

East Melksham Development Brief

Recommended Changes arising from Public Consultation

Concept Plan

Amend Plan to show:

- Correct boundaries of the strategic site (to accord with District Plan 1st Alteration)
- Existing hedgerow and right of way to the rear of Primrose Drive
- Enhanced strategic landscaping along boundaries of site
- Strategic landscaping along length of distributor road, including at junction with Snowberry Lane
- Strategic landscaping defined on key to Plan

Paragraph 3.8

Ecology

There are no overriding ecological constraints to the development of the site. Its ecological interests have been assessed and the important ecological interest within the site is the riverine habitat of Clackers Brook. This will be safeguarded and enhanced as part of the development. *Surveys should be undertaken for all protected species to determine what species are present, population levels, how the proposals will impact on the species, and what measures can be undertaken to mitigate against the impact.* The development proposals should take account of ecological interests and where necessary mitigation measures will be agreed with English Nature. There are no statutory sites of nature conservation importance within 2km of the site. The only non-statutory sites of nature conservation importance within 2km are Eighteen Acre Plantation and Conigre Mead Wiltshire Wildlife Trust Reserve. The proposed development at Clackers Brook is unlikely to have any significant impacts on these two sites.

Paragraph 3.9

Noise

Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. *The effects of this on both the new development and the existing neighbouring residential properties to the site should be considered by way of landscaping, with particular care taken on the crossing of Snarlton Lane and at Snowberry Lane.*

Paragraph 3.11

Habitats

~~Consideration should be given to retaining, where possible, the~~ Important hedgerows and mature trees *will be retained* within the structural landscaping of any Scheme. *Existing gaps in hedges, where possible, should be planted up to strengthen the ecological connectivity across the site. Particular attention should be paid to protecting, enhancing and strengthening existing hedgerows along boundaries of the site.*

Paragraph 4.1

The development objectives for the Clackers Brook strategic site are as follows:

- *To avoid negatively impacting upon the safety, privacy or attractiveness of existing neighbouring residential areas.*
- *To protect, and where possible, enhance the natural environment, ~~including trees, hedges and retention of wildlife habitats~~ through the protection and enhancement of existing trees, watercourses and hedgerows and through the planting of new hedgerows, trees and wildflower areas within any landscaping scheme;*
- *To provide for habitat creation and management to enhance the biodiversity of the area;*

Paragraph 4.6

The Clackers Brook scheme will include extensive areas of public open space and recreation land. Informal open space will be provided along the Clackers Brook corridor this forming an extension to the linear country park that extends in a westerly direction towards the town centre. The linear park comprises the floodplain of the brook and will be laid out so as to comply with the requirements of the Environment Agency. Formal open space taking the form of Playing Fields will be provided south of Snarlton Lane, *between the proposed primary school and ~~to the east of~~* the existing playing fields off Foresters Park road. Changing facilities will be provided. Provision will also be made within the development for children's play areas in the form of Local Equipped Areas for play (LEAPs), a Multi-Use Games Area (MUGA) adjacent to the school and a Neighbourhood Equipped Area for Play (NEAP)

Paragraph 5.1

The Illustrative Concept Plan (fig 1.2) has been carefully developed to accommodate a wide range of environmental constraints identified by the ongoing baseline assessment work. The findings of the landscape, visual and ecological appraisals have had a particular bearing on the final layout, seeking to ensure that the allocation is sensitively assimilated into its surrounding landscape and urban fabric, whilst minimising potential adverse effects and maximising enhancement opportunities. *It will be particularly important to ensure that the urban design and landscaping proposals for the site respect the amenity of the existing residential areas adjacent to the site.*

Paragraph 5.10

The overall design solution illustrated in the Concept Plan (fig 1.2) sets the framework for the proposed development. Key buildings will be used as gateways providing a sense of arrival to individual areas and reference points for residents and visitors. Development plots are to be arranged based on perimeter block development to give a clear definition between the public realm and private defensible spaces. In each neighbourhood, buildings will mainly face directly onto the street or other public areas, such as play areas and communal parking areas. This will be important to create a positive relationship between public and private spaces and to create interest in the new public realm. This will also increase the amount of passive surveillance of the proposed public spaces, thereby reducing the potential for crime within the development. Use of cul-de-sac development will ~~not be encouraged~~ *be discouraged*, though inner courts may be used accessed by appropriate openings in the street frontage.

