Travis Perkins Expansion at Bowerhill Industrial Estate, Melksham

TP Property Company Ltd

Transport Statement

January 2024



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1 Introduction

1.1 Rappor have been instructed by TP Property Company Ltd to prepare a Transport Statement (TS) in support of a planning application for the proposed expansion and redevelopment of an existing Travis Perkins branch located at Bower Hill Industrial Estate, Melksham.

1.2 Planning permission is sought for the expansion of an existing Travis Perkins branch into land located to the south of the existing footprint of the Travis Perkins site, in addition to minor redevelopment within the internal layout of the existing Travis Perkins site. The land identified for expansion is currently vacant and was most recently operated as a vehicle depot (*sui generis* land use). The Decision Notice for the planning application (ref: W/10/03899/FUL) to operate as a vehicle depot is attached at **Appendix A**.

1.3 The application site comprises approximately 0.93 acres of land, occupied by Travis Perkins and a vacant unit. The proposals include concreting the surface of the expansion land to suitably accommodate Heavy Goods Vehicles (HGVs).

1.4 The key issues that are addressed within this TS are:

a) Review of the site location, composition, and local highway network;
b) Summary of key transport planning policy;
c) Analysis of local highway safety data for the most recent five-year period available;
d) Description of site accessibility and opportunities for sustainable travel;
e) Description of the development proposals, including access arrangements and swept path analysis; and
f) Forecast net trip attraction and predicted impact upon the operation of the local highway network.

1.5 This TS concludes that the proposed expansion and redevelopment in highway and transportation terms is acceptable, and there are no such reasons that should prevent Wiltshire Council (WC) from recommending approval of this planning application.

2 Planning Policy

2.1 This section provides a review of the following existing national and local planning policy and guidance and how this relates to the development proposals.

a) National Planning Policy Framework (2023);
b) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
c) Manual for Streets (2007) and Manual for Streets 2 (2010);
d) Wiltshire Local Transport Plan 2011 – 2026 (2014); and
e) Wiltshire Core Strategy (2015).

2.2 The main thrust of recent national and local policy guidance is to:

a) Make effective and efficient reuse of land;
b) Reduce car dependency;
c) Make walking and cycling trips easier; and
d) Encourage public transport trips.

National Policy

National Planning Policy Framework (2023)

2.3 National guidance on planning is set out in the revised National Planning Policy Framework (NPPF) published in December 2023 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

2.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport'; Paragraph 108 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.5 Paragraph 114 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.6 Paragraph 115 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

2.7 Paragraph 116 states:

"Applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

National Planning Practice Guidance (March 2014)

2.8 The National Planning Practice Guidance (NPPG) provides the link between the NPPF and relevant planning practice guidance, as well as between different categories of guidance.

2.9 In respect of transport, the NPPG provides advice on what Transport Assessments, Transport Statements and Travel Plans are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG state that documents should be:

a) Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
b) Established at the earliest practicable possible stage of a development proposal;
c) Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
d) Brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

Local Policy

Wiltshire Local Transport Plan 3 2011 – 2026 (2014)

2.10 The third Wiltshire Local Transport Plan (LTP3) covers the period from March 2011 to March 2026 and is comprised of several documents. The Strategy document of LTP3 states that the council has the long-term transport strategy *"To develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services".*

2.11 LTP3, as stated in the Strategy document, has the following goals:

a) *"To support national economic competitiveness and growth, by delivering reliable and efficient transport networks";*
b) *"To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change";*
c) *"To contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health";*
d) *"To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society"; and*
e) *"To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment".*

2.12 The following objectives within the LTP3 Strategy document have been identified as relevant to the current planning application:

a) *"SO1 – To support and help improve the vitality, viability and resilience of Wiltshire's economy and market town"*; and
b) *"SO6 – To make the best use of the existing infrastructure through effective design, management and maintenance"*.

Wiltshire Core Strategy (2015)

2.13 The Wiltshire Core Strategy (WCS) was formally adopted on 20th January 2015 and sets out the Council's spatial vision, key objectives and overall principles for development in Wiltshire up to 2026.

2.14 The WCS states that *"The vision for Wiltshire is to create stronger, more resilient communities"* and that *"The underpinning idea of the strategy is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and prosperous"*.

2.15 The Melksham Area Strategy of the WCS states that *"further employment growth in Melksham will help to diversify the employment base, providing protection against possible future changes in the employment market. The regeneration and improvement of existing employment sites, such as the Bowerhill Industrial Estate, remains a priority"*.

2.16 Core Policy 35: Existing employment sites states that *"Wiltshire's Principal Employment Areas (as listed in the Area Strategies)"* – which include Bowerhill Industrial Estate – *"should be retained for employment purposes within use classes B1, B2 and B8 to safeguard their contribution to the Wiltshire economy and the role and function of individual towns. Proposals for renewal and intensification of the above employment uses within these areas will be supported"*.

3 The Site and Adjacent Highway Network

Site Location and Composition

3.1 The application site comprises land occupied by Travis Perkins and a vacant unit (previously occupied by Suez, a vehicle depot) located to the west of the southern extent of Hercule Way, Bowerhill Industrial Estate, Melksham, Wiltshire. The application site is located within a wider industrial park and is bound in all directions by industrial units. Hercules Way is additionally located along the eastern boundary of the site. The location of the application site is shown on the plan at **Appendix B**, with the existing Travis Perkins and vacant unit site layouts provided at **Appendix C**.

3.2 The planning application will see the existing Travis Perkins expand into the land currently vacant and previously occupied by Suez (*sui generis*).

Local Highway Network

Existing Access

3.3 The vacant unit currently provides a singular access point from and onto Hercules Way, on the eastern boundary of the application site. The access point will be retained to serve the proposed development, with full details of the access strategy provided in **Section 5**.

Hercules Way

3.4 Hercules Way is a two-lane single carriageway which routes in an east to west alignment immediately from its junction with Lysander Road before then routing in a north to south alignment where at its southern extent is a ‘dead end’. It is subject to a 30mph speed limit and illuminated footway provision on either side of the carriageway is present. **Photos 3.1** and **3.2** demonstrate Hercules Way where it has an east to west alignment and where it has a north to south alignment, respectively.

3.5 Hercules Way forms the minor arm of a priority junction with Lysander Road at its western extent whilst throughout its length provides access to a number of industrial units.



Photo 3.1 Hercules Way – East to West Alignment (Source: Site Visit – 8th November 2023)



Photo 3.2 Hercules Way – North to South Alignment (Source: Site Visit – 8th November 2023)

Wider Highway Network

3.6 In terms of the wider highway network, the A350 is located approximately 530m west of the existing Travis Perkins site and the application site and can be accessed via Hercules Way, Lysander Road and Portal Road. The A350 in turn provides access to junction 17 of the M4 approximately 18km to the north via Melksham and Chippenham whilst it also provides access to the A36 approximately 16km to the south via Westbury and Warminster.

Local Highway Safety

3.7 To determine whether there are any existing highway safety issues within the vicinity of the site, the CrashMap database has been reviewed for the most recent five-year period, until December 2022. The results of the search area are demonstrated in the CrashMap extract at **Figure 3.1**.

3.8 The review identifies that within the most recent five-year period of PIC data available there has been no recorded collisions within the search area, which encompassed the entirety of Hercules Way.

3.9 Overall, the absence of any recorded PICs across the five-year review period, indicates that there are no inherent highway safety concerns in the vicinity of the site that could be exacerbated by the proposed development. Furthermore, with no expected increase in vehicle trips to the expanded Travis Perkins site, compared to the combined number of trips attracted to the existing Travis Perkins site and Vehicle Depot (discussed in **Section 6**), this is expected to continue.

