

Access & Vehicle Parking



One Way System

The proposal includes introducing a one way entry / exit system for the site. The involves vehicles entering the site using the north entrance and exiting the site via the south entrance. The reasons for this are summarised below:

- The one way system means that the existing internal private drive does not need to be widened. This means that the mature trees that line the historic Long Drive to the north are not effected
- Visibility splay analysis was carried out at both the north and south entrances and the results confirmed that the visibility at the north is worse than the south. The analysis concluded that extensive modifications would have do be done to the listed curtilage walls including alterations to the neighbours garden wall (also listed) in order to achieve the required visibility. Exiting at the south would not involve such work.
- The north entrance is the historic carriage way, giving visitors an opportunity to experience to gradual revealing of the site and Eastleigh Court as the move through the site.



One Way System

Visibility Splay Analysis



Existing Visibility Splays



Work required to north entrance if entrance was used as exit



Eastleigh Court Access

Existing Condition

Eastleigh Court has an existing access road from the south which widens at the historic main entrance, then bends around close to the west of the building before almost touching the building to the north which leads to an existing tarmac car park.

The historic approach from the north along the Long Drive is experienced as a sequence of filtered, 'glimpsed' views, with the Court revealed gradually as visitors move through the parkland.

Historic mapping also indicates that there were more trees on site than the open lawns seen today. Reinstating this character through new planting will help re-establish the intended landscape relationship, with clearer views of the Court occurring only at closer range to the building.



Site plan showing Eastleigh Court and the existing tarmac road shown dotted



OS map dated 1886



Exterior photo of Eastleigh Court showing proximity of road



Eastleigh Court Access

Proposed Condition

The proposal seeks to connect Eastleigh Court and the Former Stables with new gardens to the west by introducing a one-way system, with vehicles entering from the north and leaving via the south. This arrangement also reinstates a clear internal connection so that both vehicles and pedestrians can move through and access the wider site (Court, Pavilion, Former Stables, parkland and event marquees) via a legible route network. More information regarding this can be found in the transport statement and travel plan which accompanies this application.

Part of this proposal includes re-routing the main access road to the north of Eastleigh Court and removing part of the existing road. This allows for new gardens to be created around the extension, with level access out onto a south west facing terrace. A summary of the landscape proposal around Eastleigh Court is below:

- Take inspiration from the Arts and Crafts heritage of the building
- Include romantic, soft planting, framed with topiary and low hedging
- Are designed to complement the new additions and enhance Eastleigh Court's setting
- Create a sequence of garden rooms and terraces close to the Court to support sitting out, quiet enjoyment and small gatherings, More information regarding this can be found in the Landscape Statement.



Proposed site plan showing new road location and planting around Eastleigh Court

Eastleigh Court and Pavilion Access

DDA Access Considerations

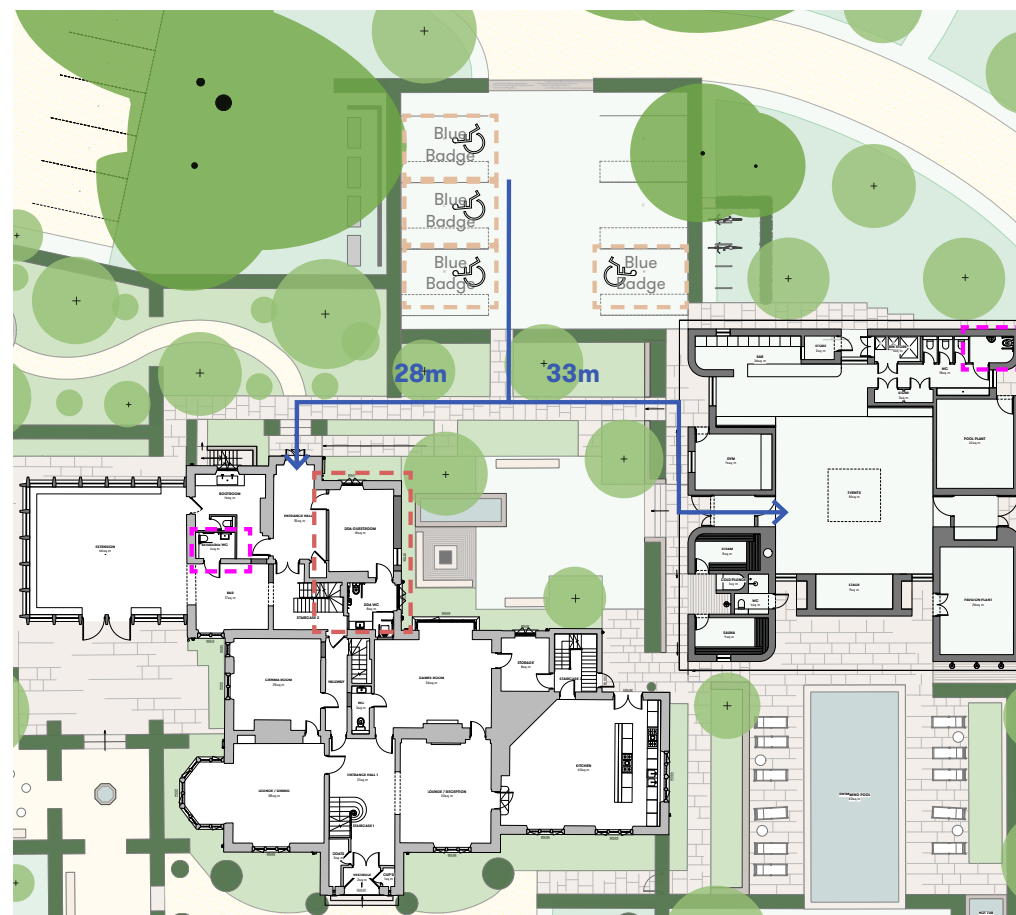
As is typical with 19th Century buildings, level access is not provided anywhere into Eastleigh Court. It is important for the client that this is addressed as part of the proposed works while not harming the Heritage asset. The client therefore proposes the following:

As per the Transport Statement, the scheme requires 5 no: disabled parking spaces. These are all located close to both Eastleigh Court, the Pavilion and the Former Stables.

