

11 March 2026
Submitted via Planning Portal

Ref: MOOT3001

Planning Department
Wiltshire Council
County Hall
Bythesea Rd
Trowbridge
BA14 8JN

Dear Sir / Madam

FULL PLANNING APPLICATION FOR EXTERNAL ALTERATIONS, PART DEMOLITION AND HARD AND SOFT LANDSCAPING AT AVONSIDE BUSINESS PARK, MELKSHAM

On behalf of Moonraker (Melksham) Ltd, we are pleased to submit a full planning application for external alterations, part demolition and hard and soft landscaping at Avonside Business Park, Melksham, SN12 8AD.

The application proposal is described as follows:

“Application for external alterations, part demolition of existing structures and hard and soft landscaping”

In addition to this letter covering, the application has been submitted via Planning Portal (ref. 14237895), and comprises electronic copies of the documents:

Document / Plan	Author	Document Reference
Completed Application Forms and Certificates	Turley	N/A
CIL Form	Turley	Dated November 2025
Flood Risk Appraisal and Drainage	Vectos	227166/FRA/NB
Wiltshire Council SuDS Validation Checklist	Wiltshire Council (input by SLR Consulting)	XX
Surface Water Statement	SLR Consulting	March 2026
Avonside Landscape Strategy	Greenhalgh Landscape Architecture	338_GLA_XX_XX_L_0001
Desk Study	TEC	2504006.001.01
Ecological Impact Assessment Report	Wildwood Ecology	WWE25110 EcIA
Design Note Part 1	BGY Architects	November 2025
Design Note Part 2	BGY Architects	November 2025

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Design Note Part 3	BGY Architects	November 2025
Demolition Plan Letter	David Horton Ltd	25221A
Transport Statement and Tracking	Connect Consultants	TS/1
Site Location Plan Full Planning External Works	BGY Architects	1275_PL_S-002, Rev P1
Proposed Site Plan	BGY Architects	1275_PL_GA-00, Rev P1
Existing Site Plan	BGY Architects	1275_PL_EX-00, Rev P1
Site Demolition Ground Floor Plan	BGY Architects	1207_PL_DE-00, Rev P1
BUILDING 3 Existing Elevation 01	BGY Architects	1275_PL_EE-01, Rev P1
BUILDING 3 Existing Elevation 02	BGY Architects	1275_PL_EE-02, Rev P1
BUILDING 3 Existing Elevation 03	BGY Architects	1275_PL_EE-03, Rev P1
BUILDING 3 Existing Elevation 04	BGY Architects	1275_PL_EE-04, Rev P1
BLOCKS A-G Existing Elevation 05	BGY Architects	1275_PL_EE-05, Rev P1
BLOCKS A-G Existing Elevation 06	BGY Architects	1275_PL_EE-06, Rev P1
BLOCKS A-G Existing Elevation 07	BGY Architects	1275_PL_EE-07, Rev P1
BLOCKS A-G Existing Elevation 08	BGY Architects	1275_PL_EE-08, Rev P1
BLOCKS A-G Existing Elevation 09	BGY Architects	1275_PL_EE-09, Rev P1
BLOCKS A-G Existing Section AA	BGY Architects	1275_PL_ES-AA, Rev P1
BLOCKS A-G Existing Ground CC	BGY Architects	1275_PL_ES-CC, Rev P1
BLOCKS A-G Existing Ground DD	BGY Architects	1275_PL_ES-DD, Rev P1
BLOCKS A-G Existing Ground EE	BGY Architects	1275_PL_ES-EE, Rev P1
BLOCKS A-G Existing Ground FF	BGY Architects	1275_PL_ES-FF, Rev P1
BUILDING 03 Proposed Elevation 01	BGY Architects	1275_PL_GE-01, Rev P1
BUILDING 03 Proposed Elevation 02	BGY Architects	1275_PL_GE-02, Rev P1
BUILDING 03 Proposed Elevation 03	BGY Architects	1275_PL_GE-03, Rev P1
BUILDING 03 Proposed Elevation 04	BGY Architects	1275_PL_GE-04, Rev P1
BLOCKS A-G Proposed Elevation 05	BGY Architects	1275_PL_GE-05, Rev P1
BLOCKS A-G Proposed Elevation 06	BGY Architects	1275_PL_GE-06, Rev P1
BLOCKS A-G Proposed Elevation 07	BGY Architects	1275_PL_GE-07, Rev P1
BLOCKS A-G Proposed Elevation 08	BGY Architects	1275_PL_GE-08, Rev P1
BLOCKS A-G Proposed Elevation 09	BGY Architects	1275_PL_GE-09, Rev P1
BLOCKS A-G Proposed Section AA	BGY Architects	1275_PL_GS-AA, Rev P1
BLOCKS A-G Proposed Section CC	BGY Architects	1275_PL_GS-CC, Rev P1
BLOCKS A-G Proposed Section DD	BGY Architects	1275_PL_GS-DD, Rev P1
BLOCKS A-G Proposed Section EE	BGY Architects	1275_PL_GS-EE, Rev P1
BLOCKS A-G Proposed Section FF	BGY Architects	1275_PL_GS-FF, Rev P1
Plant Schedule	Greenhalgh Landscape Architecture	328_GLA_00_00_SH_L_6001
Illustrative Masterplan	Greenhalgh Landscape Architecture	328_GLA_MP_XX_DR_L_7001