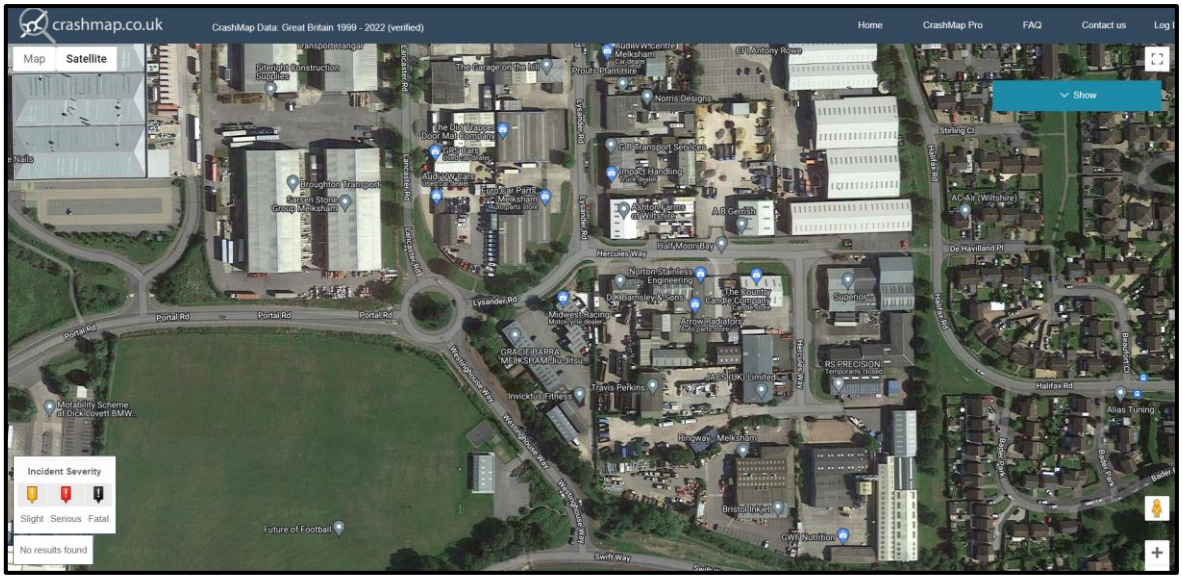


Figure 3.1 PIC Review Area – 5-year Review Period

3.10 A further analysis has been undertaken on CrashMap for most recent 24-year review period of available data (which is the maximum number of years available on CrashMap) and the results are demonstrated in **Figure 3.2**.

3.11 **Figure 3.2** demonstrates that there have been no recorded PICs during the 24-year review period of available data in vicinity of either access serving each parcel of the application site.

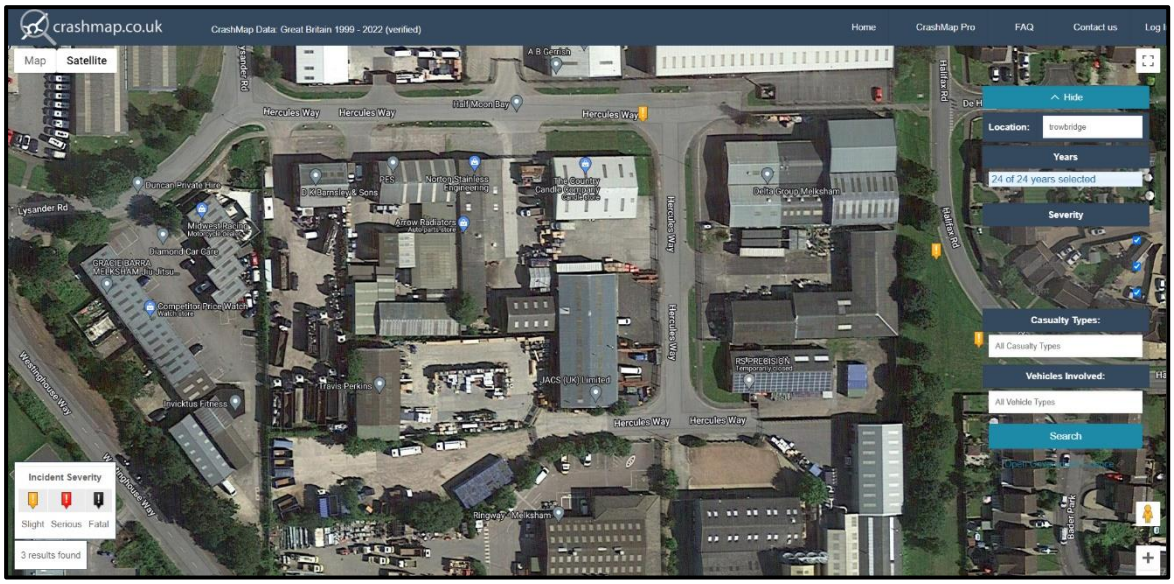


Figure 3.2 PIC Review Area – 24-year Review Period

4 Site Accessibility

4.1 In order to ensure that the development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes.

4.2 Given the nature of the proposed uses, a builders' merchants selling building materials and a storage and distribution warehouse, most, if not all, customers will drive to the site, and so the real opportunity to promote sustainable travel will revolve around employee travel.

Local Amenities

4.3 It is key to a site's accessibility that there are a wide range of services and amenities nearby. It is noted that there are some amenities and services located within 800m of the application site, including a public house, Tesco Express and a takeaway diner. Within a wider walking distance of 1.1km, a Starbucks and a public house and restaurant are also accessible.

4.4 The available access to services and amenities is acceptable to serve staff located at the application site, providing opportunities for lunch-time activities within walking and cycling distance.

Walking and Cycling

Walking

4.5 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

4.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a ten minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.7 This guidance is supported by the National Travel Survey (NTS) which found that over the past four years 80% (2019), 82% (2020), 82% (2021), 83% (2022) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 and 2022 NTS, which demonstrates a 2-percentage point and 3-percentage point, respectively, increase in journeys by foot under a mile since 2019. These findings also demonstrate that a steady increase in the number of trips under a mile undertaken on foot is present.

4.8 In the vicinity of the site, illuminated footway provision is present on either side of the carriageway throughout the Industrial Estate whilst illuminated footway provision is present on at least one side of the carriageway within Bowerhill village, typically both sides.

4.9 A footpath is also present which connects Hercules Way, within the industrial estate, to Halifax Road, within Bowerhill village, along the village's western boundary. This footpath provides convenient access between the village of Bowerhill and the existing Travis Perkins site, and subsequently the application site. The footpath is lit and well overlooked by the adjacent unit as demonstrated at **Photos 4.1** and **4.2**.



Photo 4.1 Hercules Way / Halifax Road Footpath connection Westbound (Source: Site Visit – 8th November 2023)



Photo 4.2 Hercules Way / Halifax Road Footpath connection Eastbound (Source: Site Visit – 8th November 2023)

Cycling

4.10 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2022 (Table NTS0303) notes that the average cycle trip is approximately 3.6 miles (5.8km). The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

4.11 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

> *'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*

4.12 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within acceptable cycling distance. The entirety of Melksham, Hilperton and the majority of Trowbridge are all within approximately 8km of the site.

Public Transport

4.13 The nearest bus stops are the 'Beaufort Close' stops, located on Halifax Road, approximately 400m walking distance from the application site.

4.14 Both bus stops comprise a flag and raised kerb to assist with entering or exiting a bus. The eastbound stop additionally comprises a pole whilst the westbound stop additionally comprises a hard standing shelter, bench and printed bus timetable information.

4.15 The 'Beaufort Close' stops both provide access to the 271, 272 and 273 services to Bath, Melksham and Devizes. The westbound stop additionally provides access to the 14 bus service known as the Melksham Metro services for travel around the Melksham area and the 555 service which is a school bus service to Corsham School.

4.16 A summary of the relevant bus services available is provided in **Table 4.1**. Full bus timetable information is provided at **Appendix D**.

Service	Route / Destinations Served	Operates	Timetable Summary		
			First Service	Approx. Frequency	Last Service
271	Bowerhill – Melksham – Bathford – Bath	Mon - Fri	06:51	60 mins	16:15
		Sat	07:08	60 mins	16:15
	Bath – Bathford – Melksham – Bowerhill	Mon - Fri	17:14	Twice Daily	18:15
		Sat	17:12	Twice Daily	18:12
272	Devizes – Melksham – Box – Bath	Mon - Fri	07:24	60 mins	16:45
		Sat	07:56	60 mins	16:45
	Bath – Box – Melksham – Devizes	Mon - Fri	07:25	60 mins	18:33
		Sat	08:04	60 mins	17:30
273	Devizes – Melksham – Box – Bath	Mon - Fri	17:45	4 Times Daily	22:21
		Sat	17:45	4 Times Daily	22:31
		Sun	09:25	120 mins	17:25
	Bath – Box – Melksham – Devizes	Mon - Fri	19:09	5 Times Daily	00:02
		Sat	18:39	5 Times Daily	00:08
		Sun	10:00	120 mins	19:57
14	Melksham Metro	Mon - Fri	08:28 – Once Daily		

Table 4.1 Bus Services and Frequencies (Source: travelinesw.com January 2024)

4.17 The level of bus provision available, as summarised in **Table 4.1**, indicates that staff, and potentially customers, could foreseeably travel to the application site by public transport with a short walk (400m) between bus stops and the site.

Car Sharing

4.18 Many online car sharing tools are available for use within Melksham and the wider Wiltshire area. Sites such as liftshare.com and blablacar.co.uk allow users to car share with other people that might be travelling to, or near to, the same destination.

