Planning, Design and Access Statement

Erection of 19 new industrial units (Class E & B8 Uses)

at

Templars Way Industrial Estate, Royal Wootton Bassett, SN4 7SR

September 2023

KEDD Limited

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Revision	Author	Checked by	Date
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1 INTRODUCTION & DEVELOPMENT BACKGROUND

1.1 Overview

1.1.1 This Planning, Design and Access Statement (PDAS) has been prepared on behalf of the Applicant, Charlton Haynes Ltd, in support of a full planning application for the erection of 19 new industrial units at Templars Way Industrial Estate, Royal Wootton Bassett, SN4 7SR.

1.1.2 Policy BD1 of the saved North Wiltshire Local Plan 2011 policies allocates the existing industrial estate alongside additional land (including the site to which this application relates) for employment land. The principle of development of the site to provide additional industrial units as an extension to an existing industrial estate is therefore accepted within this policy and can also be considered acceptable in principle under the Spatial Vision of the Wiltshire Core Strategy and the Royal Wootton Bassett and Cricklade Community Area Strategy.

1.1.3 Furthermore, the majority of this application site was granted outline approval on the 27th April 2023 for the erection of new industrial units (Ref: PL/2022/03125).

1.1.4 Therefore, the principle of accommodating industrial units on this site has been firmly established both through planning policy and outline planning approval.

1.1.5 This Statement will provide a full description of the development proposal and an assessment of the proposal in relation to planning policy and other material considerations. The Statement is set out as follows:

- Section 1 provides an introduction and background of the proposal and the relevant planning history of the application site;
- Section 2 provides a detailed site location and context;
- Section 3 provides a detailed description of the proposed development;
- Section 4 examines the relevant planning policies;
- Section 5 gives the planning assessment; and,
- Section 6 draws a conclusion on the above.

1.1.6 In addition to this Statement, the application comprises the following documents:

- Application Forms and Certificates;
- Location Plan / Existing Site Plan (ref: KD.TMPL.1.D.001);

- Proposed Site Plan - Block Plan (ref: KD.TMPL.1.D.002);
- Proposed Site Plan - Internals Plan (ref: KD.TMPL.1.D.003);
- Proposed Elevations Sheet 1 (ref: KD.TMPL.1.D.004);
- Proposed Elevations Sheet 2 (ref: KD.TMPL.1.D.005);
- Proposed Landscape Scheme (ref: KD.TMPL.1.D.006);
- Noise Impact Assessment (Appendix A) prepared by LF Acoustics Ltd;
- Preliminary Ecological Appraisal (Appendix B.1) prepared by Kedd Limited;
- Biodiversity Net Gain Report (Appendix B.2) prepared by Kedd Limited;
- Drainage Assessment (Appendix C) prepared by BCL Consulting Ltd; and,
- Transport Technical Note (Appendix D) prepared by DTA Transportation Ltd.

1.1.7 Full details of the proposed development are provided in Section 3 of this PDAS.

1.2 Planning History

1.2.1 There are a number of planning permissions which form the planning history for the application site.

1.2.2 As set out above, outline planning permission with all matters reserved except access was granted 27th April 2023 (Ref: PL/2022/03125) for the erection of new industrial units (Class E & B8). A number of conditions required addressing via Reserved Matters / Discharge of Condition applications.

1.2.3 The other planning permission relevant to the application site is N/94/1034/F. This planning permission provided for the existing Templar's Way Industrial units immediately north / east of the proposed application site, as well as including for the north western parcel of the proposed development site which was included as a 'Vehicle Turning Area' within the permission.

1.2.4 A full description of the current site occupation / condition is provided within Section 2 below.

2 DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

2.1.1 The site subject to this planning application is located at Templars Way Industrial Estate, Royal Wootton Bassett, SN4 7SR – illustrated on Drawing No. KD.TMPL.1.D.001. The site is located within an 'Employment Land' allocation forming part of saved Policy BD1 of the North Wiltshire Local Plan.

2.1.2 The site is directly south / west of the existing industrial units at Templars Way Industrial Estate, approximately 1.1km south of the Royal Wootton Bassett Town Centre and ~8.3km south west of Swindon Town Centre.

2.1.3 The total site area is ~0.6Ha comprising of: the existing Templars Way Industrial Estate access road, hardstanding to the north west, agricultural land and field access. Drawing No. KD.TMPL.1.D.001 illustrates the existing site layout.

2.1.4 The site is surrounded by a mix of uses; to the north is the existing Templars Way Industrial Estate units and access road. To the east of the site is a small housing development known as 'Brooklands', as well as a linear tree belt heading south beyond the site; to the south is further agricultural land forming part of the same agricultural parcel as the proposed development site. West of the site is further agricultural land, set back beyond a linear tree belt which runs north to south along the western boundary of the site.

2.1.5 The site is accessed off the existing internal access road of Templars Way Industrial Estate, which in turn is accessed off Marlborough Road north east of the site. Marlborough Road connects the site to Royal Wootton Bassett to the north and onwards to the M4.

2.1.6 There are no environmental or historic designations washing over the site, nor within 500m of the application site. As stated previously, the site forms part of the 'Employment Land' allocation as part of saved Policy BD1 of the North Wiltshire Local Plan. This is explored in more detail within Section 4 and 5 of this Planning, Design and Access Statement.