Active Travel England say that accessible parking spaces should be located 50 metres from the entrance. The proposed fall well within this from access to both Eastleigh Court and the Pavilion.

The proposal includes adding a fully accessible, Part M compliant bedroom and en-suite bathroom on the ground floor. This is shown on the proposed ground floor plan highlighted in red. There are additional accessible WC's on the ground floor of both Eastleigh Court and the Pavilion building which are accessible to any building users. These are highlighted in pink.

This decision was made given that the building is listed and installing a lift would result in considerable intervention into the listed fabric and harm to the plan form.



Proposed Ground Floor & Landscape Plan

Eastleigh Court and Pavilion Access

DDA Access Considerations

In addition to this, a new access is created to the north which is adjacent to where the blue badge parking will be. As the existing ground floor level (FFL) internally is remaining as existing, a 1:15 gradient ramp is created which leads to a landing which will be at the same FFL as the interior. This ramp is 6m long.

From the west entrance there are 2 ramps which lead up to the courtyard garden. Whilst one of these ramps is 1:9 which is steeper than the Part M guidance, the other is a 1:15 and so this is deemed acceptable.

The ramp down to the pool area from the courtyard garden is 1:12 and the ramp leading from the pavilion bin store at the rear of the Pavilion is 1:20.

Portable ramps will be available on the ground floor level of Eastleigh Court for any internal steps e.g the door from the Lounge / Reception into the Kitchen.

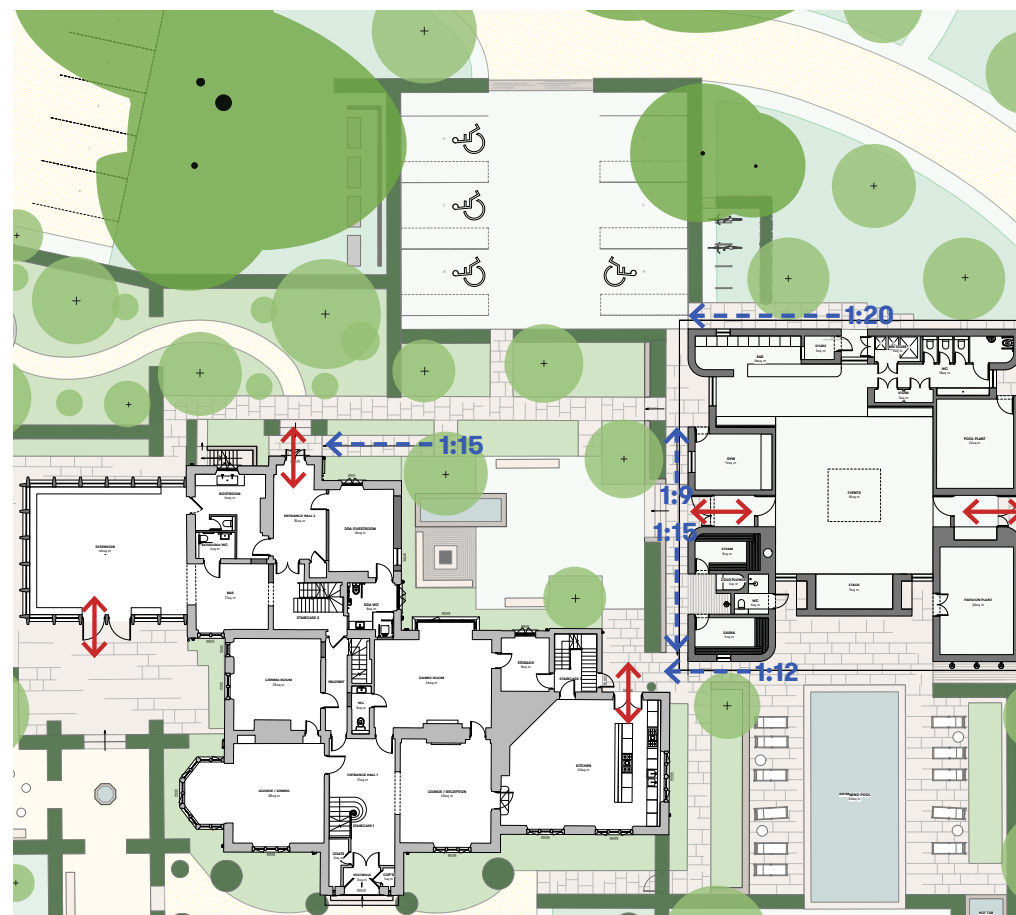
Key



Level Access threshold



Proposed Ramp



Proposed Ground Floor & Landscape Plan



The Former Stables

DDA Access Considerations

Internally, the former Stables has a step free main entrance door as well as a series of doors leading onto the pool area to the north and landscaped path to the south.

The internal level changes are negated via a series of 1:15 and 1:17 ramps which allow accessible access into all ground floor living and bedroom areas.