Summary

4.19 It is acknowledged that, given that final use of the site, scope for sustainable travel is limited from the application site. However, opportunity to travel by walking and cycling is present within acceptable distances and journey times in accordance with national guidance and research.

4.20 It is acknowledged that due to the nature of goods available at a builders' merchants, it is highly unlikely customers will travel by any other means than private vehicle. However, it is envisaged that, due to the presence of opportunities for sustainable travel within the locality of the site, employees will have the option to travel by alternative means to the site, other than by car, if they wish.

4.21 The promotion and encouragement of sustainable travel to and from the site, in additional to the use of sustainable travel practises in terms of business operations, will be delivered where practical.

5 Development Proposals

5.1 Planning permission is sought for the expansion of an existing Travis Perkins branch into land located to the south of the existing footprint of the Travis Perkins site, in addition to minor redevelopment within the internal layout of the existing Travis Perkins site. The land identified for expansion is currently vacant and was most recently operated as a vehicle depot (*sui generis* land use).

5.2 The Architect's proposed layout plan is included in **Appendix E**.

Site Access

5.3 The proposed development will utilise the existing site access arrangement serving each parcel of the application site (the existing Travis Perkins site and the existing vacant yard). Each parcel is served by a vehicle crossover which are both formed at the western extent of the turning head at the southern extent of Hercules Way. The access arrangements are demonstrated on the layout plan attached at **Appendix E**.

5.4 These access arrangements are deemed suitable and will continue to operate safely as per the existing situation. As evidenced at **Figure 3.1** and **3.2**, there is an absence of any recorded PICs in search area for the most recent 25-year review period, which included the access to each parcel of the proposed development.

5.5 Therefore, given that existing access will not see an increase in vehicle movements in comparison to the previous use by Suez as a vehicle depot, as set out in **Section 6**, the access arrangements are expected to continue operating safely with no unacceptable impact resulting from the development proposals.

Internal Layout

5.6 The internal layout of each parcel will generally follow a one-way system as per the existing arrangements, with vehicles accessing and egressing at the same point. The loading / unloading area for HGVs is marked out within the southern parcel (the currently vacant yard) with space available for two HGVs to park at any one time.

5.7 A controlled loading area on the southern boundary of the northern parcel (existing Travis Perkins site) is proposed which will accommodate movement of stock from one yard to the other.

5.8 Swept path analysis of the southern land parcel is provided at **Appendix F**, including access and internal manoeuvres by an articulated lorry and a large rigid truck. The swept path analysis confirms that the arrangements are suitable to accommodate HGV movements.

Car Parking

5.9 Under the proposed development, a total of eight new vehicle parking spaces will be provided, comprising six staff spaces within the southern land parcel and two additional customer loading bays within the boundary of the existing Travis Perkins.

5.10 The purpose of including parking as such is to formalise the parking arrangement, providing easier access for customers without staff vehicles obstructing the internal arrangements or the local highway network. Under the current arrangements, parking occurs along Hercules Way, including at the existing access to the application site. The provision of internal staff parking will remove on-street parking from the access, providing safer and easier access for HGVs.

5.11 In terms of the quantum of parking, it is generally considered that the end user, Travis Perkins, is in the best position to determine the parking requirement at the development. Travis Perkins have determined the level of parking provision demonstrated is suitable for accommodate the forecast parking demand for staff and customers.

5.12 Swept path analysis of the staff parking bays has been produced and provided at **Appendix G**, demonstrated that the parking bays can be safely and conveniently accessed.

Servicing

5.13 Servicing arrangements will generally conform to that of the delivery procedures, with servicing vehicles, including waste collection vehicles, accessing and egressing the site via the proposed arrangements and utilising the available loading / unloading bays within the development.

Summary

5.14 The site access points have been determined as safe and suitable, with the access, egress and internal vehicle manoeuvres achievable for cars and HGVs.

5.15 Car parking is provided to formalise existing arrangements, separating customer and staff parking and alleviating existing parking stress on the local highway network.

5.16 The site is therefore compliant with paragraph 114 and 116 of the NPPF.

6 Forecast Trip Attraction

6.1 When considering the impact of a commercial development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday AM and PM peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.

6.2 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, then it would also be acceptable during other, less busy, periods of the week.

Net Vehicle Trip Assessment

6.3 As the currently vacant unit will be used primarily for storage, as confirmed on the site layout plan attached at **Appendix E**, it will therefore be comparable in use to the previously permitted use (ref: W/10/03899/FUL) as a vehicle depot.

6.4 The vacant unit therefore has a previously permitted level of expected trip attraction, and it is reasonable to expect that vehicle trips to the expanded Travis Perkins site will not result in a proportionate intensification of use compared to the combined number of trips attracted to the existing Travis Perkins and previously permitted vehicle depot operated by Suez. The expansion will simply provide an improvement in storage facilities for the Travis Perkins branch and allow improvements to the internal layout of the existing site to be made.

6.5 The Travis Perkins branch has been located at its existing location (the northern parcel) for a number of years and therefore has an established client base. Therefore, although deliveries may slightly increase with the expanded size of operation, day to day customer traffic is unlikely to change. Furthermore, the slight increase in deliveries is offset by the removal of the trips associated with the vehicle depot operated by Suez out of the now vacant yard forming the southern parcel and it is highly likely that the overall number of trips attracted to the application site will be a reduction compared to the combined number of trips attracted the existing Travis Perkins site and Suez vehicle depot.

6.6 The redevelopment of the application site will therefore not result in a severe impact on the adjacent highway network or unacceptable impact on the existing highway network, in accordance with paragraph 115 of the NPPF.

7 Summary and Conclusions

Summary

7.1 Rappor have been instructed by TP Property Company Ltd to prepare a TS in support of a planning application for the expansion of an existing Travis Perkins site located at Bower Hill Industrial Estate, Melksham.

7.2 Planning permission is sought for the expansion of an existing Travis Perkins branch into land located to the south of the existing footprint of the Travis Perkins site in addition to redevelopment of the internal layout of the existing Travis Perkins site. The land identified for expansion is currently vacant and was most recently operated as a vehicle depot (*sui generis* land use).

7.3 This TS has demonstrated the following:

a) A review of the local highway network and accident data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
b) The site is sustainably located and accessible to public transport linkages;
c) Access and egress arrangements are safe and suitable;
d) The internal site layout is suitable for use by the largest forecast vehicles; and
e) No additional trip attraction is expected to the expanded site and therefore the proposals will not result in a severe impact on the local highway network.

Conclusions

7.4 Rappor concludes that the proposed development will not have an unacceptable impact on the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that would preclude WC from approving this planning application.

Appendix A – Decision Notice (ref: W/10/03899/FUL)

Wiltshire Council
Where everybody matters

Town & Country Planning Act 1990 (as amended)

NOTIFICATION OF PLANNING DECISION

Application Reference Number: W/10/03899/FUL

Applicant:
Sita Uk
FAO Mike Greslow
Sita House
Grenfell Road
Maidenhead
Berkshire
SL6 1ES

Agent:
Enzygo Ltd
FAO Miss Veronique Bensadou
The Granary
Woodend Lane
Cromhall
Gloucestershire
GL12 8AA

Parish: *Melksham Without*

Particulars of Development: Retrospective application for change of use of the site as a vehicle depot, the erection of a portacabin office and retention of fuel tank for a temporary period

At: 20A Hercules Way Bowerhill Wiltshire SN12 6TS

In pursuance of its powers under the above Act, the Council hereby GRANT PLANNING PERMISSION for the above development to be carried out in accordance with the application and plans submitted (listed below).

Permission granted for the following reason:

The proposed development conforms to the Development Plan and there are no objections to it on planning grounds.

Informative(s):

1 The developer is proposing to dispose of foul water to a septic tank. However, advice is given under the DETR circular 03/99 that the first presumption for any development must always be to provide a system of foul drainage discharging into a public sewer. This should be done in consultation with the sewerage undertaker. Only where it is shown that connection to a public sewer is not feasible or practicable should a sewage treatment package plant be provided.
The developer has proposed to dispose of surface water to mains surface water sewer.

It will be necessary, if required, for the developer to agree points of connection onto our systems, for the satisfactory disposal of foul flows and surface water flows generated by the proposal. The connection point can be agreed at the detailed design stage.

Please contact our trade Effluent officer (01225 526000) to confirm whether a licence to discharge flows from the site will be required. It is an offence to allow any petroleum spirit mixture or oil made

from a bituminous substance to enter a public sewer (water industry act 1991, section111) intervention is necessary to prevent both entry and the potential accumulation of explosive gases.

