

Malmesbury Primary School

Malmesbury Primary School South Footpath

Design and Access Statement

13086-LUC-XX-XX-RP-L-2010
Revision P01
March 2026
Prepared by LUC



Document control



Version	Date	Status	Prepared	Checked	Approved
1.0	23.02.26	First draft	JV	-	JV
2.0	27.03.26	Issued for Planning	JV	-	JV
3.0	07.04.26	Issued for Planning	JV	-	JV

Project
Malmesbury Primary School South Footpath

Client
Malmesbury Primary School

LUC Project Number
13086

Date
April 2026

Bristol
Cardiff
Edinburgh
Glasgow
London
Manchester
Sheffield

landuse.co.uk

Land Use Consultants Limited

Registered in England.

Registered number 2549296.

Registered office: 250 Waterloo Road, London SE1 8RD.

Printed on 100% recycled paper.

Landscape Design
Strategic Planning & Assessment
Development Planning
Urban Design & Masterplanning
Environmental Impact Assessment
Landscape Planning & Assessment
Landscape Management
Ecology
Historic Environment
GIS & Visualisation



FS566056



EMS566057



OHS627041



Note

This document and its contents have been prepared by LUC for Daniel Connal Partnership and Malmesbury Primary School, and is intended solely for use in relation to the Malmesbury Primary Schhol South Footpath project.

LUC, Daniel Connal Partnership and Malmesbury Primary School assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Contents

1. Introduction & Overview	4
1.1 Introduction	4
1.2 Project Background	5
1.3 Land Ownership	6
2. Assessment	7
2.1 Site Description	7
2.2 Haul Road Proposal	9
2.3 Arboriculture	10
2.4 Hydrology	11
3. Evaluation	12
3.1 Site Constraints	12
3.2 Approach	13
3.3 Alternative Options	14
4. Design Proposal	15
4.1 Landscape Proposal	15
4.2 Existing & Proposed Elevations	17
4.3 Existing & Proposed Sections	18
4.4 Tree & Vegetation Removals	19
4.5 Demolition	20
5. Access	21
5.1 Access	21
6. Conclusion	22
6.1 Summary	22

1. Introduction & Overview

1.1 Introduction

This Design and Access Statement accompanies an application for planning permission to Wiltshire Council for a new pedestrian footpath to the south of Malmesbury Primary School. Prior to construction the permanent footpath will be used as a temporary haul road for the purposes of constructing the proposed development detailed in planning application ref: PL/2025/07919.

This Design and Access Statement describes the process that led to this proposal, and sets out the landscape strategy and all proposals for hard and soft landscape. It provides supporting technical information and should be read in conjunction with the following drawings and documents, which together offer a comprehensive background to the site and the overall objectives of the scheme:

13086-LUC-XX-XX-DR-L-0006	Location Plan
13086-LUC-XX-XX-DR-L-0007	Existing Site General Arrangement
13086-LUC-XX-XX-DR-L-0008	Landscape General Arrangement
13086-LUC-XX-XX-DR-L-0009	Landscape General Arrangement & School Extension Proposals
13086-LUC-XX-XX-DR-L-0115	Demolitions Plan
13086-LUC-XX-XX-DR-L-0121	Tree and Vegetation Removals
13086-LUC-XX-XX-DR-L-0602	Existing and Proposed Elevation
13086-LUC-XX-XX-DR-L-0603	Existing & Proposed Section

LUC was appointed by Daniel Connal Partnership and has prepared this application on behalf of Malmesbury Primary School, in collaboration with:

- AKT II
- PEP

Please note that detail included in this Design and Access Statement showing the Proposed Development includes indicative detail as currently submitted as part of application ref: PL/2025/07919. It is considered that this is appropriate as the temporary haul route and permanent footpath will only be constructed in the scenario that planning application PL/2025/07919 achieves planning permission and construction commences.

The description of the Proposed Development this application is seeking planning permission for is as follows:

“Construction of a new path, to be used as a temporary vehicle access route during construction for the proposed extension of Malmesbury Church of England Primary School”

1. Introduction & Overview

1.2 Project Background

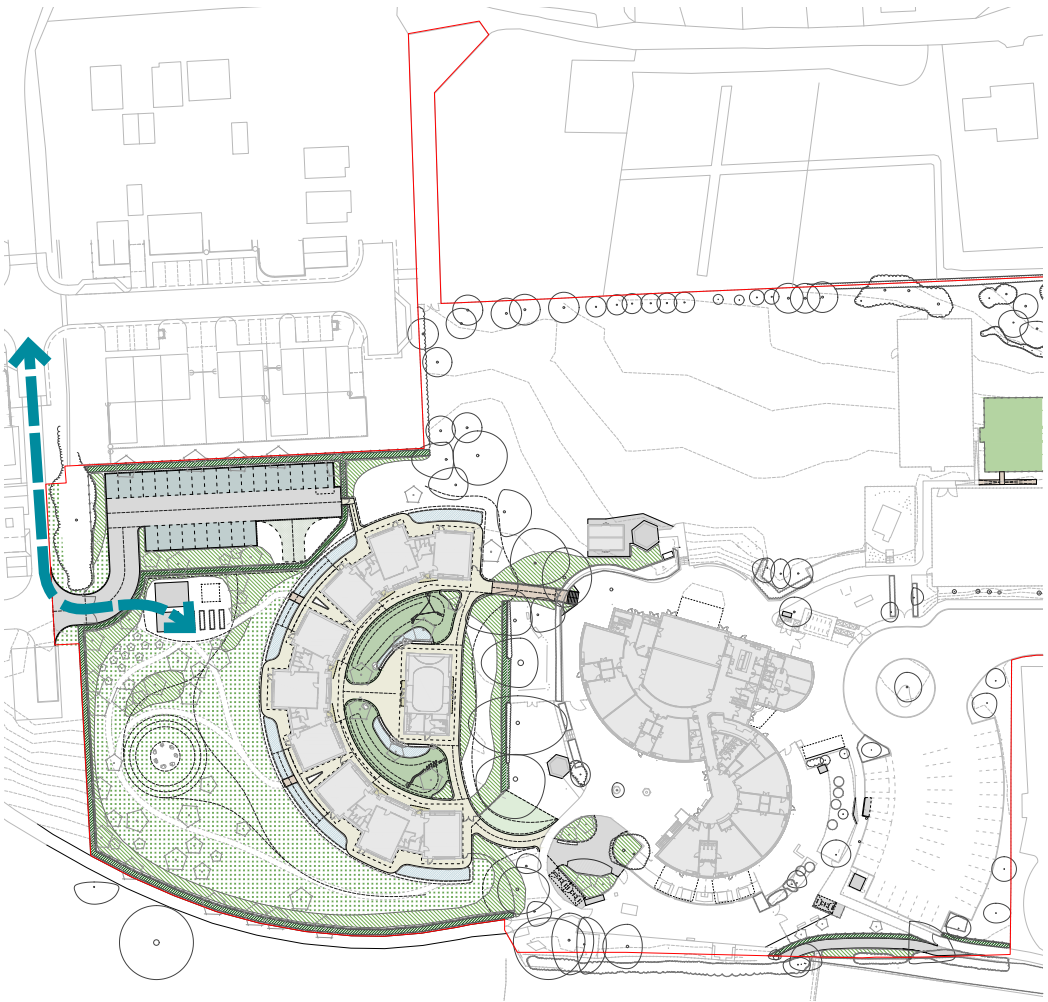
Malmesbury Primary School is currently the subject of a live planning application (ref. PL/2025/07919) for a significant expansion to increase its capacity from 420 to 630 pupils. This wider project utilises safeguarded land to the west of the school, secured through a Section 106 agreement associated with the Backbridge Farm development, to deliver nine new classrooms, a multi-purpose hall, enhanced external play areas, and improved access, parking and cycle facilities.

During the determination of that application, concerns were raised locally regarding the proposed construction access route, which originally required construction vehicles to pass through the Backbridge Farm development to the west of the site. Comments were also received regarding the lack of accessibility and connectivity improvements as part of the planning application. The provision of a permanent footpath connecting the Backbridge Farm development to the east of the Site was identified as a key policy requirement and action required to deliver the identified accessibility and connectivity improvements.

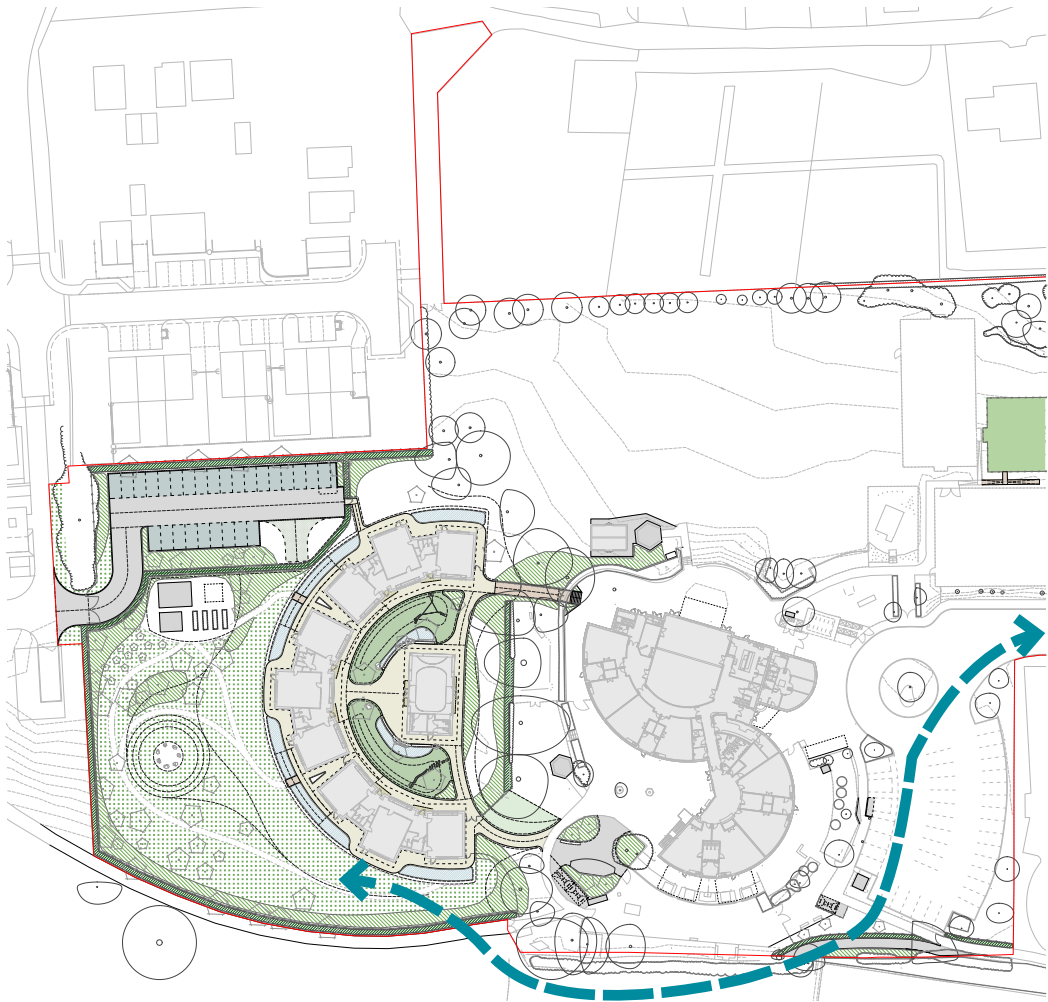
Following discussions with Persimmon Homes, and to respond to comments received for planning application ref. PL/2025/07919, an alternative construction access strategy has been agreed. The new staff car park proposed under PL/2025/07919, accessed from Gleiser View, will not be used for construction traffic or pupil drop-off. Instead, construction vehicles will access the site from the east, via the existing school car park, before travelling along a new temporary haul road to the south of the school.

Once construction is complete, this temporary haul road will be narrowed and resurfaced to form a new pedestrian footpath. This route will provide a valuable east–west connection between Sillars Green (within the Persimmon development) and Poole Road, improving permeability and delivering a safe, accessible link from Backbridge Farm to the centre of town, that is currently unavailable. This link was referenced in the Malmesbury Neighbourhood Plan (February 2015, revised April 2022).

Wiltshire Council has advised that the red line boundary of application PL/2025/07919 cannot be amended to include this new footpath. As a result, the school extension application is being updated only in relation to works within its site boundary, and this separate planning application has been prepared to cover the additional works required outside that boundary.