2.1.7 The site is located within Flood Zone 1 in its entirety, having a 0.1% chance of flooding from rivers and sea.

3 DESCRIPTION OF PROPOSALS

3.1 Use, Scale and Layout

3.1.1 The proposed development comprises the erection of five block of industrial units across a 0.64Ha site. The following section describes the proposed development in terms of use, scale, layout, design, appearance and landscape.

3.1.2 Drawing Nos. KD.TMPL.1.D.002, KD.TMPL.1.D.003, KD.TMPL.1.D.004 and KD.TMPL.1.D.005 illustrate the proposed site layout, internals and proposed elevations of the application development.

3.1.3 The proposed development comprises the following elements:

- Erection of 19No. Industrial Units;
- Landscaping of site (including provision of Biodiversity Net Gain);
- Detailed drainage scheme design;
- Provision of 66 car parking spaces (including 6 EV Charging Points);
- Cycle Parking provision for up to 12 bicycles; and,
- Bin Storage Capacity.

Erection of 19No. Industrial Units

3.1.4 The main element of the proposed development is the construction of ~2,344m^2 of industrial space for a mix of Use Class B8 and E. The space is spread out across five development blocks of various scale. All units will be constructed to a two-storey height and be accessed via a two-storey height roller shutter onto an area of hardstanding / yard.

3.1.5 This section details only the scale, form and layout of the units; Section 3.2 details the design of each block.

Block A

3.1.6 Block A provides a total accommodation of 500m^2 across four units, each with a ground floor of 71.5m^2 and a first floor of 53.5m^2. Block A is located along the western boundary of the site, with a 5m stand off from the existing hedgerow.

Block B & C

3.1.7 Block B and C are constructed as one single building, divided into eight identical units, each containing a mezzanine level to the rear. Overall, Block B and C provides for 952m^2 of industrial space within the centre of the site. This consists of a ground floor space of 92m^2, and mezzanine of 27m^2 per unit.

Block D

3.1.8 Block D features four units, each constructed of only ground floor accommodation. The total floorspace provided across the block is 436m^2, spread equally across all four units (109m^2). The units are located to the east of the site.

Block E

3.1.9 Finally, Block E is located to the north east of the development site and consists of three equally sized units totalling 456m^2. Each unit contains two floors, with a ground floor of 86m^2 and a first floor of 66m^2.

Landscaping of Site

3.1.10 Landscaping for the site is detailed on Drawing No. KD.TMPL.1.D.006.

3.1.11 It includes the planting of: Grassland, New Native Shrub, Enhanced Shrub, Native Hedgerow and Tree Planting.

Drainage Scheme

3.1.12 The proposed drainage scheme for the site is described in detail within Appendix C – Drainage Assessment and its accompanying appendices. A brief overview is included within Section 5.4 of this PDAS.

Car Parking / Cycle Storage

3.1.13 The submitted scheme provides for 66 car parking spaces spread across the development site. This includes for six Electric Vehicle (EV) charging points / spaces located to the north east of the development. Justification for the number of car parking spaces is included within Section 5.5 of the PDAS.

3.1.14 In addition to the car parking spaces, there is provision for storage of up to 12 bicycles within a covered storage area located within the north / central area of the site. Justification for the provision of bike storage is included within Section 5.5, with the design of the storage area detailed within Section 3.2 below.

Bin Storage

3.1.15 Proposed bin storage for the development site is located to the west of the site adjacent to the southern elevation of Block E, as illustrated on Drawing No. KD.TMPL.1.D.003.

3.1.16 The 'Waste storage and collection: guidance for developers' Supplementary Planning Guidance (SPG) provides guidance for ensuring adequate provision of bin/waste facilities within new development. Using Table 4 of the SPG it was determined that the full ~2,344m^2 development is assessed to require provision for 11,720 litres of waste - assuming the full floorspace of the site would be 'Industrial Unit' as a worst case scenario to ensure adequate provision is incorporated into the scheme. Using the typical container

sizes provided within Table 5 of the SPG, bin container space required a footprint of 16.94m^2.

3.1.17 Within the proposed scheme, a 36m^2 area of the site has been identified for bin storage to ensure adequate access for users and space for bin collection.

3.2 Design and Appearance

Industrial Units

Materials

3.2.1 All five proposed blocks will comprise the same external materials. Drawing Nos. KD.TMPL.1.D.004 and KD.TMPL.1.D.005 illustrate the proposed elevations of the built development. Figure 5 of the Drainage Assessment illustrates the location of the proposed downpipes.

3.2.2 The following materials are to be incorporated within the proposed development for Blocks A-C & E:

- It is proposed to clad all elevations of the industrial units, including the roof, with Kingspan QuadCore KS1000RW vertical cladding in Goosewing Grey;
- All guttering and downpipes are to be Goosewing Grey to match the elevations and roof;
- Aluminium Door flashings will be powder coated in Goosewing Grey to match the facade; and,
- Metal roller shutters, personnel doors and uPVC windows will be installed in Merlin Grey.

3.2.3 For Block D, the following materials are proposed:

- It is proposed to clad the front elevation with Kingspan QuadCore KS1000RW vertical cladding in Goosewing Grey;
- The side and rear elevations, as well as the roof is to be clad with EuroClad 51 in Goosewing Grey;
- All guttering and downpipes are to be Goosewing Grey to match the elevations and roof;
- Aluminium Door flashings will be powder coated in Goosewing Grey to match the facade; and,
- Metal roller shutters, personnel doors and uPVC windows will be installed in Merlin Grey.

Block A

3.2.4 Block A is to be two-storeys, consisting of 4No. industrial units. The front elevation of the units will consist of a two-storey height metal roller shutter, adjacent to a personnel door / window on the ground floor, and a uPVC window to the first floor.