The connection of petrol spillage or petroleum-contaminated run off to foul or combined sewers (either directly or via interceptor) is prohibited.

With respect to water supply, there are water mains within the vicinity of the proposal. Again, connection can be agreed at the design stage.

It is recommended that the developer should agree with Wessex Water, prior to the commencement of any works on site, a point of connection onto Wessex systems.

The developer should also be aware of the importance of checking with Wessex water to ascertain whether there maybe any uncharted sewers or water mains within (or very near to) the site. If any such apparatus exists, applicants should plot the exact position on the design layout to assess the implications. Please note that the grant of planning permission does not, where apparatus will be affected, change Wessex Water's ability to seek agreement as to the carrying out of diversionary and/or conditioned protection works at the applicant's expense or, in default of such agreement, the right to prevent the carrying out of any such development proposals as may affect its apparatus.

2 Oil or chemical storage facilities should be sited in bunded areas. The capacity of the bund should be at least 10% greater than the capacity of the storage tank or, if more than one tank is involved, the capacity of the largest tank within the bunded area. Hydraulically inter-linked tanks should be regarded as a single tank. There should be no working connections outside the bunded area.

There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

There are no objections to the proposal to drain the foul effluent from this development to the existing septic tank provided that:

(i) The foul drainage is kept separate from clean surface water and roof water
(ii) The foul drainage is dealt with entirely by your existing disposal system
(iii) Your Committee confers with your Building Control Section regarding the condition, size and adequacy of the existing installation to ensure it is capable of accepting flows from this development.

The applicant should be advised that if the existing system is not thought to be adequate to accept the increased flows generated by the proposed development they maybe required to apply for an Environmental Permit from this Agency.

PLEASE NOTE:

This decision relates to documents/plans submitted with the application, listed below. No variation from the approved documents should be made without the prior approval of this Council. Amendments may require the submission of a further application. Failure to comply with this advice may lead to enforcement action which may require alterations and/or demolition of any unauthorised

buildings or structures and may also lead to prosecution.

Plan Ref : PLAN 1 - received on 08.12.2010
Plan Ref : PLAN 2 - received on 08.12.2010
Plan Ref : PLAN 3 - received on 08.12.2010
Plan Ref : PLAN 4 - received on 08.12.2010
Plan Ref : 008791-SP1 - received on 11.01.2011

Signed:

B A Fleet.

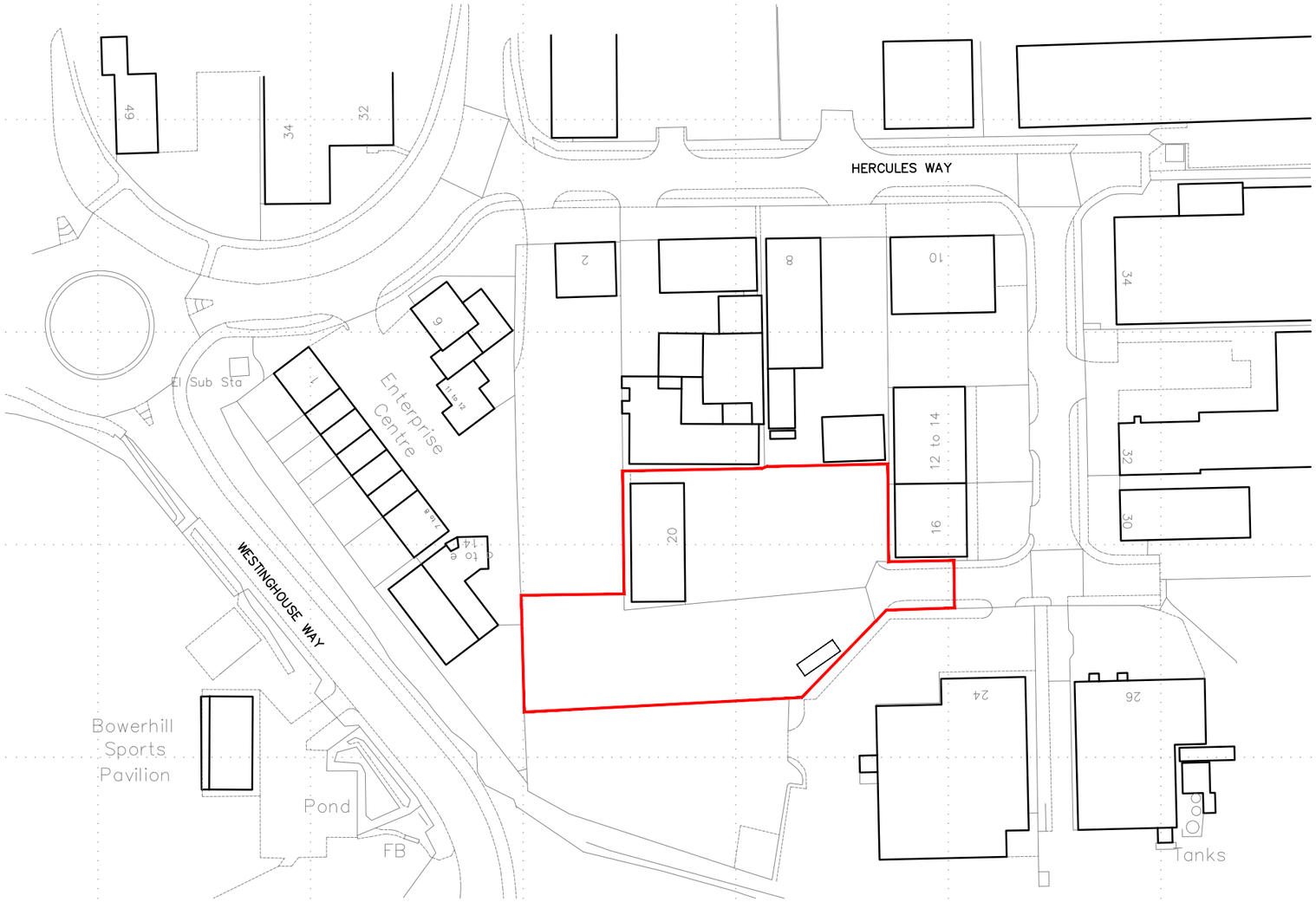
Director for Development Services

Dated: 8 February 2011

Appendix B – Site Location Plan

KEY:

APPLICATION BOUNDARY



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N

0 25 50 75 100 125m

Scale 1:1250 at A3

Rev 01 Application boundary updated. Drawn FH Checked SO 05.12.2023

Northampton

Milton Keynes

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- Architects
- Principal Designers
- Interior Designers
- Project Management
- Employers Agent

Drawn By:	FH
Chkd By:	SO
Scale @A3:	1:1250
Date:	November 2023
Status:	FOR PLANNING
Project No.:	27068

