

Proposed Dwelling to the north of
554 Canal Bridge,
Semington,
TROWBRIDGE,
BA14 6JT

Job Ref: 4515



PLANNING, DESIGN, ACCESS, & MATERIALS STATEMENT

- 1 Introduction
- 2 Site History
- 3 Brief & Planning
- 4 Proposals
- 5 Utilities, Site Access
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1 Introduction

- 1.1 The statement supports the planning application for the **erection of 1no. high-quality, sustainable, single storey dwelling including car port, home office; new planting and biodiversity enhancement measures**. The project is designed as a sensitive “infill” development that respects the rural fringe of Semington on land to the North of 554 Canal Bridge, Semington, TROWBRIDGE, BA14 6JT. The scheme proactively addresses the reasons for the 2016 refusal (16/06564/OUT) be reducing the massing, providing detailed ecological mitigation, and utilising low energy saving measures.

- 1.2 Location:

The application site is a rounding off, of the village of Semington and effectively represents a logical infill with development to the South, North, & East of the site as shown in Figure 1 to the right.



Figure 1 – Site context.

- 1.3 The site measures approximately 1365m² and Fig 2 shows the site in the wider context. Whilst this is open countryside development for the purposes of a planning judgement, this is not isolated development and the site is positioned in a very sustainable and accessible location. Semington is classed as a “Large Village” under the Wiltshire core policies.



Figure 2 – Wider Site context

- 1.4 Local Amenities:
- a) Access to the Kennet and Avon Canal is a 2 minute walk from the site. *Appendix 1.*
 - b) The Somerset Arms within the village has been designated as an Asset of Community Value and this stands until May 2028. The Somerset Arms is around 0.3 miles from the site or a 6 minute walk. *Appendix 2*
 - c) Semington Village Hall is within the centre of the village and is also around 0.3 miles or a 7 minute walk. *Appendix 3*
 - d) St Georges church is around 0.5 miles or around a 10 minute walk. *Appendix 4*
 - e) St Georges Cof E primary school is around 0.5 miles or around an 11 minute walk. *Appendix 5*

f) The Milk Churn Public house & Restaurant is around 0.6 miles or around a 13 minute walk and is located to the North of the site within the Melksham and Bowerhill Village settlement. *Appendix 6*

- 1.5 The site is also fully accessible from the National Cycle network with Route No. 403 passing by the site on the “old” A350 Semington High St. (*Appendix 7*) and Route No. 4 running along the side of the Kennet and Avon Canal (*Appendix 8*), located 2 minutes’ walk to the South of the site.
- 1.6 The site will be accessed and can be seen from the “old” A350 Semington High St. as identified in Fig 3. The site is also partially visible from public Footpath MELW10 Fig 4. below.



Fig 3. Entrance to the site off the “old” A350 (Looking West)



Fig 4. Site viewed from MELW10 (Looking East)

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- 1.7 The application site also sits between two large towns including
- a) Melksham to the North which is around 3.4 miles or a 7 minute drive. *Appendix 9*
 - b) Trowbridge to the South-West which is around 4.5 miles or a 12 minute drive to the centre. *Appendix 10*
- Both of these towns have mainline railway providing access to the South-West, Bath, Bristol & London.
- 1.8 This application is to be read in conjunction with the following:
- Preliminary Ecology Appraisal from Seasons Ecology. Ref: SEB3234_01
 - Planning Application Form
 - AB Architectural Design Drawings:
 - 4515 – AL(1)01 – Site location plan
 - 4515 – AL(1)02 – Existing and Proposed Site Plans
 - 4515 – AL(1)03 – Proposed floor plans and elevations