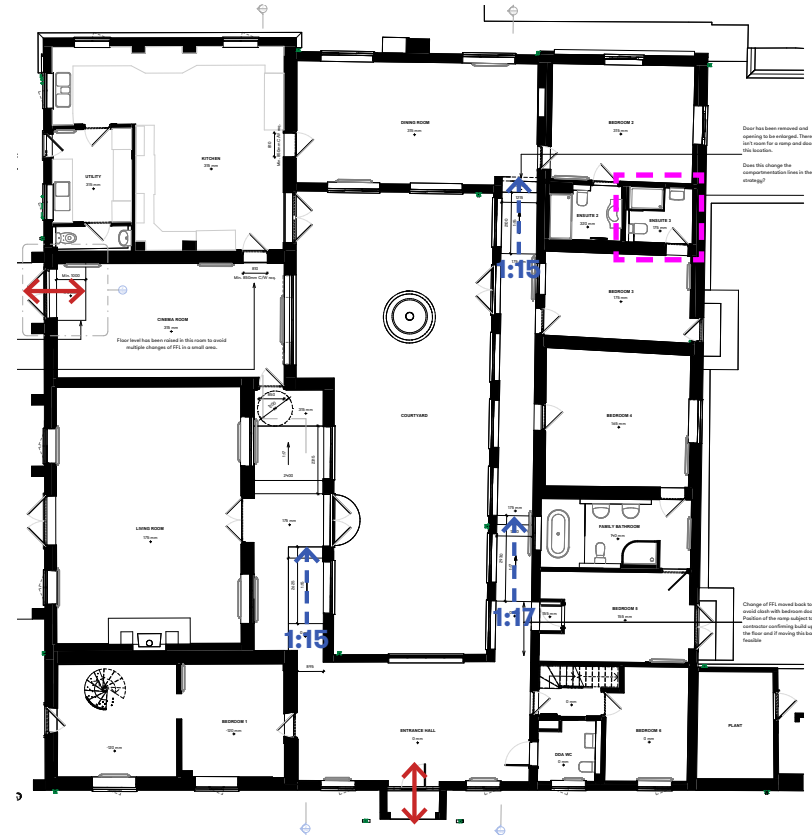
The distance from the nearest blue badge parking space has been taken from the nearest step free door with a clear width that exceeds the required 850mm (it is a double door with a clear width of 1600mm). The distance is 38m which is below the advised 50m.

An accessible Part M en-suite is provided off bedroom 3. This is highlighted on the plan in pink.

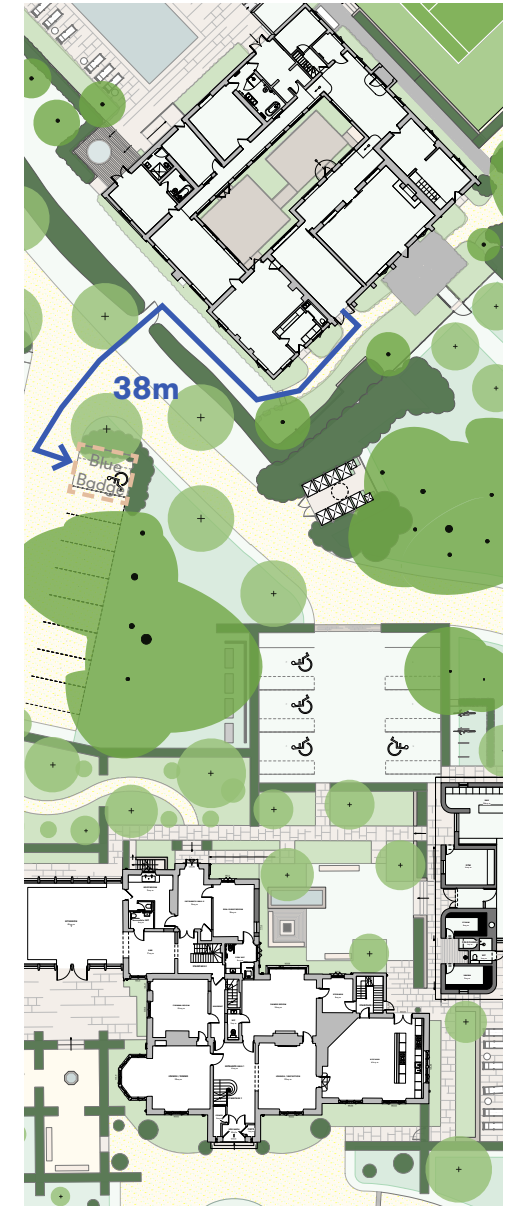
Key

↕ Level Access threshold

↗ Existing Ramp



Proposed ground floor plan of the former Stables



Access & Vehicle Parking

Site Access

Careful consideration has been given to how vehicles access and move through the site. The approach has been shaped by input from transport, arboricultural, and heritage consultants to ensure a design that is both functional and respectful of the setting. More information can be found in the transport statement and travel plan that accompanies this application.

— A total of 77 parking spaces are proposed on the site, spread between the north east and south east of the site

— Parking locations have been carefully considered in order to limit the number of trees that will need to be removed as part of the works

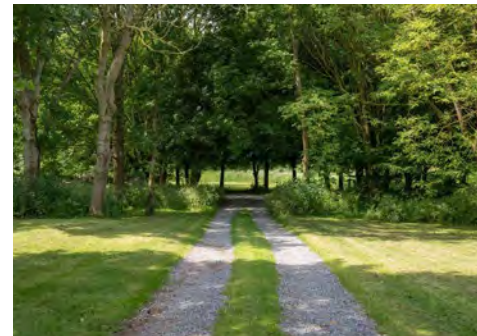
— A one-way traffic system will be introduced, with vehicles entering from the north and exiting to the south. This approach avoids the need to alter the existing listed wall and entrance, as visibility splay analysis confirmed that the one-way system improves safety without structural changes

— The parking layout is designed to blend into the landscape, using existing and new tree planting to create a natural canopy that softens views of parked vehicles and enhances the site's overall character

— Porous and permeable surfacing will be used throughout to reduce surface water run-off

— These surfaces help manage water sustainably by allowing rain to soak directly into the ground, supporting sustainable drainage (SuDS) solutions where appropriate

— This strategy ensures that vehicle movement and parking are managed in a way that supports the functionality of the site while maintaining its rural and heritage setting.