Client Travis Perkins Properties Ltd

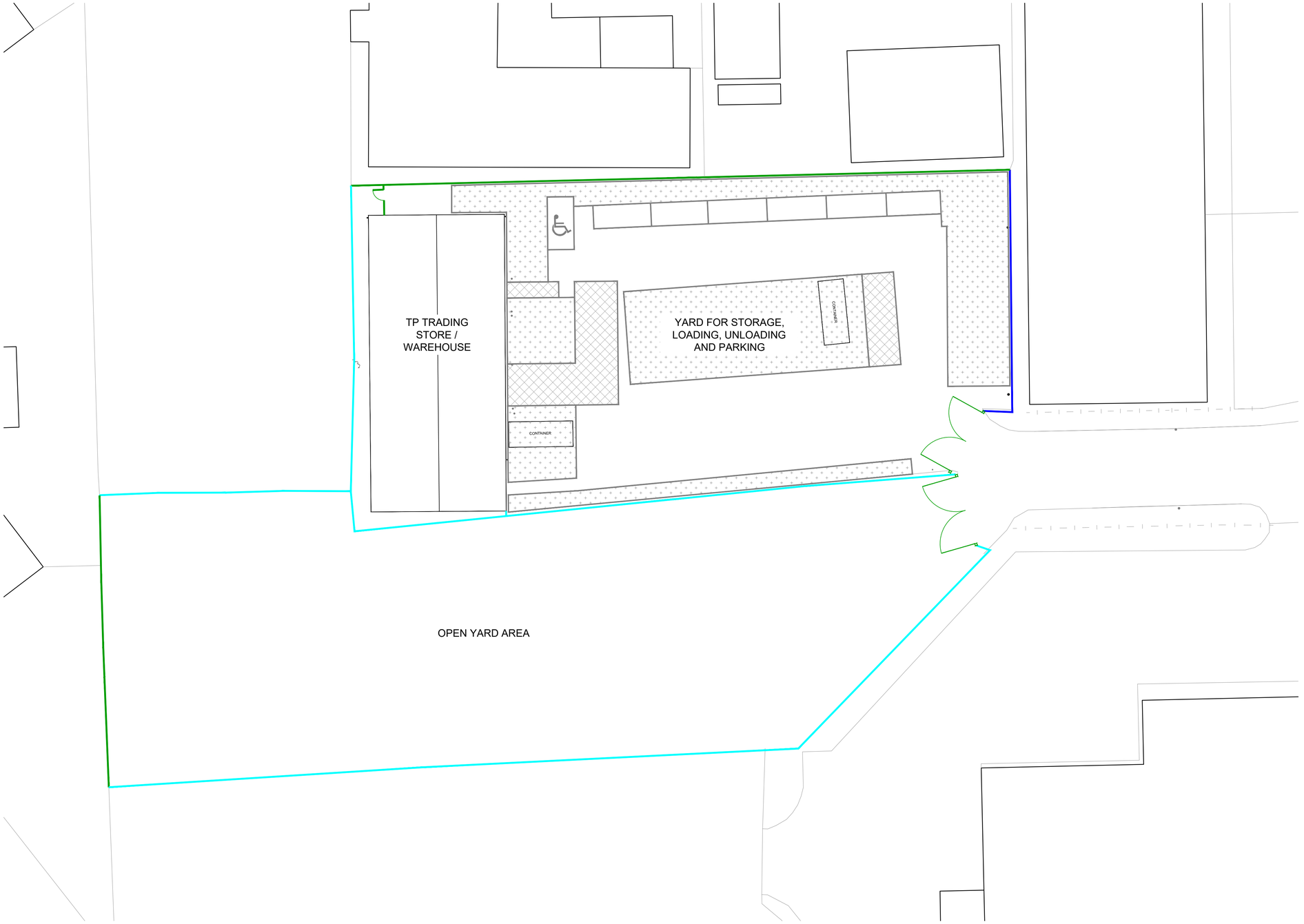
Project Travis Perkins Melksham
Proposed Yard Alterations

Title Location Plan

Drawing No: 001 Revision: 01

WEA

Appendix C – Existing Site Layout Plan



KEY:

- EXTERNAL STORAGE UP TO 5.5m HIGH INCLUDING RACKING SYSTEMS.
- HGV SERVICING ZONE.
- KEEP CLEAR ZONE.
- 2.1m HIGH CHAIN LINK FENCING.
- 2.4m HIGH CHAIN LINK FENCING.
- 2.1m HIGH PALISADE FENCING AND GATES.

N

0 4 8 12 16 20m

Scale 1:200 at A1

Rev	03	Site plan updated to reflect TP comments.	By SO	Checked SO 03.01.2024
Rev	02	Site plan updated.	By SO	Checked SO 22.12.2023
Rev	01	Key updated.	By SO	Checked SO 05.12.2023

Northampton
4 Ironstone Way, Brixworth,
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- Architects
- Principal Designers
- Interior Designers
- Project Management
- Employers Agent

Drawn By:	SO	**Client**	Travis Perkins Properties Limited
Chkd By:	SO	**Project**	Travis Perkins Melksham Proposed Yard Alterations
Scale @ A1:	1:200	**Title**	Existing Site Plan
Date:	November 2023		
Status:	**FOR PLANNING**		
Project No.:	27068	Drawing No:	010
		Revision:	03

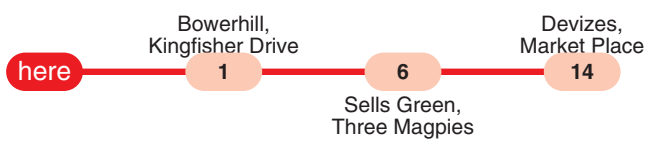
Appendix D – Full Bus Stop Timetable Information

traveline south west
www.travelinesw.com

Bus departures from this stop
Bowerhill
Beaufort Close (E-bound)

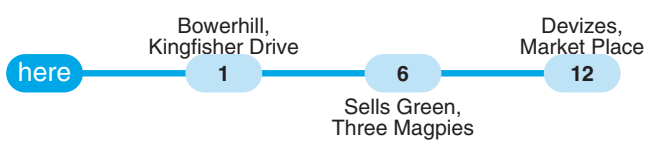
271 Bath - Bathford - Melksham - Bowerhill

Faresaver



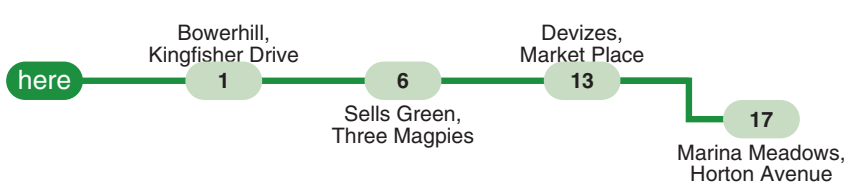
272 Bath - Box - Melksham - Devizes

Faresaver



273 Bath - Box - Melksham - Devizes

Faresaver



The numbers circled indicate approximate timings in minutes from Bowerhill, Beaufort Close

Mondays to Fridays

Bus times as at 5th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0725	272		*1028*	272		*1328*	272		*1631*	272		*1815*	271		*1932*	273		*0002*	273	1
0832	272		*1128*	272		*1428*	272		*1714*	271		*1833*	272		*2032*	273				
0928	272		*1228*	272		*1528*	272		*1732*	272		*1909*	273		*2152*	273				

Saturdays

Bus times as at 6th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0804	272		*1130*	272		*1430*	272		*1712*	271		*1839*	273		*2158*	273	
0930	272		*1230*	272		*1530*	272		*1730*	272		*1935*	273		*0008*	273	
1030	272		*1330*	272		*1630*	272		*1812*	271		*2033*	273				

Sundays

Bus times as at 7th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
1000	273		*1204*	273		*1404*	273		*1604*	273		*1804*	273		*1957*	273	

Notes: **1** - terminates at Marina Meadows, Horton Avenue
Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone
Scan the QR code or send the stop code below to:
84268
Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.
Code for this stop: wilamgtm

NextBuses
Bus times by mobile browser

traveline south west
www.travelinesw.com

Bus departures from this stop
Bowerhill
Beaufort Close (W-bound)

14 Melksham Metro — FromeBus

here → Melksham, Hospital (6) → Melksham, Market Place (7) → Melksham, Asda (13)

271 Bowerhill - Melksham - Bathford - Bath — Faresaver

here → Melksham, Market Place (4) → Shaw, Church Farm (12) → Whitley, Pear Tree (16) → Atworth, Post Office Lane (20) → Kingsdown, Swan (27) → Bathford, British Legion (29) → Lambridge, Lambridge (34) → Bath City Centre, Bus Station (41)

272 Devizes - Melksham - Box - Bath — Faresaver

here → Melksham, Market Place (4) → Shaw, Church Farm (13) → Atworth, Post Office Lane (16) → Ashley, Northey Arms (23) → Lambridge, Lambridge (31) → Bath City Centre, Bus Station (39)

273 Devizes - Melksham - Box - Bath — Faresaver

here → Melksham Forest, St Andrews Church (5) → Melksham, Market Place (10) → Shaw, Church Farm (21) → Whitley, Pear Tree (25) → Atworth, Post Office Lane (29) → Ashley, Northey Arms (37) → Lambridge, Lambridge (45) → Bath City Centre, Bus Station (57)

555 Bowerhill - Corsham School — Faresaver

here → Bowerhill, Kestrel Court (0) → Bowerhill, Lancaster Road (1) → Bowerhill, Pathfinder Place (1) → Melksham, The Spa (2) → Melksham, Spa Road (2) → Melksham, Wiltshire Crescent (3) → Melksham, Queensway Hall (4) → Melksham, King George Park (7) → Melksham, Buds Bar (8) → Melksham, Avonside Enterprise Park (9) → Corsham, The School (30)

The numbers circled indicate approximate timings in minutes from Bowerhill, Beaufort Close

Mondays to Fridays — Bus times as at 5th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0651	271		*0828*	14		*1015*	271		*1215*	271		*1415*	271		*1615*	271		*2011*	273	
0724	272		*0851*	272		*1045*	272		*1245*	272		*1445*	272		*1645*	272		*2221*	273	
0738	271		*0915*	271		*1115*	271		*1315*	271		*1515*	271		*1745*	273				
0740	555		*0945*	272		*1145*	272		*1345*	272		*1545*	272		*1851*	273				

