Guidance). Early consultation with or Sewer Protection Team is advised.
....*

The site is located within the Bristol Avon Catchment, this is a nutrient neutral catchment

Surface Water Drainage -

The applicant has indicated within the details submitted, an intention to utilise suds with a discharge to existing watercourse around the site, the design of this and the flow rates and volumes of discharge will need to be agreed with the LLFA.

Water Infrastructure –

Wessex Water will provide a point of connection for new water mains to be laid into the development site, either through a Section 41 agreement or a self-lay arrangement. Developers may connect to our water network on a size for size basis at their cost and Wessex Water will undertake any network reinforcement that may be required to accommodate granted development, this is funded through our infrastructure charging arrangements. Upon grant of planning Wessex Water will undertake a modelling exercise to determine the impact on our network and manage any necessary improvements.

8. Representations

The application has been publicised by way of newspaper advert, site notices and neighbour letters. Representations have been received from two interested parties - 1 objection and 1 comment.

The objection is summarised as follows –

- Adverse impact on ecology – proposed mitigation does not adequately compensate for loss; external lighting likely to be harmful to bats; bat mitigation would not seem workable; Main Block is proposed to be sited on wildlife corridors.

The comment is summarised as follows –

- Salisbury & Swindon Swift Group request integration of habitat opportunities for swifts.

9. Planning Issues

9.1 Principle

Although the Settlement and Delivery Strategies of the Wiltshire Core Strategy seek to direct new development to locations within or close to sustainable settlements rather than in the

open countryside, Silverwood School is acknowledged to be a long-established educational facility which is well suited to meeting the special educational needs of its pupils. Its improvement and expansion to continue to meet these needs into the future is, therefore, considered appropriate.

The National Planning Policy Framework is supportive of new educational development in general, noting in particular that it is important that there is a sufficient choice of school places to meet the needs of existing and new communities. It states –

.... Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted*

Applying a proactive, positive and collaborative approach here, it is considered that the suitability of this established school site for improvement and expansion as proposed does, as a matter of principle, comply with the NPPF. The specific circumstances of the site are considered in greater detail below.

The decision by Wiltshire Council to bring together three special schools on to a single site at Silverwood School has been made and is not a planning matter for consideration in this application. The purpose of this planning application is to assess the planning merits of the specific proposal, with particular regard to matters including landscape and visual impact; heritage impact; highway safety; ecology impact; drainage; and residential amenity in general.

9.2 Landscape and Visual Impact

Core Policy 51 ('Landscape') of the Wiltshire Core Strategy (WCS) re-states that new development should protect, conserve and where possible enhance landscape character, with any negative impacts mitigated as far as possible through sensitive design. The policy states that proposals should be informed by and be sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies; and proposals will need to demonstrate that the following matters in particular have been taken into account and landscape conserved and enhanced as appropriate:

- The separate identity of settlements and the transition between man-made and natural landscapes;
- Visually sensitive skylines, soils, geological and topographical features;
- Landscape features of cultural, historic and heritage value;
- Important views and visual amenity;
- Tranquillity and the need to protect against intrusion from light pollution, noise and motion; and
- Landscape functions including places to live, work, relax and recreate.

Core Policy 57 ('Ensuring high quality design and Place Shaping') of the Wiltshire Core Strategy provides more general development control standards, requiring new development to, in particular, respond positively to existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building lines, etc., to effectively integrate

development into its setting. It also requires the retention and enhancement of existing important landscaping and natural features, including trees, hedgerows and watercourses.

The site itself is not located within a designated landscape area. The North Wessex Downs Area of Outstanding Natural Beauty lies approximately 2km to the east of the site and overlooking the site from the east is Oliver's Castle which is an Iron Age Hillfort and Scheduled Monument. The site is located within the Bristol Avon Clay Vale (BACV 10) in the Kennet District Landscape Character Assessment.

The design of the proposed new build elements of the development is contemporary – the main block is two storeys with a flat-roof. This approach compliments other more recent additions at the site, notably the Buzzard Block. The new build elements would be set within fully landscaped grounds, to again enable them to blend and naturalise with their surroundings.

The application is accompanied by a Landscape and Visual Impact Assessment (LVIA) which assesses the landscape and visual effects of the proposed development. It does this by applying established LVIA methodology – to define baseline conditions, to determine the sensitivity of receptors, to determine the nature of effects (that is, the magnitude of change) and to assess whether a likely significant landscape and visual effect would be experienced by any receptor, taking into account any proposed mitigation measures.

9.2.1 Landscape effects –

The LVIA defines 'landscape character assessment' as the process of "... identifying and describing variations in the character of the landscape. It seeks to identify and explain the unique combination of elements and features (characteristics) that make landscapes distinctive".

In terms of baseline conditions, the site is located in the 'Avon Vales' National Landscape Character Area. This area is bounded by designated landscapes; the Cotswolds AONB to the west and the North Wessex Downs AONB to the east. In summary, the 'Avon Vales' is described as having a distinct restful and undramatic charm of its own:

"This is an undulating, low-lying landscape of mixed, predominantly pastoral agriculture and small limestone-built towns, cut by the (Bristol) River Avon and its tributaries, and surrounded to the west, south and east by higher land. Woodlands lie on the steeper slopes and by watercourses, and in a few other areas within a structured farmland of medium to large fields and now straggly hedgerows. It is more than 80 per cent agricultural (both arable and pasture, with some localised nurseries and market gardening) and less than 10 per cent urban".

Locally, the Kennet District Local Landscape Character Assessment (KDLLCA) classifies the area in which the site is located as being within the Bristol Avon Clay Vale (BACV 10) Landscape Character Area. The KDLLCA sets out its characteristics as including:

- *Distinctive lowlands characterised by low lying, flat farmland*
- *Strong riparian character*
- *Well treed*
- *Open arable and mixed farmland*
- *Pasture, both permanent and reseeded, although the latter predominates*
- *Low-lying, gently undulating or rolling farmland with a definite hedgerow structure, ranging from very weak and eroded to intact and strong*

- *Woodland/farmland mosaic - a more even mix between woodland and farmland which may range from woodland interspersed with blocks of pasture and arable land to vice versa*
- *Clay vale floor farmland typical of the flattest and lowest parts of the clay lowland*
- *Prominent network of drainage ditches*
- *Willow and alder conspicuous along ditches, watercourses and in hedgerows*
- *Mix of permanent and reseeded pasture with a good hedgerow structure, and the presence of mature trees both within hedges and as riparian features, notably willow and alder.*

Also included are the following:

Amenity landscapes -

- *Sports fields and other areas under amenity use, usually intensively managed.*

Formal Parkland and Designed Landscapes -

- *Areas of formal C18 and C19 designed parkland with a distinctively pastoral and mature character*
- *Characteristic features such as parkland trees set in pasture, avenues, rides, copses and blocks of woodland, lakes, formal gardens, estate boundaries (walls or railings), ornamental features, estate buildings etc.*

Estate Farmland -

- *Traces of a former parkland character or which displays typical estate characteristic*
- *Fields enclosed by blocks of woodland and belts of trees*
- *Regular single-species hedgerow trees, avenues*
- *Estate fencing (railings and post and rail)*

To the north-east of the application site is the Horton Down LCA. This area overlooks the Bristol Avon Clay Vale LCA, the closest part of it being the edge of the scarp landscape below Oliver's Fort at c. 2km away. Much of this landscape's unique character stems from its elevated and very open nature, the absence of trees and hedgerow, and the open and expansive intervisibility over the lower valley landscape of the Bristol Avon Clay Vale. All of the Horton Down LCA lies within the North Wessex Downs AONB. The Cotswold AONB is much further to the west, and not affected by the proposal.

Within this wider landscape context the site itself supports the former Rowdeford House country house and its parkland setting, and areas of related pastureland and woodland. The site retains its country house character, although its ca. 70 years use as a school is also clearly evident, notably in the form of more contemporary school buildings and structures and areas of hardstanding for school related servicing and parking. Overall the site and its immediate context are typical of the Bristol Avon Clay Vale LCA as described above.

Having regard to these circumstances of the site, the LVIA concludes that, taken in isolation, the site is typical of a landscape (specifically, the Bristol Avon Clay Vale landscape) which is widespread across the County, and not immediately distinct or unique; its current value in these terms is, therefore, 'medium' to 'low'. But – and having regard to the site's immediate character and context (and more specifically its relationship with other LCAs, its topography, boundary treatments, built characteristics, historic interest, and ecological interest) the overall landscape value is of medium value. By definition, medium value landscapes have some

ability to accommodate change without undue harm being caused to their underlying character. The LVIA concludes –

*Having considered the characteristics of the landscape resource, taken as a whole, the value of the Site and its context is assessed as **medium value**. The landscape is one that is undesignated, however, it contains valued components and is a landscape of moderate importance and rarity, valued at the local level especially by school users of the Site.*

This conclusion of the LVIA on the landscape value is agreed – the application site lies within a landscape of medium value. The landscape has the variety of characteristics and human interventions which are set out above – notably, the designed parklands, the flat or gently undulating farmland, the amenity land uses, the areas of woodland, and the scatterings of development. Within this context the introduction of further, appropriately sited and designed development at an established school site, would not cause harm to the landscape character of the area. Indeed, with the additional landscaping that is planned, the proposal would enhance aspects of the local landscape.

In summing up the impacts of the proposed development on the landscape character the LVIA states the following -

- *Retention of Character: The Development Proposals would maintain and reinforce the unique local sense of place created by the current school use of the Site.*
- *Local Character: The development would result in the loss of arable land in the north-western part of the Site which is unavoidable although a significant part of the Site would be used for landscape mitigation and enhancement purposes, especially along the Site's northern boundary. The character of the north-eastern edge of the Site would continue to integrate well with the character of the adjacent rural landscape.*
- *Enhancement of existing landscape character: In line with repair and enhancement measures suggested in the Landscape Character Assessment, the proposals would help to restore landscape structure by the introduction of new hedgerow and tree planting, and the creation of additional habitat areas in the north-eastern pasture field and along the northern boundary adjoining the clay vales farmlands.*
- *Overall: The proposals would help to reinforce the landscape character of the northern edge of the development by restoring and strengthening the boundary features of this landscape with native tree and hedgerow shrub planting which would provide a strong landscape framework to the new development in the longer-term.*

9.2.2 Visual effects -

Visual effects are the changes to what can be seen by people as a result of what is proposed.