Landscape Site-Wide General Arrangement for planning ref: PL/2025/07919, showing proposed construction traffic access route (in blue)



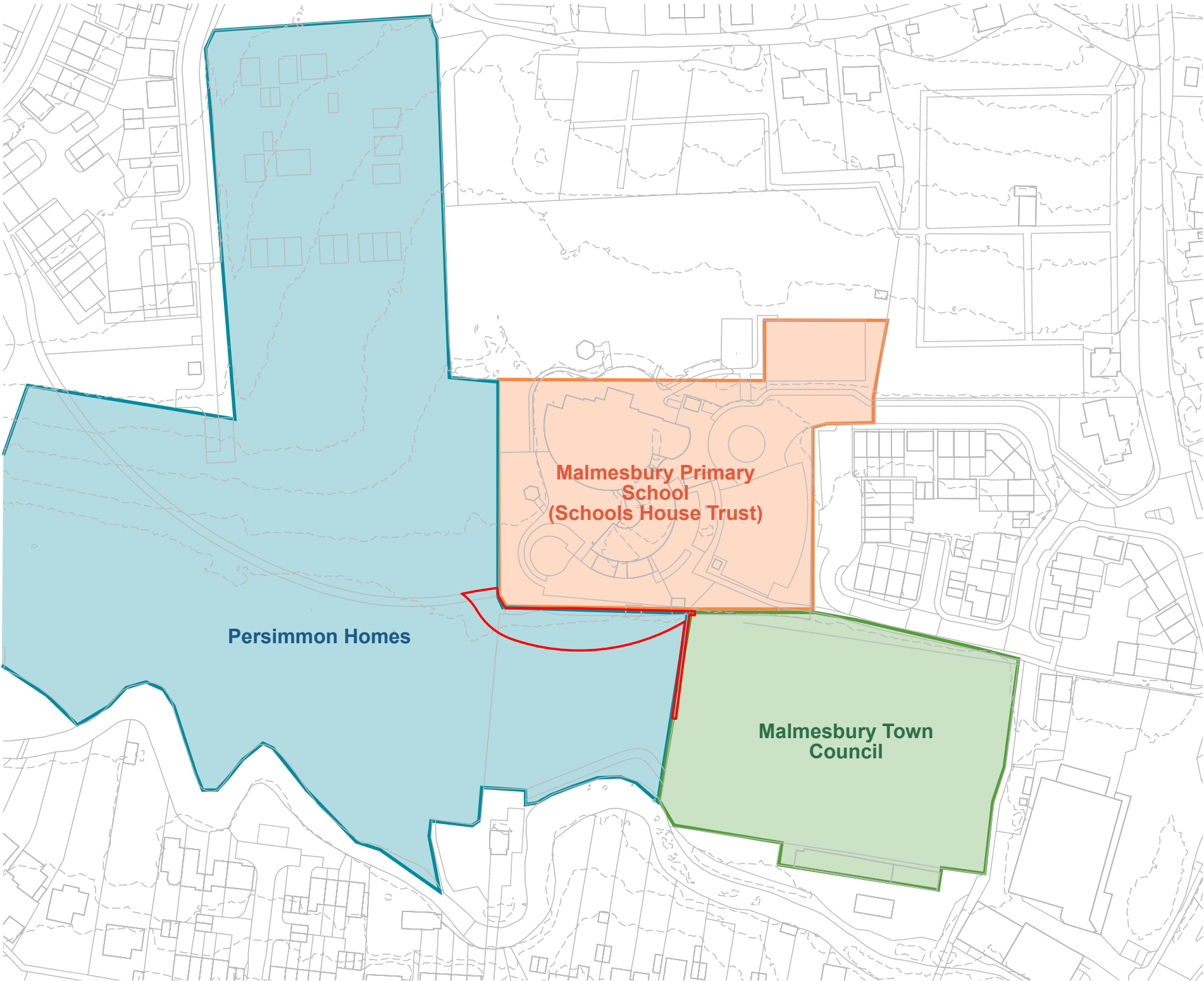
Revised construction traffic access route

1. Introduction & Overview

1.3 Land Ownership

The application site (hereby known as 'The Site') is owned by Persimmon Homes and Malmesbury Town Council. The School House Trust; who are responsible for the overall governance, management, and performance of the Primary School, owns the land immediately to the north, adjoining the site. Persimmon Homes own a large section of the site and land immediately to the south and west. Malmesbury Town Council own a section of the site to the east and land to the south east and east of the site boundary. The permanent footpath is being delivered in response to comments received locally requesting a footpath and cycle link to improve permeability and connectivity and to ensure planning application application ref: PL/2025/07919 to conform with the local statutory development plan.

At a meeting between the project team and Wiltshire Council in December 2025 the long term management and ownership of the footpath was discussed. It is considered that the Applicant; being neither the landowner or an appropriate organisation to manage or own a public footpath not for the private use of the school, will not maintain the Proposed Development post construction. It is the Applicants position that Wiltshire Council will adopt the footpath prior to it being operational. The Applicant is open and willing to engage in discussion to progress the Proposed Development adoption by Wiltshire Council. Both Persimmon Homes and Malmesbury Town Council are supportive of the Proposed Development.



Land Ownership diagram around the application site

2. Assessment

2.1 Site Description

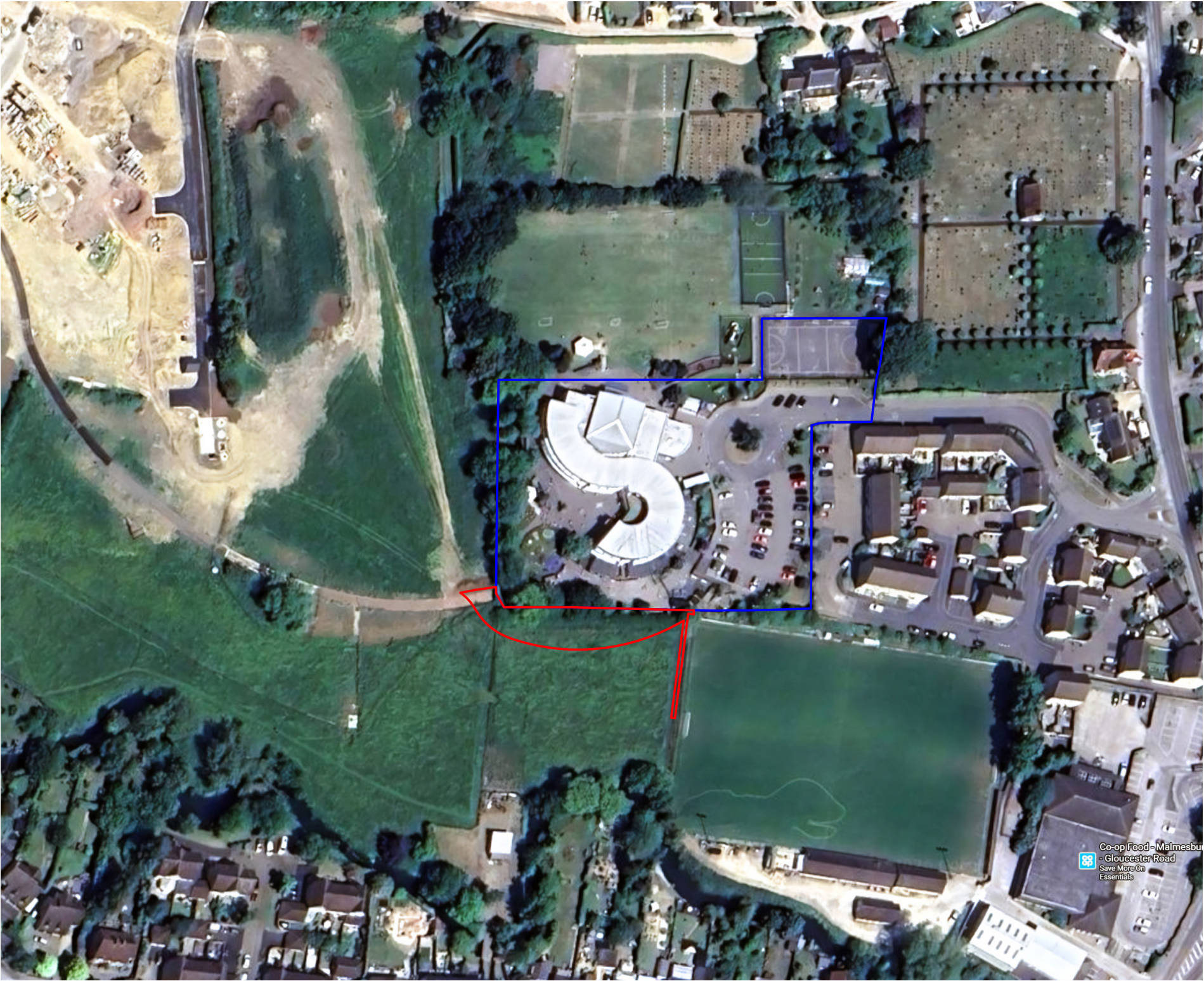
The Malmesbury Church of England Primary School is located on Tetbury Hill, Malmesbury, Wiltshire (SN16 9JR), within the historic core of this ancient market town. The site is well-connected regionally, benefitting from proximity to the M4 motorway, approximately a 10-minute drive, providing strategic links to Bristol, Swindon, and London.

The site lies within walking distance of Malmesbury High Street, which provides a vibrant mix of independent shops, cafés, community services, and is anchored by the landmark Malmesbury Abbey, reinforcing the town's strong cultural and historic identity.

The immediate context of the school is defined by low-rise suburban residential development, predominantly comprising family homes constructed in traditional Cotswold stone and brick, consistent with the established local architectural vernacular.

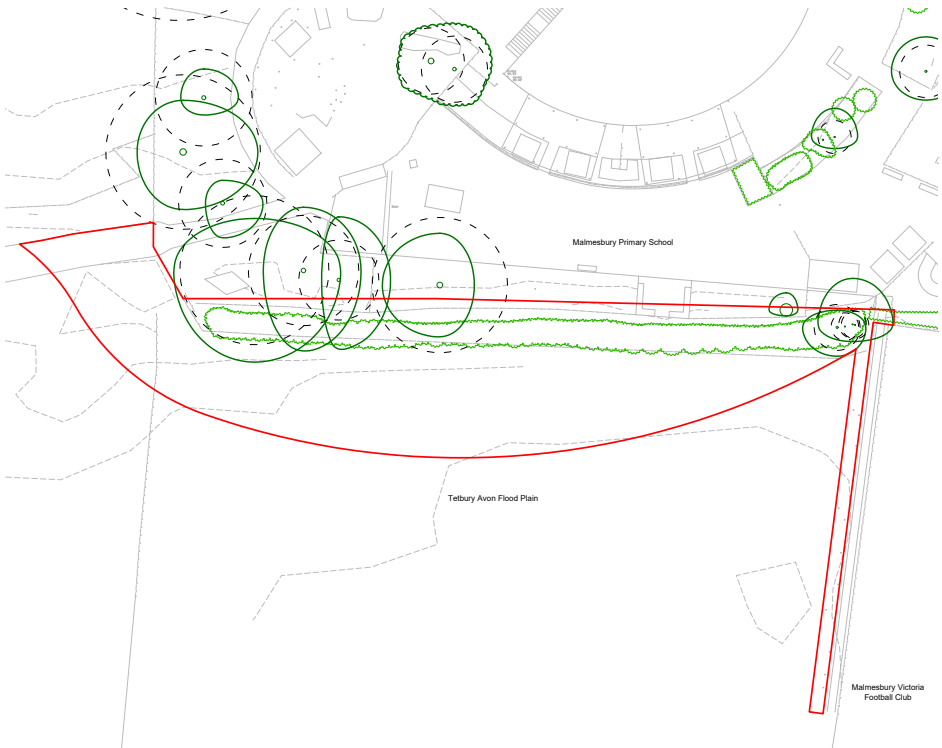
To the north-west, the Backbridge Farm development is completed and occupied, while the Punters Farm development, located directly to the north of the school expansion land, is now complete and residents are moving in. All part of the ongoing growth in the area.

The school shares a boundary with the Malmesbury Cemetery and Tennis Club to the north, while to the south, it adjoins the Malmesbury Victoria Football Club, with open green spaces creating a soft transition between the school grounds, neighbouring community facilities, and the wider landscape setting.