Saturdays — Bus times as at 6th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0708	271		*0915*	271		*1045*	272		*1215*	271		*1345*	272		*1515*	271		*1645*	272		*2011*	273	
0756	272		*0945*	272		*1115*	271		*1245*	272		*1415*	271		*1545*	272		*1745*	273		*2231*	273	
0845	272		*1015*	271		*1145*	272		*1315*	271		*1445*	272		*1615*	271		*1851*	273				

Sundays — Bus times as at 7th January 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0925	273		*1125*	273		*1325*	273		*1525*	273		*1725*	273	

Times shown in italics are approximate times

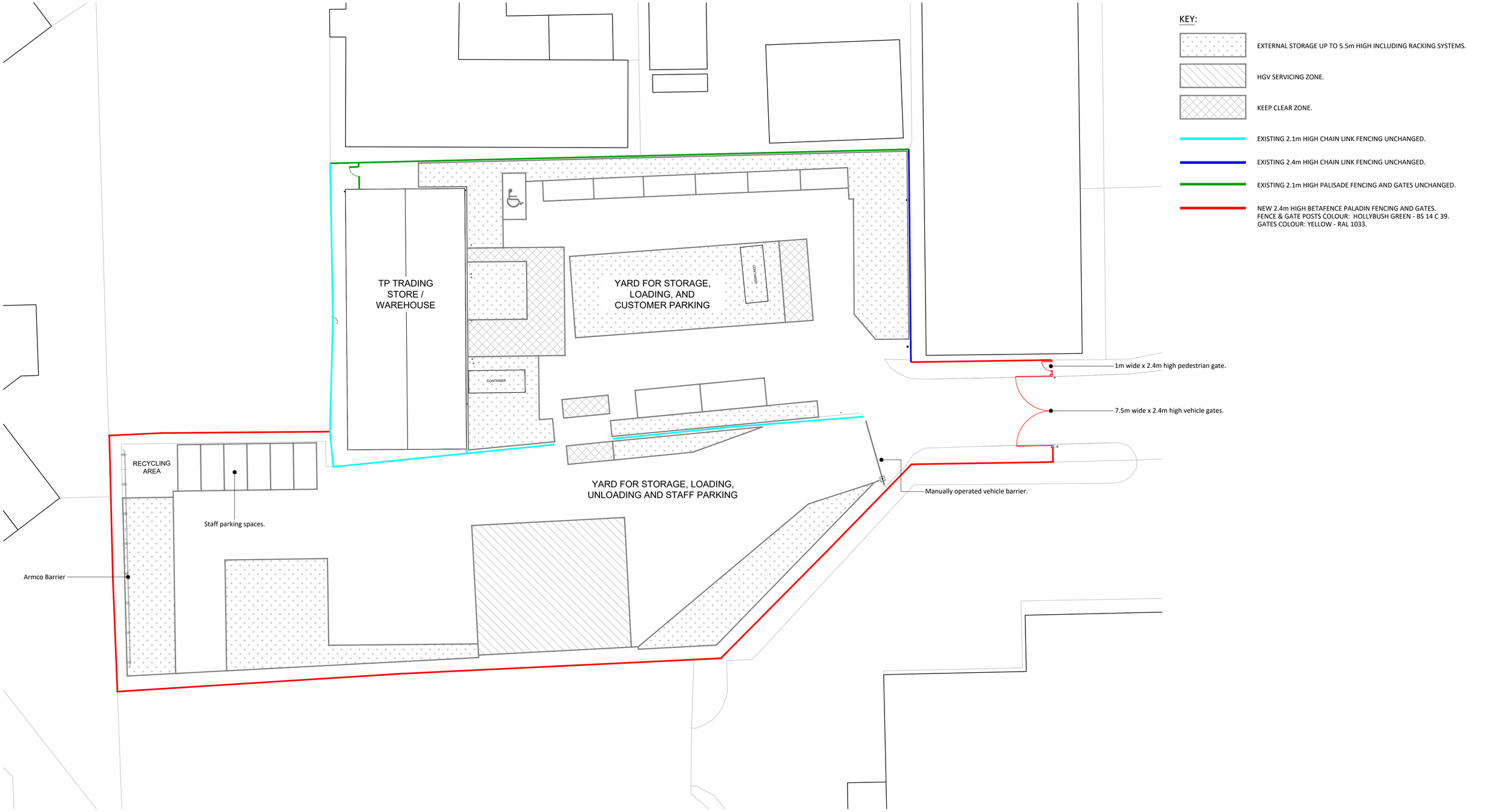
BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone
Scan the QR code or send the stop code below to:
84268
Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.
Code for this stop: wilamgpm

NextBuses
Bus times by mobile browser

Appendix E – Proposed Site Layout Plan



N

0 4 8 12 16 20m

Scale 1:200 at A1

Rev	03	Site plan updated to reflect TP comments.	By SO	Checked SO	03.01.2024
Rev	02	Site plan updated to reflect TP requirements.	By SO	Checked SO	22.12.2023
Rev	01	Site plan updated to reflect TP requirements.	By SO	Checked SO	05.12.2023

Northampton
4 Ironstone Way, Brixworth,
Northampton. NN6 9UD

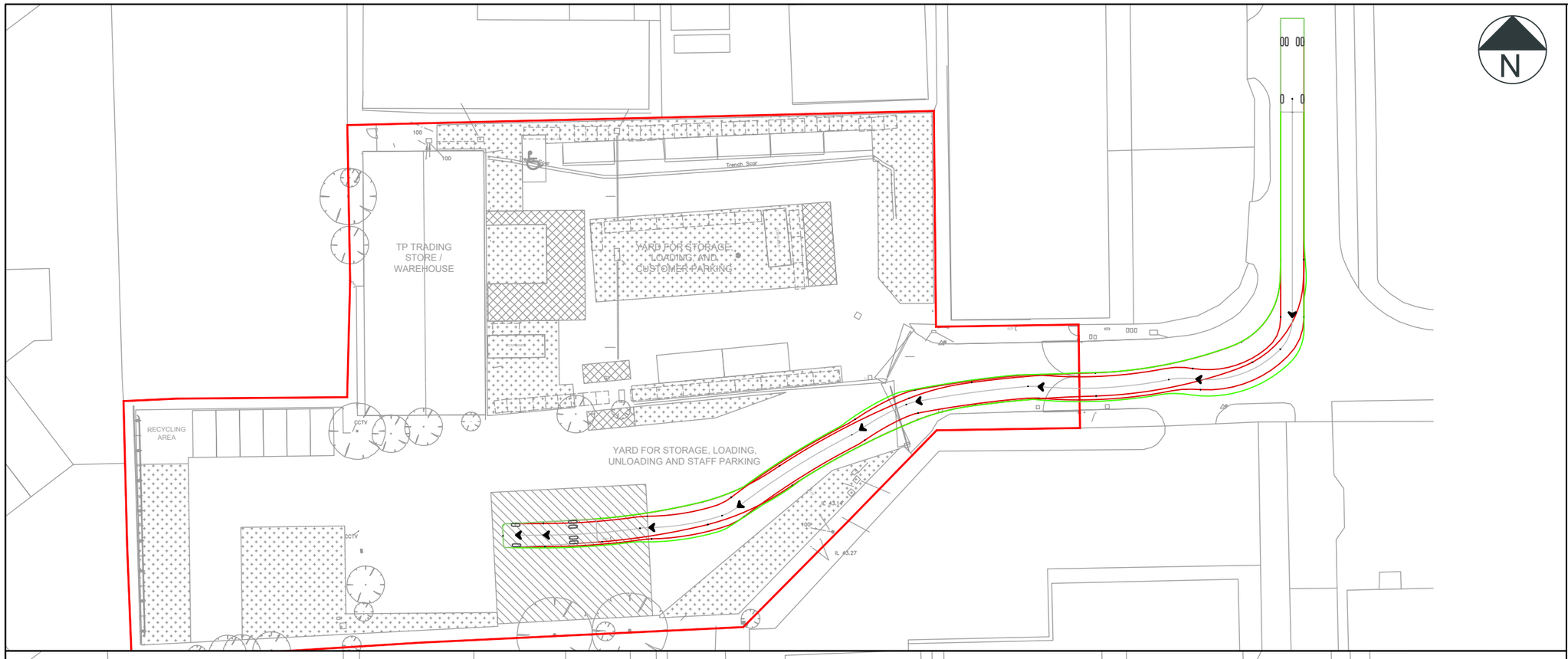
Milton Keynes
Suite B2A/C, Building B,
Denbigh Business Park, First Avenue,
Bletchley, Milton Keynes. MK1 1DX