The LVIA includes a detailed assessment of visual effects from a number of agreed viewpoints. The locations of these viewpoints and their sensitivity to change are set out in the following table –

| Visual Receptor | Value/ Susceptibility: | Receptor Sensitivity: |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| VR1: Receptors using local PRoW - ROWD6 <ul style="list-style-type: none"> Walkers | High value attached to open and close-range views of the Site whilst engaging in recreation. | High |
| VR2: Receptors using the A342 <ul style="list-style-type: none"> Motorists, Pedestrians/ Walkers, Cyclists and Horse riders | Medium-low value attached to glimpsed views of the Site whilst travelling through the landscape. | Medium to Low |
| VR3: Receptors arriving On Site at the Gatehouse (private land) <ul style="list-style-type: none"> Residents | High value attached to views and proprietary interest in open and close-range views of the northern part of the Site. | High |
| VR4: Receptors arriving On Site at the School Driveway (private land) <ul style="list-style-type: none"> Site Users | Medium value attached to close-range views of the southern part of the Site including the historic Rowdeford House, but users with their primary focus on the Site as 'workplace'. | High |
| VR5: Receptors using local (mid-range) PRoWs including BROM24 <ul style="list-style-type: none"> Walkers, possibly cyclists or Horse riders | Medium-Low value attached to medium range intermittent views of the Site whilst engaging in recreation. | Medium to Low |
| VR6: Receptors using distant (long-range) PRoWs including BROM56 <ul style="list-style-type: none"> Walkers, Cyclists and Horse riders | High value attached by recreational users to wide open views (of which the Site forms a very small part) from well-known vantage point. | High |

For each visual receptor the LVIA draws the following conclusions –

VR1 - Receptors using prow rowd6

People using the waymarked local footpath along the eastern boundary (ROWD6), have a high sensitivity to close-range and open views of the Site whilst engaged in walking activity. The development proposals are contained within the northern fields of the Site and this footpath would pass within 250m of the new building for the full length of the footpath as it crosses the field, around 160m in length.

*It is considered that there would be a **moderate adverse magnitude of impact** on visual amenity experienced from this section of the route resulting in a direct **major adverse significance of effect (significant)**; the development would cause a moderately detrimental effect on the character of the scene. However, this would be mitigated by substantial habitat tree planting proposed within the north eastern field of native tree and shrub planting along the top of a bund running north to south across this field. Over time, the planting would break up direct views of the new building and helping to partially screen and separate the viewer from the Proposed Development.*

Overall, it is predicted that the significance of this effect would reduce as the proposed planting establishes and develops.

VR2 – Receptors using the a342

Due to the dense screening provided by the Site boundary woodland vegetation along the A342 there is very limited opportunity to see within the Site, limited to the two entrance locations. From further north, it would be possible to glimpse views of the Proposed Development through narrow gaps in the field edge vegetation along the eastern edge of the A342, whilst travelling south.

*The Development Proposals would have a negligible impact on glimpsed views though at the Site entrances, or from gaps in hedgerow vegetation just to the north of the Site, particularly as these users are likely to be concentrating more on the road ahead and traffic conditions. Overall, there would be **neutral effect** on these users.*

VR3 – Receptors arriving on site at the gatehouse (private land)

It has been established that these private householders do not have views from living spaces within their single storey property due to the timber close board fencing enclosing the garden and screening windows. However, they do have open, tree-filtered 'rural' views from external areas around their house.

The Development Proposals would be visible from external areas and the closest northern wing of the building would be visible 120m away, but views would be partially filtered by the two large mature oak trees retained in the top north-west corner of the Site.

The effect on visual amenity would be slightly mitigated by the building levels being sunk lower into existing levels by 2 metres in this top corner. A painted weldmesh fence is proposed to secure the building line in this top north-west corner. This would also be visible to these householders.

*In summary, the development would be clearly visible from this location to these residents, however, this would be limited to views whilst they are outside their private property, minimising the overall impact on their visual amenity causing a **slight adverse magnitude of impact** and resulting in an **intermediate adverse significance of effect** overall.*

VR4 – Receptors arriving on site at the school driveway (private land)

The Development Proposals include removing some lower Category flowering trees along the driveway to allow for road widening. This would partially open out views across the parkland (currently used as games pitches) and towards Rowdeford House sitting behind a very large mature London Plane tree.

From this driveway it would also be possible to see the edge of the parkland landscape setting defined and enclosed with native tree and shrub vegetation, but the building itself would be mostly hidden from view behind Rowdeford House until the point that vehicles pass alongside Buzzard Block and enter the Site itself.

*The mitigation planting would define the parkland landscape setting to the north and screen the new car park within the development area. In summary, it is considered that there would be a **negligible magnitude of impact** on Site users in this context resulting in a **neutral significance of effect** overall in that the development does not detract from views of Rowdeford House in its setting.*

VR5 - Receptors using local (mid-range) prows including brom24

Overall, the Development Proposals would have a **negligible impact** on the visual amenity experienced by these users due to the relative distance from the Site itself (over 850m), the flat intervening landform that does not provide elevated vantage points, and the nature of gappy hedgerow vegetation and trees, intermittently filtering or fully screening possible views. The mitigation tree and shrub planting along the northern boundary would further block glimpsed views towards the Site and the building itself.

There would be a **neutral significance of effect** of proposals on the enjoyment of people using public footpaths to the north of the site for recreation.

VR6 – Receptors using distant (long-range) views including brom56

..... the Site forms a very small part of the overall expansive views experienced from these elevated viewpoints. Whilst the photographic viewpoint shown assumes the Site is at the centre of the view, in reality, the viewer has the ability to take in well over 180 degrees of panorama from the scarp landscape and may not face towards the Site from this viewpoint at all.

However, assuming the viewer is facing towards the Site, it would be possible to pick out the proposed new building. As described, the Site sits well within a 'wooded' parcel of land with large mature parkland trees and this would help to conceal it.

Furthermore, the building mass from this angle would not appear as a solid mass but made up of three smaller wings, or smaller building blocks. Added to this, the material palette of natural colour tones would visually blend the building well into the landscape. The northern boundary tree and shrub planting to the mound would further help screen and enclose the Site visually within a 10 years' timeframe to screen the building.

The roof to the new building is flat and covered with a dark grey roof covering which would be visually recessive. Some solar reflections from the photovoltaic roof panels are predicted to be experienced from long range views, but the Solar Photo Voltaic Glint and Glare Study has determined that the overall impact upon the AONB receptor is low.

In summary, the Proposed Development would be partly visible in the early years following completion before vegetation has matured, but it would appear as a small feature in this view and would not be clearly discernible so is considered would cause a **negligible adverse magnitude of impact**. Overall, it is considered that the proposals would have a **neutral significance of effect** on visual amenity from these viewpoints.

These conclusions of the LVIA on the visual effects of the proposal are agreed. In the main the effect of the proposal on key visual receptors would be neutral and/or of negligible impact. Notably many of the local views – such as from the A342 – would be largely screened by established landscaping or would be at a distance. In more distant views – such as from the high ground of the AONB – the proposed development would merge into the panorama, along with other villages and other scattered developments visible in these views. Accordingly, no adverse effects would be caused to the AONB.

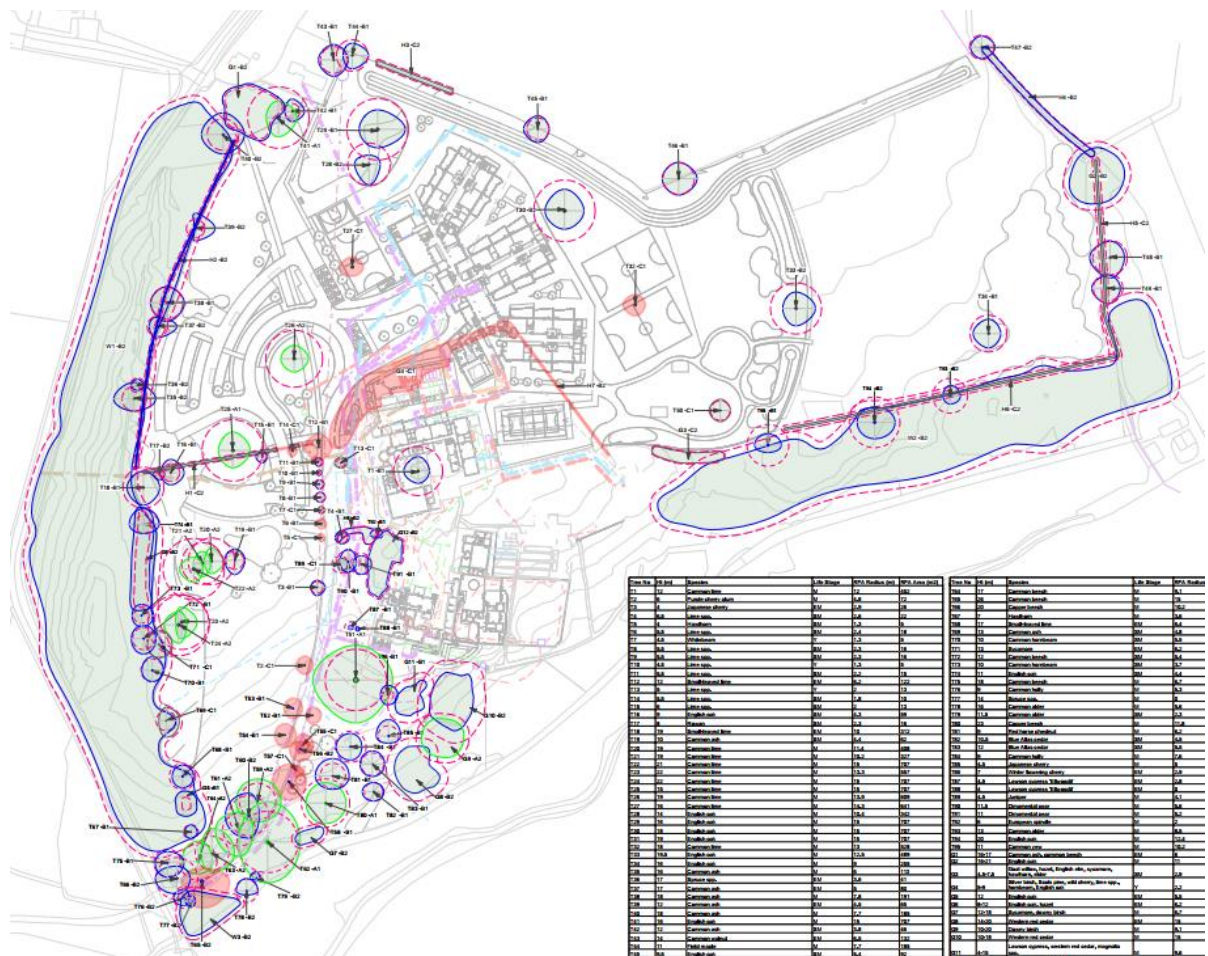
On View Receptor VR1, the effect of the development would be slightly greater. However, this is not considered to amount to a reason to reject the proposal. The separation between the footpath and the view is c. 250m; the view from the footpath is already of the school – this view would change by the introduction of a well-designed new school building in addition to the existing school buildings; and in time the planned new landscaping would soften, and to a certain extent, screen the new development in any event.

The same principles apply to the private views from View Receptor 3. This former lodge to Rowdeford House presently has views into the school. These views would remain, albeit with the new school buildings and ancillary development included. This change would not be detrimental to residential amenity, and the quality design of the development and the inclusion of landscaping would ensure the views remain pleasant in any event.