Aerial photo of Malmesbury Primary School and the application site, Map data ©2026 Google

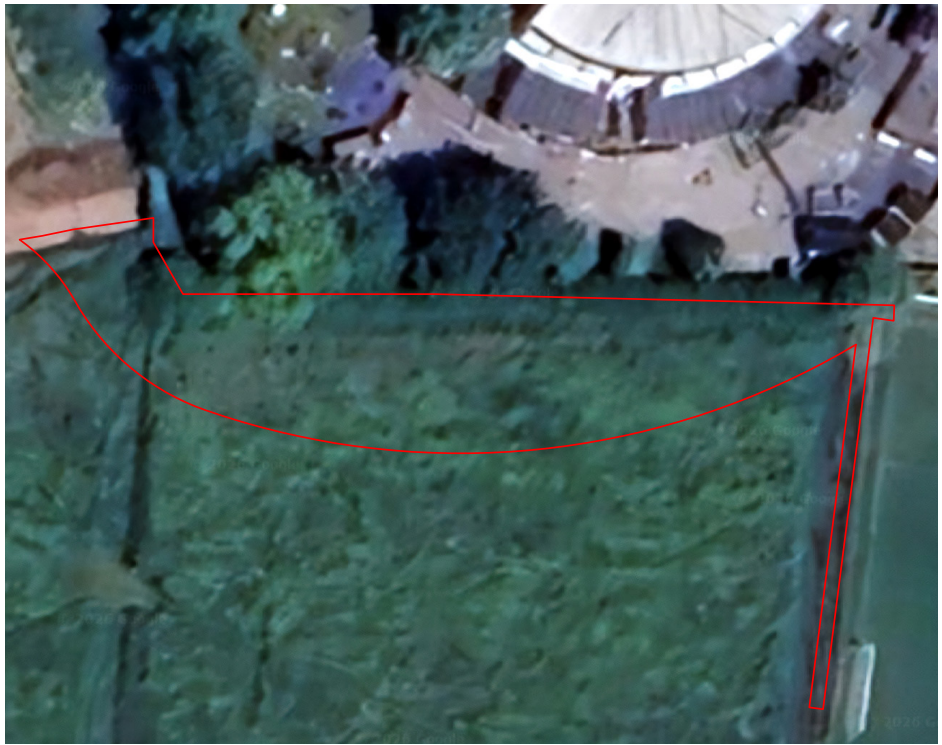
The application site comprises a south-facing meadow that gradually falls towards the Tetbury Avon. A large hedgerow, with occasional tree clumps, separates the school's southern boundary from the application site.



Topographical survey of the application site



View from the south of Malmesbury Primary School, looking east across the application site



Aerial photo of the application site, Map data ©2026 Google

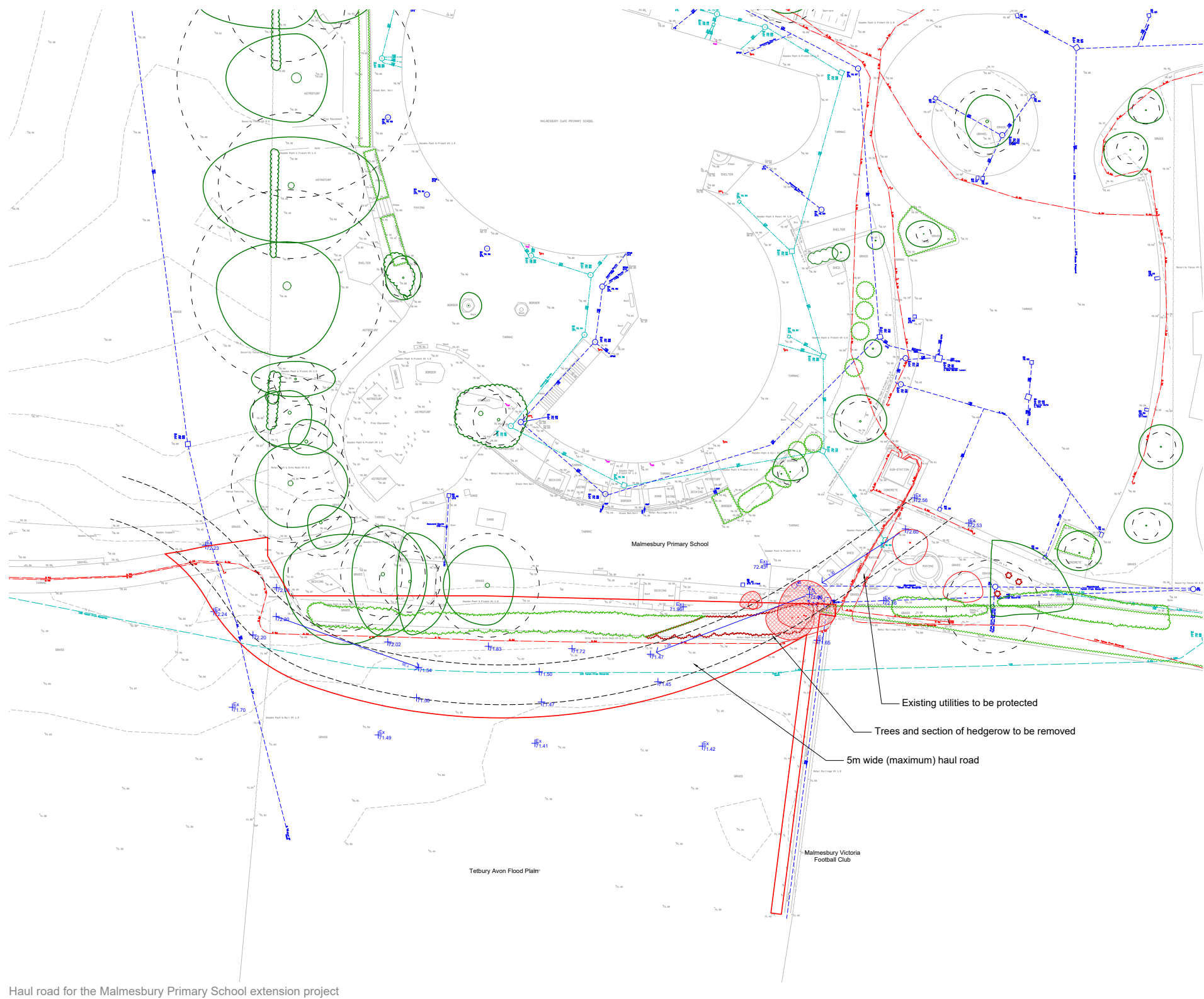


View from the southwest of Malmesbury Primary School, looking east along the existing footpath towards the application site

2. Assessment

2.2 Haul Road Proposal

A temporary haul road is being delivered as part of this planning application to enable construction traffic required to construct the planned Malmesbury Primary School extension (planning ref: PL/2025/07919). Construction traffic will access the Site from the east, via the existing school gate car park entered off of Poole Road. This haul road will be installed and operational in advance of the footpath proposals. Its alignment has been designed to accommodate construction vehicles during the build period, after which it will be removed, narrowed, and reinstated to form the permanent pedestrian route.



2. Assessment

2.3 Arboriculture

The adjacent plan is an extract from the Tree Survey prepared by SJ Stephens Associates, covering the Malmesbury Primary School site and the trees within the development site. The survey was originally undertaken in October 2024 and updated in June 2025 and February 2026, in compliance with BS5837:2015 Trees in Relation to Design, Demolition and Construction – Recommendations.

Within the proposed development zone, there are three trees to the east corner identified for removal:

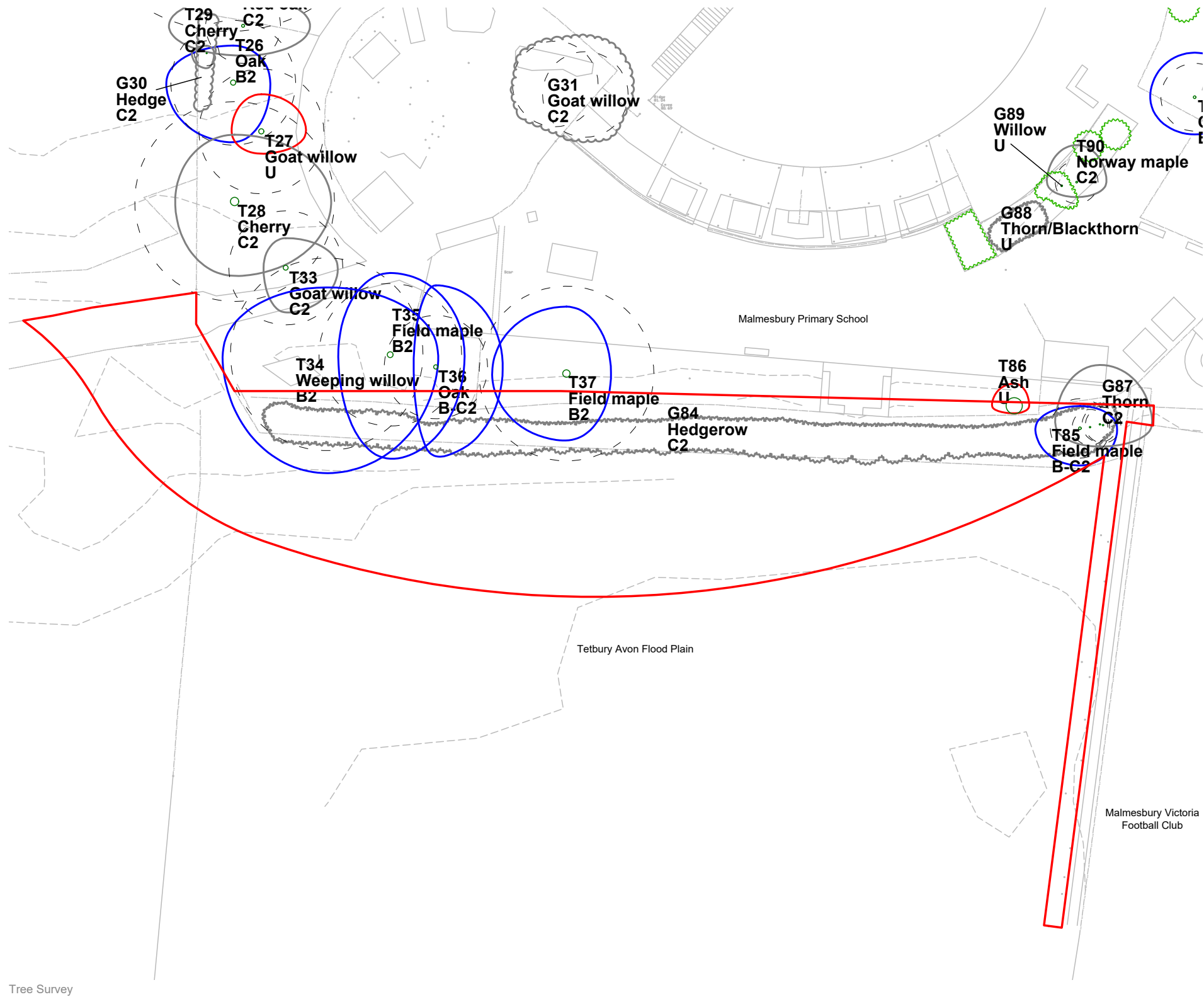
- T85 Field Maple, B-C2 grade - Growing through hedgerow - no close access. Three stems from approx 1.8m. Good vitality. Secondary stem to west of base.
- T86 Ash, U grade - Large stem topped at 2m. Extensively decayed with cavity to south from base to approx 1.3m. Fresh growth with lesions and dieback - likely ash dieback disease.
- G87 Thorn, C2 grade - Group of closely spaced stems at end of hedgerow. Ivy covered. Growing to northeast

It also includes the following hedgerow:

- G84, C2 grade - Majority thorn/blackthorn with elder, honeysuckle and ivy. Dense bramble particularly at western end where hedge is lower cut and engulfed. Western end of hedge with piles of brash and compost. Blackthorn suckering out to south into field.

On the boundary, within the school site, there are four B2 grade trees (1x willow, 2x field maple, 1x oak)that have canopies and root protection areas that extend into the development site.

For detailed species data, condition assessments, and recommendations, refer to the Arboricultural Survey and Report by SJ Stephens Associates.