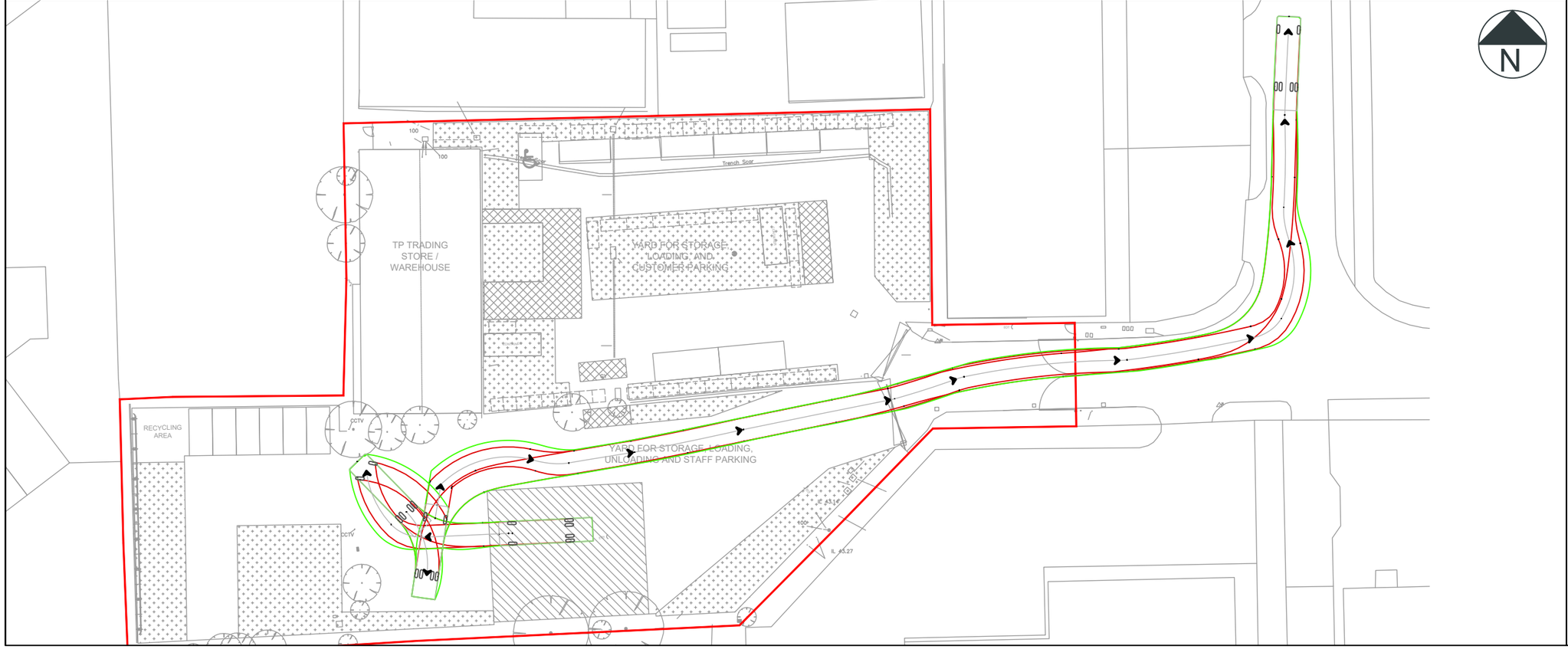
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W: www.wearchitecture.co.uk
T: 01908 889109

- Architects
- Principal Designers
- Interior Designers
- Project Management
- Employers Agent

Drawn By:	SO	**Client**	Travis Perkins Properties Limited
Chkd By:	SO	**Project**	Travis Perkins Melksham Proposed Yard Alterations
Scale @ A1:	1:200	**Title**	Proposed Site Plan
Date:	November 2023		
Status:	**FOR PLANNING**		
Project No.:	27068	Drawing No:	100 Revision: 03

Appendix F – Swept Path Analysis (HGVs)





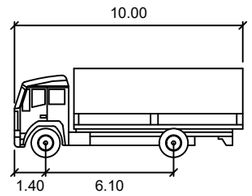
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout 27068 100 Rev 03, dated 03.01.2024.
3. This topographical drawing was received from JJP UK, drawing number 27237Y-02, & dated Oct 2023.
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Key:

Application Site Boundary

Vehicle Profile



LRIGID

	meters
Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

Rev	Date	Details	By	Chkd
P01	04.01.24	Updated layout	BF	FA

rappor

rappor.co.uk

CLIENT:
TP Property Company Ltd

PROJECT:
TP Property Company Ltd
at Bowerhill Industrial Estate, Melksham

TITLE:
Swept Path Analysis -
10m Rigid Vehicle

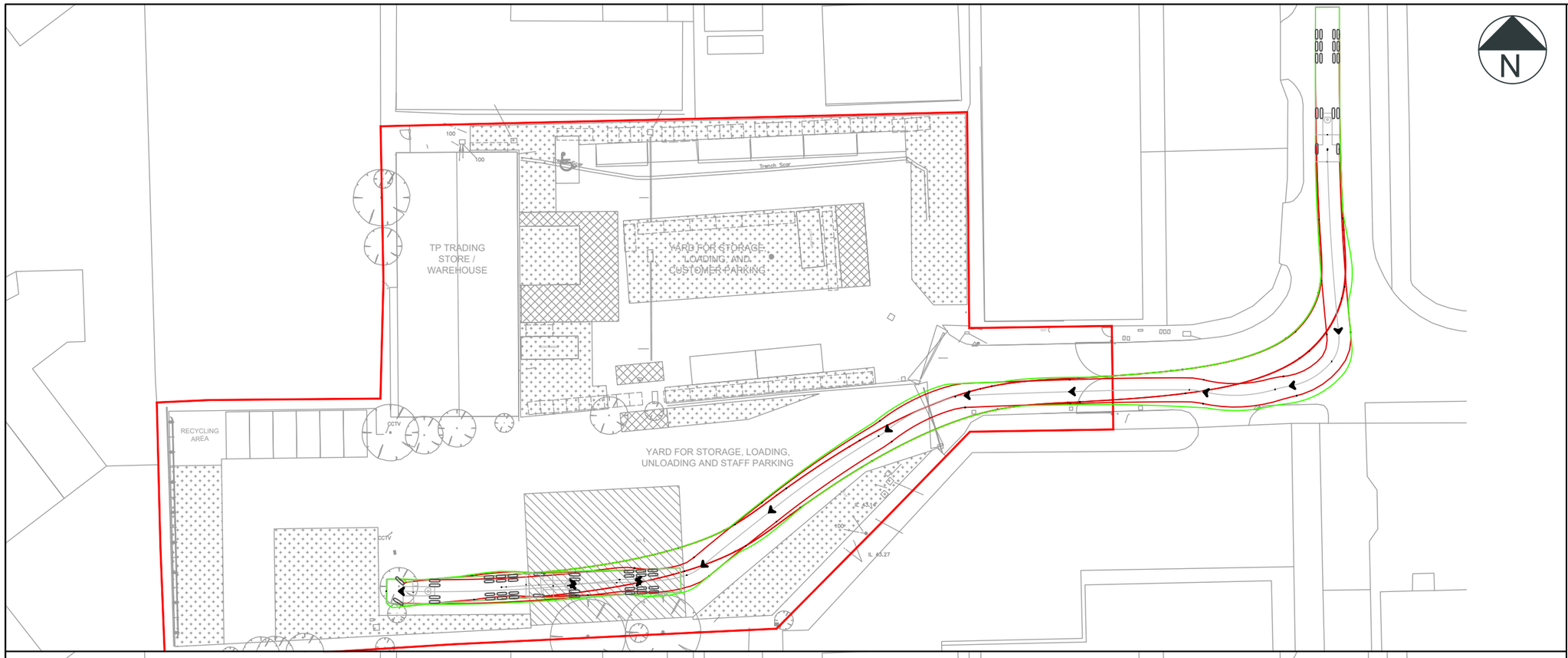
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	08.12.23	FA	BF	AP