3.2.5 The southern elevation will consist of a personnel door, and two uPVC windows to the first floor. The northern elevation will also include a personnel door to the ground floor and uPVC window to the first floor providing daylight to the first floor space. To the rear elevation, personnel doors will be provided for the two central units.

3.2.6 The dual pitched roof will include roof lights on both pitches. Guttering will be fitted to the front and rear elevation with downpipes located in the centre of the two elevations and the southern end of both elevations.

Block B & C

3.2.7 Blocks B & C are part of one building with Block B westerly oriented and Block C easterly oriented. All of the units are of identical size and design. A double height metal roller shutter adjacent to a personnel door and uPVC window on each unit comprises the front elevation of both blocks. To the northern and southern elevation of the blocks a uPVC window will be installed at first floor height providing daylight to the rear of the units, along with a personnel door to the ground floor rear.

3.2.8 The dual pitched roof will reach its apex between the two blocks, and both pitches will consist of roof lights providing daylight to the rear mezzanine. Guttering will be installed on the front elevations with downpipes to the centre and southern extents of the elevations.

Block D

3.2.9 As with Blocks B & C, the front elevation of Block D consists of a double height roller shutter adjacent to a personnel door and uPVC window. Both the northern and southern elevation will consist of a personnel door to the ground floor. To the rear elevation, personnel doors will be provided for the two central units.

3.2.10 The dual pitched roof will include roof lights to the both pitches. Guttering and downpipes will be installed on the front and rear elevations. There will be two downpipes on either elevation, located between the northern and north central units and also between the south central and southern units.

Block E

3.2.11 Block E will have an identical front elevation and roof design to Block A. There will be a uPVC window to the southern elevation at the first floor height, and both a uPVC window to the first floor and a personnel door to the ground floor of the northern elevation. The rear elevation will consist of a personnel door for the southern most unit and the two central units.

3.2.12 Guttering and downpipes will feature on the front and rear elevation with the downpipes being located at the northern extent of both elevations..

Cycle Storage / Parking

3.2.13 It is proposed to install six Sheffield Stands, suitable for storage of up to 12 bicycles. The stands shall be installed adjacent to proposed parking north of Block C. The stands, in line with the requirements of the Wiltshire Transport Plan, will be covered. An example of what the stand will look like is included as Figure 1 below.

Figure 1 – Covered Sheffield Stand Example



Bin Storage

3.2.14 The bin storage area (as identified on Drawing No. KD.TMPL.1.D.003) will consist of: a hardstanding area bound to the north by the southern elevation of Block E; and to the south and west by close board fencing.

3.3 Access

3.3.1 The proposal would utilise the existing access Templars Way Industrial Estate internal road network and connect onto the strategic highway network through the existing junction with Marlborough Road, north east of the application site.

4 PLANNING POLICY / DEVELOPMENT CONSIDERATIONS

4.1 Introduction

4.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

4.1.2 The Development Plan in this instance comprises the following Local Plans:

- Wiltshire Core Strategy (2015);
- Saved policies of the North Wiltshire Local Plan (2011); and,
- Royal Wootton Bassett Neighbourhood Development Plan 2017-2026.

4.1.3 The following section is a summary of the policies which are pertinent to this planning application.

4.2 Development Plan

Wiltshire Core Strategy (2015)

4.2.1 The Wiltshire Core Strategy (WCS) was adopted by Wiltshire Council in January 2015. The WCS provides the framework for development across Wiltshire, having replaced a number of Local Plans that were in place across Wiltshire, providing a more holistic approach to planning within the authority area.

4.2.2 The following policies from WCS are relevant to the proposed development:

- CP1 – Settlement Strategy;
- CP19 – Spatial Strategy: Royal Wootton Bassett and Cricklade Community Area;
- CP34 – Additional Employment Land;
- CP50 – Biodiversity and Geodiversity;
- CP51 – Landscape;
- CP57 – Existing High Quality Design & Place Shaping;
- CP60 – Sustainable Transportation;
- CP61 – Transport & Development;
- CP62 – Development Impacts on the transport network; and,
- CP64 – Demand Management.

Saved Policies of the North Wiltshire Local Plan (2011)

4.2.3 The North Wiltshire Local Plan was adopted in June 2006, and provided policies for development within the authority area of North Wiltshire for the period up to 2011. A number of policies from the Local Plan have been 'saved' and still form part of the Local Development Plan for Wiltshire.

4.2.4 The 'saved' policies relevant to the proposed development are:

- NE14 – Trees, Site Features and the Control of New Development;
- NE18 – Noise and Pollution; and,
- BD1 – Employment Land.

Royal Wootton Bassett Neighbourhood Development Plan 2017-2026

4.2.5 The Royal Wootton Bassett Neighbourhood Development Plan was 'made' in April 2018 and provides local context to the Wiltshire wide Development Plan Policies. The plan was prepared by a Steering Group with the aim of directing development to meet the local needs.

4.2.6 In relation to the proposed development, the following policies are relevant:

- Policy 7 – Design;
- Policy 8 – Employment Land;
- Policy 10 – Landscape Setting; and,
- Policy 12 – Road Safety, traffic and transport.

4.3 National Policy Guidance

National Planning Policy Framework (July 2021)

4.3.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in July 2021. The NPPF is an important material consideration when determining planning applications.