Reference images



Travel

The proposed development benefits from access to existing pedestrian infrastructure along Bishopstrow Road which runs along the eastern side of the site.

The site is well connected within Bishopstrow Village and continuous foot way provision is available between the site and much of eastern Warminster. The walking route between the site and the town includes several bus stops, further facilitating non car based travel for both guests and staff.

Cycle parking will be provided on site and will likely be predominantly used by staff travelling between Warminster and the site. A plan showing Eastleigh Court in the context of local available cycle routes can be found in the transport assessment included as part of this application.

The nearest bus stop is located on Bishopstrow Road very close to the northern entrance to the site. Buses provide connectivity through Warminster, Salisbury, Frome and Bath. The closest railway station is Warminster which is located 2.7km of the site and is accessible via a 6 minute taxi ride, 33 minute walk or 8 minute bicycle ride. This puts the development with easy access of the station which has regular services to Bristol, Cardiff, Southampton, Portsmouth and London.

The transport consultant has produced a transport statement and travel plan which accompanies this application. The development proposes to provide 77 parking spaces, exceeding the minimum calculated requirement of 75 spaces.



The Transport Statement and Travel Plan set out the parking provisions across the site. A summary of this is below:

Total on site vehicle & cycle parking

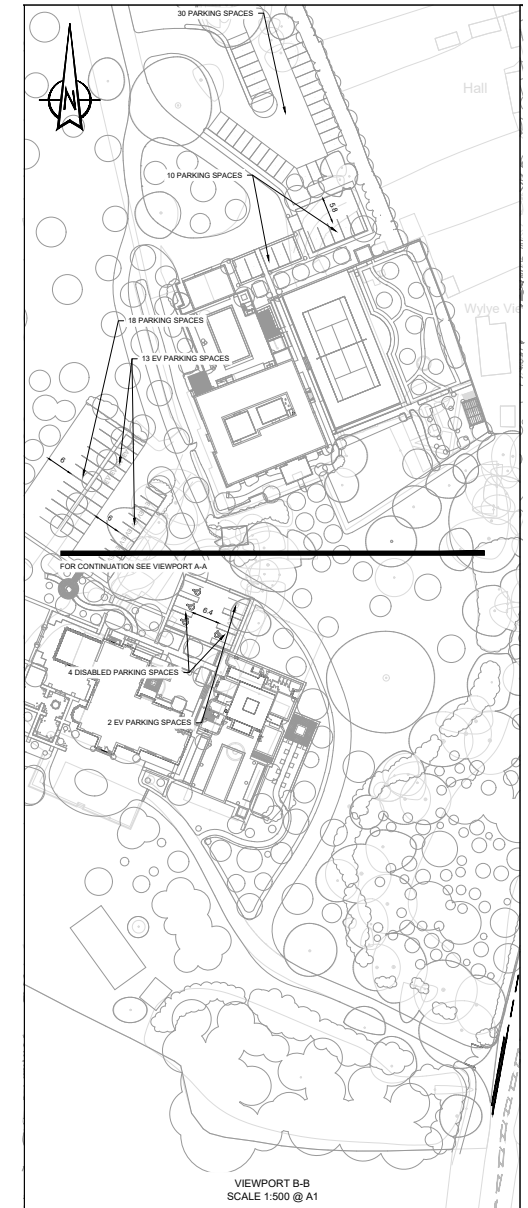
— 77 parking spaces total made up from:

- 13 staff parking spaces
- 12 contractor parking spaces
- 49 guest parking spaces including 28 spaces for overnight guests and 22 spaces for day guests
- 2 spare

Out of 77 parking spaces, 5 of these are disabled spaces and 15 are EV equipped spaces

— 8 cycle spaces

The parking provision has been allocated across the site in three parking areas. Vehicle tracking was completed at both site access points and along internal roads. Tracking was also used to confirm that vehicles can manoeuvre into and out of all spaces.