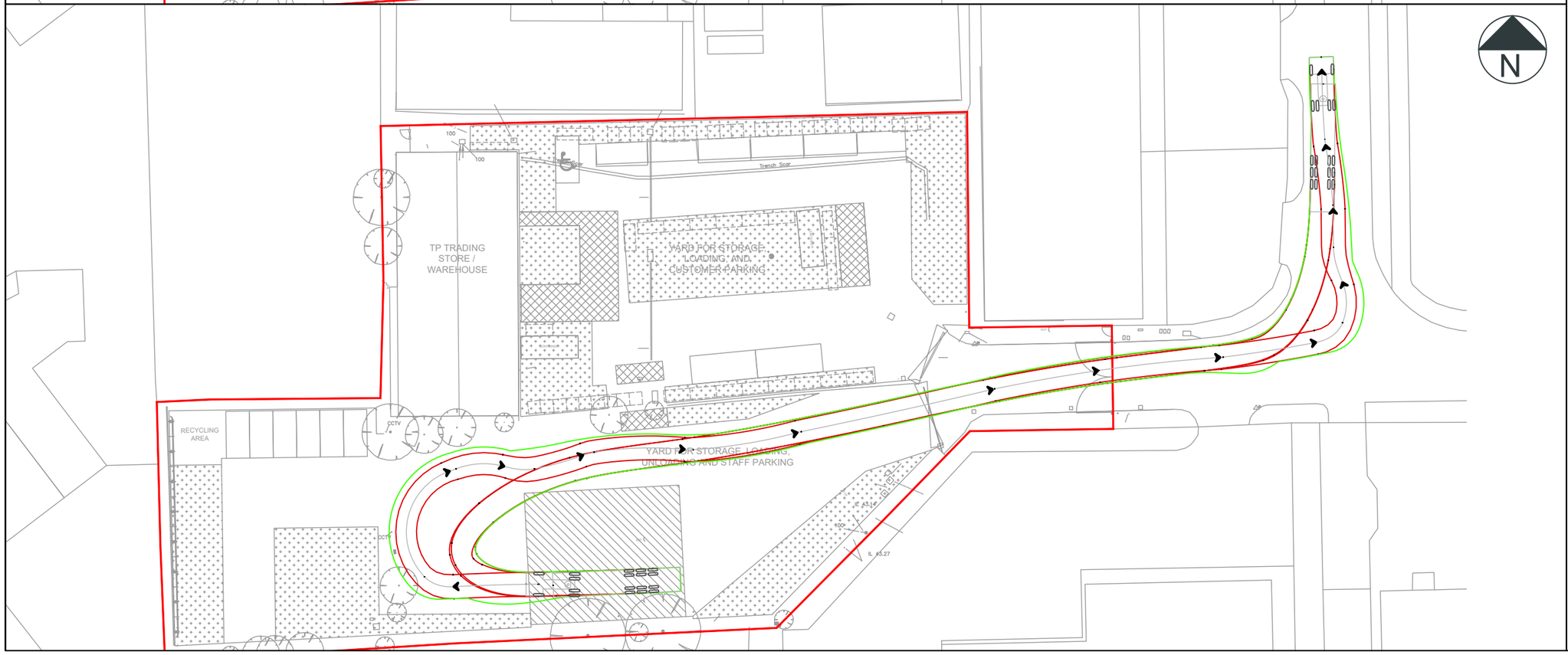
STATUS:
PLANNING

DRAWING NO:
230744-RAP-XX-XX-DR-TP-4102

REVISION:
P01

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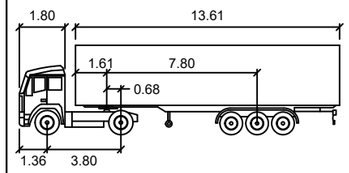
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout 27068 100 Rev 03, dated 03.01.2024.
3. This topographical drawing was received from JJP UK, drawing number 27237Y-02, & dated Oct 2023.
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Key:

Application Site Boundary

Vehicle Profile



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
P01	04.01.24	Updated layout	BF	FA

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rappor.co.uk

CLIENT:
TP Property Company Ltd

PROJECT:
TP Property Company Ltd
at Bowerhill Industrial Estate, Melksham

TITLE:
Swept Path Analysis -
16.5m Articulated Vehicle

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	08.12.23	FA	BF	AP

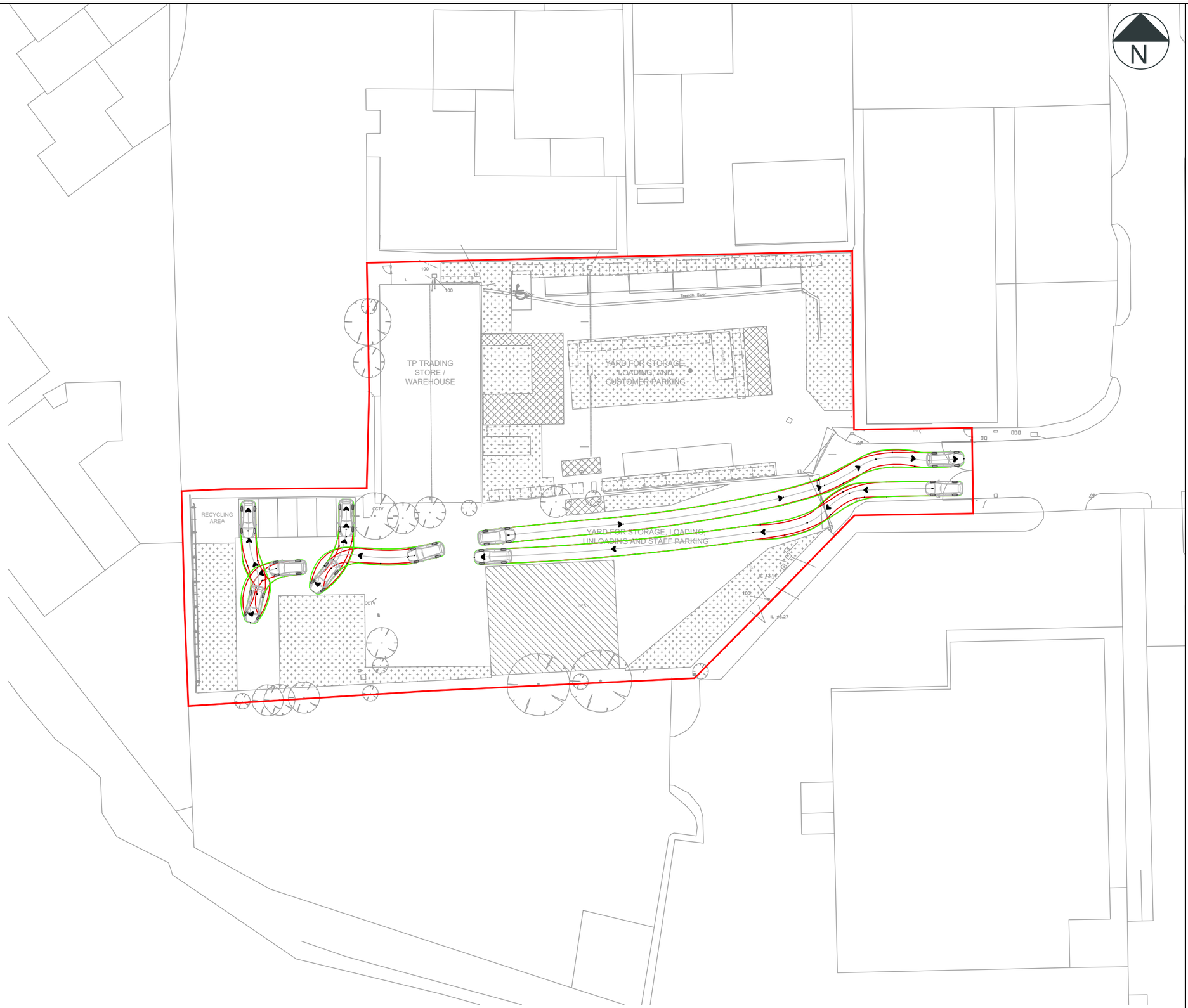
STATUS:
PLANNING

DRAWING NO:
230744-RAP-XX-XX-DR-TP-4103

REVISION:
P01

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Appendix G – Swept Path Analysis (Cars)



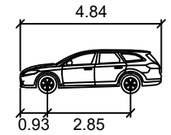
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout 27068 100 Rev 03, dated 03.01.2024.
3. This topographical drawing was received from JJP UK, drawing number 27237Y-02, & dated Oct 2023.
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Key:

Application Site Boundary

Vehicle Profile



2012 Ford Mondeo Wagon

	meters
Width	: 1.89
Track	: 1.89
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

Rev	Date	Details	By	Chkd
P01	04.01.24	Updated layout	BF	FA

rappor

rappor.co.uk

CLIENT:
TP Property Company Ltd

PROJECT:
TP Property Company Ltd
at Bowerhill Industrial Estate, Melksham

TITLE:
Swept Path Analysis -
Estate Car

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	08.12.23	FA	BF	AP

STATUS:
PLANNING

DRAWING NO:
230744-RAP-XX-XX-DR-TP-4100

REVISION:
P01

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