4.3.2 Section 2 relates to *Achieving Sustainable Development*. Paragraph 8 clarifies that there are three dimensions to sustainable development which requires the planning system to fulfil a number of roles: an economic role, a social role and an environmental role.

4.3.3 The NPPF sets out the Government's policy and intentions to significantly and positively impact on the determination of planning applications, setting out a clear presumption in favour of sustainable development (Paragraph 10). Paragraph 11 confirms that plans and decisions should apply a presumption in favour of sustainable development.

For **decision-taking** this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- the application of policies in this Framework 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.

4.3.4 Section 4 relates to *Decision Making*. Paragraph 38 confirms that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

4.3.5 Paragraph 47 confirms that Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

4.3.6 Section 6 relates to *Building a Strong, Competitive Economy*. Paragraph 81 states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt, and that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

4.3.7 Section 11 relates to *Making Effective Use of Land*. Paragraph 119 states planning policies and decisions should promote an effective use of land in meeting needs while safeguarding and improving the environment and ensuring safe and healthy living conditions. This includes using previously-developed (brownfield land) as much as possible.

4.3.8 Section 12 relates to *Achieving Well-Designed Places*. Paragraph 126 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

4.3.9 Paragraph 130 states that planning policies and decisions should ensure that developments, among other things, are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

4.4 Main Policy / Development Considerations

4.4.1 The site forms part of the 'saved' Employment Land allocation Policy BD1 of the North Wiltshire Local Plan, which is referenced within Core Policy 19 of the Wiltshire Core Strategy. Little additional information is included within the Policy wording, except that the site is allocated for employment uses (considered at the time to be primarily B1, B2 and B8). BD1 therefore provides policy support for the proposed development.

4.4.2 In addition to Policy BD1 above, the following aspects require consideration as part of the proposed development:

- Noise / Amenity Impact – Protection of residential / neighbouring amenity through appropriate noise control onsite;
- Ecological Consideration – Ensure provision of biodiversity net gain through the proposed scheme, as well as acceptable impact to species and habitats;
- Landscape Impact / Design – Consideration of the local landscape character and ensuring an appropriate design for the area;
- Drainage – Creation of a suitable drainage scheme to ensure no unacceptable impact to flood risk; and,
- Transport – Ensure proposed development will not result in unacceptable impact to road capacity / safety.

4.4.3 In addition to the policy review above, it is pertinent to consider conditions attached to the Outline Permission (PL/2022/03125) which remain relevant to the site. Resultingly, a number of key considerations are identified to be addressed as part of the planning application process.

4.4.4 These considerations together with other relevant matters are examined in the following section.

5 PLANNING ASSESSMENT

5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the determination of this application to be made in accordance with the development plan, unless material considerations indicate otherwise.

5.1.2 The site is situated within the settlement boundary of the Market Town of Royal Wootton Bassett, as defined by Wiltshire Core Strategy (WCS) policies CP1 (Settlement Strategy), CP2 (Delivery Strategy) and CP19 (Royal Wootton Bassett and Cricklade Community Area).

5.1.3 The Royal Wootton Bassett and Cricklade Area Strategy notes that "Royal Wootton Bassett is the largest town within the Community Area, located approximately six miles from Swindon and two miles from the M4, and as such is ideally located to develop into an important employment centre." It then notes that "The town has therefore been identified as a location for new strategic employment growth, particularly to help reduce out-commuting, as the town currently has a dormitory role to Swindon." Finally, it recognises that "Growth in the Royal Wootton Bassett and Cricklade Community Area over the plan period may consist of a range of sites."

5.1.4 Key to the determination of this application is the policy support for the development, through saved policy BD1 of the North Wiltshire Local Plan, as the entire application site falls within the Templars Way Industrial Site allocated area. This policy supporting the introduction of employment uses. The principle of development of the site to provide additional industrial units as an extension to an existing industrial estate is therefore accepted within this policy and can also be considered acceptable in principle under the Spatial Vision of the Wiltshire Core Strategy and the Royal Wootton Bassett and Cricklade Community Area Strategy.

5.1.5 In terms of the NPPF, paragraph 8 sets out the three objectives of sustainable development which are interdependent and need to be pursued in mutually supportive ways:

a) an economic objective – to help build a strong, responsive, and competitive economy;

b) a social objective – to support strong, vibrant and healthy communities, by fostering a well-designed and safe built environment, with accessible services and open spaces that support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment, including making effective use of land

5.1.6 Paragraph 10 ensures that sustainable development is pursued in a positive way and at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11(d) confirms that, for decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.

5.1.7 Section 6 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.

5.1.8 It is understood that there is a severe shortage of commercial units throughout the County and many businesses and community groups are currently looking for premises. The proposed development will secure the long term use of the site and in turn will secure revenues for the local area and securing employment prospects and opportunities for the longer term.

5.1.9 The NPPF and local planning policy place significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

5.1.10 Therefore the principle of the proposal is clearly supported.

5.1 Amenity Considerations

5.1.1 With regard to amenity, it is considered that the only potential source of amenity impact that could result is noise emanating from the proposed industrial units.

5.1.2 A Noise Assessment (Appendix A) was conducted by LF Acoustics Ltd in support of the proposed development. The assessment considers the requirements of Condition 11 of the Outline Planning Permission PL/2022/03125 relating to acoustic impact arising from the operation of proposed units. Although this is a 'Full Planning Application' covering a larger application area than that permitted by the Outline Permission, the requirements of Condition 11 are deemed relevant to the proposed development and are therefore considered within the submitted Noise Assessment.