2 Site History

- 2.1 The site occupies a plot to the North of 554 Canal Bridge, Semington, BA14 6JT that would previously have been a paddock owned by 554 Canal Bridge. The property known as 554 Canal Bridge was previously owned by the applicant and upon the sale of the property they retained the site in question.
- 2.2 The site is a 1365m² old paddock that has very little commercial/ agricultural use due to the size and condition of the site.
- 2.3 The site sits between the development limits of Semington which is classed as a Large Village and Melksham and Bowerhill Village which is also classed as a Principal Employment area under CS-CP35 of the Wiltshire local plan.
Figure 5 shows an extract from the Wiltshire local plan map

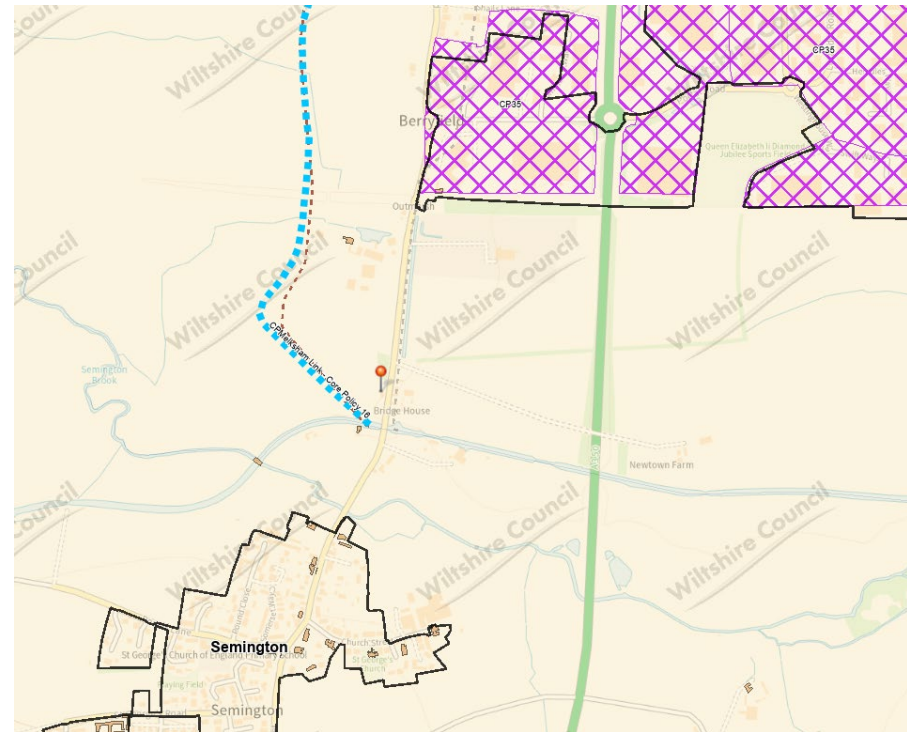


Fig 5 – Wiltshire local plan extract.

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- 2.4 The current site is made up of neutral grassland with an area of sparsely vegetated ground and ruderal vegetation in the centre of the site. Hedgerows form the North, East, & West boundaries and a timber fence forms the South Boundary. The following images show the site in context.



Image 1. Taken from the site entrance looking North.