9.2.3 Tree removal and planting –

The application is accompanied by an Arboricultural Impact Assessment. This confirms that the majority of the many trees and hedgerows on the site would be retained. This said, some are proposed to be removed to enable the development. The circumstances of these trees and the reasons for removal are explained in the following extract from the Assessment -

Thirteen individual trees, one group of trees and one hedge are proposed to be removed... [shown coloured red on the following survey plan] -



Three large trees, limes T27 and T32 (C1) and beech T65 (B2), are proposed for removal to provide space for the proposed Silverwood School layout design and, in the case of beech T65, to facilitate widening of the main site access drive to allow two-way traffic. All three trees are in a state of decline because of fungal decay. Although the residual wall of sound wood within beech T65 is currently good, the tree's crown exhibits symptoms of decline that indicates it has a reduced safe useful life expectancy (SULE).

Eight further tree removals are required along the access drive to facilitate widening. These include purple cherry plum T2 (C1), Japanese crab T52 (B1), bird cherries T53 and T54 (B1),

Japanese cherries T55 (C1) and T56 (B2), lilac T57 (C1) and copper beech T58 (B1). The trees are small to medium sized trees with low visual impact and more limited SULEs. In particular, I consider that bird cherry is an inappropriate species for long term retention in close proximity to the drive. Similarly, beech T58 has a spreading habit and is unlikely to attain a graceful specimen form in maturity. In the context of the desirability of widening the access drive along its existing route, rather than realigning or rerouting it, I consider that these removals are acceptable and of low overall visual impact.

Small-leaved lime T12 (B1) is an early-mature tree with a low crown that reaches the ground. Its primary stem union is developing an included-bark union; a defect that may predispose the tree to structural weakness in the future. Removal of the tree is required to allow groundworks to provide the primary vehicular access to the proposed Silverwood School. An attempt to retain the tree would be misguided.

Group G4 (C1) is a closely-planted spinney of young trees planted to provide screening against modern development within the existing Rowdeford School. As part of development of the new Silverwood School, the group would be removed to provide space for the proposed new energy centre, school buildings, footways and new soft landscaping. Most trees within the group are <150mm stem diameter and are planted too densely to reach maturity in any case (without significant thinning work). Overall, the proposed removals are acceptable in the context of the scale of the proposed development, and their loss can be adequately compensated with new tree planting.

In addition to the removals above, two short sections of planted hedgerow H1 (C2) would be removed for the new car park access and landscaping, with a negligible visual impact.

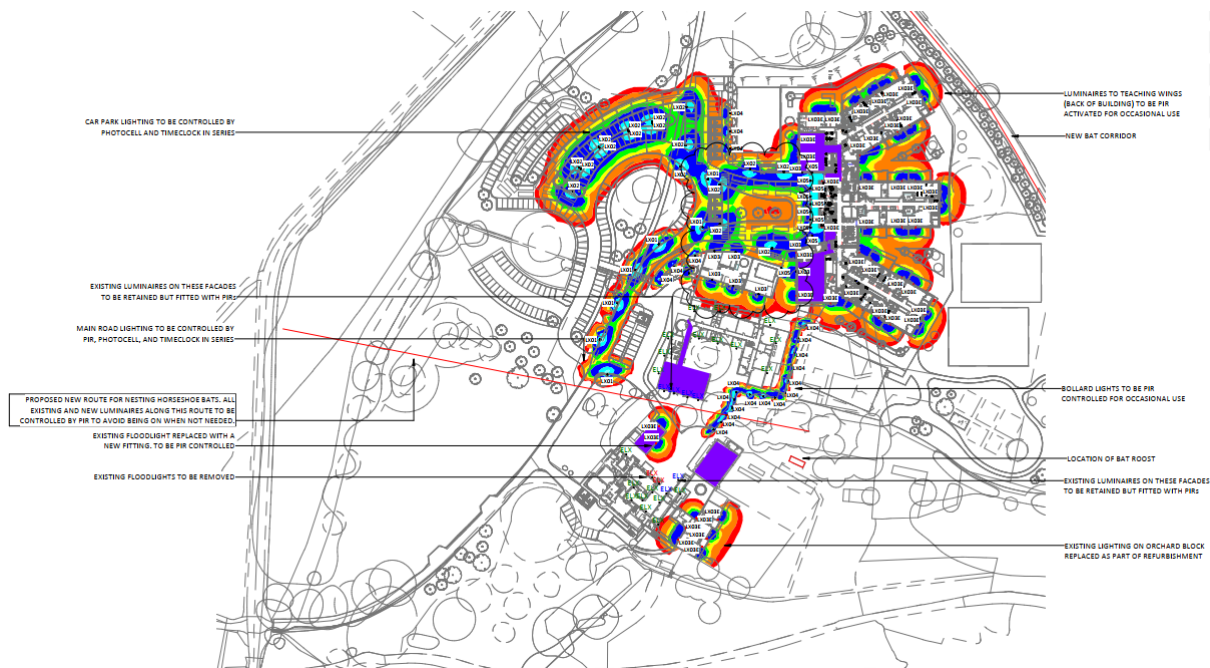
The soft Landscape Strategy for the site proposes 56 new specimen trees planted, along with a new woodland and areas of tree and shrub planting. Six new trees would be planted to compensate for the loss of 5 Category B trees for the driveway widening. Within the new school, trees would be planted to provide screening against the new car park, and at the school frontage and within the school courtyards to soften the built form.

In addition to the new specimen tree planting, a new native-species wet woodland in the east of the site (which is prone to flooding) would extend the adjacent wet woodland habitat. Along the north site boundary and through the site, new tree, shrub and hedge planting would provide three bat corridors to link existing bat navigation routes and increase biodiversity by creating additional wildlife habitats. The corridors would also screen and create soft boundaries.

Overall, the new tree planting proposals would adequately compensate for the proposed tree removals and would respectfully enhance the existing parkland tree population.

9.2.4 External lighting -

The application is accompanied by a Planning Statement for Lighting and related plans which set out details of all new lighting. The 'light spill' plan showing the location of the new external light and the extent of light spill is shown on the following plan (light spill indicated by the colours).



As is evident, new external lighting would be kept to a minimum, and configured/directed to just light the areas required to be lit – specifically, entrance courtyards and those parts of the car parks to be used outside of daylight hours. Areas to the rear of the Main Block and other school buildings would be motion activated to ensure no lights on when not required. This lighting strategy would ensure acceptable impacts on visual amenity / ‘dark skies’ and other interests of acknowledged importance – notably ecology, discussed later in the report.

9.2.5 Landscape and visual impact – conclusions

To conclude, it is considered that as the site lies within a wider landscape which can fairly be described as having an ‘ordinary’ character, and as it supports an established school, the proposals – which are of high-quality design – would not have harmful impacts on the landscape character of the area. Indeed, and as the LVIA concludes, there would be significant and long-term effects which would be beneficial to the landscape, notably in terms of the planned new landscaping.

In visual terms the site would accommodate the proposed development without causing any adverse effects (in both summer and winter) beyond the site itself. There is very limited visibility of the site within the wider landscape with views often restricted to close-range only (within 250m distance) due to intervening existing trees and vegetation. The only significant visual effects predicted would be from footpath ROWD 6 by reason of the sensitivity of this receptor and its proximity to the site, which is unavoidable. The scale, location and form of the proposed development helps to reduce and mitigate these effects. And in any event, glimpsed views of a high-quality development intended to provide state of the art facilities at an established school are not considered inappropriate.

9.3 Highway safety

Core Policy 61 (Transport and New Development) of the WCS states that new development should be located and designed to reduce the need to travel, particularly by private car, and to encourage the use of sustainable transport. The policy further requires that new development is capable of being served by safe access to the highway network. Core Policy 62 (Development Impacts on the Transport Network) requires new developments to provide

appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

With particular regard to Core Policy 61, the site's location in the countryside means that there would be an increase in traffic as a consequence of the proposal, including private cars. However, the circumstances of this particular school mean that an exception to the normal preference to reduce the need to travel can be made. Those circumstances are described in the Supporting Statement in the following terms –

.... Rowdeford School site is a rich learning environment for its students. A symbiosis of biodiversity and landscape, heritage and history culminate in a setting which can offer both grounding and stimulating sensory experiences to those attending the school.

9.3.1 School Traffic -

In accordance with the NPPF, the planning application is accompanied by a Transport Assessment and Travel Plan. The Transport Assessment (TA) compares existing flows on the A342 with the flows arising as a consequence of the proposal, this including in 2023 when the new school would open. As a consequence of the analysis, the TA concludes the following –

The A342 in the vicinity of Rowdeford School is subject to a 50mph speed limit with a footway on its eastern edge. The Rowdeford School access has been improved over recent years including widening of the entrance gateway by rebuilding the right-hand side stone pillar and lowering of the boundary wall to improve visibility. However, the school access drive is narrow and despite having a number of passing bays restricts the free flow of traffic at peak times. The existing level of parking provision on site is insufficient to cater for existing demands at peak times with staff and visitors regularly having to park on the grass sport pitches.

The proposed Silverwood School (Rowde Campus) will result in increased demands for all modes of travel as a consequence of the increased staff and pupil numbers. To estimate the likely increases in traffic generation and car parking demand, traffic surveys undertaken at the A342 Rowdeford School access in 2019, prior to the Covid-19 pandemic, were utilised. TEMPRO traffic growth was applied to the A342 traffic with the school traffic growth (pro-rata) reflecting the increased pupil numbers envisaged for the proposed new school.

A capacity assessment of the A342 site access junction was carried out allowing for the additional traffic from the proposed new school expansion and traffic growth to 2023. This demonstrated that the junction would operate with sufficient spare capacity during peak times of the day with no issues of queuing traffic on the A342.

Improvements to the existing school access on the A342 are proposed to help mitigate the additional demands associated with the proposed new school. The improvements comprise widening of the school access drive (minimum 5.2m) to allow unhindered two-way traffic movements, realignment of the eastern kerb line of the A342 to improve exit visibility and footway provision, enhancements to the existing footways and crossings, and improvements to the existing bus stops providing formal waiting areas and bus shelters.

Given the increased use of the site access as a result of the development proposals, and to improve the environment and safety for pedestrians, it is considered sensible to explore the potential for extending the existing 30mph speed limit and gateway to a location further north along the A342 to include the site access to the new school. This would require the agreement of the highway authority and local stakeholders and would be the subject of a Traffic Regulation Order (TRO).

A new car parking area for 209 cars (including disabled, visitor and electric vehicle charging points) is to be constructed which together with the retained existing car parking will deliver a total of 239 car parking spaces on site. This level of parking provision is in accordance with Wiltshire Council's standards and following car parking accumulation analysis based on the predicted traffic generation, is well placed to accommodate the anticipated car parking demands for the proposed new school. A total of 12 spaces will be provided for Blue Badge disabled car parking.

To accommodate the minibuses which will be used to transport pupils to/from the school at peak times, a new drop-off / pick-up facility is to be constructed providing parking for 16 minibuses. It is to be located adjacent to the main entrance with good pedestrian links to ensure that pupils can easily and safely access the school buildings. Space within the proposed new car park will provide stacking capacity for minibuses waiting to access the drop-off / pick-up at peak times.