Detail – Tree Pits	Greenhalgh Landscape Architecture	328_GLA_XX_XX_DR_L_5401
Detail – Tree Pits	Greenhalgh Landscape Architecture	328_GLA_XX_XX_DR_L_5402
Landscape Masterplan	Greenhalgh Landscape Architecture	328_GLA_XX_XX_DR_L_1001
Planting Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1201
Planting Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1202
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1301
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1302
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1303
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1304
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1305
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1306
Hard Landscape Proposals	Greenhalgh Landscape Architecture	328_GLA_00_00_DR_L_1307
Landscape Sections	Greenhalgh Landscape Architecture	328_GLA_XX_XX_DR_L_3500

The requisite application fee of £2,578.00 (+ £85.00 Service Charge) has been paid via the Planning Portal.

APPLICATION CONTEXT

Moonraker (Melksham) Ltd completed the phased acquisition of Avonside Enterprise Park ('Avonside') in August 2022 (having purchased the first two buildings in July 2019). It has brought the estate into single ownership. Moonraker has worked with occupiers, undergone significant marketing and invested in improving the buildings and spaces on site. This has included re-decoration of external buildings facades, improved maintenance and alterations to commercial spaces to best suit existing and prospective new tenant occupiers at the site.

The investment made by Moonraker to date include:

- The redecoration of external facades to improve the appearance of the estate as a cohesive and attractive destination in Melksham.
- The refurbishment of a circa 3,000 sq ft space on the second floor of Block A to accommodate a cyber security business as a new occupier on the estate.
- The refurbishment of a circa 3,000 sq ft space on the first floor of Block A to secure occupation by a financial services business.

Avonside has a diverse range of active commercial and employment generating uses. These fall largely into Use Class E as defined in The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. They also include some falling into a class of their own (sui generis). The range of uses continues to evolve at the site, including in response to the investment by Moonraker. The active uses are predominantly focused on the ground floor level of the estate.

Moonraker has consulted with its occupiers, agents in the market and Melksham Town Council in the years since August 2022. It participated in the preparation of the Melksham Neighbourhood Plan. Feedback received during this consultation has reflected positively on the estate and its:

- Prominent edge-of-centre location of the site.
- Status as an important mixed-use destination in Melksham.
- Heritage significance of local importance associated with the buildings and stack fronting Bath Road.
- Contribution to the overall vitality and viability of the town centre and wider settlement.