Noise Monitoring

5.1.3 Noise modelling has been conducted as part of the Noise Assessment to determine the suitability of the development and appropriateness of the building materials with respect to the requirements of Condition 11 / BS 4142. Condition 11 requires that noise level from the proposed development shall be 5dB below the background noise level.

5.1.4 Baseline monitoring was conducted onsite, in proximity to the residential dwellings in 'Brooklands', as identified in Section 4 of the appended Noise Assessment. The results of the monitoring determined that the typical sound levels are as follows:

- 38 dB L_{A90} daytime;
- 36 dB L_{A90} evenings; and,
- 32 dB L_{A90} night-time.

Building Materials

5.1.5 The units are to be constructed using Kingspan KS1000 insulated cladding on the façades and roofs. This cladding will provide a sound reduction of 24 dB R_W.

5.1.6 A higher specification cladding will be used for Block D, which is closest to the residential properties. For this unit, it is proposed to use EuroClad 51 on the rear and side façades and on the roof. This cladding provides a sound reduction of 31 dB R_W, thus providing additional sound insulation.

Noise Modelling Results

5.1.7 The noise modelling indicates that the noise levels at the neighbouring properties along Brooklands of between 29-31 dB $L_{A90\,T}$. Assessing the noise levels associated with the operation of the units against the requirements of BS 4142 indicates that the noise levels attributable to the daytime operations would remain at least 7 dB(A) below the prevailing background noise levels.

5.1.8 During the evening periods, it is not anticipated that the units will be in operation, however, an assessment assuming evening use would still indicate that the operational noise levels would remain at least 5 dB(A) below the prevailing background noise levels.

5.1.9 Deliveries to the industrial units are anticipated to generate minimal levels of noise and thus not result in adverse noise impacts at neighbouring properties.

5.1.10 The Noise Assessment finds that the proposed development can operate in accordance with the requirements set out within Condition 11 of the Outline Planning Permission. The development will therefore not generate or cause harm to public health or the environment in line with the requirements of Saved Policy NE18 of the North Wiltshire Local Plan.

5.2 Ecological Considerations

5.2.1 A Preliminary Ecological Appraisal (Appendix B.1) and Biodiversity Net Gain Assessment (Appendix B.2) has been prepared in support of the proposed development.

Preliminary Ecological Appraisal (PEA)

5.2.2 The PEA was produced to update the appraisal carried out previously in support of the Outline Planning Permission PL/2022/03125.

5.2.3 As part of the PEA, a desktop study was conducted. The search found no records for Great Crested Newts, Bats or Badgers within the search area; but there was one record of reptile within 1km of the site boundary, this being a slow worm ~600m from the site boundary. The site also falls within the Site of Special Scientific Interest Risk Zones of three sites, however due to the small scale nature of the proposals it is not considered that there will be any impact to the designations.

5.2.4 Section 5 of the appended PEA details the Flora identified onsite from the Walkover Survey conducted in August 2023. It also considers the potential for a number of species of fauna to be present onsite and whether there is the need to conduct further ecological surveys.

5.2.5 No further surveys were recommended but there are a number of mitigation measures suggested to ensure protection of species and enhancement of flora. Full detail is included within Section 6 of the PEA, but in summary it includes provision of:

- Boundary Hedgerow Planting;
- Two swift nesting boxes; and,
- Bat box.

Biodiversity Net Gain Assessment (BNG)

5.2.6 Appendix B.2 contains the BNG Assessment produced for the proposed development. The baseline habitats onsite were recorded during a site visit, including for both habitat areas and condition, the results for which are presented within Section 4 of the appended report.

5.2.7 Overall it was assessed that the proposed development results in a **5.59%** biodiversity net gain in habitat units and a **581.1%** gain in hedgerow units.

5.2.8 It is considered that due to the small scale nature of the site, that the 5.59% gain represents a significant gain for biodiversity within the context of the scheme. This is further supported with a large increase of biodiversity units for hedgerows and further ecological enhancements within the scheme that include the provision of bird and bat boxes to be installed within the new buildings onsite.

Ecological Conclusions

5.2.9 The PEA found no requirement for further surveys to be conducted, but did suggest mitigation measures to ensure species protection and enhancement. In line with the requirements of Core Policy 50 of the WCS, the existing boundary hedgerows will be retained and protected as part of the proposed development scheme. The removal of the ornamental hedgerow within the site will be offset and enhanced with the planting of new native hedgerow to the southern boundary.

5.2.10 Core Policy 50 also seeks biodiversity enhancement as part of proposed schemes. The proposed development, as submitted will provide for 5.59% BNG, as well as a 581.1% gain in hedgerow units. Therefore, the proposed development is deemed to be policy compliant in relation to ecology and biodiversity.

5.3 Visual Considerations

Landscape Character

5.3.1 With respect to Landscape Character, the Site is located directly adjacent to the Urban Industrial Edge of Royal Wootton Bassett, falling within the Wiltshire Council Limestone Ridge Landscape Character Area (LCA: 8A) and within proximity to the Rolling Clay Lowland Landscape Character Area (LCA: 11A).

5.3.2 The industrial form of the nature and scale of the proposed development forms part of this character, both in isolation and within the edge of settlement context e.g. existing Templar's Way Industrial Estate and wider industrial form to the south of Royal Wootton Bassett.

5.3.3 It is noted that the Site forms part of a wider area of land which is allocated for Business Development within the North Wiltshire Local Plan and where not already within industrial use, affords an outline planning permission for built industrial uses. This planning application maintains the principles of the outline permission, including opportunities for mitigation and enhancement.