The broad conclusions of the TA relating to operational traffic are agreed. In particular, that the A342 has capacity to accommodate additional operational traffic that would be generated by the proposal, and that the existing south access is adequate to safely manage the movements to and from the site (this subject to the school's main drive being widened and some relatively minor works to the A342). The proposed level of car parking is appropriate for the demands of the school, and would address the existing sub-standard situation.

With specific regard to the suggestion in the Transport Assessment that a reduction in the existing speed limit on the A342 within the vicinity of the southern entrance should be explored, this is a matter for the standalone Traffic Regulation Order (TRO) regime which has its own set of 'rules' for determining appropriateness and suitability of such a change, and with its own requirements for public and stake-holder consultation, all overseen by the local highway authority. It follows that this is not a matter for consideration now as part of the planning application process.

In accordance with the NPPF the application is accompanied by a Travel Plan to encourage travel by sustainable modes of transport. It sets out a package of measures designed to minimise private car use and promote more sustainable modes of transport (walking, cycling, public transport, car-sharing) for journeys associated with the school. It aims to improve safety on the school journey, cut congestion at the school gate, improve health and fitness through increased exercise, improve the environment and build links with the local community (including through improvements to the footways and bus stops on the A342 and secure cycle parking).

9.3.2 Construction Traffic –

For health and safety reasons it is proposed to keep construction traffic away from the working school by using the school's northern access for this purpose. This would require removal of the existing right-hand stone gate post and associated wall for the duration of the works (with re-instatement on completion); separate listed building consent has been applied for these works. Use of the northern access for construction traffic would also require construction sign posting and temporary traffic management on the A342, including traffic signals.

The Council's Highways Officer has raised a holding objection to the construction traffic management proposals in view of potential safety issues associated with the use of traffic signals in this location, and the resulting disruption that may be caused to traffic on the A342 for the duration of the works. The Highways Officer's preference would be for the south entrance to be used in a managed manner.

Negotiations are on-going, but as the management of construction traffic is not fundamental to the principle of the whole development, it is considered that it can be reserved for later determination. Accordingly, a condition is recommended requiring details of construction access to be first approved in advance of development commencing.

9.4 Heritage assets

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty upon local planning authorities in determining planning applications for development affecting listed buildings to have special regard to the desirability of preserving the special interest and setting of the listed building.

Core Policy 58 (Ensuring the conservation of the historic environment) of the WCS states that new development should protect, conserve and where possible enhance the historic environment.

The site supports a number of designated heritage assets – specifically, Rowdeford House and its ancillary outbuildings and walled gardens (including an apple store) (Listed grade II), and the gate posts and associated walls at both the southern and northern accesses (Listed grade II). The parkland grounds to Rowdeford House, and in particular those parts to the south and west sides of the house, lie within the curtilage of the house and are important parts of its setting.

The proposed new build elements of the proposal are located mainly to the north of the Listed buildings, beyond the more recent other additions to the school (notably the Buzzard Block). The separation between the new and original buildings would ensure that the impact on the latter is limited. The new car parks would be constructed partly within the parkland, although to the north of and, as far as is practical, separated from the original buildings. For these reasons the new car parks would, again, have only a limited impact on the listed buildings or their immediate settings, and this impact largely mitigated through new soft landscaping.

The southern gate posts at the start of the entrance drive would not be affected by the proposals. The widening of the southern drive is essential to the safety of its use and would not in any event have a harmful impact on the parkland setting of the school. The drive would retain its 'lane' appearance (without an over-engineered execution). The right-hand gate post and associated wall at the northern entrance would be temporarily removed to allow safe access for construction traffic. On completion of the works the gate post and wall would be re-instated like for like. In principle this is acceptable subject to the like for like reinstatement taking place. The southern gate post has already in the past been re-positioned to improve the safety at this access.

External (and internal) alterations to Rowdeford House to enable its re-purposing for new school related uses are generally of a minor nature and are acceptable to ensure the house continues in a use which will benefit its long term conservation. This includes adaptations to ensure safe access for all abilities where necessary. The works to Rowdeford House and its curtilage listed buildings, and the northern access gate posts and walls, are subject to a standalone Listed Building Consent application.

In terms of the NPPF, the majority of the proposals cause less than substantial harm to the heritage assets. The NPPF advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. In this case the public benefit of the proposal is the creation of a new special school to meet this particular educational need. The same principle applies to the planned alterations to Rowdeford House. This public benefit tips the balance in favour of the overall proposal under the NPPF test. The removal of part of the

northern gate post and wall amounts to substantial harm to this listed building, although as the post and wall would be reinstated on completion of the new building works, this harm reduces to less than substantial. Ensuring the reinstatement is a matter for the Listed Building Consent application.

Overall, the proposal strikes the right balance between providing the new and necessary special school whilst safeguarding as far as is practical the heritage assets at the site. Critically the proposal ensures the long-term viable future of these assets. Their future would be potentially less secure in non-educational use.

Archaeological assessment of the site has revealed some minor artefacts. The County Archaeologist is satisfied that no further archaeological investigation would be required.

9.5 Ecology

The Wildlife and Countryside Act 1981 forms the main body of nature conservation legislation in England. Core Policy 50 (Biodiversity and Geodiversity) of the WCS requires development proposals to demonstrate how they will protect features of nature conservation interest. The NPPF advises that planning policies and decisions should seek to minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

An Ecological Impact Assessment (EclA) report accompanies the planning application. The EclA draws on information gathered from a desk study and data search as well as field studies carried out during 2019-2021. The EclA presents the current ecological baseline and informs a complete assessment of the potential effects of the proposed scheme on those ecological features associated with the site.

The site has no ecology designations. It does, however, support a bat maternity roost linked to the Bath and Bradford on Avon Special Area of Conservation. The surveys revealed a total of 10 bat species using parts of the site for foraging and commuting. They also revealed a badger main sett and outlying sett, and a single grass snake (indicating a potential low overall population).

In view of the site's ecological interests, the EclA provides an Ecological Mitigation Strategy which sets out measures to reduce the potential for adverse ecological effects in accordance with the mitigation hierarchy and relevant planning policy. These measures have also derived from ongoing consultation with WC's Senior Ecologist. The measures are summarised in the application Supporting Statement, as follows –

- *To support and protect the key connective habitat along the northern boundary a 12m wide dark bat corridor will be created along the northern boundary with a 6m wide bund created along the area directly to the north of the new school building to be planted with a mix of species including evergreens as well as large standard trees.*
- *Planting of the bat corridor to take place prior to the start of construction to provide immediate screening from potential light spill. Close board fencing will be erected to screen the corridor until vegetation has grown sufficiently.*
- *Dark corridors have been created or maintained elsewhere on the site including east to west and south to north in order to maintain commuting routes for lesser horseshoe bats to ensure the continued ecological functionality of the maternity roost on site which is linked to the Bath and Bradford on Avon SAC. Additional landscape planting, comprising standard trees and hedgerows, have been strategically placed in order to create and promote dark corridors across the site for bat species, in particular lesser horseshoe bats.*

- *None of the site boundary habitats will be exposed to operational lighting levels that exceed 0.5 lux to ensure their continued function for light sensitive species of bat and other nocturnal animals.*
- *An ecologically sensitive lighting strategy has been designed to ensure the continued ecological functionality of the site by bats, in particular lesser horseshoe bats. Luminaries have been selected to be LED type with a low colour temperature of 3000k and warm white. Luminaries within the site will be on timers and will function on PIR timers to ensure the site has minimal impacts on nocturnal wildlife from artificial lighting.*
- *Provision of a minimum of 20 no. artificial bat boxes that are known to support woodland specialist bat species including Bechstein bats to be mounted on retained mature trees throughout the woodland parcels on site prior to the start of construction works. 10 of these boxes will directly compensate for the loss of the Bechsteins roost in T27. These boxes will also benefit noctule bats after the loss of the mating roost in T31 came down due to high winds.*
- *Planting of approximately 1.196km of native species rich hedgerow to improve and enhance the ecological value and connectivity throughout the site achieved through the implementation of the dark bat corridor on the northern boundary and through enhancement of existing hedgerows.*
- *Creation of 0.46ha of wet woodland, 1ha of amenity grassland and 2.8ha of species rich neutral grassland plus additional tree planting across the site as part of the landscape strategy.*
- *Integration of bat tubes in suitable locations on the new school building to compensate for any new roosts that may be encountered during the 2021 bat building roost activity surveys. If no roosts are found, these will be classed as enhancement.*
- *Increased potential nesting and foraging habitat in newly created hedgerows, planted trees and within the bat mitigation corridor for common garden bird species. Plus the provision of 20 no. nest boxes within suitable mature trees.*
- *Hedgehog and badger access holes to be provided in the northern fence line to ensure commuting provision is maintained.*

In addition, a CEMP and a LEMP would be prepared and implemented to ensure ecology interests are protected at the construction stage and during the future operation of the school. Drafts of these documents accompany the planning application.

These proposed ecology mitigation measures are agreed by the Council's Ecologist. Indeed, they are considered to achieve the now required net gain for the ecological interests at the site. With particular regard to the other matters raised in the third-party representation, the mitigation is considered to be workable, and would provide new and improved wildlife corridors to compensate for those lost at the site of the Main Block. External lighting has already been discussed, the proposal being for the minimum necessary to enable the school to safely function, with all lights suitably cowled and directed (see light spill diagram, above), and with appropriate means of illumination and control. With regard to swifts and other birds, new hedgerows and nest boxes would provide for these.

In view of the proposed mitigation, the Council's Ecologist has been able to conclude that with the implementation of the mitigation measures outlined within the EclA, there will be no significant negative effect upon the integrity of the conservation status of the Bath and Bradford-on-Avon Bats SAC as a result of the proposed development either alone or in combination with other projects. Accordingly, a positive decision has effectively been made on 'Appropriate Assessment' of the proposals under the terms of the Habitats Regulations. This is, however, subject to agreement by Natural England; agreement has been sought. A 'shadow' Appropriate Assessment as prepared by the applicant's ecologist which will form the

basis of the Council's final Appropriate Assessment has been received and is available on the Council's planning application web site that holds the details of the proposal.

9.6 Residential amenity –

Core Policy 57 (Ensuring high quality design and place shaping) of the WCS requires new development to have regard to the compatibility of adjoining buildings and uses and the impact on the amenities of existing occupants, including the consideration of privacy, overshadowing, vibration and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter).

The site is largely self-contained and set within an open countryside meaning that there is significant separation from most residential neighbours. It follows that most neighbours would suffer no adverse effects at both the construction and operational stages of the new development.

There is one neighbouring property which is closer to the site, this being Rowdeford Lodge (the former lodge to Rowdeford House) which is adjacent to the northern entrance to the site. Notwithstanding its proximity to the school, there would still be sufficient separation between it and the proposed development to ensure no adverse impacts from the operation of the school on residential amenity.