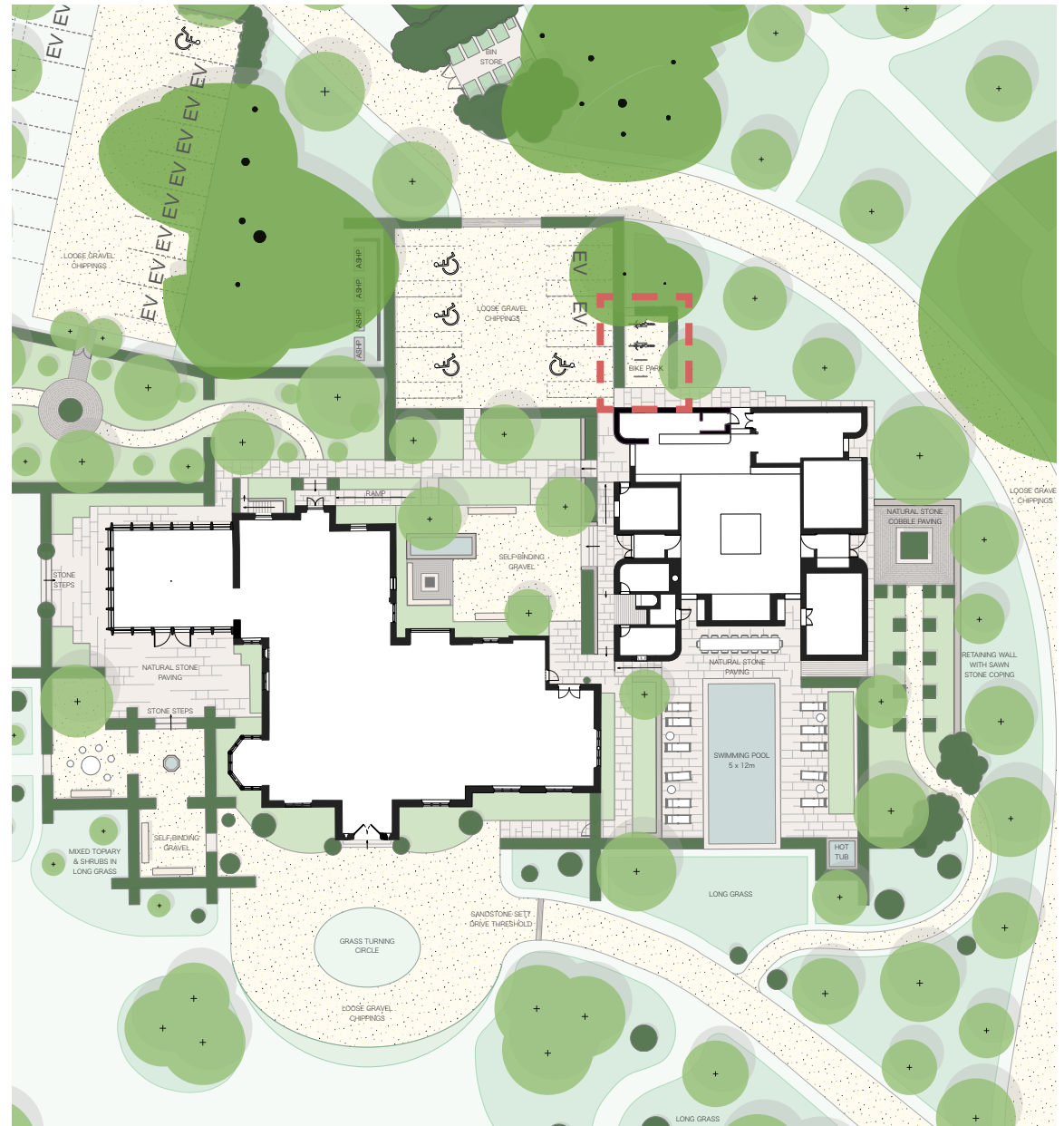


Parking Provision

Cycle Parking

The Transport Statement and Travel Plan calculates that we require 8 no: cycle parking space provided on site. These spaces will be located in a safe, secure, and overlooked position, in accordance with Wiltshire Council's quality standards for cycle parking.

The location is in close proximity to both Eastleigh Court and The Pavilion. The 8 cycle parking spaces are provided by 4 Sheffield Stands, allowing 2 bikes to be locked to each one.



Waste Strategy



Waste Storage and Collection

Site Wide Strategy

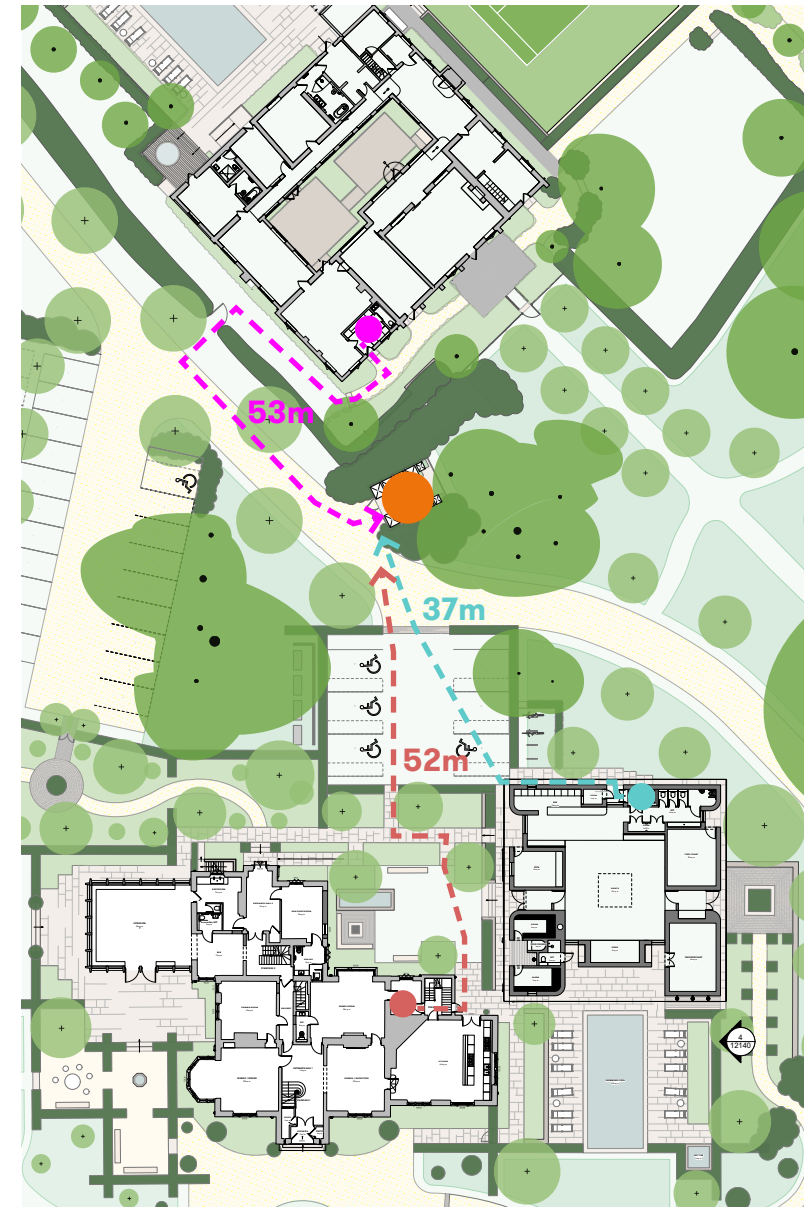
The site wide waste strategy involves waste being collected and stored locally within the three buildings on site. Waste will then be taken to an external bin store located to the north of Eastleigh Court and close to the refuse vehicle collection point. Refuse vehicles (RCV) will draw up alongside the storage area on waste collection days and transfer the contents of each bin to the RCV. The site is currently served by a commercial waste collection service and this will continue.