5.3.4 The existing Site is relatively small in scale / area, formed by a combination of existing industrial hardstanding and an industrial access road, together with a small area of arable land, which forms part of a much larger single field parcel. The existing industrial / rural boundary being formed by an east to west ornamental hedge boundary of poor quality. Land to the north is occupied by the existing Templar's Way Industrial Estate, land to the east is occupied by a small area of residential development, beyond rear boundary fencing. Land to the south comprises arable agricultural land, with land to the west also comprising agricultural land, however much of this area is allocated for Business Development alongside the Site.

5.3.5 Due to the nature and scale of the proposed development, being directly adjacent to the existing Templar's Way Industrial Estate, as an extension to it, and being comparable in respect of built footprints and heights, it is considered that the development built form and use class can be successfully assimilated within the landscape and urban character context. The landscape character structure would not being diminished with respect to its mixed agricultural / industrial and residential land use composition.

5.3.6 The proposed development includes for supplementary native tree, shrub, scrub and hedgerow planting, the structure of which has the potential to enhance the rural edge of the settlement at this location, together with the provision of greater opportunities for biodiversity.

5.3.7 Proposed built from has been designed on a north to south alignment to ensure that a fragmented built edge is presented to the southern rural margins of the Site, to minimise block form and to provide perceptual landscape / urban integration / a softened developed edge.

Visual Amenity

5.3.8 With respect to potential effects upon Visual Amenity, the potential for views towards and over the Site, is limited. This being due to a combination of potential receptor numbers / types, natural landform / topographic levels, being fairly gentle and falling southwards / south westwards from the Site, together with the presence of strong natural landscape boundaries (hedgerows and woodland blocks) which limit the potential for views, and the wider industrial estate, which provides visual screening of the Site from Royal Wootton Bassett.

5.3.9 Receptors are generally limited to occupants and visitors of Templar's Way Industrial Estate and occupants of the residential properties located off Brooklands (off Marlborough Road).

5.3.10 It is noted that with respect to the properties located off Brooklands, which occupy land immediately to the east of the Site, these properties immediate context and outlook (first floor windows) is of existing industrial built form, both associated with Templar's Way Industrial Estate to the west and Wiltshire County Council Environmental Services Area Office, to the east / north east. Views to the south being typically rural.

5.3.11 The proposed development scheme provides for the delivery and management of a biodiversity led, landscape buffer between proposed built development and the rear property boundaries of 3No. properties to the western edge of Brooklands. The buffer being approximately 10 to 15m in depth from the property boundaries, to be planted as a combination of new and enhanced native scrub, grassland habitats and new native trees, managed to provide both screening and separation from the proposed development built from. All property frontages would maintain an outward rural view (where existing). This being due to the residential layout / design, with rear gardens facing both the existing industrial estate and allocated industrial area (including the Site).

5.3.12 Proposed new built development maintains a consistent scale and massing to that of the existing Templar's Way Industrial Estate development.

5.3.13 Based upon the above, it is considered that the proposed development, alongside proposed mitigation and enhancements measures, can be successfully integrated and would not give rise to Significant Adverse visual effects associated with occupants of residential properties located off Brooklands.

5.3.14 With respect to wider visibility, it is considered that visibility may be afforded by transient users of Marlborough Road over a short distance when travelling northwards towards Royal Wootton Bassett, however, these would be filtered beyond both mature vegetation and existing built form, beyond an arable field parcel. It is considered that effects from this location would be minor and no Significant Adverse visual effects would be gained.

5.3.15 Where visibility can be gained towards the Site, from the south, south east and south west, landscape enhancement proposed seek to soften the impression of new built from, with planting breaking up the outward facing faces. The built form has been design, in contrast to the existing Templar's Way Industrial Estate, to deliver a fragmented built edge to the rural margins, to enable visual punctuation of the southern boundary rather than a block form built boundary.

Landscape Considerations

5.3.16 With regard to the landscape orientated planning policies, the following section considers the suitability of the proposed development. Policy CP51 of the Wiltshire Core Strategy and Policy 7 of the Royal Wootton Bassett Neighbourhood Plan concerns Landscape Character. As described above, the proposed development site sits within the landscape context of industrial development and agricultural land. The proposed development would be a continuation of existing industry and

can therefore be fully assimilated into the landscape character and urban context in line with the requirements of policy.

5.3.17 Policy CP57 of the WCS provides a 14-point list of considerations for development proposals to consider with regard to design / landscape setting. Policy 10 of the Neighbourhood Plan also seeks development to be suitable in relation to its landscape setting. The proposed development is of a scale, mass and form reflective of the existing industrial estate to which it is an extension of. The placing of the buildings in relation to the existing Brooklands residential development is designed so as to minimise visual impact to the dwellings. Landscaping within the eastern buffer / boundary is also designed to ensure a minimal impact is experienced. Apart from the current northern hedgerow, all boundary vegetation will remain as part of the proposals and in most cases, this will be strengthened as part of the development. The landscaping, combined with the positioning of the new units will ensure a fragmented edge to the rural margins providing a gradual change in landscape as opposed to prominent built form. Furthermore, the positioning, scale and siting of the units is designed to ensure maximum use of the application site space whilst maintaining an acceptable level of amenity impact to existing users / residents.