Notwithstanding the response to the application from the Council's Highways Officer, during the construction stage construction traffic is proposed to use the northern access to the school and so pass by Rowdeford Lodge. This could lead to some occasional inconvenience to the occupier of the Lodge – for instance if a delivery to the site clashes with the occupier wishing to leave the Lodge. Such inconveniences are likely to be few and far between, and only during the construction stage and so would not amount to a reason for refusing planning permission. And in any event, the draft CEMP which accompanies the application states that close working and cooperation with residents (and the school itself) will take place throughout –

..... *Willmott Dixon* [the probable contractor] will also liaise closely with the residents and the school on a regular basis to ensure that, as far as reasonably practicable, the works are coordinated to ensure minimum disruption. The *Willmott Dixon* Site Manager will also engage with the residents and school to ensure that they are fully aware of upcoming works so that they fully understand what is planned to happen and when

The draft CEMP also specifies working and deliveries hours, which are considered appropriate for the circumstances of this particular site –

The intended working hours – subject to planning approval - are:

- *07:00 - 18:00 Monday to Friday, access onto site for our site staff and subcontractors from 07.00 but no noise producing works or deliveries until after 08:00.*
- *07:00 - 13:30 Saturday, access onto site for our site staff and subcontractors from 07.00 but no noise producing works or deliveries until after 08:00.*
- *Sundays and Bank holidays – no work where noise will be audible at the site boundary.*

..... Generally, the aim will be to carry out noisy works in normal hours. However, where this is not practical, measures will be put in place whereby any disruption is minimised.

9.7 Drainage

The application is accompanied by a Flood Risk Assessment and Hydraulic Modelling Report which raises no significant issues and is agreed by the Council's Drainage Engineer.

10. Conclusion

The proposal is in accordance with the NPPF and the planning policies of the local planning authority. When completed the development would provide a state-of-the-art educational facility for its pupils in an environment which is wholly suited to this purpose. As all matters of acknowledged importance are addressed in the application, approval is recommended, subject to conditions, including relating to the final details of the temporary access arrangements for construction traffic.

RECOMMENDATION

That subject to Natural England first agreeing the Appropriate Assessment required by the Habitat Regulations, that the application be approved, subject to the following conditions.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. In respect of the new Main Block hereby approved no works of construction above ground floor slab level shall commence until details of the materials to be used for the external walls and roofs have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved materials.

All other elements of the development hereby approved involving alterations or extensions to existing buildings shall use external materials which, as far as practicable, match the materials used in the existing buildings.

REASON: In the interests of visual amenity and the character and appearance of the area.

3. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

4. No demolition, site clearance or development shall commence on site, and; no equipment, machinery or materials shall be brought on to site for the purpose of development, until tree protection measures are put in place in accordance with the details set out in the Arboricultural Impact Assessment report by Barton Hyett Associates dated May 2021, and;

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work – Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the first occupation or the completion of the development, whichever is the later].

REASON: To enable the Local Planning Authority to ensure the retention of trees on the site in the interests of visual amenity.

5. Notwithstanding the details set out in the application particulars, no development shall commence (other than relating to initial pre-construction preparatory works - for example, for the erection of protective fencing) until a scheme to ensure safe entry and exit for all construction traffic has been submitted to and approved in writing by the local planning authority. Thereafter, and at all times, construction traffic shall be

managed strictly in accordance with the approved scheme for the duration of the construction works.

REASON: In the interests of highway safety.

6. No part of the new Main Block hereby permitted shall be first brought into use until the following works have been completed –
 1. the southern school access drive widening as detailed in the Transport Assessment;
 2. the construction of internal vehicle turning areas and vehicle/car parks and parking areas shown on the layout drawings; and
 3. the improvements to the A342 (comprising realignment of the eastern kerb line of the A342 to provide improvements to exit visibility and footway provision and enhancements to the existing footways and bus stops) as detailed in the Transport Assessment and shown on drawing no. W595/03 dated 15/03/2021.

The areas concerned shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

7. On first use of the Main Block element of the development hereby approved the School Travel Plan by PFA Consulting dated May 2021 shall be implemented. The results of the implementation and subsequent monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

8. No external lighting shall be installed and/or operated on-site other than in accordance with the External Lighting Statement for Planning (RevC01) by Method Consulting and related drawings (External Lighting Levels - Typical (NWS-MET-ZZ-ZZ-DR-E-630115 A3-C01); External Lighting Levels - All New Fittings, including Escape Only (NWS-MET-ZZ-ZZ-DR-E-630114 A3-C01)). The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

9. The development shall be carried out in accordance with the 'Mitigation Requirements' set out in the Flood Risk Assessment and Hydraulic Modelling Report by Hydrock dated 30 March 2021.

REASON: To accord with the terms of the application and to safeguard the development from any possible flood risk.

10. The development hereby approved shall be carried out and latterly operated strictly in accordance with the 'Embedded Mitigation Measures' set out in the Ecological Impact Assessment (J00405 Version 1.0) by Johns Associated dated May 2021, including the 'Integrated & Embedded Ecological Mitigation and Enhancement Masterplan' (J00405-019 dated 21/05/2021). Where additional surveys are required these shall be carried out in accordance with the 'Additional Surveys, Mitigation and Compensation Requirements' section of the Ecological Impact Assessment.

REASON: To ensure the ecology interests of the site are suitably protected and enhanced.

11. No development shall commence on site (including any works of demolition), until a Construction Environmental Management Plan, which shall include the following:
 - a) the parking of vehicles of site operatives and visitors;
 - b) loading and unloading of plant and materials;
 - c) storage of plant and materials used in constructing the development;
 - d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - e) wheel washing facilities;
 - f) measures to control the emission of dust and dirt during construction;
 - g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - h) measures for the protection of the natural environment;
 - i) hours of construction, including deliveries;
 - j) procedures for maintaining good public relations including complaint management, public consultation and liaison;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

12. Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval in writing. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:
 - a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
 - b) Working method statements for protected/priority species, such as nesting birds and reptiles.
 - c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the pre-construction/construction related elements of strategies only.
 - d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
 - e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
 - f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

The CEMP will update the draft version submitted with the planning application.

Development shall be carried out in strict accordance with the approved CEMP.

REASON: To ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

13. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

14. Prior to the commencement of the works for the widening of the existing driveway from the south entrance, details of proposed materials for the final surfacing shall be submitted to and approved in writing by the LPA, including details of any proposed kerbs. The final surfacing shall be carried out in accordance with the approved details.

REASON: To ensure a satisfactory appearance is achieved for the driveway to protect the setting of the Listed buildings and the associated parkland.

15. The development hereby permitted shall be carried out in accordance with the plans listed in the attached schedule of approved plans.

REASON: For the avoidance of doubt and in the interests of proper planning.

16. INFORMATIVE:

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- wheel washing and vehicle wash-down
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

17. INFORMATIVE:

The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered.



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REPORT FOR STRATEGIC PLANNING COMMITTEE

| | |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date of Meeting | 6 October 2021 |
| Application Number | PL/2021/07229 |
| Site Address | Melksham House, 27 Market Place, Melksham, SN12 6ES |
| Proposal | Renovation of Grade II Listed Melksham House, with demolition of modern single storey extensions to rear and construction of a new roof extension to provide internal lift access. |
| Applicant | Wiltshire Council |
| Town/Parish Council | Melksham Town Council |
| Electoral Division | Melksham South ED (Cllr Jon Hubbard) |
| Grid Ref | 390280 163592 |
| Type of application | Wiltshire Council R3 |
| Case Officer | Andrew Guest |

Reason for application being considered by Committee

Under the Council's Scheme of Delegation Specific to Planning, planning applications made by Wiltshire Council which generate any representations raising material planning considerations are required to be determined by a planning committee, in the interests of transparency of decision making. As this application is for a development which is related to a community campus, for consistency in approach the relevant planning committee is the Strategic Planning Committee.

1. Purpose of report

To consider the application against the policies of the Development Plan and other material considerations, and the recommendation that planning permission be granted.

2. Report Summary

The main considerations in this application are the principle, the heritage impacts, highway safety and residential amenity.

Melksham Town Council raises no objections although requests additional electric vehicle (EV) charging spaces. One third party representation supports community and workspace related uses, but also seeks additional EV charging spaces and robust landscaping.

3. Site description

The application site comprises Melksham House, elements of its former grounds and the access drive from Melksham Market Place. Melksham House is a grade II Listed building –

presently vacant and in poor condition. Its recent history is summarised in the Heritage Assessment which accompanies the planning application as follows –

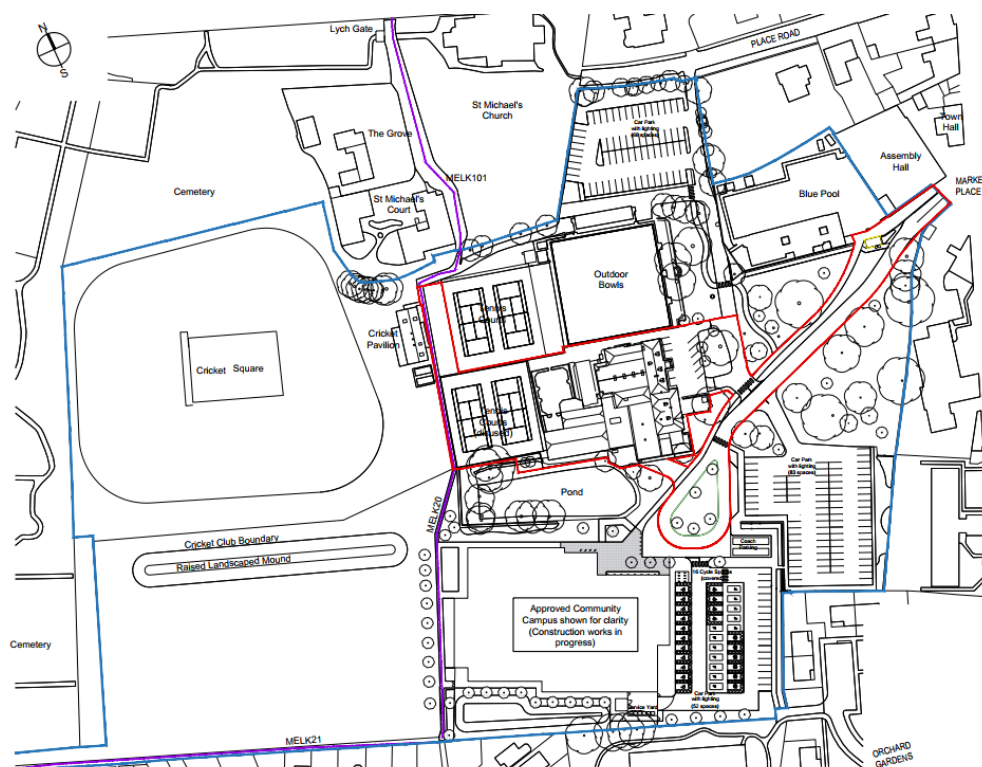
Melksham House is a two storey structure with an attic, built of stone with a stone slate hipped roof. It was added to the List of Buildings of Special Architectural or Historic Interest on 13 February 1985 at Grade II. After the First World War, the House and grounds were acquired by Cooper (later Avon) Tyres in order to create a sports and social club and the site has been used for leisure purposes since. In 1920, Melksham House was badly damaged by fire and subsequently partially rebuilt and extended. Throughout the latter half of the 20th century the building was subject to further extensions with ancillary buildings constructed in the vicinity.