The feedback highlighted the opportunity to build positively on this contribution through continued investment in the buildings and spaces at the estate. Stakeholders wanted to see the retention of the focus on commercial and employment generating uses at the heart of the estate. This focus should be complemented by a continued diversification in the mix of uses, particularly on upper floors. Residential uses that introduce greater activity at the site and improved footfall throughout the day in this edge-of-centre location between the town centre and railway station were actively supported.

A combination of this feedback and experience of the market in seeking (and successfully attracting) new occupiers to the estate in recent years has informed Moonrakers vision for Avonside. The opportunity for the significant planned

investment is balanced with pragmatism in the face of the current market conditions. This balance has resulted in the plan for a phased implementation of the planned investment to deliver the vision in the coming years. Sequential investment on a priority basis will best build on the successful investments in improving the estate to date.

The proposal and this sequential approach to investment will underpin the commercial and employment generating core of the estate. It will improve existing ground floor commercial spaces to better suit the needs of existing occupiers and maximise the prospects of attracting new entrants into the estate. The focus here is improved spaces, interaction with the external spaces and a high quality hard and soft landscaping scheme that will transform the attractiveness of the estate and its contribution to this important edge-of-centre destination.

The reality is that the large areas of the upper floors of the estate are currently under utilised and vacant. It has not been viable to bring these spaces back into active occupation despite active marketing and investment by Moonraker since August 2022. The upper floor spaces will continue to decline without a step change in investment and approach. In turn, this will undermine ongoing investment and planned activity across the wider estate. Ultimately, this position will limit the scope for investment and regeneration of the estate.

The vacant upper floors offer the opportunity for the major enhancement and regeneration of the estate without any loss in its core commercial and employment generating function. They are the opportunity for a step change in investment to deliver a greater diversification in the mixed-use site. The planned introduction of residential uses on upper floors will deliver this step change in a direction welcomed in the local feedback received to date and towards greater activity and footfall at the site and into the town centre throughout the day.

The phase of planned investment to introduce a mix of high-quality residential accommodation on upper floors will complement its core function. Parking provision will be rationalised to service the new mixed-use operation of the site. Buildings will be demolished and external elevations upgraded as part of a carefully considered design focus including new hard and soft landscaping to positively transform the appearance of the site.

This phased and pragmatic approach will regenerate Avonside in a resilient, carefully considered, and comprehensive manner. It will build on the enhancements already delivered in continuing the progress towards re-establishing Avonside as a landmark location for Melksham, its town centre and the local community. Avonside will become a hugely improved mixed use asset with a significantly enhanced public realm at an established and prominent destination in the heart of Melksham. The regenerated estate will make fantastic contribution to the town.

The proposals to achieve this phased regeneration are the subject of the following planning application being submitted for determination by Wiltshire Council:

- Planning application 1 – Change of use from sui generis to residential (Use Class C3).
- Planning application 2 – Prior approval for change of use from Class E to residential (Use Class C3).
- Planning application 3 – Full planning application for external alterations, including hard and soft landscaping works.
- Planning application 4 – Prior notification of demolition for proposed selective demolition on site.
- Advertisement consent application – new signage for the ground floor commercial units.

The applications should be read and considered together. This Design Note presents a detailed analysis of the proposed design, including in response to the constraints and opportunities of the site and its surrounding context.

SITE CONTEXT

The site is located immediately south of New Broughton Road (A3102), within the town of Melksham, Wiltshire, and falls under the administrative area of Wiltshire Council. The wider Avonside site covers approximately 1.07 hectares.

The land is entirely brownfield and is surrounded by a mix of uses. To the north lies a Lidl supermarket, while the northeast is bordered by residential properties and industrial units, including facilities formerly operated by the Cooper Tire and Rubber Company. To the south, the site is bounded by the River Avon.