5.3.18 The proposed development is therefore determined acceptable against relevant landscape related policies.

5.4 Drainage Considerations

5.4.1 BCL Consultant Hydrogeologists Limited (BCL) prepared a Drainage Assessment in support of the planning application. The full assessment has been submitted as Appendix C. The appended assessment considers:

- Proposed development in respect of the water environment and its planned layout and operations;
- Detailed Drainage Scheme; and,
- Assessment of the suitability / efficacy of the drainage approach in controlling on and off-site flood risk.

5.4.2 Whilst the appended assessment provides full detail on the water environment, drainage scheme and suitability, a brief overview is included below.

5.4.3 The site is located within the catchment of Brinkworth Brook. The proposed development site drains to the Brinkworth Brook via 2no. agricultural drainage ditches running within the boundaries of the field which forms the development site, and continues southwards of the development. These are the Eastern and Western Ditches identified on Figure 1 of the Drainage Assessment. The site is underlain by Jurassic Clays which have negligible hydraulic properties, functioning as an aquitard. Resultingly, majority of incident rainfall does not satisfy soil moisture requirements or otherwise intercepted to form runoff.

5.4.4 The site in its current situation has a mix of water management measures. The agricultural land forming the majority of the site drains diffusely overland southwards to the Brinkworth Brook (both directly and via the Eastern and Western Ditches). The site access road features shallow covered surface drains on the northern and southern sides (Northern and Southern Drains), with drainage grates following the route of the road. The existing Templars Way industrial units north of the site access road are fitted with guttering and downpipes connecting to drains. Finally, the north eastern development area of the site, in its current vacant form, drains diffusely to ground, with excess waters being collected by the Northern and Southern Drains.

5.4.5 It is proposed to control the surface water onsite within three distinct 'catchments', as illustrated on Figure 5 of the Drainage Assessment.

Catchment 1

5.4.6 Catchment 1 covers the north western portion of the site (containing Block E). It is proposed to install covered drains with regularly spaced drainage grates. The drains will grade down and link to a buried attenuation tank (Tank 1) along the western boundary of the site, to the rear of Block E. The attenuation tank will ensure gradual discharge within greenfield rates. Downpipes from roof guttering will connect to the Catchment 1 drains.

Catchment 2

5.4.7 Catchment 2 includes the western portion of the site, encompassing Blocks A and B. Drains will carry water in a southerly direction to a buried attenuation tank (Tank 2) adjacent to the southern boundary, below the southernmost car parking spaces. As with Catchment 1, there will be covered drains with drainage grates across the catchment area; as well as roof guttering and downpipes fixed to the industrial units. The parking spaces directly above the buried attenuation tank is to be constructed of permeable paving material.

Catchment 3

5.4.8 Catchment 3 covers the largest area off all catchments. It encompasses Block C & D to the east of the site. The drainage scheme for this catchment largely mirrors Catchment 2, with water being directed to a buried attenuation tank (Tank 3) to the south of the site beneath parking spaces. The water within this attenuation tank will be discharged into Tank 2, and onwards into the Western Ditch via the existing site outlet and headwall.

5.4.9 Section 4 of the appended Drainage Assessment contains assessment of the efficacy of the proposed Drainage Scheme, as well as specification for the design, components and maintenance of the scheme.

5.4.10 It is concluded that, subject to implementation of the recommendations within the Drainage Assessment and its enclosed Drainage Scheme, the site will be provided with adequate and effective drainage.

5.5 Transport Considerations

5.5.1 A Transport Appraisal has been produced by DTA Transport Consultants in support of the Planning Application. This has been included as Appendix D of this PDAS.

Transport Movements

5.5.2 As part of Outline Permission PL/2022/03125, predicted transport movements, as well parking provision, were considered appropriate to the development site. As a result, the figures / calculations used as part of that permission have been applied to the proposed development.

5.5.3 As part of Outline Permission PL/2022/03125, a 60/40 split was applied to the occupancy of the proposed units, being Use Class B8 / E respectively. The Applicant has acquired the Site since the granting of permission, and deems an 80/20 split more realistic to current market demands.

5.5.4 Resultingly, that split has been applied to the assessment of transport movements associated with the proposed development. Table 5.1 below (Table 2 of the Transport Appraisal) calculates the proposed trip generation associated with the scheme for ~2,500m^2 of floorspace with an 80/20 split.

Table 5.1 – Trip Rates and Forecast Traffic Generation

	AM			PM		
	Arr	Dept	Total	Arr	Dept	Total
	Trip Rates					
Class E	2.761	0.196	2.957	0.159	3.115	3.274
Class B8	0.342	0.168	0.510	0.162	0.248	0.410
	Traffic Generation					
Class E (500m²)	14	1	15	1	16	16
Class B8 (2,000m²)	7	3	10	3	5	8
Total	21	4	**25**	4	21	**25**

5.5.5 Outline Permission PL/2022/03125, whilst providing for ~1,000m^2 smaller floorspace, resulted in 23 AM peak movements and 24 PM peak movements. This is only 2 movements less in the AM, and 1 movement less in the PM. The difference in traffic movements is therefore indiscernible.

5.5.6 It was accepted by the Wiltshire Council Highways Department that the current access arrangements would be suitable to accommodate the anticipated increase in vehicle movements as it has a wide radii and is a double carriage junction positioned with clear inter-visibility at the gateway to the town, where vehicle speeds are not excessive. Outline Permission PL/2022/03125 was therefore found to be in accordance with CP62.

5.5.7 We therefore submit that the proposed development will not result in unacceptable impact upon the road network, and in turn is in accordance with CP62 of the Wiltshire Core Strategy.