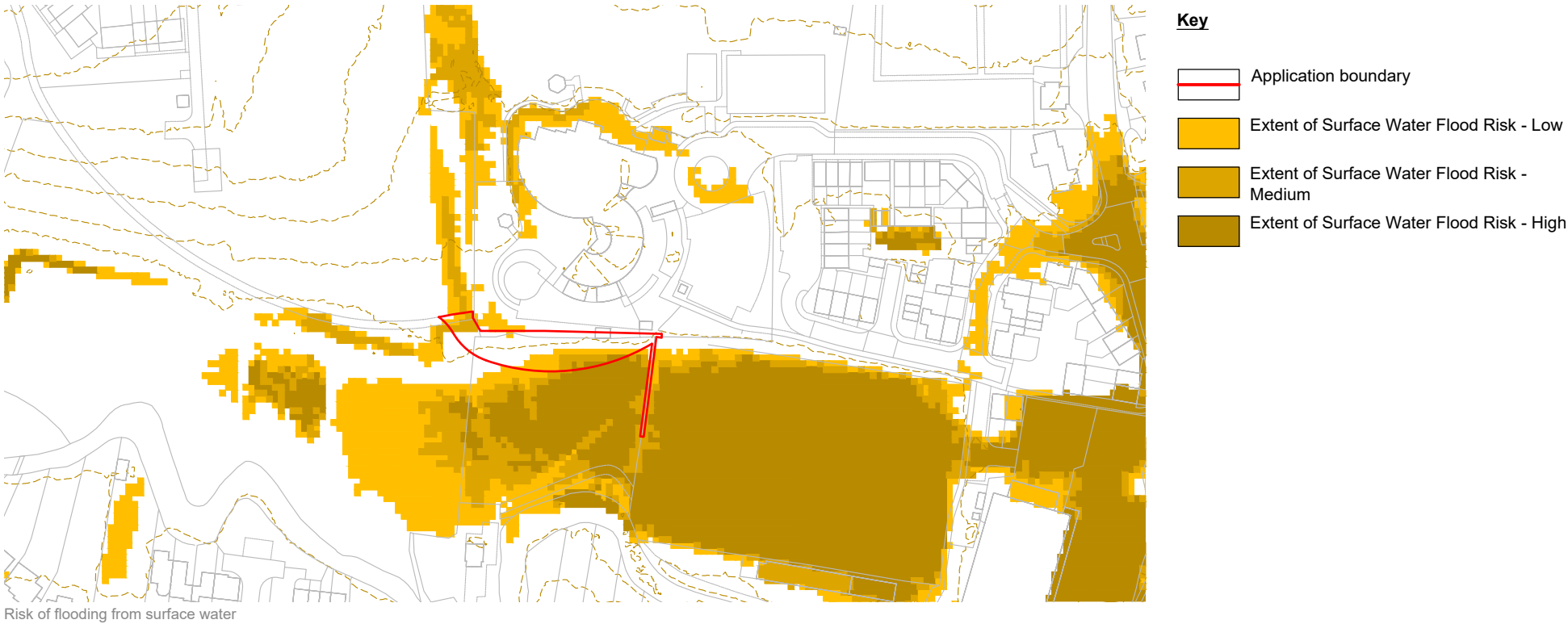
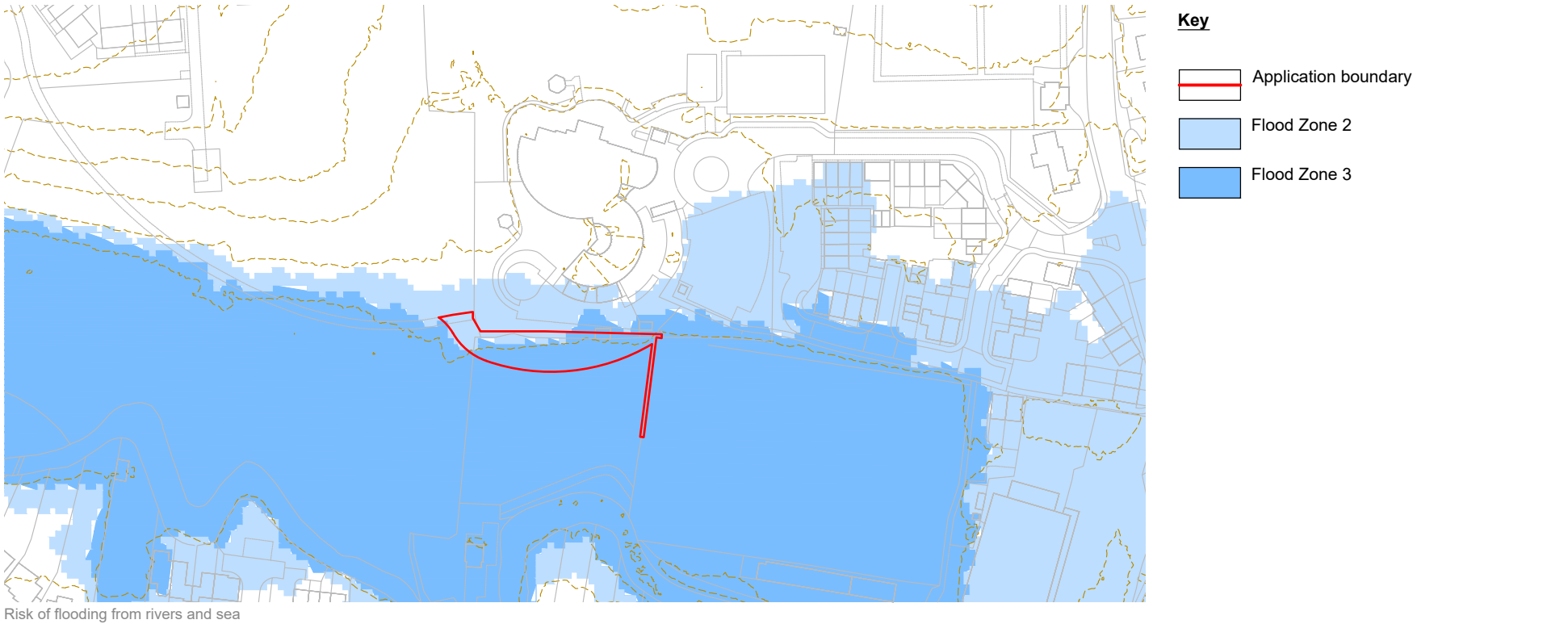
2. Assessment

2.4 Hydrology

The site comprises part of a south-sloping topography, falling from approximately +72.15 AOD at the middle of the boundary fence with Malmesbury Primary School, to the water level of the Tetbury Avon (river) at +70.79 AOD, about 53m away.

The entire application site lies within River Flood Risk Zones 2 and 3. In addition, part of the southern area falls within the Low- and Medium-risk Surface Water Flood Zones (1% annual probability).

For detailed hydrology data and recommendations, refer to the Flood Risk and Drainage Constraints document submitted as part of this application.

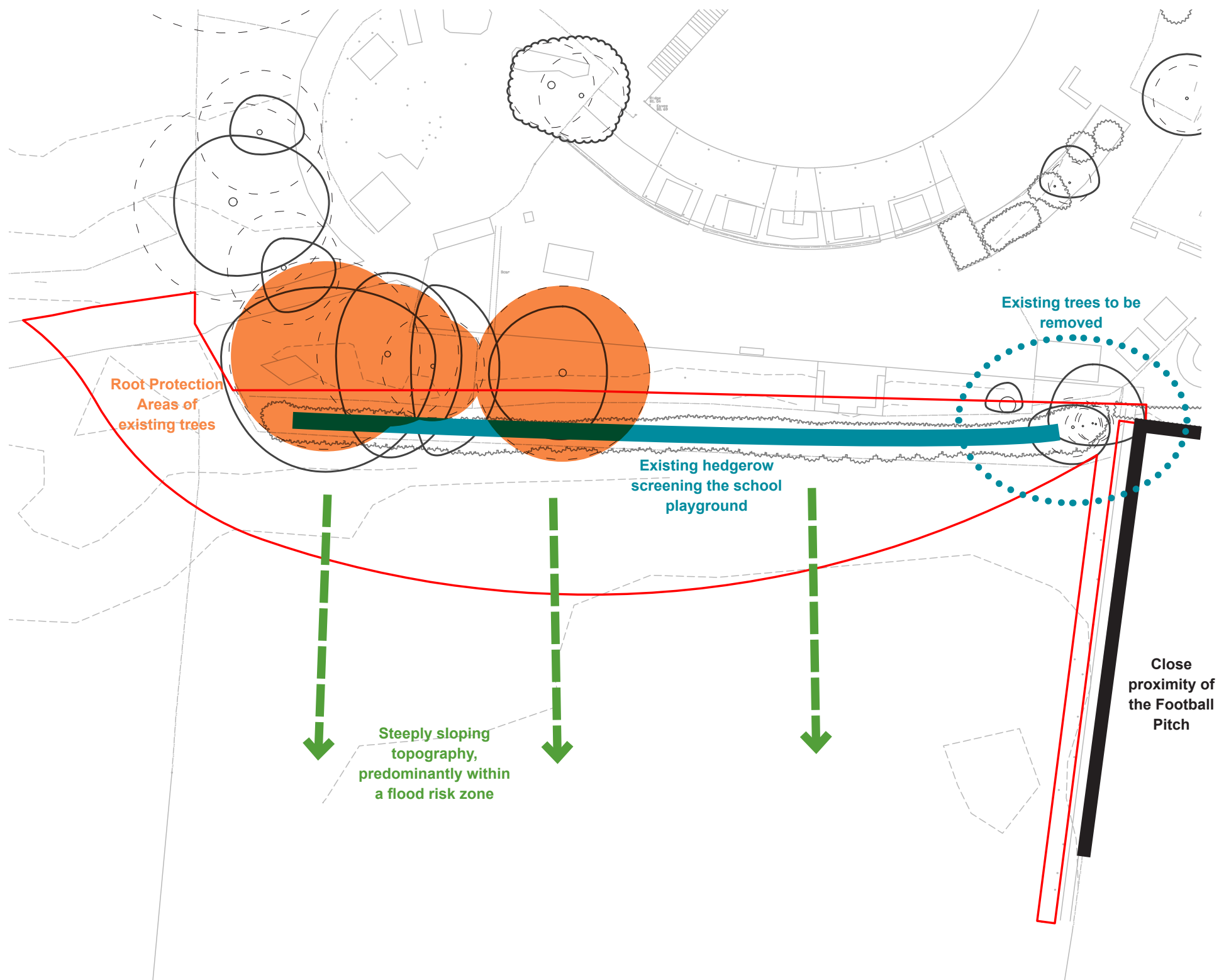


3. Evaluation

3.1 Site Constraints

The diagram opposite shows the key site constraints, comprising:

- Small existing trees that require removal.
- An existing hedgerow that provides screening to the school playground that will mostly remain insitu.
- Large root protection areas from mature off-site trees extending into the development corridor.
- A steeply sloping topography, predominantly within a flood risk zone, limiting opportunities for raised levels or significant regrading.
- The close proximity of the Malmesbury Victoria Football Pitch, constraining available working space and alignment options.