Vehicular access is available directly from New Broughton Road (A3102), and the site benefits from pedestrian footpaths that support active travel, including a cycleway/path (surfaced) on Bath Road. Melksham railway station is located approximately 0.4 miles away roughly a ten-minute walk, and offers direct services to Chippenham, with onward connections to London Paddington. Additional public transport options are available from the Avonside Enterprise Park bus stop, which is served by routes 14, 15, 68, 68A, and 69. These bus routes provide access to nearby towns including Chippenham, Bath, Trowbridge, and Corsham. The range of destinations accessible via public transport offers strong connectivity for traveling to other towns and cities for work, education, and other purposes.

According to the Environment Agency's long-term flood risk maps, the site is at medium-to-high risk of flooding from rivers. Almost the entire site is at very low risk of surface water flooding, and there is no significant flood risk from groundwater.

PLANNING HISTORY

The planning history of the site dates to 1984 and includes a range of applications such as changes of use, façade alterations, and internal modifications. However, there is no recent planning history relevant to this application.

PROPOSED DEVELOPMENT

The accompanying Landscape Strategy, Elevation Plans and Design Note confirm the proposed part demolition, external alternations and landscape improvements to be made. As set out in the Design Note and Landscape Strategy, the overall vision has been led by three underlying aims:

1. Connecting people with the river and the sites heritage;
2. Provide a social spine along the river;
3. Improving the sites connectivity by prioritising pedestrian areas and improving key connections to New Broughton and Bath Road.

As such, the scheme places strong emphasis on enhancing local greening and biodiversity. The key elements of the landscape proposal include:

- **Planting:** The existing site is an industrial hard space with no notable planting. This presented an opportunity to green and soften the spaces so they are enjoyable for residents and workers, as well as providing habitat and food for wildlife. Tree species have been selected for their resilience within flood zones and industrial settings, while the ground level planting will provide a layering of form and texture to help reinforce the character areas, assist wayfinding and increase the biodiversity value of the site.
- **Pedestrian Areas:** With regards to hard landscaping, the design also emphasises active travel, integrating dedicated pedestrian routes and public realm spaces where walking and cycling take priority. The proposed scheme will retain the open nature across the site with minimal boundary intervention while street furniture will provide pops of colour and 'stepping stone' features to draw people through the site and along the river edge. Due to the increase in public access along the river a new flat top vertical railing will be mounted on the existing flood wall. The boundary separating the northern car park from New Broughton Road will be delineated by new tree and low level planting with year round interest to help soften views from the road while also defining a new gateway into the site. These elements work together to create a

vibrant, accessible environment that supports sustainable movement and fosters a sense of place.

- **Creation of Defined Landscaped Spaces:** The comprehensive landscape scheme has provided the opportunity to create defined landscaped spaces on site, including 'New Lane', 'Meoloc Square', 'Riverside Square', 'Block 3 Garden', 'Riverside Garden'. These are shown on the accompanying Landscape Masterplan. New Lane and Meoloc Square are open spaces emerging from the demolition of Blocks C and D. These interconnected, open areas are designed to be flexible, allowing for various events while enhancing the site's connection with the River Avon. Riverside Square opens onto the River Avon, creating a flexible public space. At the western side of Riverside Square, pedestrians can continue their journey along the river and explore Meadow Park and Block 3 Gardens. These spaces offer a green transition to the fields west of the site and will provide a softer character for residents and workers to relax and socialise.

In terms of alterations, the materials strategy seeks to establish a simple yet elegant palette of robust and sustainable materials that complement and enhance the surrounding landscape and buildings. Key elevational alterations (with full details shown on the accompanying plans) include:

- **Building 3:** New full-height metal-framed double-glazed doors, New glazed shopfront, incorporating metal-framed full-height double glazed doors with full-height glazed side panels – black, Metal framed glazing, new windows in new structural openings to the building façade.
- **Blocks A-G:** New glazed shopfront, incorporating metal-framed full-height double glazed doors with full-height glazed side panels, New facade to match existing brickwork where demolition of Block G and D Atrium exposes internal elevations, Infill existing window opening matching surrounding finishes, New roof finishes with profile to match existing - black / dark grey, New windows in new structural openings to the building façade

The demolition of parts of Block D, the reception space, the single-storey elements, creates a valuable opportunity to improve the site's connection with its external spaces.