Parking

5.5.8 With regard to parking provision, as acknowledged by the Council's Highways Department there are no currently set parking standards for Class E, and should the full scheme be B1 use there would be a requirement for ~32 spaces. Likewise, if the scheme was to be entirely B8 or B2 then ~36 spaces would be required. The approved outline scheme provided for 52 spaces which the Highways Department found would be adequate to accommodate any combination of uses.

5.5.9 The proposed development is for an increased floorspace of ~2,344m^2, rounded up to 2,500m^2 for the purposes of the transport assessment. Based on an anticipated 80/20 split for B8/E, using the Class B1 parking standard in place of Class E, total required provision totals 57 spaces. The proposed scheme, identified on Drawing No. KD.TMPL.1.D.003, provides for 66 spaces. This increased provision allows for flexibility in the use balance across the site to shift with the market demand.

5.5.10 With regard to provision of EV charging points, it is proposed to include 6 charging points to the north east of the site, a provision of 9% of total parking provision. Drawing No. KD.TMPL.1.D.004 illustrates the location of the proposed EV points.

5.5.11 In accordance with the Wiltshire Local Transport Plan (2011-2026) – Appendix 4 Cycle Parking Standards for B class uses, covered cycle parking provision has been provided for up to 12 bicycles. The location of the proposed cycle storage area is illustrated on Drawing No. KD.TMPL.1.D.004, and the design of the cycle storage stand is detailed within paragraph 3.2.12 of this PDAS.

5.5.12 Overall, we submit that the proposed scheme is in full accordance with Transport Policies CP61, CP62 and CP64 of the Wiltshire Core Strategy, as well as published guidance within the Wiltshire Transport Local Plan and other published guidance at a local and national scale.

6 PLANNING BALANCE AND CONCLUSIONS

6.1.1 This Planning, Design and Access Statement has been prepared on behalf of the applicant Charlton Haynes Limited in support of a proposal for the erection of 19No. industrial units on allocated employment land south of the existing Templars Way Industrial Estate, Royal Wootton Bassett, SN4 7SR.

6.1.2 The proposed development is considered acceptable in principle as it involves the development of allocated employment land within the Local Development Plan. Saved policy BD1 of the North Wiltshire Local Plan identifies land to the south and west of the existing Templars Way Industrial Estate for employment uses. Whilst the application site does not cover the full allocation, it is included entirely within the allocated area. The Royal Wootton Bassett Neighbourhood Plan Policy 8, further supports the proposed development for employment land.

6.1.3 The proposed units are of a scale, design and massing reflective of that within the wider Templars Way Industrial Estate. It has been demonstrated through approval of the recent Outline Planning Permission (PL/2022/03125) that the existing highway and access provision is appropriate to accommodate the proposals. Furthermore, an adequate number of parking spaces have been provided allowing for flexible end uses across the site.

6.1.4 Wiltshire Core Strategy Policy CP51 and CP57, as supported by Policy 7 and 10 of the Royal Wootton Bassett Neighbourhood Plan, require development to be sympathetic to its local character and visual nature, appropriate in design and sensitive of the natural environment. As stated above, the development incorporates a stand off to the western boundary in order to protect the existing vegetation. Further planting is also included within the proposal resulting in a biodiversity net gain. The colour choices and materials proposed as part of the development, as well as orientation of the units and locations of windows, were chosen to reduce the visual intrusiveness of the proposed development and ensure compatibility with local landscape character.

6.1.5 The associated Noise Impact Assessment finds that no unacceptable adverse amenity impact will be experienced by the nearest receptors. Furthermore, to ensure privacy, there are no windows included on the rear elevation of Block D which faces towards the Brooklands development.

6.1.6 In line with saved Policy NE18 of the North Wiltshire Local Plan, the proposed development will not result in an unacceptable impact on the amenity of local noise sensitive receptors.

6.1.7 A Drainage Scheme has been devised for the application site to ensure that the proposed development will not result in an increased flood risk either onsite or offsite.

6.1.8 Core Strategy Policies 60 through 64, and Policy 12 of the Neighbourhood Plan, regard transport associated with developments. As has been demonstrated through the approval of the recent Outline Planning Permission PL/2022/03125, the existing highway network and access

arrangements are appropriate to accommodate the proposals. The proposed development provides for an adequate car parking provision which will result in flexibility in the use class tenancy across the site. Additionally, in line with guidance and conditions associated with the Outline Planning Permission, provision for six Electric Vehicle Charging Points has been incorporated into the submitted scheme; as well as space for storage of up to 12 bicycles.

6.1.9 Turning to the positive side of the balance, significant weight is to be attached pressing need for new employment/industrial units in Wiltshire and how this development helps address that need.

6.1.10 Furthermore, the landscaping around the site has been designed to ensure the development assimilates into its local environment, and provides a biodiversity net gain of 5.59% compared to the existing baseline environment. This is further supported with a large increase of biodiversity units for hedgerows (581.10%) and further ecological enhancements within the scheme that include the provision of bird and bat boxes to be installed within the new buildings onsite.

6.1.11 Overall, this Statement and accompanying technical drawings and appendices present a well-designed and sustainable development proposals for the delivery of allocated employment land within Royal Wotton Bassett. The proposal would provide for economic benefits and a fully policy compliant development.

6.1.12 With the above in mind, this proposed development benefits from the presumption in favour of sustainable development, whereby paragraph 11 of the NPPF indicates that development proposals that accord with an up-to-date development plan should be approved without delay.