Paragraph 5.12**Materials**

An important component in creating the character of the East Melksham scheme will lay not just in its proposed layout, but also in the use of materials and architectural details. The architectural styles and detailing, choice *and mix* of materials need to be combined to create a distinct identity for the scheme and establish its quality. The residential development should use materials which reflect local finishes, in terms of colour, texture and detailing.

Paragraphs 5.15 and 5.15a***Distributor Road and Access to the Development***

5.15 A distributor road with a design speed of 30 mph will be provided to link Sandridge Common Road with the northern end of Snowberry Lane thus providing a through distributor road route between Sandridge Common Road and The Spa. The northern section of this distributor road will be designed so that, in future, it may be upgraded to form part of an “eastern bypass” to Melksham as shown in the Concept Plan and in accordance with the DLP Proposals Map. Adequate adjacent land will be provided as part of the development to facilitate this. At its northern end, the new distributor road will connect Sandridge Common Road via a new roundabout. At its southern end, it will connect to Snowberry Lane which has already been constructed to distributor road standard. *The design of the road should minimise impact on existing adjacent residential properties, with particular care taken on the crossing of Snarlton Lane where land levels vary and at Snowberry Lane where existing residential roads connect to the distributor road network. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality.*

5.16 Vehicular access to the development will be taken from Sandridge Road and the new distributor road, as shown on the Concept Plan. Access between the development and Snarlton Lane will be restricted to pedestrians and cyclists *only and signage and traffic restrictions will be introduced to discourage development related vehicular traffic from entering Snarlton Lane.* That part of Snarlton Lane to the east of the distributor road, and which will be severed by the distributor road will take access directly to the new road. *Existing public rights of way will be retained and incorporated within the development and, provision will be made for safe and convenient crossings of the distributor road to maintain access to the countryside, including a bridleway crossing of the new distributor road where it crosses Snarlton Lane.*

~~Within the development, the road system should be designed to keep traffic speeds low and recognise the need for people to be able to circulate around the area and to provide priority for pedestrians.~~

Paragraph 5.17

Within the development, the road system should be designed to keep traffic speeds low and recognise the need for people to be able to circulate around the area and to provide priority for pedestrians. For safety the design speed of the road network which will be served by the Distributor Road and which will be within the development should be limited to a maximum of 20 mph. Traffic calming measures should be adopted throughout the development and may take several forms. Traffic can be calmed through road narrowing, changes in surface materials and levels, but equally the shape and form of streets themselves will influence driver behaviour. Built form and natural features can be used to limit long views for drivers and therefore control vehicle speed. It is particularly important to integrate speed control features at the design phase rather than as an afterthought. For further information reference should be made to the Department of Environment Transport and Regions (DETR's) 'Places, Streets and Movement', the companion to Design Bulletin 32.

Paragraph 5.18

In accordance with national and local transport policy, emphasis will be placed on encouraging and developing sustainable methods of travel rather than relying on private car use. By controlling vehicle speeds, effective use can be made of shared surfaces for pedestrians and cyclists. A network of routes for pedestrians and cyclists will link key features and areas within the site and offer direct linkages between facilities. In order for walking and cycling to be encouraged, urban footpath and cycleways need to be attractive, secure *well signed* and well lit at night with surveillance provided from adjacent housing. *Estate maps showing this network will aid orientation and encourage usage.* Pedestrian and cycle links are to be provided to existing housing to facilitate movement and provide access to the new facilities. Secured sheltered cycle racks should be provided at the primary school and local centre. The outline application should make provision to fund any necessary improvements for cyclists and pedestrians. Both the Clackers Brook open space corridor and Snarlton Lane will be utilised to provide safe pedestrian and cycle links towards Melksham town centre.