The existing vehicular accesses to the Site will be rationalised to just two access points, creating a one-way route through the Site; entering through the eastern access and exiting through the western access. The existing vehicle access in the eastern corner of the Site will become a non-car access for pedestrians and cycles only. Pedestrian movements are accommodated within the internal site layout.

The proposals will provide 25 car spaces for the residential units. The remaining 98 spaces within the onsite car parking areas will be available for use by staff and visitors associated with the existing commercial units on the Site. Six disabled spaces will be created. This expansion ensures sufficient parking capacity to meet the needs of future residents and visitors. Covered resident cycle parking is positioned in Meoloc Square close to the residential blocks while covered worker parking is distributed south of Blocks B and C and south west of Block 3. Short term cycle parking is provided across the site by way of Sheffield cycle stands located at key building entrance points.

With regards to waste and refuse, a strategy has been developed that allows bins to be collected by private refuse truck operators without them having to move bins beyond the maximum drag distance allowed.

PLANNING POLICY AND REGULATORY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate

otherwise”.

The site is located within the administrative boundary of Wiltshire Council. The Development Plan for the site comprises:

- Wiltshire Core Strategy Development Plan (adopted 20th January 2015);
- Joint Melksham Neighbourhood Plan (2021)

The Site falls within the Avonside Enterprise Principal Employment Area.

CORE STRATEGY

The key policies from the Wiltshire Core Strategy (2015) that are considered most relevant to the application site are outlined below:

- Core Policy 41 states the Council’s commitment to ensuring that building materials, construction practices, and operational processes across Wiltshire developments are environmentally responsible and actively support the goal of carbon neutrality.
- Core Policy 51 states that development proposals protect, conserve, and, where feasible, enhance the character of the landscape. Proposals must avoid causing harm to landscape character, and where adverse impacts are unavoidable, they should be mitigated through sensitive design and appropriate landscape measures. This approach ensures that development respects and reinforces the distinct qualities of the local environment.
- Core Policy 52 ensures that development proposals safeguard and enhance Wiltshire’s green infrastructure network.
- Core Policy 57 states that the design of all new developments and alterations should foster a strong sense of place, reflecting and complementing the character and context of the local area.

JOINT MELKSHAM NEIGHBOURHOOD PLAN

The key policies from the Joint Melksham Neighborhood Plan (2021) that are considered most relevant to the application site are outlined below.

- Policy 3 requires flood prone developments to include mitigation measures.
- Policy 18 promotes development proposals integrating natural features such as trees and hedgerows.
- Policy 20 states that proposals should contribute positively to the conservation, enhancement and extension of the quality and local distinctiveness of the neighborhood area.

OTHER MATERIAL CONSIDERATIONS

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF was last updated in December 2024 and sets out the Government’s planning policies for England and how these are expected to be applied.

The key paragraphs from the NPPF that are considered are outlined below:

- At the core of the NPPF is a presumption in favour of sustainable development (**Paragraph 10**). To achieve this, the NPPF cites three overarching independent but mutually supportive objectives (**Paragraph 8**):
 - An economic objective – to build a strong and competitive economy by ensuring the right land is used at the right times to support growth, innovation, and improved productivity; and by coordinating the provision of infrastructure;
 - A social objective – to support communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and by fostering well-designed places, with accessible services and open spaces that reflect current and future needs, supporting communities’ health, social and cultural well-being; and
 - An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- **Paragraph 124** confirms that planning policies and decisions should support development that makes effective use of land.
- **Paragraph 125 b)** places substantial weight on the importance of utilising suitable brownfield land within settlements to meet housing and other identified needs. It supports the approval of such proposals unless they result in significant harm. Furthermore, it encourages appropriate opportunities to remediate land that is despoiled, degraded, derelict, contaminated, or unstable, thereby promoting sustainable development and regeneration.
- **Paragraph 135** states that planning policies and decisions should ensure that developments function well and add to the overall quality of the area as well as being visually attractive and sympathetic to local character, history, the surrounding built environment, and landscape setting.
- **Paragraph 187** states that planning policies and decisions should contribute to and enhance the natural and local environment by; minimising impacts on ecological and environmental assets, and providing net gains for biodiversity.