The location of the external bin store has been chosen so that it is roughly equidistant between the former Stables, Eastleigh Court and the Pavilion. The routes are step free with gradients that do not exceed 1:20 as per Wiltshire Waste Collection Guidance. The distances between the internal and external bin store do exceed the recommended 30m but a management solution is detailed in the Operational Management Statement that accompanies this application.

The ramp that leads from the Pavilion bin store to the car parking is 1.5m wide.

Key

- Utility Room - Former Eastleigh Stables
- Store Room - Eastleigh Court
- Bin Store - The Pavilion
- External Bin Store



Waste Storage and Collection

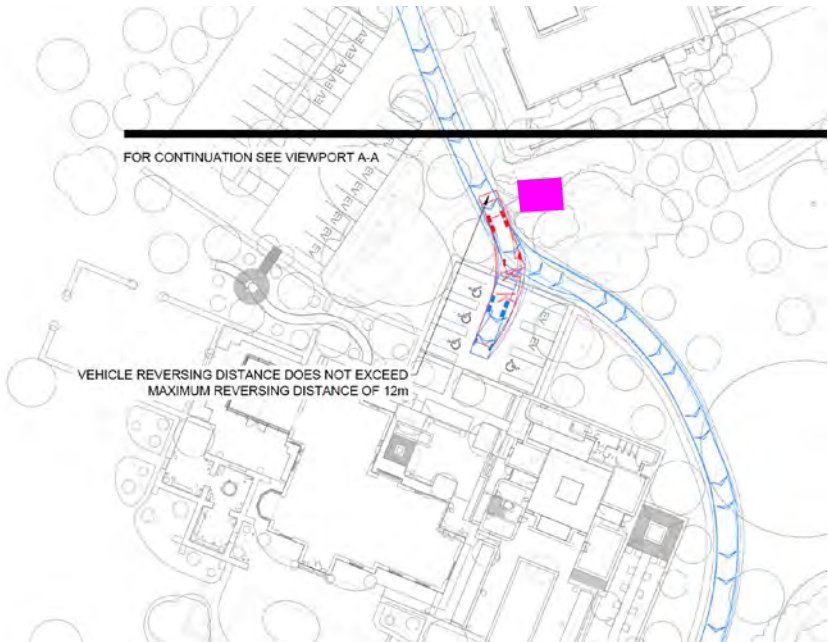
Site Wide Strategy

The 26m² bin store has been sized to ensure containers can be accessed and manoeuvred without moving other bins. The bins are 150mm apart, with a 1500mm turning circle between rows and the entrance door has a 2m clear width and opens outwards. These dimensions are in accordance with the usability and operational principles set out in Wiltshire’s Waste Storage and Collection Guidance (referencing BS 5906:2005)

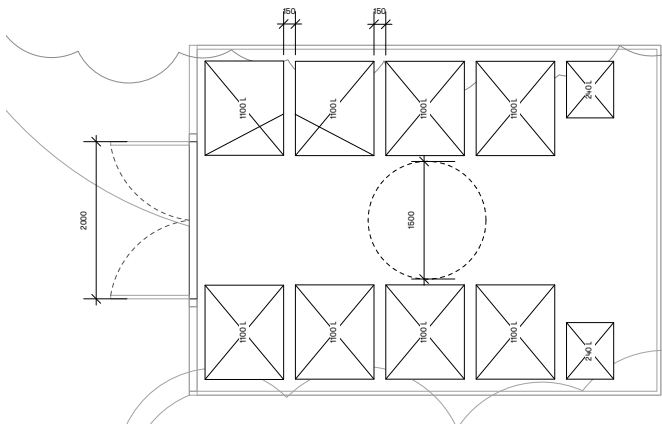
The bin store provides 9,280 litres of total capacity, exceeding the calculated requirement for the Pavilion under Table 4 of the Wiltshire Waste Storage and Collection Guidance and, when combined with managed daily internal transfers and weekly private collection, provides appropriate capacity for site wide peak occupancy operation.

Key

 External Bin Store



Extract from the Transport Statement showing refuse vehicle access and reversing distances not exceeding 12m.