Melksham House has been in Wiltshire Council's ownership since 2011.

Surrounding the application site are a number of sports fields or former sports fields, an ornamental pond, bowling greens, tennis courts, pitches for rugby and cricket, and formal parkland along with extant buildings, car parks and lawns. Part of the land to the immediate south (a former sports pitch) benefits from planning permission to construct the Melksham community campus; work has commenced on this. Most of the surrounding land is also in Wiltshire Council's ownership.

In addition to being a Listed building, Melksham House also lies within the Melksham Conservation Area. Within its vicinity there are other Listed buildings – including the gate piers located by the north and east entrances to Melksham House (grade II) and the Church of St Michael (grade II*), and within the church yard the (James) Turner Memorial (grade II*) and other Listed monuments and tombs.

In terms of general planning policy the application site lies within the boundaries of the Melksham Market Town.



4. Relevant planning history

14/00726/FUL - Demolition of modern extensions to Melksham House, removal of existing swimming pool, internal alterations and extensions to Melksham House to provide a new community campus including leisure facilities (2 swimming pools, sports hall, fitness suite, activity studio, indoor bowls, climbing wall) public services (library, multipurpose rooms, offices, cafe) health facility and associated car parking and landscaping. – Approved 14/05/2014

14/02425/LBC – Proposed Campus Building (alterations to Melksham House) – Approved 02/09/2014

The above permissions were not implemented and have now expired. Notwithstanding their expiration, it is of relevance to the current application that the permissions allowed alterations and adaptations to Melksham House to enable its improved use for community/campus related purposes.

19/03329/DP3 - Construction of community campus building, including demolition of curtilage Listed outbuildings of Melksham House – approved 13/11/2019

19/03394/LBC - Re-location of listed gate piers and demolition of curtilage listed outbuildings of Melksham House – Approved 22/01/2020

The above permissions have been implemented. Condition no. 2 of the planning permission states the following –

The development hereby approved shall not be first brought into use until proposals for the re-use and refurbishment of Melksham House have been submitted to and approved in writing by the Local Planning Authority. The proposals shall include a timetable for their implementation and the approved use and any necessary associated works. The development shall then be carried out in accordance with the approved details.

REASON: To secure a viable future for the main listed building within the curtilage of which the campus works are proposed, to ensure that the designated heritage asset is not adversely affected by the proposed works.

20/09353/VAR - Variation of Conditions 3 and 25 and removal of Conditions 9, 20 and 23 of 19/03329/DP3 – approved 04/02/2021

5. Proposal

The application seeks planning permission to renovate Melksham House, with demolition of the more recent single storey extensions to its rear and construction of a new roof extension to provide an internal lift access.

The Design and Access Statement (DAS) which accompanies the planning application describes the proposals as follows –

The building has been unoccupied for several years and is in a poor state of repair. The proposals submitted seek to bring the house back into use as a flexible hub for business and the wider community, whilst safeguarding its cultural and historic value. Works include, but are not limited to, demolition of modern extensions, roofing repairs, window repairs, installation

of a new lift to provide access to four of the five different floor levels and an associated roof extension to the rear.

More specifically on the proposed use the DAS states the following –

The ground floor of the house will be refurbished to provide office, meeting room, co-working spaces and ancillary facilities, with the hall being restored for use by the local community. On the first floor there will be offices, a meeting room, co-working spaces and ancillary facilities with further offices on the second floor.

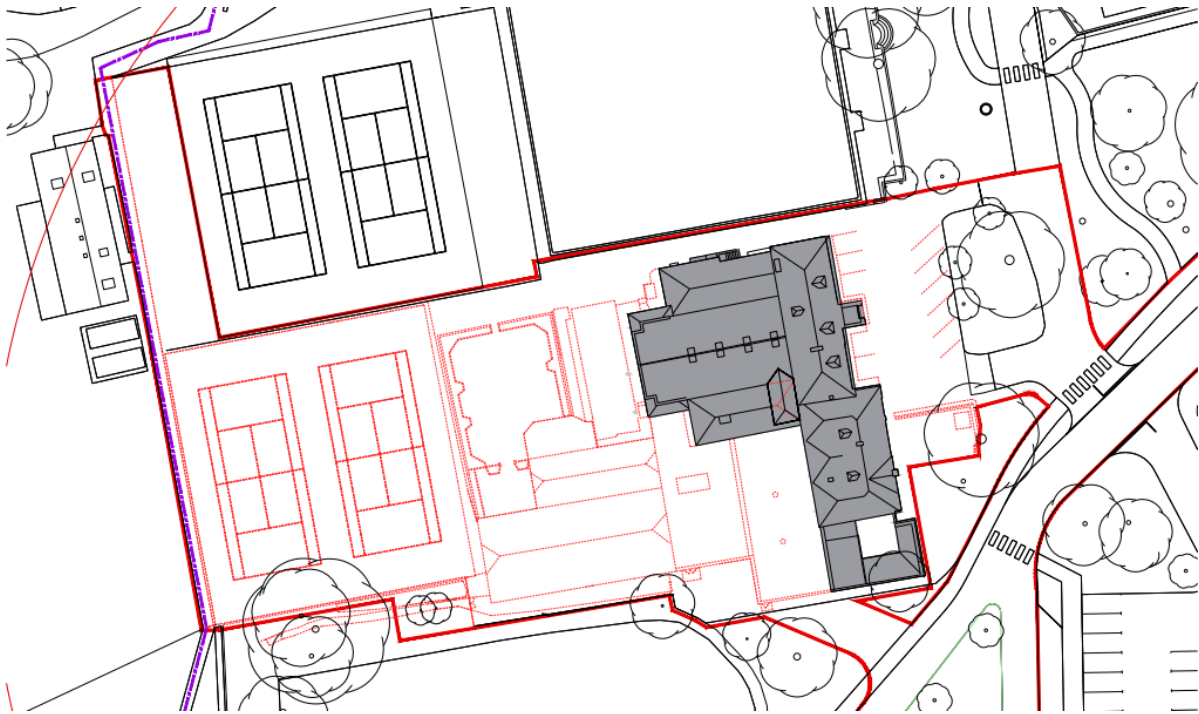
Melksham House is to be refurbished to address the required maintenance and to provide attractive community facilities. The retained house is to be refurbished to provide facilities which meet current expectations to provide valuable community facilities which can be used by all.

The layout will remain similar to the existing, with minimum changes to allow integration of modern toilets, storage, tea rooms and other similar ancillary spaces and to maximise accessibility. Where at all possible, the original features of the building are to be retained both internally and externally.

The proposed facilities at Melksham House would link to the new community campus and the established sports facilities via a network of roads and paths. These areas would be treated as public realm, with appropriate hard and soft landscaping.



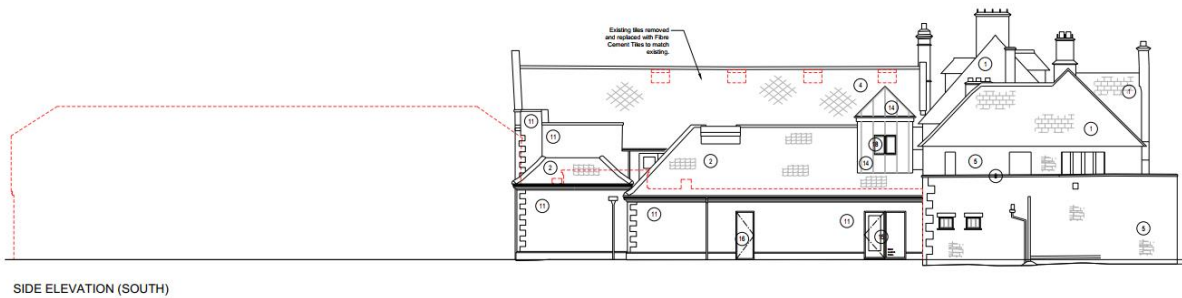
Proposed site layout



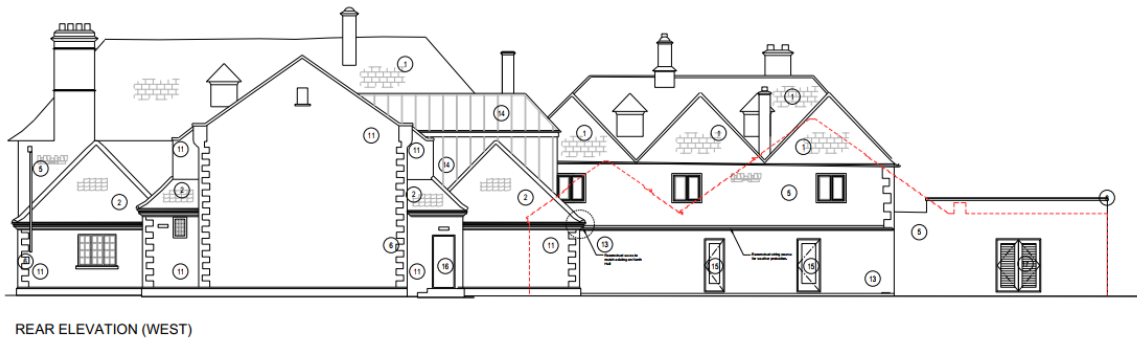
Proposed demolition plan (demolition elements in red)



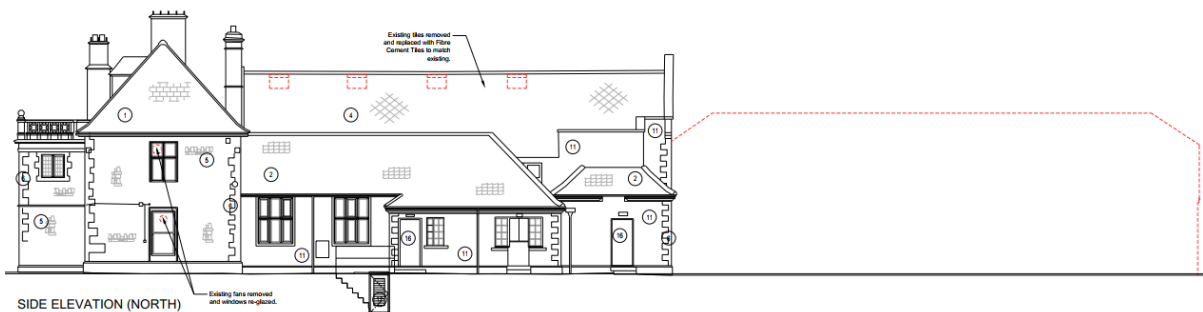
Proposed front elevation



Proposed side (south) elevation – red to be demolished



Proposed rear elevation



Proposed side elevation (north)

The alterations to the retained parts of the building would be limited as far as is practicable, removing later alien services and providing new services where these are essential, and carrying out necessary repairs. The most significant alterations would be the elements of demolition (involving the removal of various C20 extensions at the rear of the building), and the insertion of the lift which requires a new raised roof at the rear of the building. On the lift the DAS says the following –

The form of the new lift enclosure has been selected to provide the minimum volume to incorporate the necessary circulation to link the two levels. It has been expressed as a separate contemporary element to avoid impact on the roof and eaves of the original roof and to allow the intervention to be clearly identified as separate from the older structures. The hipped roof minimises the height of the extension and minimising the impact on the view of the house from the front but at the same time reflecting the hipped form of the roofs to the original house.