SUPPLEMENTARY PLANNING DOCUMENTS

The most relevant Supplementary Planning Document to the application is the Wiltshire Design Guide (2024) The document seeks to ensure a high standard of design that reflects the local context and character. This proposal supports the principles of sustainability, health and wellbeing which are underpinned within the SPD.

EMERGING WILTSHIRE LOCAL PLAN 2020 - 2038

Wiltshire Council is developing a new local plan that is expected to replace the existing Local Plan, it is proposed to set out a vision and framework for Wiltshire for the period to 2038. Inspectors held a Focused Hearing Session considering the Duty to Co-operate on Tuesday the 24th of June and a letter was published on 4th July 2025 confirming that examination can proceed to stage 2. As the plan has not yet been adopted, it is considered to have limited weight in the consideration of the application.

ASSESSMENT OF THE APPLICATION

PRINCIPLE OF DEVELOPMENT

The proposal seeks full planning permission for the part demolition, external alterations and hard and soft landscaping at Avonside Enterprise Park.

As set out in the above paragraphs, the Moonraker proposal represents significant investment in the regeneration of Avonside. This application seeks to compliment the wider proposals by making the necessary external alterations for the proposed residential units (created through the accompanying prior approval application) and making the space an attractive place to live for future residents through landscape improvements.

Taken with the wider regeneration proposals, the scheme contributes to the delivery of significant benefits that direct the grant of planning permission in accordance with the Framework and its presumption in favour of sustainable development.

KEY PLANNING CONSIDERATIONS

ECOLOGY

The application is supported by an Ecological Impact Assessment prepared by Wildwood Ecology.

The assessment concludes that, without appropriate mitigation, the proposed development may result in adverse effects on key ecological receptors, namely the River Avon Special Area of Conservation (SAC) and foraging and commuting bats. While Block D has been confirmed to lack suitable roosting features for bats, mitigation during the construction phase remains essential to safeguard bat activity in the area.

To address potential impacts on the River Avon SAC, a Construction Environmental Management Plan (CEMP) will be required to ensure that construction activities are carefully managed to avoid or mitigate ecological harm.

Subject to the implementation of these mitigation measures, the proposal is considered ecologically acceptable. It complies with Core Strategy Policy 69, and accords with the principles set out in paragraphs 185 to 188 of the National Planning Policy Framework (NPPF), which promote the conservation and enhancement of the natural environment, including habitats and biodiversity.

The ecology assessment confirms there are no protected habitats on site. In this context, there is no requirement to demonstrate Biodiversity Net Gain [BNG]. The development is exempt from BNG.

FLOOD RISK AND DRAINAGE

The application is accompanied by a Flood Risk Appraisal prepared by Vectos.

The appraisal assesses potential flooding from all relevant sources, including the sea, rivers, surface water, groundwater, and reservoirs. It concludes that the River Avon is the only significant source of flood risk to the site. Based on Environment Agency data, the lowest-lying external areas in the west of the site are likely to flood in events with a return period of between 1 in 20 and 1 in 50 years, while the eastern external areas are likely to flood in events with a return period of between 1 in 50 and 1 in 75 years. Internal flooding is only expected in more extreme events, with a return period of between 1 in 100 and 1 in 200 years. There is a 2% chance that a 1 in 100 year flood will occur over the next 2 years.