Bin store with critical dimensions

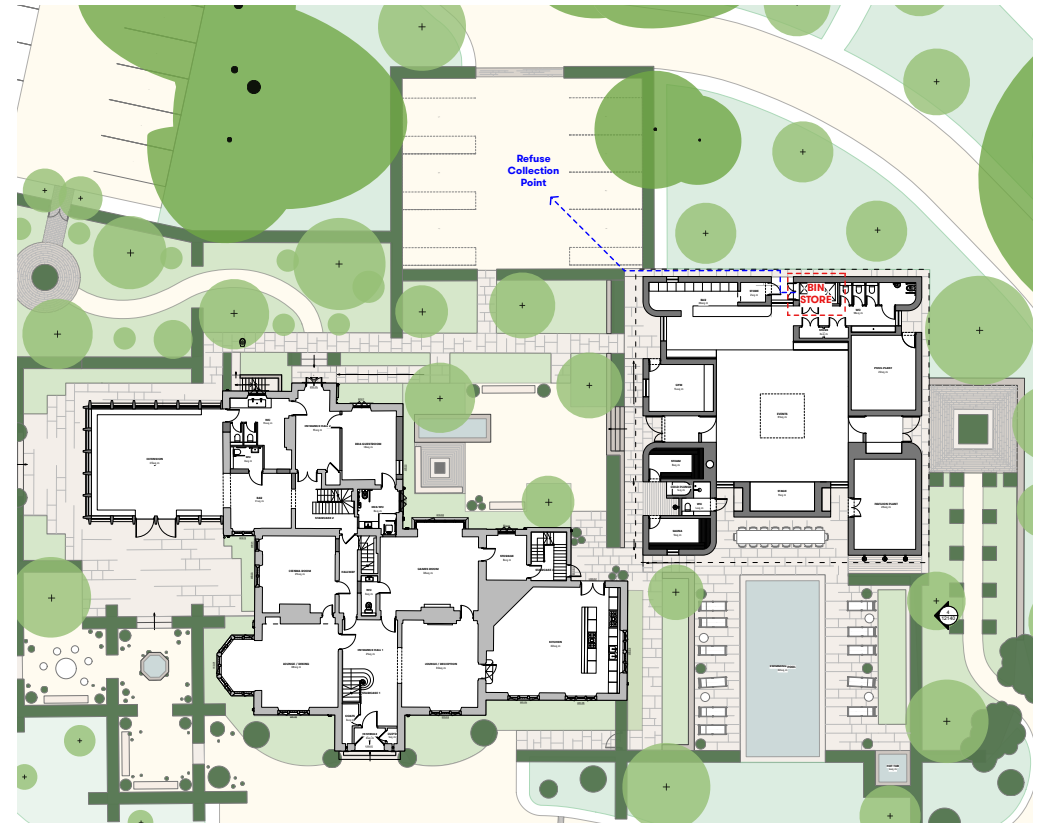
Waste Storage and Collection

Pavilion

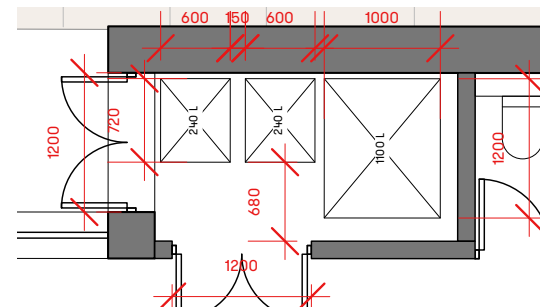
In order to reduce disturbance to the local community, all waste is to be stored inside Eastleigh Court and the Pavilion building. A dedicated bin store large enough to contain 1 no: 1100L bin and 2 no: 240L bins is located at the rear of the Pavilion building. It is proposed that the 1100L bin is used for general waste with the two 240L bins used for recycling and food waste.

The bin store can be accessed directly from both inside and outside, reducing the distance that the bins need to be moved in order to take them to the waste collection point. This also means glass bottles that can create noise can be put into bins without needing to exit the building.

The bin store has been sized using Table 4 of Wiltshire's Waste Storage and Collection guidance which states that for an entertainment complex 5000L of waste storage is required by 1000m² of gross floor space. The gross floor space of the Pavilion is 270m² which means that 1350L is required. What is proposed here exceeds this at 1580L.



Bin Store and Waste Collection Point locations



The Pavilion Bin Store

Waste Storage and Collection

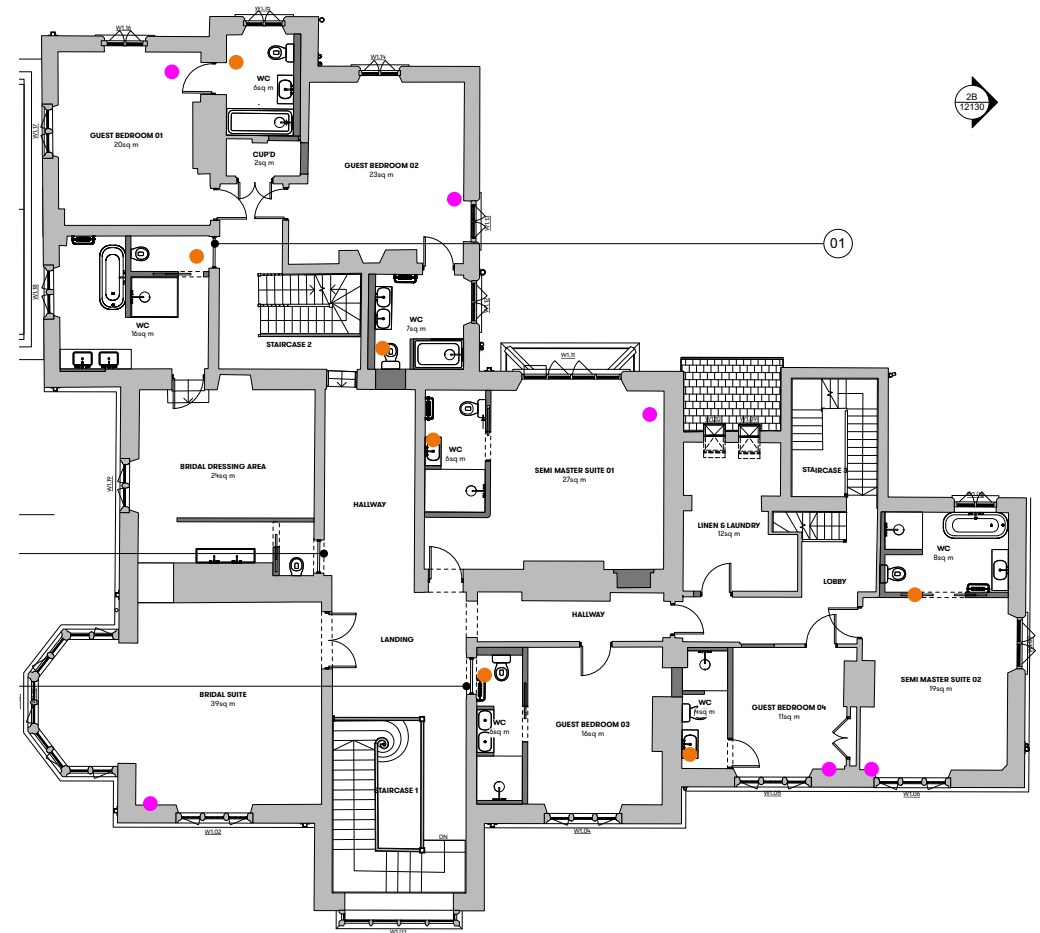
Eastleigh Court & The former Eastleigh Stables