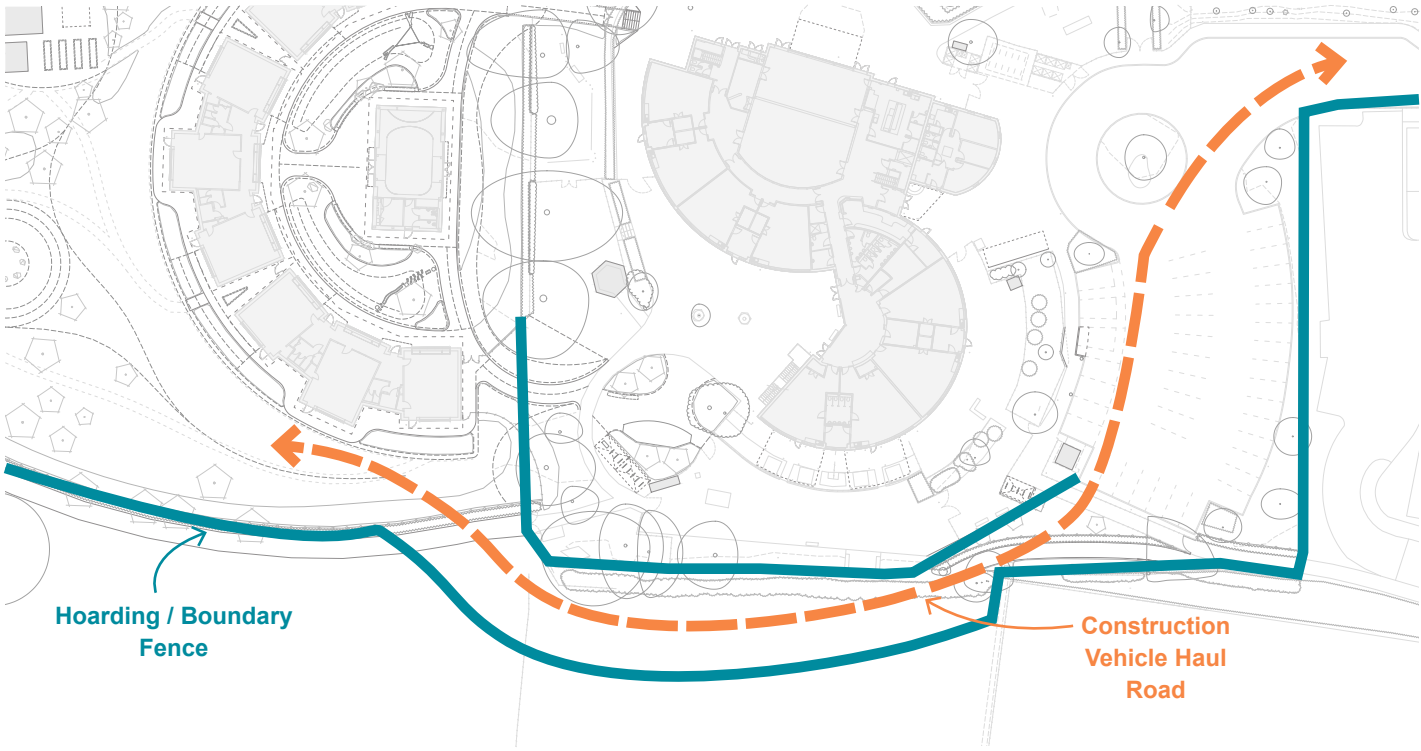
Site Constraints

3. Evaluation

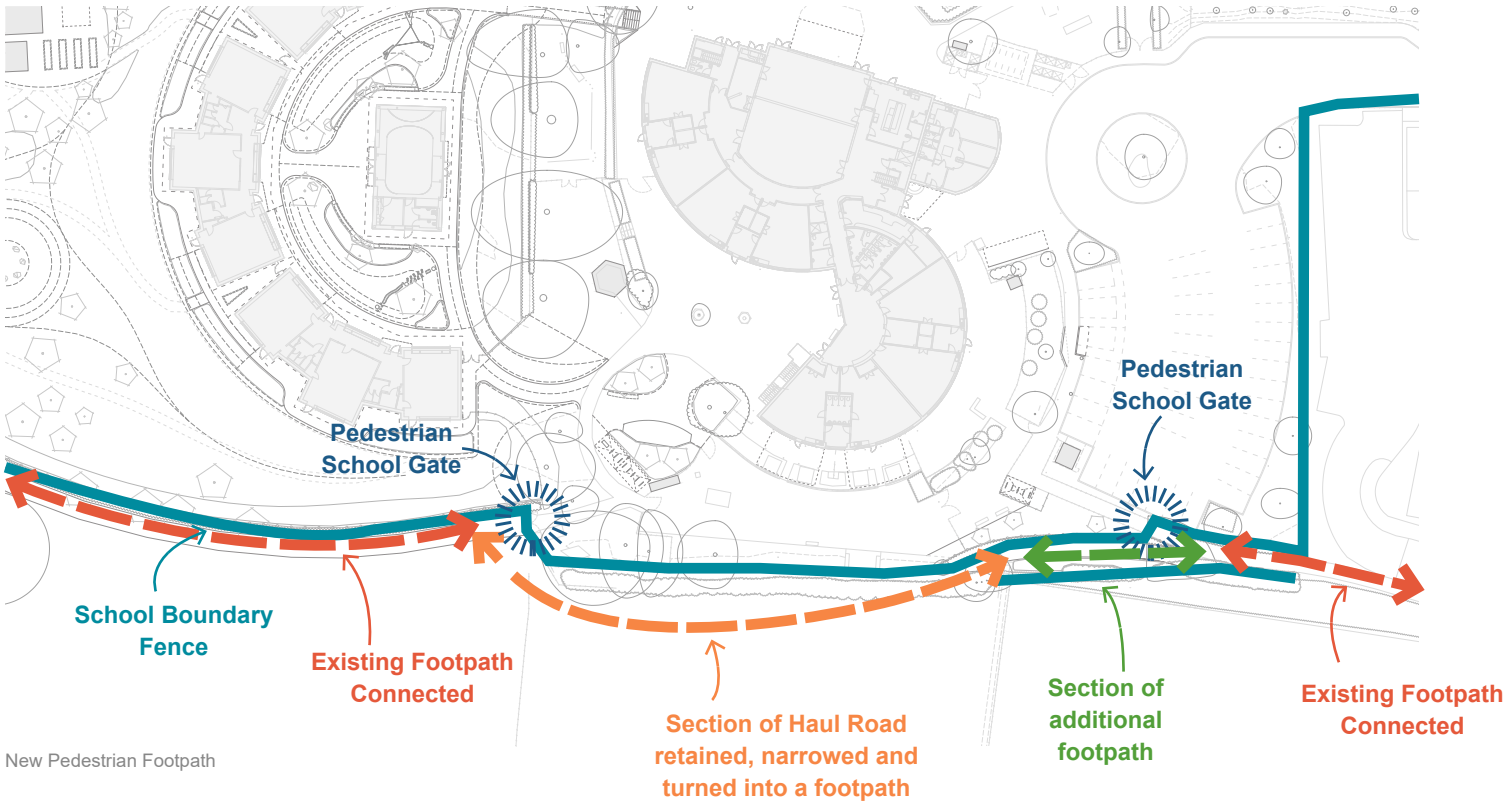
3.2 Approach

Construction vehicle access for the new school-extension works would be via a 5m-wide (maximum) haul road. This would begin at the south-west end of the existing school car park, pass through the hedgerow beside the corner of the football pitch, cross the meadow close to the school boundary, and then rise into the site.

Once construction is complete, a 2 m-wide section of the haul road within the south meadow would be retained and converted into a pedestrian footpath. This would connect to the existing footpath to the west (towards Sillars Green) and to the existing footpath to the east on Poole Road, via a short additional link. The existing pedestrian gate at the Poole Road junction would be set further back into the school boundary to maintain an unobstructed east–west pedestrian route.



Construction Vehicle Access



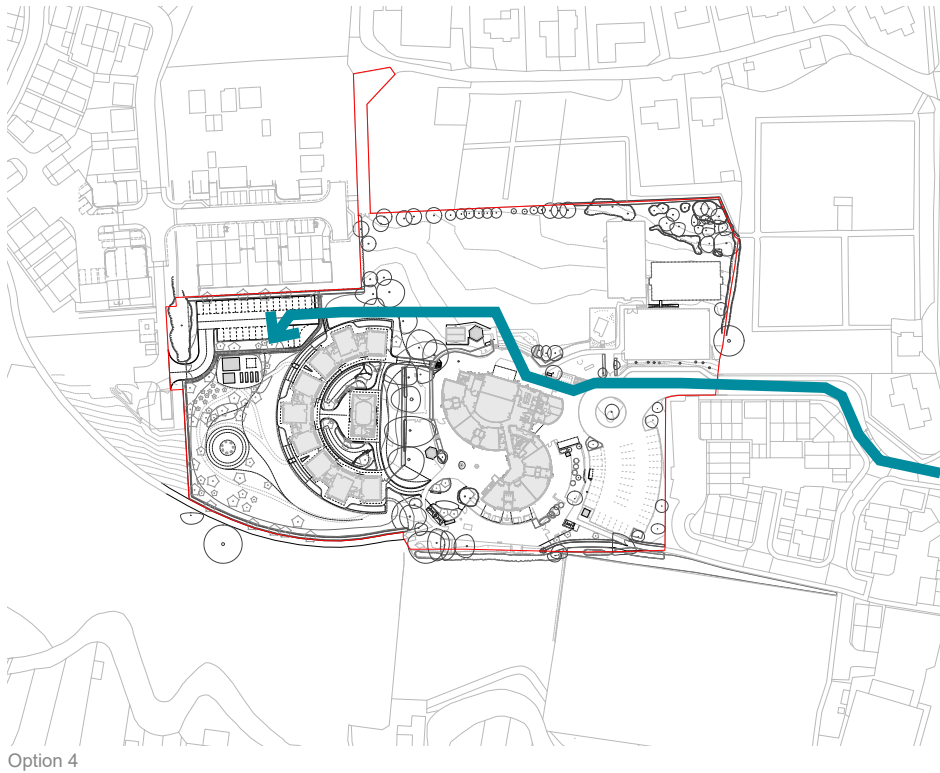
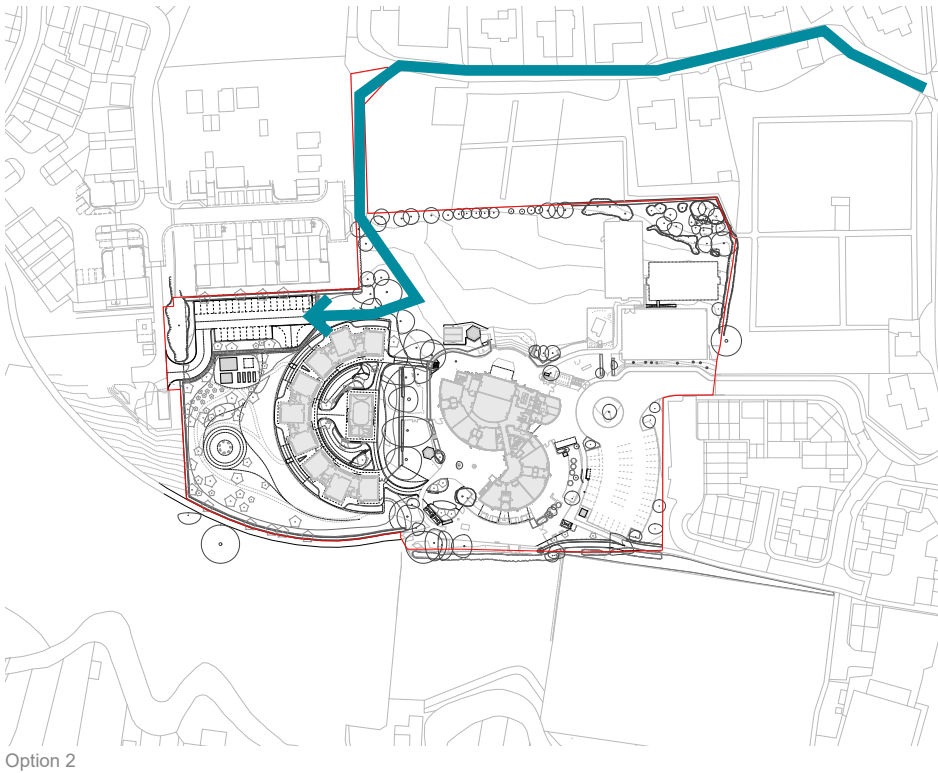
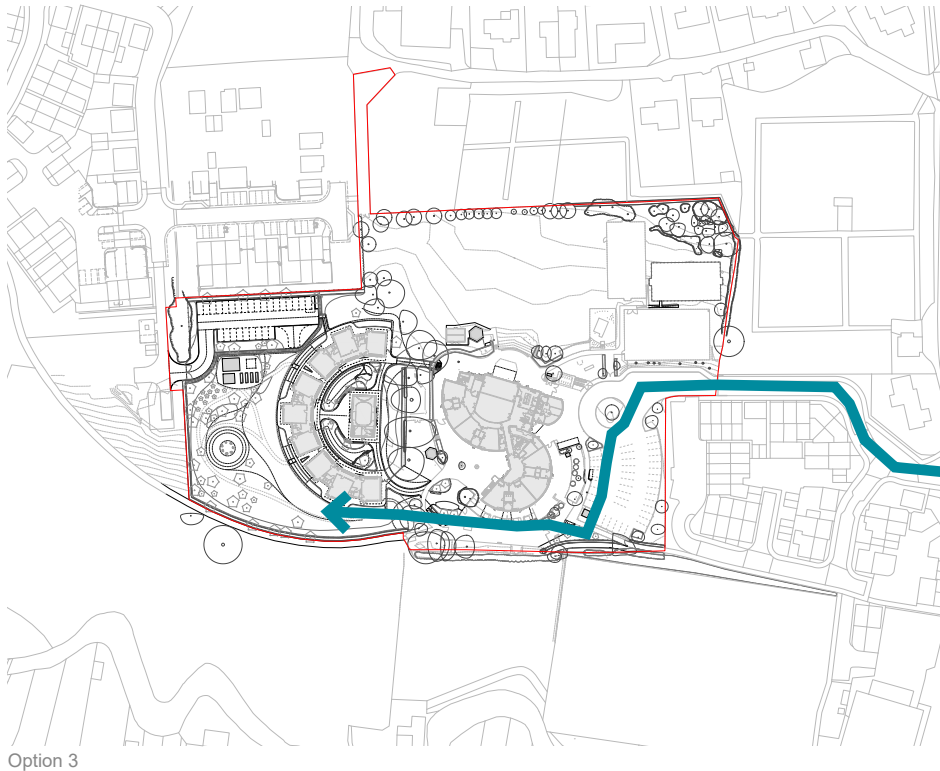
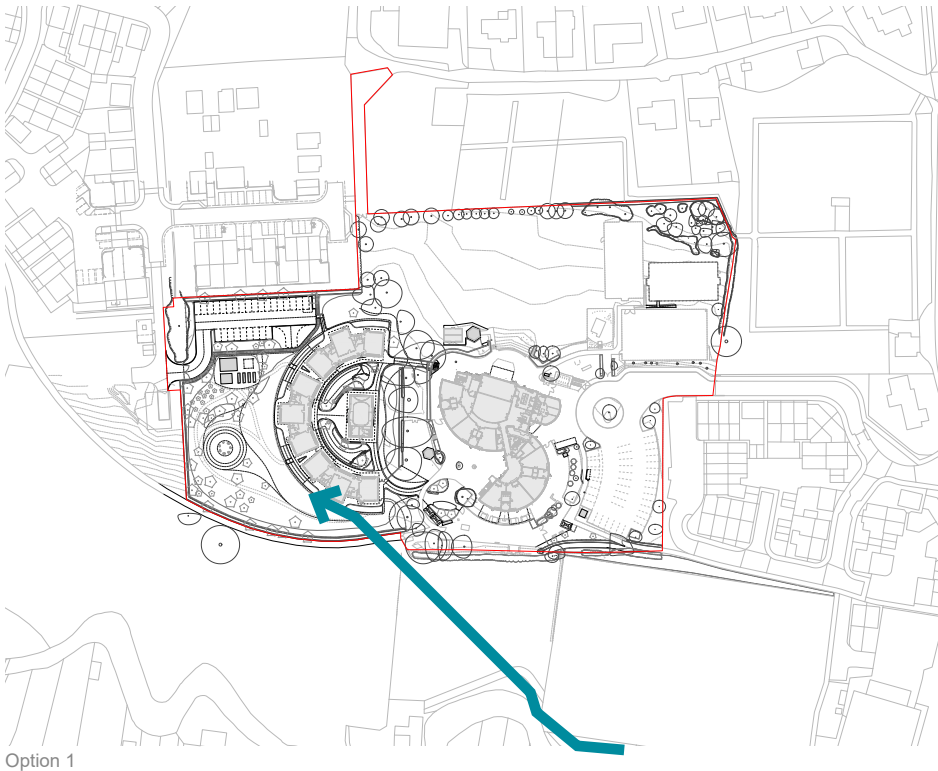
New Pedestrian Footpath

3. Evaluation

3.3 Alternative Options

The following alternative options were reviewed during the design development process and subsequently discounted.