The proposal relates to external alterations and landscape improvements. It will not increase any flood risk on or off-site. There is an active flood warning system on the River Avon. All identified floor risks are not materially different to the existing situation on site.

The proposal is acceptable from a flood risk perspective, aligning with Core Strategy Policy 67.

TRANSPORT

This application is accompanied by a Transport Statement prepared by Connect Consultants.

The report confirms:

- The Site is in central Melksham and is surrounded by the town centre pedestrian network that provides access to a range of services/facilities within walking distance.
- The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for residents to make their journeys by bike.
- The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- Melksham rail station is also within walking distance of the Site; some longer journeys to/from the proposed development can be made by train.
- The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- Overall, the site has a good level of accessibility by all relevant transport modes.

The existing vehicular accesses to the Site will be rationalised to just two access points, creating a one-way route through the Site; entering through the eastern access and exiting through the western access. The existing vehicle access in the eastern corner of the Site will become a non-car access for pedestrians and cycles only. Pedestrian movements are accommodated within the internal site layout.

The proposed residential car parking is in accordance with the adopted local standards. Cycle parking for the residents will be provided within secure covered cycle stores conveniently located for the residential units, accommodating at least one space per bedroom. Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.

The industry-standard TRICS database has been used to identify the average vehicle trip rates for both the fallback position based on the existing uses and proposed development.

The TRICS data shows that the proposed change of use would result in a reduction in the number of peak-hour vehicle trips associated with the Site. Even ignoring the fallback position, the proposed residential flats are shown to generate an average of 5-6 vehicle movements in the weekday peak hours, which is a negligible number of additional vehicle movements.

The proposal accords with Core Policies 60-64 of the Wiltshire Core Strategy, and with Policies PS6 and PS12 of the Wiltshire Local Transport Plan, and with paragraphs 115 to 118 of the NPPF.

CONTAMINATION

This application is accompanied by a Desk Study prepared by TEC. In summary, the report concludes:

- **Geo-Technical:** Should significant re-configuration and/or new buildings/structures be proposed, given the anticipated ground conditions and site history, a geotechnical intrusive investigation would be recommended to investigate the depth of made ground and natural ground profile on site to ascertain foundation design parameters and concrete design parameters for the proposed development and to ascertain and engineering conditions or constraints associated with the site. Furthermore, given that the site is located on the flood plain of the River Avon, groundwater monitoring may be required at the site.
- **Geo-Environmental:** Given the proposed change of end use in some parts of the site (from commercial to higher sensitivity residential) proposed as part of the development works, additional assessment may be required to fully investigate any potential Significant Pollutant Linkages identified, to fully define the

geoenvironmental issues associated with the site in relation to the proposed development. This phase of assessment would involve refinement of the site conceptual model developed as part of the preliminary risk assessment based on the findings of an exploratory intrusive investigation.

- **UXO:** The Stage 1 Preliminary UXO Risk Assessment concludes that based upon available information, at this stage a Stage 2 Detailed Risk Assessment is not considered necessary prior to any site investigation works commencing. A UXO Safety Briefing to all personnel conducting groundworks would be considered prudent.

DEMOLITION

The method of partial demolition of some of the existing buildings on site is set out in the accompanying Demolition Plan. This document also confirms the vehicle movements, site working hours, and health and safety measures associated with the works. It also confirms the measures taken to protect the natural environment and dust management.

CONCLUSION

As part of the wider Avonside Business Park proposals this application seeks full planning permission for external alterations and hard and soft landscaping. Taken with the wider regeneration proposals, the scheme contributes to the delivery of significant benefits that direct the grant of planning permission in accordance with the Framework and its presumption in favour of sustainable development.

I trust that you have everything you require to validate and determine this application, though please do not hesitate to make contact if you have any queries.

Yours sincerely



Owen Francis

Director, Head of Planning Wales