47 car parking spaces are proposed – 7 of these accessible, and 4 with EV points (2 twin units). Access to the car parking areas would be via the roadway to the campus.

On heating and other services, the proposal seeks to comply with Wiltshire Council’s wider sustainable development objectives. The DAS states the following –

Wiltshire Council have considered this scheme in relation to their sustainability policies and desire to work towards net zero carbon. The extent that this can be achieved are limited by both the constraints of the existing building and available funding. However, the following will be applicable:-

- *The reuse of the building will be the largest contribution to reducing the carbon impact.*

- *Where roof coverings are to be replaced, the new construction will incorporate insulation and wind protection membranes to improve ventilation.*
- *The building has been reduced in size, there by reducing the amount of energy needed to heat the building*
- *The single glazed windows must be retained, however draft proofing will be considered where feasible.*
- *The proposed heating system will be electric powered using air source heat pumps, supplemented by a ground located photo-voltaic installation in the landscaped area to the west, in lieu of gas heating.*
- *New LED lighting will be installed.*

The proposal includes a potential area in the grounds for installing PV arrays.

The proposals would be delivered in two phases –

- phase 1 being the enabling works (major demolitions, soft strip of retained house, asbestos removal where possible, emergency repairs, additional investigations following demolition/soft strip as required);
- phase 2 being the main refurbishment works and landscaping.

Estimated timetable for the phases is completion of the phase 1 works in the first half of 2022 whilst the Melksham Campus contractor is still on site to reduce impact on the Campus when it opens, and commencement of the phase 2 works in the second half of 2022. At this time this is an estimated timetable as funding streams for the works are yet to be finally confirmed.

6. Planning Policy

Wiltshire Core Strategy –

CP1 – Settlement Strategy

CP2 – Delivery Strategy

CP15 – Spatial Strategy Melksham Community Area

CP50 – Biodiversity and Geodiversity

CP51 - Landscape

CP52 – Green Infrastructure

CP57 – Ensuring High Quality Design and Place Shaping

CP58 – Ensuring the Conservation of the Historic Environment

CP60 – Sustainable Transport

CP61 – Transport and New Development

CP67 – Flood Risk

‘Saved’ Policies for the West Wiltshire District Local Plan –

U1a – Foul Water Disposal

U2 – Surface Water Disposal

7. Consultations

Melksham Town Council: No objection

No Objection to the Planning Application, however have concerns about only including 2 vehicle charging points in the car park.

(Officer Note - There are 2 Electric Vehicle Charging points (EVCP) but these are twin units serving 4 bays which exceeds the draft Government Guidance to provide a minimum of 1 EVCP for every non-residential property).

Wiltshire Council Conservation Officer: No objection, subject to conditions

Policy -

Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 – requirement to have special regard to the desirability of preserving the listed building, its setting, or any features of special architectural or historic interest which it possesses and the settings of neighbouring listed buildings.

Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 also requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The NPPF outlines government policy for planning. It sets out three overarching objectives for the planning system in the interests of achieving sustainable development – an economic objective of building a strong economy; a social objective of fostering well-designed, beautiful and safe places and an environmental objective of protecting and enhancing our natural, built and historic environment.

Chapter 16 of the NPPF ‘Conserving and enhancing the historic environment’ sets out policies concerning heritage and sustainable development and requires a balanced approach to decision making with harm weighed against the public benefits resulting from proposals.

National Planning Practice Guidance provides guidance on interpreting the NPPF.

The Council's Core strategy, Policy CP58: Ensuring the conservation of the historic environment requires that designated heritage assets and their settings will be conserved. Policy CP 57: Ensuring high quality design requires a high quality of design in all new developments.

Historic England Advice Note 2 – Making changes to Heritage Assets illustrates the application of policies set out in the NPPF in determining applications.

Site –

The wider site comprises the Grade II listed Melksham House and its grounds. It is located in the centre of Melksham within Melksham Conservation Area. It is occupied by a number of sports fields, along with extant buildings, car parks and landscaped lawns. The eastern part of the site is centred upon the Grade II Listed Melksham House, with further outbuildings located to the south. The remainder of the site comprises an ornamental pond, bowling greens, tennis courts, pitches for football, rugby and cricket, formal parkland and surfaced car parks. The house incorporates the remnants of a former three bay house of early-mid C17th which became the service core of an C18th house which turned its main elevation towards the church.

After the First World War, the House and grounds were acquired by Cooper (later Avon) Tyres in order to create a sports and social club and the site has been used for leisure purposes since. In 1920, Melksham House was badly damaged by fire and subsequently partially rebuilt

and extended. Throughout the latter half of the 20th century the building was subject to further extensions with ancillary buildings constructed in the vicinity.

The NPPF defines significance as the “value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.” Historic England assesses significance in a similar manner, referring to evidential, historic, aesthetic and communal values of a place.

In this case the significance of the building lies with its architecture and historic fabric - its form, layout and architectural expression and use of vernacular materials which have significant architectural and aesthetic interest. They also provide evidence of the complex development of the building over time and the whole contributes to the character of the conservation area. It has also acquired a significant communal value in its long history and use as a sports facility at the heart of the town.

Proposal –

The current application follows the approval of a planning application for a new leisure centre to be located to the south of Melksham House on the former football pitch. Associated applications have also approved the demolition of former outbuildings to Melksham House and the alteration of the entrance onto the Market Place via the demolition and relocation of one of the separately listed gate piers to slightly increase the width of the opening.

The construction of the campus building was found to involve a level of harm to the setting of Melksham House and a requirement of the approval – which provided mitigation in the form of conservation benefit which was considered to offset this harm – was that a new use was secured for Melksham House, alongside an appropriate scheme for its repair and refurbishment to facilitate this use. The current scheme is intended to fulfil this requirement and seeks consent for repair and alterations to facilitate the use of the building as a flexible hub for business and the wider community, whilst safeguarding its cultural and historic value.

Assessment –

The building is currently in a poor state of repair and the proposals allow for the repairs and refurbishment necessary to bring it back into usable condition. Works include the demolition of modern extensions and repairs to the building. Additional services are required to serve the new functions and the provision of a lift within the south wing of the former dance/concert hall is also proposed to facilitate access across the multiple levels. The latter will involve some additional subdivision and loss of fabric both within the dance hall and to create circulation between this and the main building at first floor. In addition, a localised roof extension is required to create sufficient headroom for the lift. Externally, the demolition of modern extensions will provide a location for a car park to the rear to serve the new functions.

Paragraph 194 of the NPPF requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. The proposals are accompanied by a Design and Access Statement and by a Heritage Appraisal which examines the significance of the heritage asset and the contribution made by its setting and which assesses the impact of the proposals on this significance. I am generally in agreement with the submitted documents which provide a thorough background assessment/recording of the site and proposals.

Paragraph 197 of the NPPF encourages authorities to “take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses

consistent with their conservation". In the majority of cases it is acknowledged that continuation in a similar use will usually offer the best chances of sustaining the asset whilst limiting any harm which might result. Melksham House was in use for many years as a base for sports and social facilities serving the town. The land surrounding the house continues to support such activities, as will the new campus building which is in the process of construction. The current proposals for the house will secure its ongoing use for such uses, alongside proposals for the provision of start-up offices within the main house. The proposals will secure the removal of inappropriate and poor-quality modern extensions and the repair of the building whilst also facilitating continuing public access within a relatively low-key use involving only a modest level of change and alteration.

Paragraph 195 of the NPPF requires that local planning authorities should seek to "to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal and the scheme has been developed in conjunction with the architects and planning team with proposals have been revised to address concerns raised.

Paragraph 202 of the NPPF allows that a level of harm may be offset by public benefits, which could include conservation benefits. Whilst the proposals will result in some limited harm to the building via alterations to historic fabric and change within its setting there will be a very significant conservation benefit from securing the repair of the building and providing a viable use which can ensure its maintenance in the long term which more than off-sets the modest harm which may result.

The proposed works will not result in any significant alterations surrounding the listed building and the impact on the setting of neighbouring listed buildings, which are all at some distance, will be seen in the context of the approved campus development and the existing historic situation and will be neutral.

Summary & conclusion –

The impact of the proposals on heritage assets will be largely neutral or positive and the requirements of current conservation legislation, policy or guidance are considered to be met and there is therefore no objection to the approval of the application.

Conditions –

The addition of conditions to control the following issues is suggested:

Details of hard & soft landscaping

Details of any proposed bin store

Details of the proposed ASHP enclosure

Details of all free-standing external lighting, cctv cameras and signage associated with the development

Wiltshire Council Highways: Views awaited

Wiltshire Council Public Protection: no objection, subject to conditions

My main concerns are in respect of noise and dust from the proposed work. We would look to control vehicle access to the site to the hours agreed for the Melksham Campus development adjacent and also to restrict all construction activity to our standard hours in order to minimise disruption. For reference the vehicle access was agreed to be 7:30am to 6pm Monday to Friday, 8am – 1pm Saturday, no access on a Sunday / Bank Holiday. Construction / demolition activity the same but with an 8am start Mon – Fri.

I would also suggest we approve a method statement to cover the demolition / construction activities to ensure that no loss of local amenity is caused as a result of the development. This could be conditioned and also include an agreement to abide by the suggested hours above.

.....

I would want to approve the finer detail in respect of the Air Source Heating Pumps to be used at the site including their rating and be sure they are not going to cause ongoing loss of amenity due to their use.

Historic England: Do not wish to comment on this application. It is a matter for local conservation advice.

National Amenities Societies: no comments received

8. Representations

The application was publicised via neighbour letters, site notices and newspaper advertisement.

One representation, summarised as follows –

- General support for work-space and community use. Appropriate licences should be put in place for bar and related community uses;
- There should be more than two EV charging points in car park;
- Ambitious landscaping should be carried out.

9. Planning issues

The main planning issues to be considered are, firstly, the principle of the proposal; and then, detailed matters, including conservation, highway safety and residential amenity.

9.1 Principle

The site is located within the limits of development of Melksham, which is defined as a market town in the settlement strategy of the WCS. In this location, there is a presumption in favour of sustainable development in accordance with policies CP1, CP2 and CP15 of the Wiltshire Core Strategy.