New paragraph 5.15a

In section 2 of the brief, reference is made to a number of relevant policies, and in terms of off-site impact, particular note should be made of policies T3 and U1. For the avoidance of doubt, it is essential that future planning applications are accompanied by a full transport assessment. As well as providing details of measures that improve access to the proposal site by public transport, walking and cycling, the transport assessment will also need to show how any adverse traffic impact will be mitigated. This is likely to be particularly evident along Sandridge Common Road, at Snowberry Lane and at junctions with the A350 to the south.

New Paragraph 5.26a

All play areas and open spaces proposed in subsequent planning applications must be completed and, where necessary, equipped to the satisfaction of the Local Planning Authority prior to any adjoining houses being marketed or sold.

Paragraphs 5.27 - 5.29**Landscape Framework**

5.27 The landscape framework for the site includes the following elements

- A landscape buffer to the eastern edge of the development;
- Retention of the important mature trees and hedgerows *and additional planting*;
- Landscaping within the Clackers Brook corridor.

5.28 *A landscape buffer, including bunding, will be provided between the development and the proposed distributor link road to provide an acoustic and visual barrier.*

5.29 *The development will retain existing important hedgerows and mature trees as part of any structural landscaping scheme and will provide for new planting, particularly along boundaries of the site, to protect existing residential amenity, to create wildlife habitats and to enhance the landscape setting of the proposed development.*

5.29a ~~It is envisaged that~~ The Clackers Brook corridor will form an extension to the linear country park extending in a westerly direction by the existing open space towards the town centre. This will accommodate informal open space and provide an attractive feature in the development. *The landscaped corridor will provide opportunities for habitat creation and biodiversity enhancement through an agreed management plan.*

~~5.28 Formal sports provision will be located adjoining the new primary school and south of Snarlton Lane where it will adjoin the existing playing fields as shown on the Concept Plan.~~

Paragraph 6.2

Water Supply

Water supply for the mixed use scheme will be provided from the main located adjacent to the north of the site. Wessex Water have identified that off site reinforcement of the trunk main system will be required. ~~Wessex Water anticipates that the water supply for the mixed use scheme can be provided from the main located adjacent to the site.~~

Paragraph 6.3

Surface Water Drainage

The surface water drainage proposals for the site should take account of best management practice promoted by the Environment Agency. A solution incorporating attenuation before discharge to the Clackers Brook is to be agreed. The development should not increase but should seek to reduce the incidents/extent of flooding downstream. *Stormwater drainage systems shall be built to an adoptable standard in consultation with Wessex Water.*

Paragraph 6.5

Foul Drainage

The proposals require a new integrated foul sewer system to adoptable standard which will connect to a point on the existing public system to be agreed with Wessex Water. ~~The proposals require a new foul mains drain to connect to the trunk foul sewer.~~

Paragraph 6.7

The anticipated point of connection for the new development will be the existing Primrose Drive pumping station. As part of the integrated foul sewerage system for the development it is likely that additional storage will be required at the pumping station. The development should also seek to rationalise the existing foul sewerage systems in Snarlton Road and Sandridge Common Road. ~~The foul sewerage system ultimately discharges to the town's sewage treatment works. Wessex Water has confirmed that adequate capacity will be available sufficient to meet the demands of the new development which is in accordance with the DLP.~~

New Paragraph 7.7

Construction

Construction will be managed to minimise noise and disturbance to existing residential properties in the area. Planning conditions and other measures will be employed to cover such issues as the hours of working, delivery times, acceptable noise limits and the routing of construction vehicles.

Paragraph 8.1

The scale of development permitted within each phase will be controlled so that facilities and infrastructure are provided in step with occupations. This will be secured by legal agreements. These agreements will:

- (i) Determine the trigger points at which each of the component parts of the development are to be provided *and set time limits for handing over* ~~or handed~~ over to a managing body, such as the school, *or for adoption by public bodies*.

Paragraph 8.3

The further issues that will need to be covered within legal agreements, most likely to be under the terms of either Section 106 of the Town & Country Planning Act 1990 or Section 278 of the Highways Act 1980, are as follows:

- Open space, both formal and informal, including the level of provision, timing and future management, including the provision of a landscaped floodplain corridor, *biodiversity enhancement* and riverside walk.