- **Option 1:** Access through the Malmesbury Victoria Football Club grounds and diagonally across the south meadow. *Dismissed because it would be too disruptive to the Football Club and would run in close proximity to the Tetbury Avon.*
- **Option 2:** Via Tetbury Hill and south along the access track, skirting the edge of the school sports pitch and passing through the trees north of the development site. *Dismissed because large construction vehicles would struggle along Tetbury Hill, causing disruption to residents; the route would remove too much of the school playing fields; and it would require significant additional tree removals.*
- **Option 3:** Access via the school's main entrance on Poole Road, through the existing school car park, across the Reception playground, and into the development site to the south. *Dismissed because it would remove valuable playground space for the Reception year group and require further tree removals.*
- **Option 4:** Access via the school's main entrance on Poole Road, through the playground north of the main building, around the south of the school sports pitch, and through the trees into the development site. *Dismissed because it would remove valuable playground space, take out too much of the playing fields, require significant additional tree removals, and create unacceptable conflict between pupils and construction vehicles.*



4. Design Proposal

4.1 Landscape Proposal

Use

The proposed works deliver a new pedestrian footpath to the south of Malmesbury Primary School, repurposing the alignment of the temporary construction haul road required for the school extension project (PL/2025/07919). Once construction is complete, the route will function solely as a safe, accessible pedestrian link between Sillars Green to the west and Poole Road to the east, improving permeability across an area that is currently inaccessible to the public. The footpath will serve pupils, parents, staff, and the wider community, supporting active travel and reducing reliance on vehicular movements.

Layout

The footpath follows the southern edge of the school site, connecting directly into existing and proposed pedestrian routes at both ends. Its alignment reflects the geometry of the temporary haul road but is narrowed and refined to create a comfortable walking corridor. Key elements of the layout include:

- A continuous pedestrian route of approximately 67m in length.
- A path width of 2m, providing inclusive access for all users.
- Tie-ins to existing footways at Sillars Green and Poole Road.
- Clear separation from school operational areas through fencing and boundary treatments.
- Passive surveillance opportunities from the school grounds and adjacent residential areas.

The layout has been designed to avoid existing trees and ecological features wherever possible, with minor adjustments made to accommodate level changes and drainage requirements.

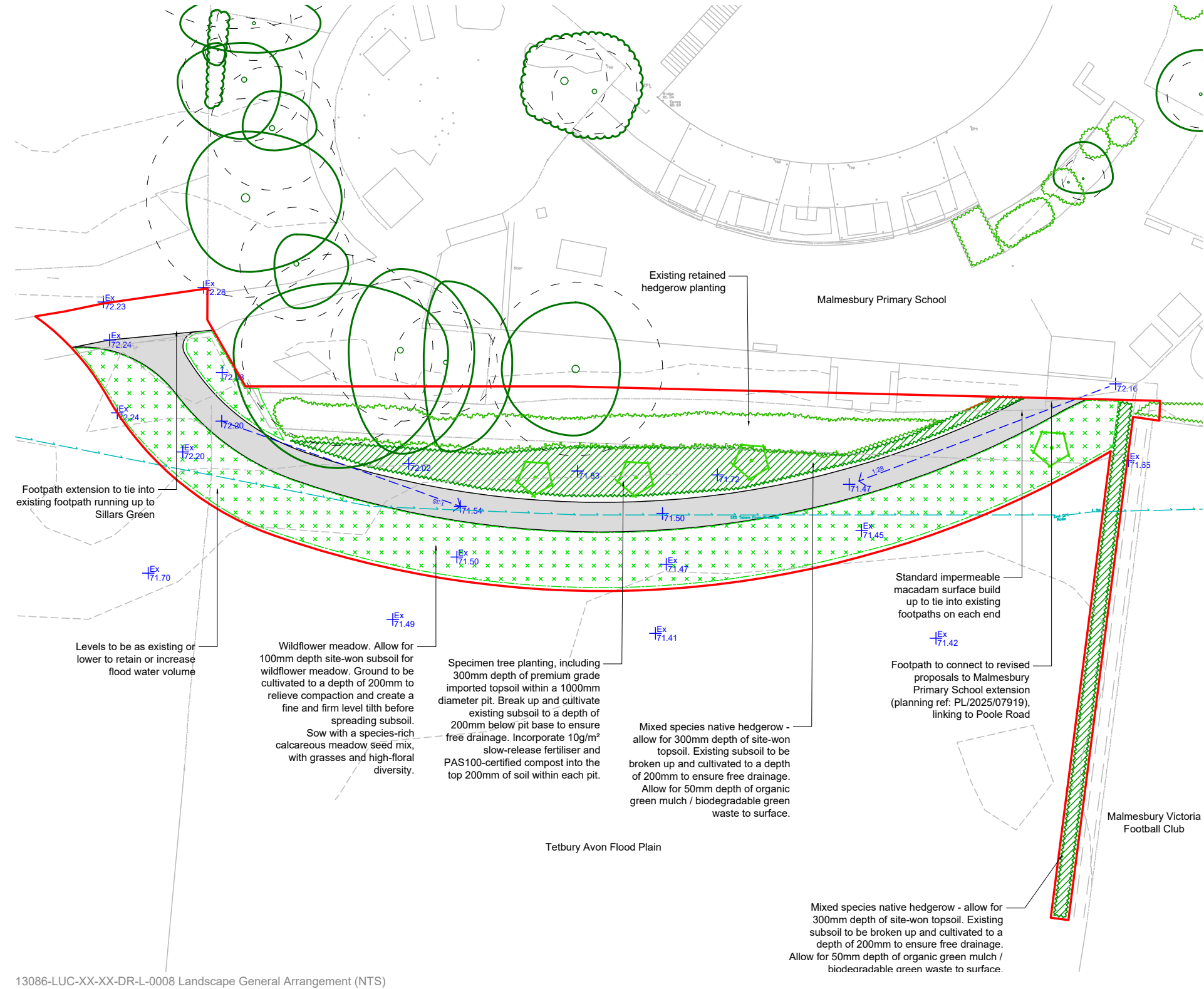
Scale

The proposal is modest in scale, comprising a single pedestrian route and associated landscape works. The footpath occupies a narrow corridor of approximately 2m in width, with no structures or built form beyond low-level edging. No fencing or lighting is proposed. The scale is appropriate to its function and sits comfortably within the wider school and residential context, without introducing any visual or physical impacts beyond those typical of local pedestrian infrastructure.

Landscaping

The landscape strategy focuses on reinstating and enhancing the green corridor following removal of the temporary haul road. Key components include:

- Surface treatment: A durable, low-maintenance macadam surface, suitable for year-round use.
- Soft landscape reinstatement: Topsoil replacement and



reseeding of disturbed areas with a robust native wildflower meadow mix.

- Planting enhancements: Introduction of native hedgerow and shrub planting along the route, including 3 proposed trees, to strengthen biodiversity and provide a softer edge to the path.
- Tree removal: Removal of 3 trees and a section of hedgerow.
- Drainage: Incorporation of crossfalls to manage surface water sustainably.

The landscape approach prioritises biodiversity, long-term resilience, and ease of maintenance for Wiltshire Council and the school. Upon construction and completion of the footpath, it will be handed to Wiltshire Council for adoption and long term management.

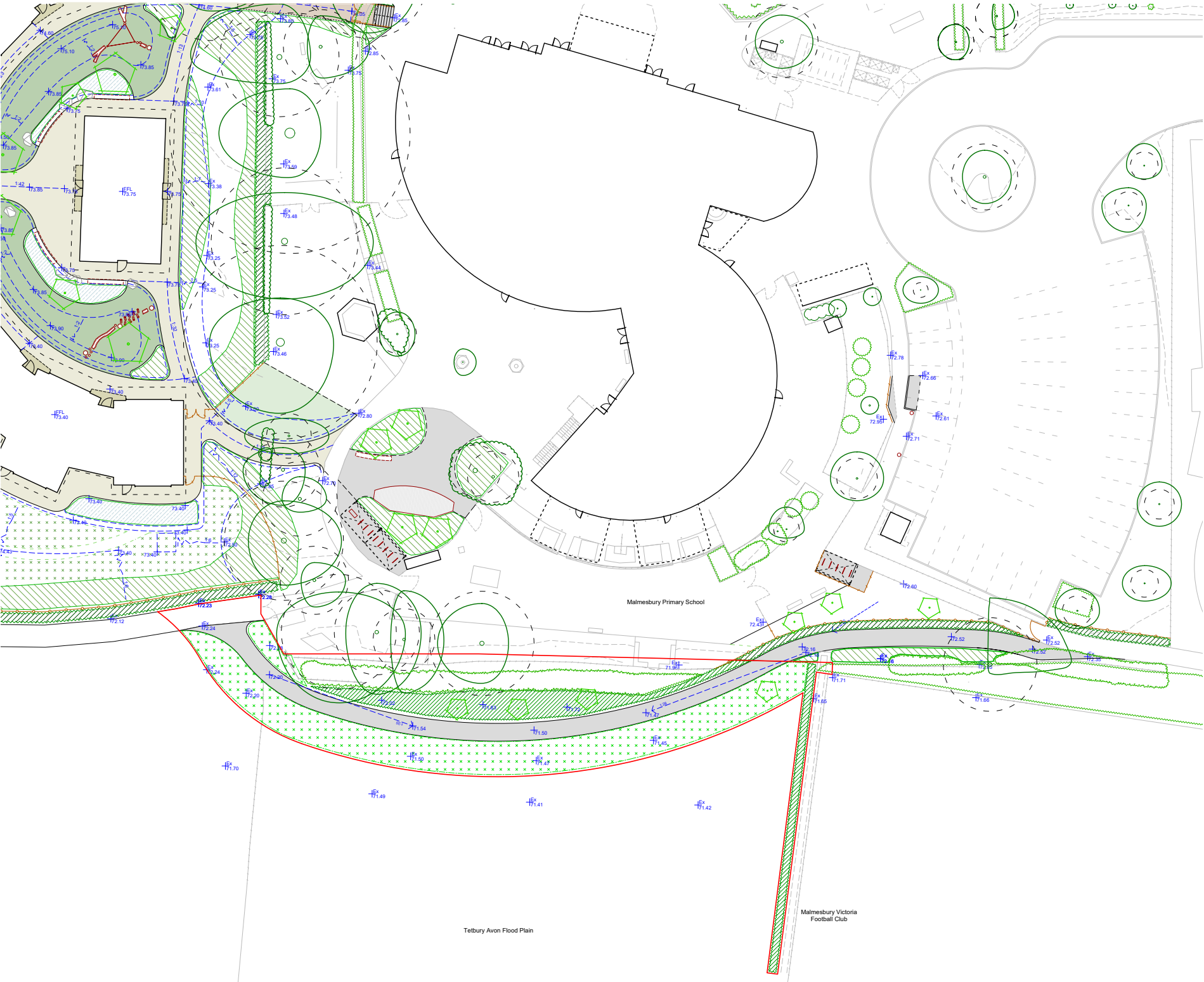
Appearance

The completed footpath will present as a simple, well-integrated pedestrian route set within a green corridor. Its appearance is intentionally modest, reflecting its function and the surrounding school and residential context.