Within Eastleigh Court and the former Eastleigh Stables, each bedroom and bathroom suite, together with any stand-alone bathroom, is provided with its own general waste bin and a separate sanitary waste bin for hygiene products. Waste is segregated at source within each room and deposited by guests into the appropriate container during their stay.

Room bins will be emptied frequently dependant on peak occupancy or changeover periods, and contents will be transferred to the central waste bins located on the ground floor. At this location, waste is consolidated into larger internal bins for general waste, dry recycling and food waste generated from kitchen areas. Sanitary waste is collected separately and transferred directly to the designated sanitary waste container within the external bin store, ensuring it is managed independently from general residual waste streams.

Key

- Sanitary waste bin
- General waste bin



Eastleigh Court Proposed 1st Floor Plan



Waste Storage and Collection

Eastleigh Court

The domestic size bins are sized to accommodate at least one day of peak waste, with contingency capacity, before being transferred by staff to the external bin store. The external containers are sized to provide sufficient capacity for weekly private collection at peak occupancy of 32 guests. This managed system ensures segregation at source, controlled internal storage, regular transfer to external containers and alignment with waste collection guidance principles relating to separation, storage and safe handling.

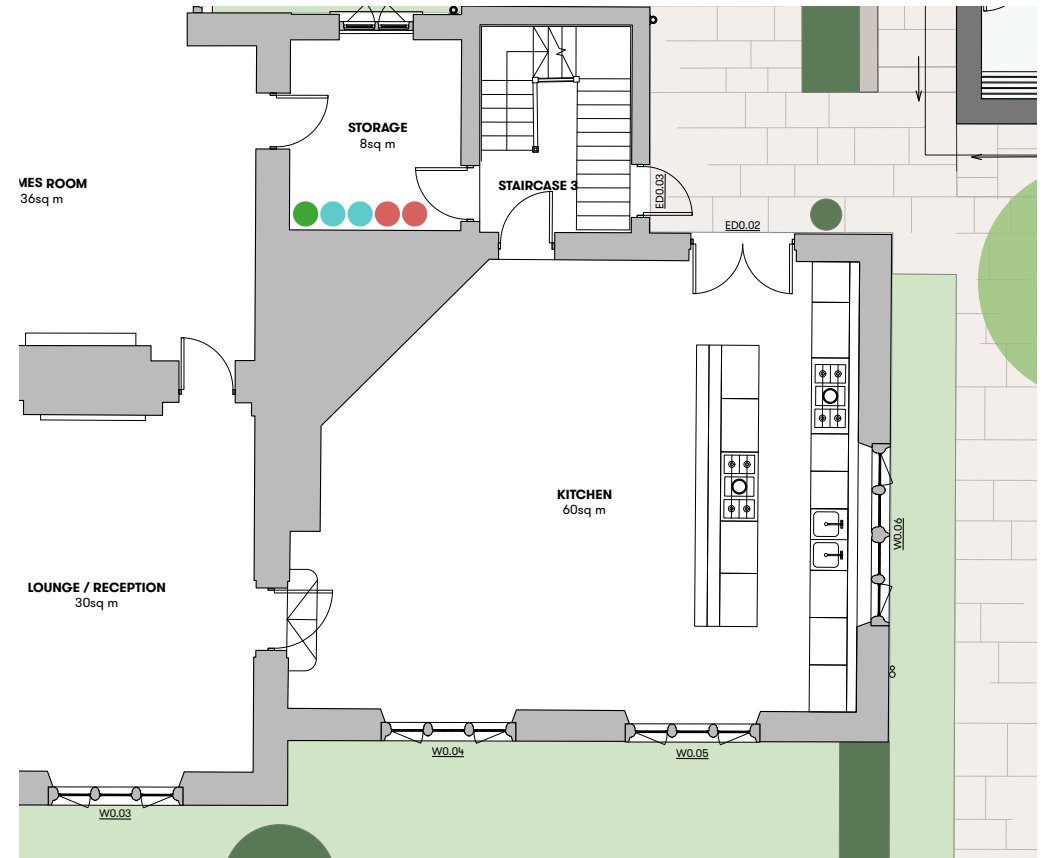
The bins located in the store are all 60 Litres and marked on the plan.

Key

- 60L General Waste
- 60L Recycling
- 60L Food Waste

Bins are calculated by estimating daily waste generation at peak occupancy (32 guests) using typical litres per person per day for residual, recycling and food waste, and then providing sufficient internal capacity to hold at least one day's waste (with contingency for two days) before transfer to the external store.

This ensures compliance with the waste guidance principle that waste is segregated at source and transferred regularly to external containers, rather than stored internally for the full collection period.



Eastleigh Court Proposed Ground Floor Plan