The re-opening and general improvement of the site for community, leisure and recreation related purposes aligns with its historic use, and so is acceptable as a matter of principle. The introduction of flexible work and meeting spaces within the building would further enhance its community offer, and so is also acceptable. Such continued use and re-purposing of the site is effectively 'permitted development' under the terms of the Town and Country Planning (Use Classes) Order.

The proposal satisfies the first requirement of condition 2 of planning permission no. 19/03329/DP3 in that it provides proposals for the re-use and refurbishment of Melksham House in advance of first use of the new community campus. The proposal also broadly satisfies the second part of the condition in that a timetable for delivery has been provided, albeit it is dependent on funding availability. Critical to condition 2 is its requirement for the

development to be carried out in accordance with the approved details (these comprising both the building works *and* the timetable for delivery), and it is against these that compliance will be monitored and sought.

9.2 Heritage assets

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty upon local planning authorities in determining planning applications for development affecting listed buildings to have special regard to the desirability of preserving the special interest and setting of the listed building.

Core Policy 58 (Ensuring the conservation of the historic environment) of the WCS states that new development should protect, conserve and where possible enhance the historic environment.

The Heritage Assessment which accompanies the planning application describes the planned alterations to the building which go beyond those previously approved as follows –

The proposed changes (from the previous approval) can be summarised as follows:

- i. Additional service rooms and 'breakout' space proposed to the former dance/concert hall*
- ii. Provision of a lift to the south wing of the former dance/concert hall (including removal of window and additional roof extensions)*
- iii. Re-configuration of ground and first floor plan to provide additional services to the building (WCs and kitchen spaces)*
- iv. Removal of existing modern rear extensions and replacement with a car park*

The demolition elements of the proposal remove unsympathetic later extensions to the original house, and so would enhance its appearance and setting. Where necessary making good works to the retained building would be carried out to match. The demolitions would enhance the Listed building and its setting and the making good works would have a neutral effect.

Alterations to the elements of the original building to be retained are, in general, limited in nature and extent, and primarily seek to make the building more efficient, accessible and safe. Some of these alterations are considered to cause less than substantial harm to the listed building (for example, the removal of a gallery from the C20 rear hall). However, this harm is accepted as being at the lower end of the NPPF's less than substantial harm 'spectrum', and in any event is outweighed by the public benefits arising from the renovation and re-use of the building for community and office related uses.

The most significant change to the building (after the demolitions) is the planned insertion of a lift, this requiring a new roof element at the rear. The Heritage Statement describes these works in the following terms –

The provision of a lift is required given the building (contrary to the previous approvals) is now designed to stand as a separate entity, detached from the facilities to its south. This has necessitated the provision of a platform lift to deal with a number of level changes within the building and allow access to the ground and first floors. The provision of a lift and the subdivision of the south-wing of the hall will have an impact on the historic plan form of the former open wings.

To enable access via the new lift lobby to the main house an existing window will be removed and the cill dropped to form a door. This will result in some (limited) loss of historic fabric probably dating from the 1920s refurbishment and rebuilding.

The necessary roof extension (to ensure adequate height for the lift and its access) will project from the hall roof across the roof of the south wing. It has been designed to be finished in zinc cladding as an honest but prominent intervention to the roofscape. From the west, the proposed roof extension will partially obscure one of the triple projecting wings of the south range, an attractive part of the roofscape to the house but (presently) not a principal elevation although a prominent and public one.

The lift position has been chosen as it is considered, despite the interventions, to be the least intrusive position for a proposed lift and negates the need for additional lifts within the house which could incur further loss of historically significant fabric. These elements of the proposal will however result in some harm to the historic building including the loss of historic plan form and the loss of historic fabric.

The lift works would cause less than substantial harm to the Listed building. However, this harm is, again, outweighed by the public benefits arising from providing the lift as part of the renovation and re-use of the building. It is also agreed that the proposed location of the lift is the least intrusive.

Overall, the proposal strikes the right balance between conserving the building and enabling its renovation and re-purposing as a, fit for the 21st century, community facility. Critically the proposal would ensure a long-term viable future for the asset. Its future would be potentially less secure otherwise.

In terms of the impact of the proposals on other Listed buildings, their separation from the site means that there would be no impact or neutral impact only. The removal of the unsympathetic rear extensions to the house and the general tidying of the site as part of the renovation works would have a positive impact on the conservation area.

On archaeology, the application is supported by an Archaeological Impact and Mitigation Statement. Its conclusion is as follows –

The proposed works are relatively restricted, and generally require limited impact into current ground levels: both in terms of footprint and depth. Some detail on groundworks methodology remains to be determined, but the available information has allowed a broad strategy for a suitable archaeological strategy to be recommended.

The following key points are concluded:

- *The completed archaeological works within the Melksham Campus as a whole provide a suitable and proportionate amount of information on the significance of archaeological remains which may be impacted upon by the proposals to inform determination of the application*
- *The required groundworks and anticipated impacts upon archaeological remains are generally limited*
- *Additional archaeological mitigation would be suitable to be implemented as a Condition to any planning approval for the development*

- *The following mitigation measures are considered to be suitable:*
 - *Construction Phase: a programme of archaeological monitoring and recording (a 'watching brief') of any areas of construction below approximately 0.4m bgl, the new car park and the new community garden*
 - *Pre-Commencement Phase: It is further recommended that if excavations deeper than 0.4m bgl are required for the photovoltaic panels then additional archaeological trial trenches may be required prior to the groundworks commencing, in order to supplement the available information on the archaeological remains*

Conditions are recommended accordingly.

9.3 Highway safety

The proposal includes car parking facilities and access arrangements which are adequate for the nature of the proposed uses, particularly in the context of the historic use and the nearby town centre location. The proposal raises no highway safety issues.

EV charging facilities are proposed at four of the planned parking spaces (2 twin EVCP units). At this time there is no policy requiring the provision of EV facilities, and so the provision of the two twin units serving 4 spaces is acceptable. Below ground ducting will also be installed to facilitate the installation of further EV Charging Points (total 10 bays), if warranted by future demand.

9.4 Residential amenity

In view of the similarities between the proposed uses and the past uses of the building (for community and recreational purposes), the proposals raise no long term amenity issues. This is helped by the separation between the site and all neighbouring properties. The Council's Public Protection Team has requested conditions to control the construction phase (e.g. limits on hours of working), and to ensure new plant/equipment does not exceed reasonable noise levels.

The Public Protection Team have raised no concerns in relation to the 24/7 use of the building.

9.5 Other matters

The application is accompanied by a detailed Drainage Strategy Report. It demonstrates that the proposed surface water drainage system will not adversely impact on flood risk both within the development and to surrounding properties.

The application is accompanied by an Ecological Assessment. The Assessment revealed three low status bat roosts for low numbers of bats, and accordingly a low impact bat licence from Natural England would be required. The Assessment sets out mitigation and enhancement measures for both the bats and for birds, which can be conditioned to safeguard these.

The application is accompanied by an Arboricultural Report which sets out measures to protect quality trees during construction.

RECOMMENDATION

That the application be approved, subject to the following conditions.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

10106L(9)001 - Location Plan
10106L(9)002G - Proposed Site Plan
10106L(9)003 - Proposed Site Plan Demolition
10106L(0)010A - Proposed Ground Floor Demolition Plan
10106L(0)011A - Proposed First Floor Demolition Plan
10106L(0)012A - Proposed Second Floor Demolition Plan
10106L(0)001C - Proposed Ground Floor
10106L(0)002 - Proposed First Floor
10106L(0)003 - Proposed Second Floor
10106L(0)007 - Proposed Roof Plan
10106L(0)020A - Proposed Elevations
10106L(0)021A - Proposed Elevations
10106L(0)022A - Proposed Elevations
10106A(3)001A - Detailed Sections New Glazed Doors
10106L(0)006 - Proposed Sections

18665-HYD-00-XX-SK-C-7720 P02 - Swept Path Analysis
18665-HYD-00-XX-SK-C-7721 P02 - Swept Path Analysis

Tree Protection Plan
External Services Strategy
Melksham House - Schedule of Repairs - Rev A
Design & Access Statement

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence on site until a construction management plan has been submitted to and approved in writing by the local planning authority. The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and/or construction phase of the development. It shall include details of the following:

- The movement of construction vehicles;
- The cutting or other processing of building materials on site;
- Wheel washing and vehicle wash down facilities;
- The transportation and storage of waste and building materials;
- The recycling of waste materials (if any)
- The loading and unloading of equipment and materials
- The location and use of generators and temporary site accommodation
- Hours of activity including delivery of materials to the site.

The construction/demolition phase of the development shall be carried out fully in accordance with the construction management plan at all times.

REASON: To safeguard amenity and highway safety.

4. No demolition, site clearance or development shall commence on site, and; no equipment, machinery or materials shall be brought on to site for the purpose of development, until tree protection measures are put in place in accordance with the "BS5837:20212 Arboricultural Report and Final Method Statement" by Alan Engley dated 25 June 2021 and the related Tree Protection Plan dated June 2021 which forms part of the planning application, and;

The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work – Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the first occupation or the completion of the development, whichever is the later].

REASON: To enable the Local Planning Authority to ensure the retention of trees on the site in the interests of visual amenity.

5. The development hereby approved shall not be first used until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure (including for the ASHP enclosure and any bin store(s));
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting, CCTV etc);
- retained historic landscape features and proposed restoration, where relevant.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

6. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

7. No external lighting shall be installed on-site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals in their publication "The Reduction of Obtrusive Light" Guidance Note 01/21 (reference GN01/21), have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

8. The development shall be carried out strictly in accordance with the mitigation and enhancement measures specified in the Ecological Assessment by Ethos Environmental Planning dated June 2021.

REASON: To safeguard wildlife.

9. No works will commence on the drainage scheme until a detailed proposal has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory drainage of the site in the interests of amenity and safety.

10. Installation of the air source heat pump units shall not commence until a Microgeneration Certification Scheme (MCS) accredited installer has demonstrated the Air Source Heat Pump (ASHP) external units will meet the requirements of the MCS Planning Standard; and the ASHP will produce a noise level of no more than 42dB LAeq (5mins) at the nearest bedroom/lounge window when operating; through source noise level data, distance attenuation and screening calculations etc. MCS compliance certification must be submitted to the LPA within 3 months of installation.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

11. No ground works shall commence on site until an archaeology watching brief has been arranged to be maintained during the course of such works. The watching brief

shall be carried out in accordance with a written specification which shall have been first agreed in writing by the Local Planning Authority, by a professional archaeologist or an organisation with acknowledged experience in the recording of archaeology which is acceptable to the Local Planning Authority.

In the event that excavations deeper than 0.4m below existing ground level are required for the photovoltaic panels in the new community garden, then a Written Scheme of Investigation (WSI) shall be prepared for this area, and submitted to the local planning authority for approval in writing. Thereafter development in this area shall be carried out in accordance with the approved WSI.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting of planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to safeguard the identification and recording of features of archaeological interest.

12. No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.



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