Key characteristics include:

- A clean, unobtrusive path surface in a macadam finish.
- Soft landscape edges that blend into the existing grassed areas and planting.
- A naturalistic, green setting that enhances the sense of openness along the southern edge of the school site.

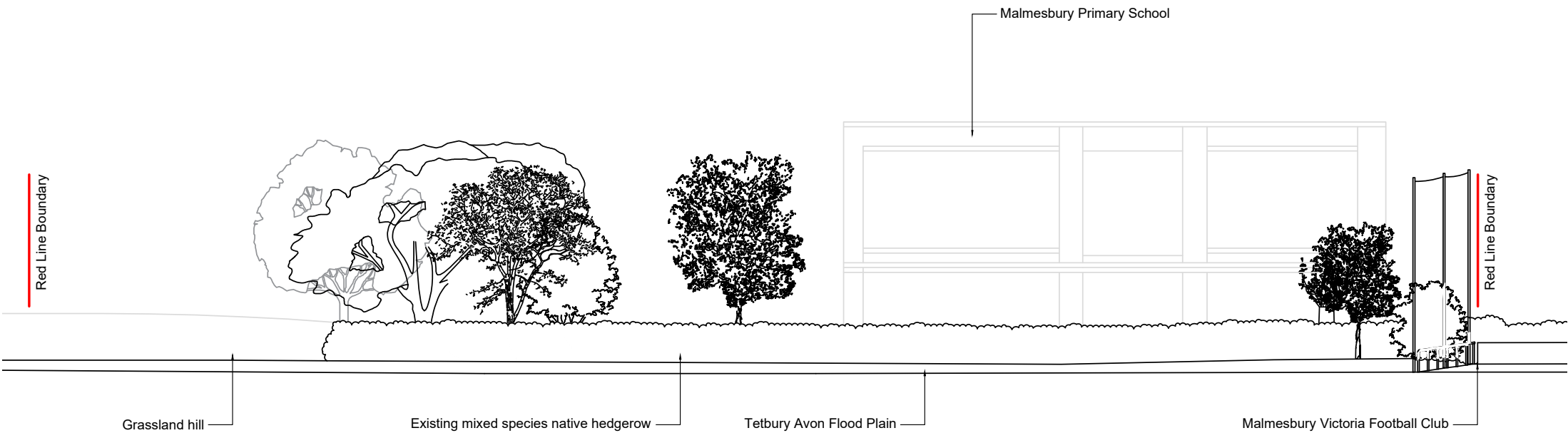
Overall, the appearance is consistent with local pedestrian infrastructure and supports a safe, attractive, and legible east–west connection. The drawing opposite shows the proposal in conjunction with the proposed section of footpath included within the Malmesbury Primary School extension planning application (ref: PL/2025/07919).



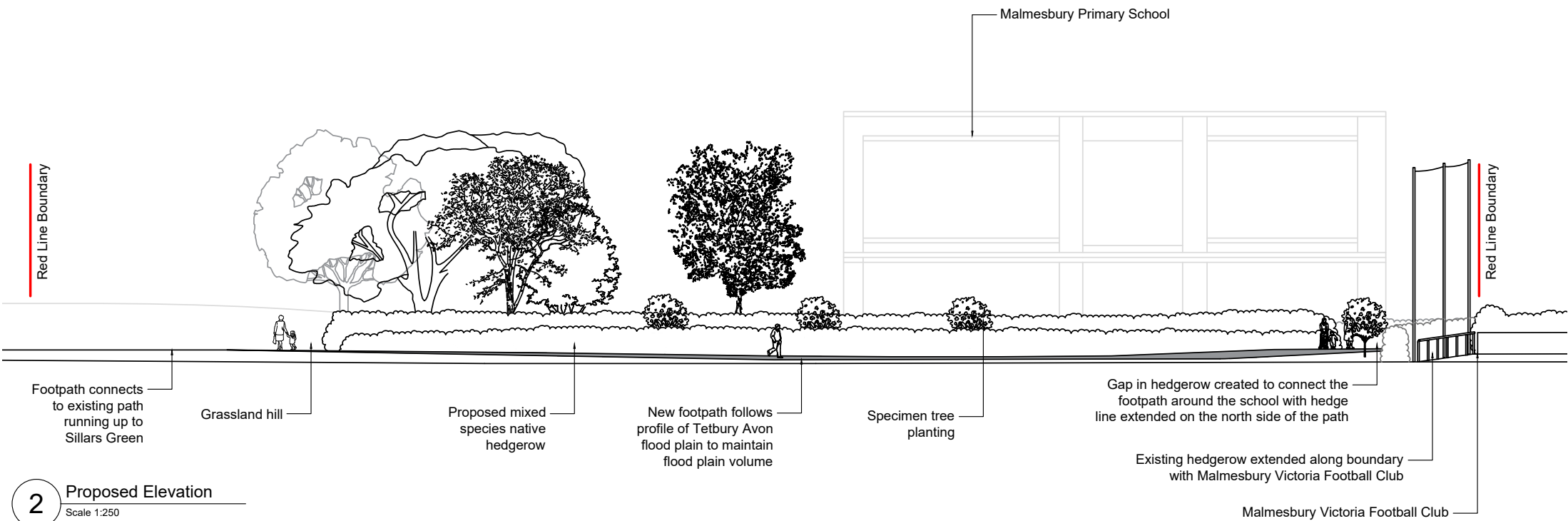
13086-LUC-XX-XX-DR-L-0009 Landscape General Arrangement & School Extension Proposals (NTS)

4. Design Proposal

4.2 Existing & Proposed Elevations

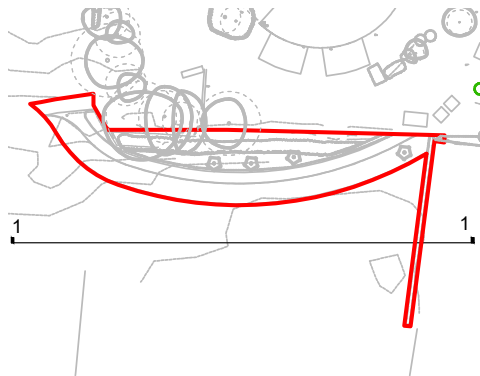


1 Existing Elevation
Scale 1:250



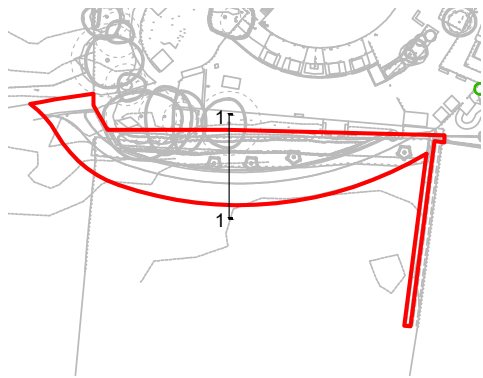
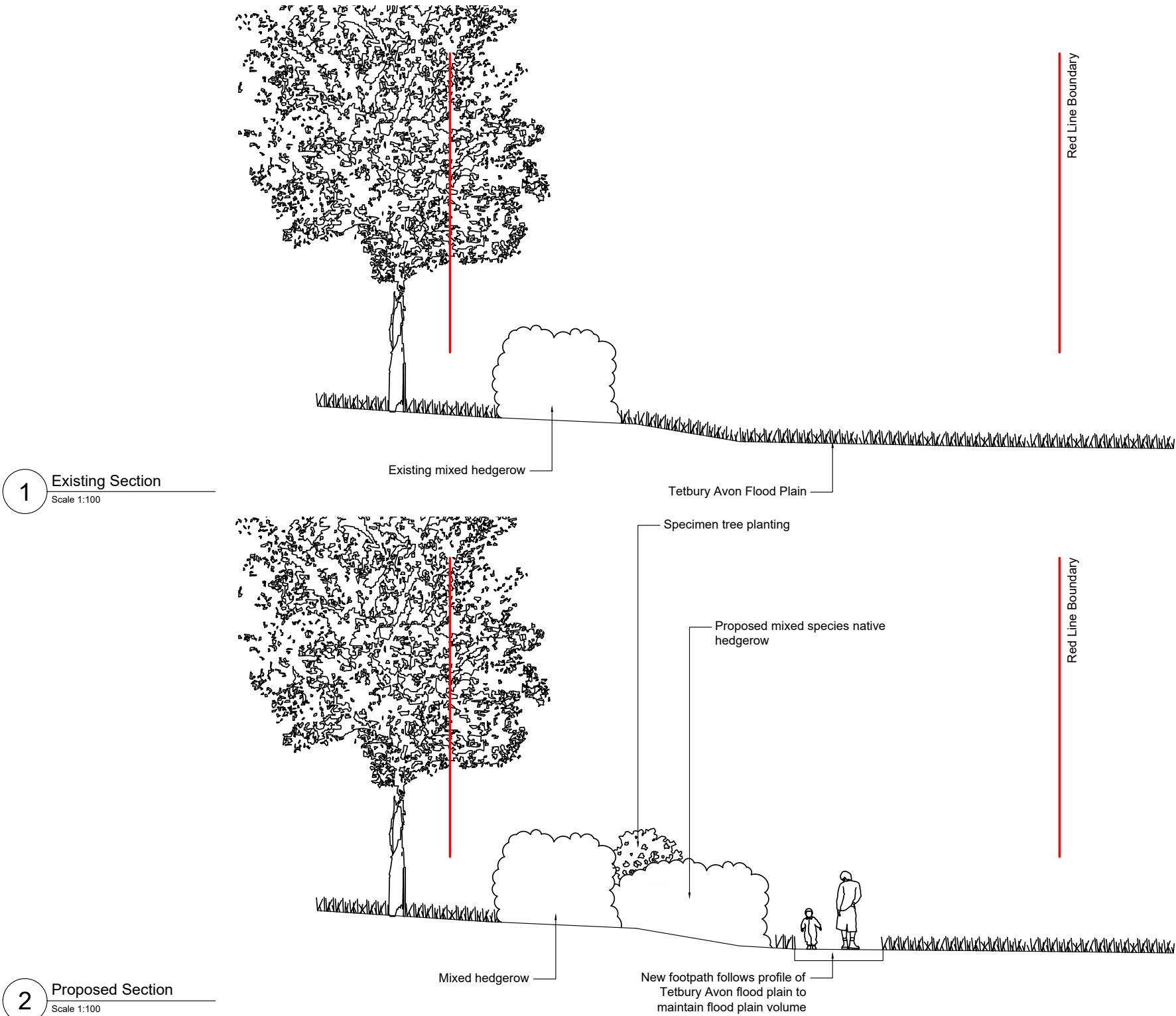
2 Proposed Elevation
Scale 1:250

13086-LUC-XX-XX-DR-L-0602 Existing and Proposed Elevations (NTS)



4. Design Proposal

4.3 Existing & Proposed Sections



13086-LUC-XX-XX-DR-L-0603 Existing & Proposed Sections (NTS)

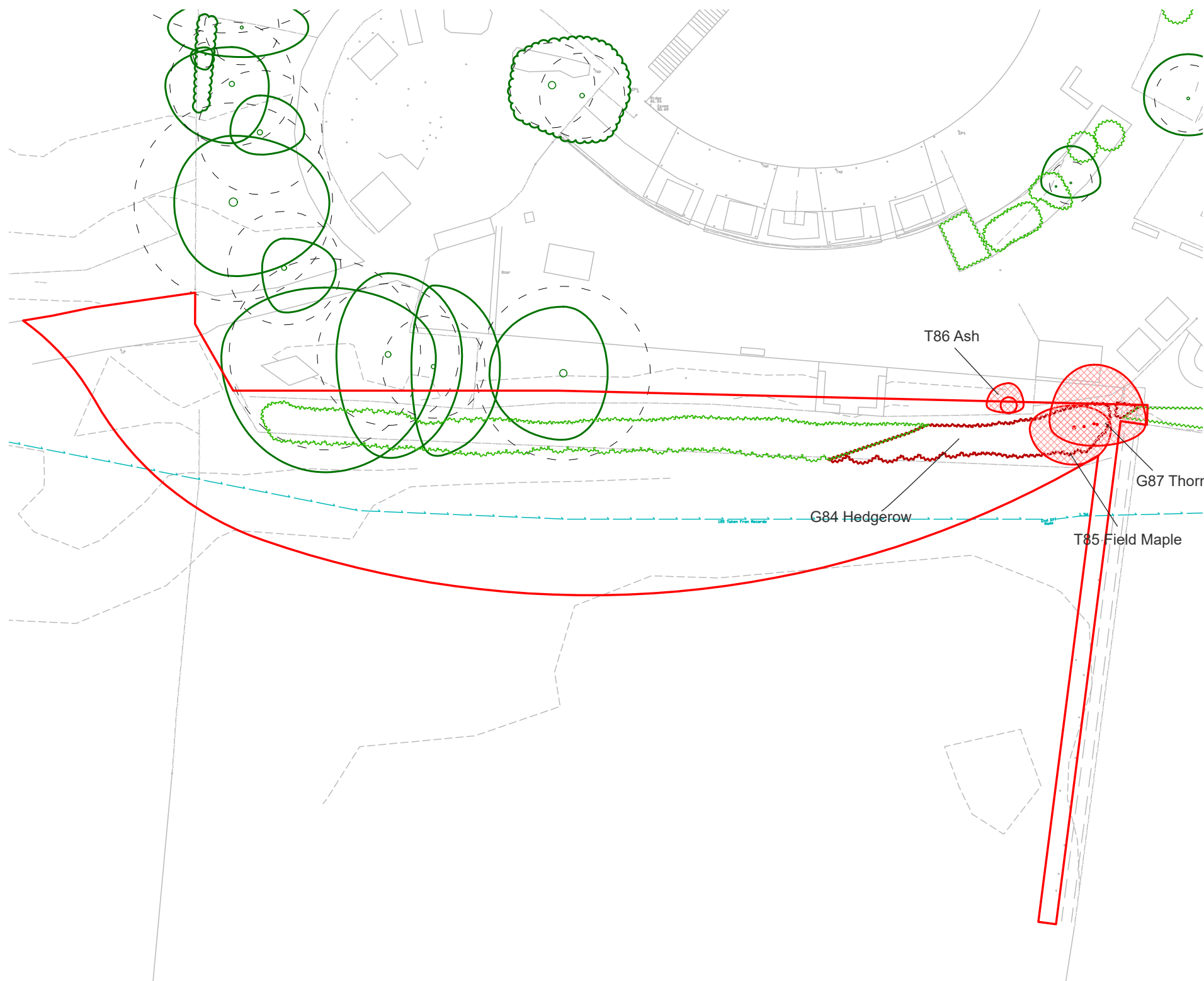
4. Design Proposal

4.4 Tree & Vegetation Removals

The following would need to be removed to facilitate the proposal:

- T85 Field Maple, B-C2 grade
- T86 Ash, U grade
- G87 Thorn, C2 grade
- G84, Hedgerow C2 grade (36.7m², approx 28% of total area)

These are all because of the reduced levels required for the Malmesbury Primary School extension haul road and the proposed public footpath.



13086-LUC-XX-XX-DR-L-0121 Tree and Vegetation Removals

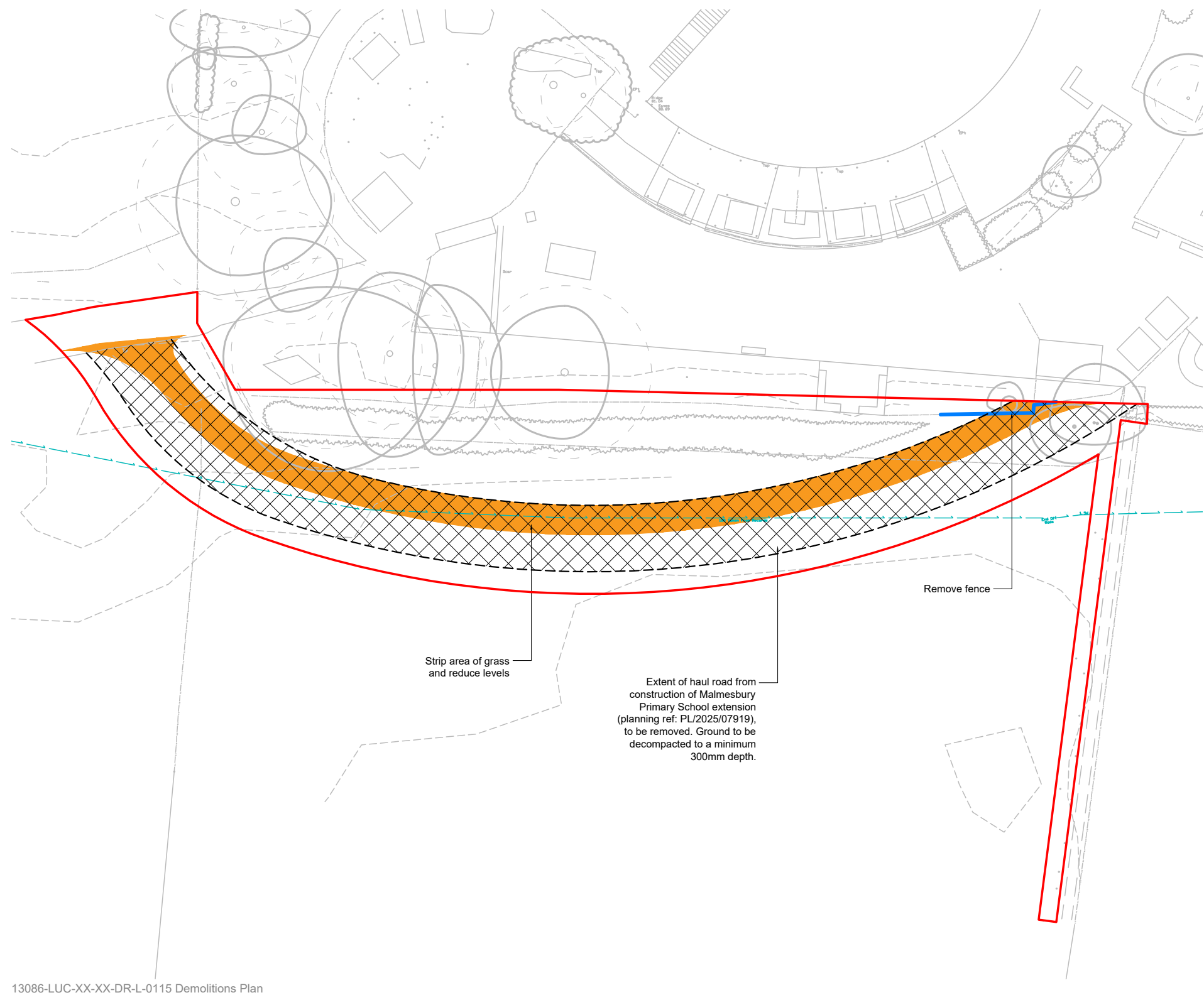
4. Design Proposal

4.5 Temporary Construction Works & Demolition

To install the temporary haul road, there would need to be some removal of existing landscaping to enable the works. These would include:

- Removal of a portion of the boundary hedgerow to the school, T85, T86, and G87 all as detailed on the previous page.
- A section of boundary fence with the school.
- Reduced ground levels to the east of the site, to enable a smooth gradient for vehicles accessing the track from the school existing car park.

Once construction of the Malmesbury Primary School extension works (ref: PL/2025/07919) are complete, the extent of demolition works required to form the footpath would comprise the partial removal of the haul road. Approximately half of the haul road would be retained in situ and used as the sub-base for a new macadam footpath.



5. Access

5.1 Access

Pedestrians

The proposal would provide a publicly accessible pedestrian route connecting Sillars Green (within the Persimmon development to the west) with Poole Road to the east. Pedestrian access into the school would be taken from this path via gated entrances located at both the western and eastern ends. The gated entrances are not being delivered as part of the proposals that form part of this planning application.

Vehicles

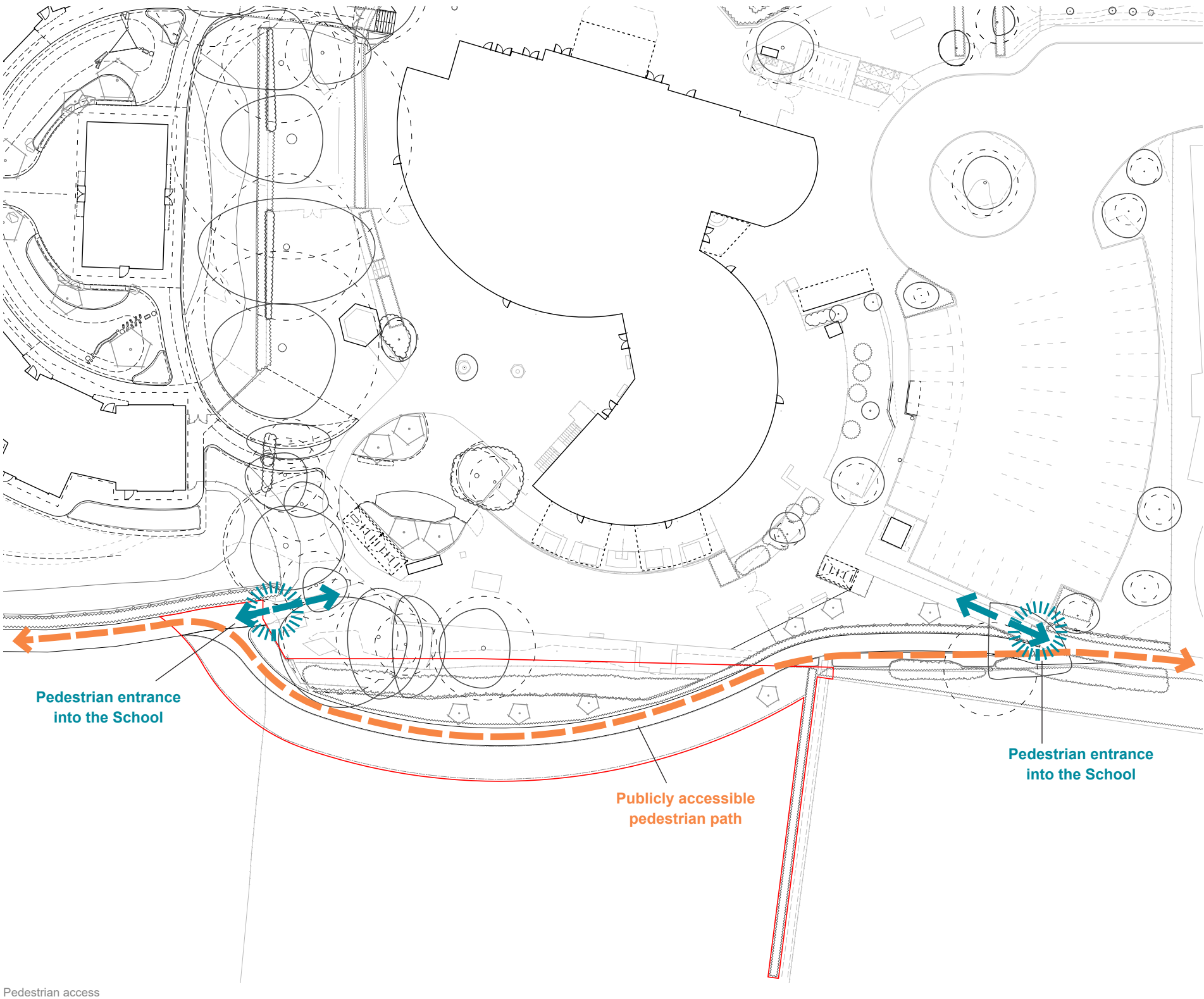
No permanent vehicular access is proposed or facilitated as part of this scheme, and the route is designed exclusively for non-motorised users.

Cycles

Cycles may share the footpath where appropriate, providing a convenient and direct link for pupils and local residents travelling by bike.

Inclusive Access

The path has been designed to be fully inclusive, with gradients shallower than 1:20 to ensure comfortable access for wheelchair users, pushchairs, and those with limited mobility.



6. Conclusion

6.1 Summary

The proposed footpath delivers a modest but meaningful improvement to local connectivity, delivering and then transforming a temporary construction haul route into a safe, accessible, and well-integrated pedestrian link. The scheme supports active travel for pupils, parents, staff, and the wider community, providing a new east–west connection between Sillars Green and Poole Road where no public route currently exists. Its design is simple, robust, and sensitive to its setting, reinstating the green corridor with native planting, meadow seeding, and a restrained palette of materials that sit comfortably within the school and residential context.

The landscape proposals enhance biodiversity through new hedgerow, shrub planting, and replacement trees, while reinstating areas disturbed during construction. The footpath’s alignment, scale, and appearance ensure it remains unobtrusive and legible, contributing positively to the wider movement network around the school.

Overall, the proposal fulfils its purpose as a complementary piece of infrastructure to the Malmesbury Primary School extension. It responds directly to access requirements identified during the planning process, supports sustainable travel, and provides a long-term community benefit. The scheme aligns with national and local planning policy, respects the character of its surroundings, and represents a well-considered and proportionate enhancement to the local environment.