Image 2. Taken from the North of the site looking South



Image 3. Taken from the North-West corner looking East to the "old" A350

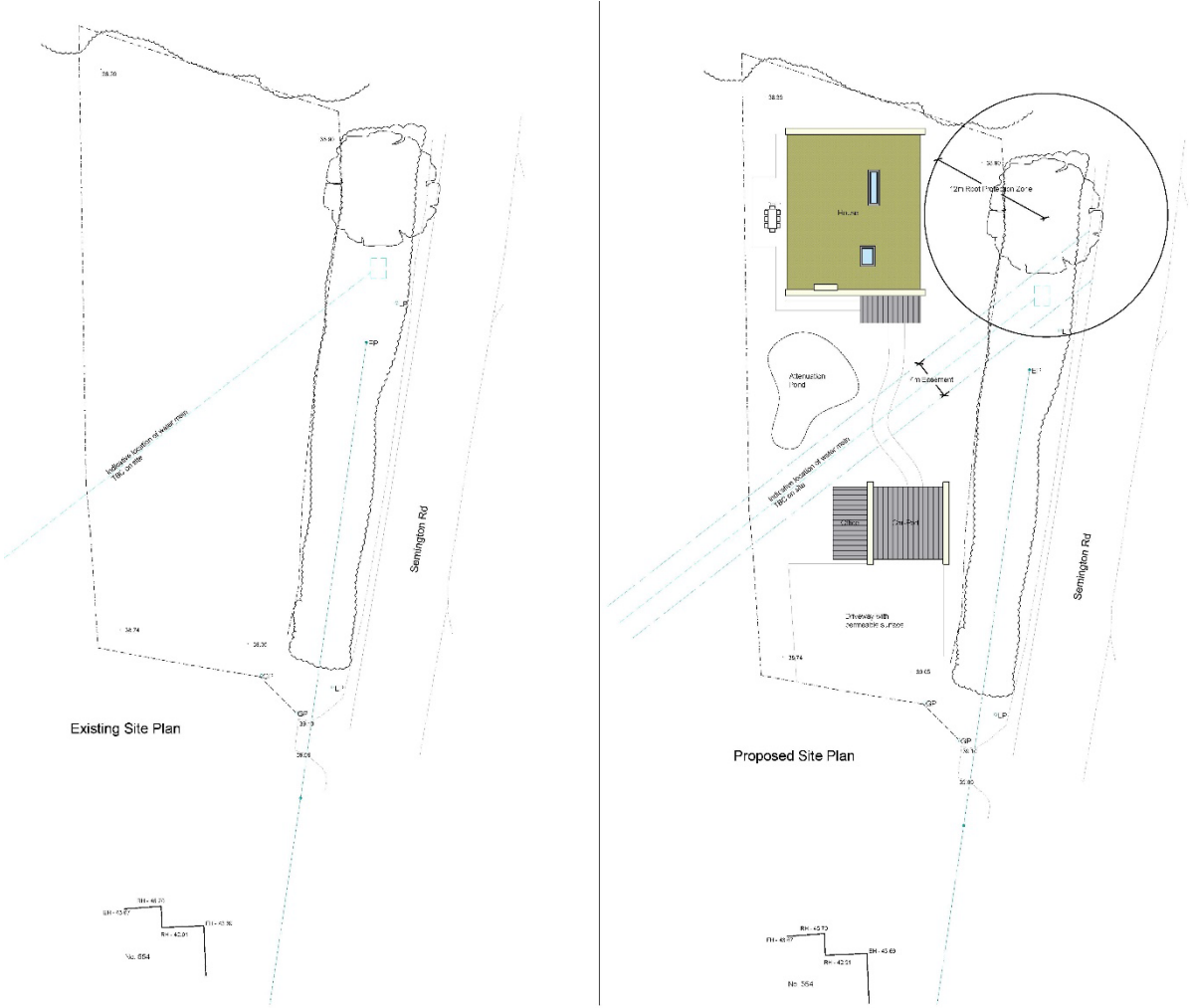


Image 4. Taken from the South-West corner looking East to the site entrance

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2.5 Existing site plan:
Figure 6 shows the existing and proposed site plans



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3 Brief & Planning

- 3.1 The brief provided by the client is to construct a new 4-bedroom high-quality single storey property within the site known as land to the North of 554 Canal Bridge, Semington. The build is to:
- Be a piece of architecture based on design cues from existing nearby properties and the surrounding landscape.
 - Be “hidden” from nearby viewpoints to minimise the impact of the site on the surrounding countryside.
 - Has a high-quality building fabric and services design
 - Has a high degree of comfort all year round with modern standards of insulation, low running costs and low maintenance requirements
 - Makes use of and enhances the exterior landscape.
- 3.2 There are various constraints on the site which also must be considered as outlined below:
- The site is in open countryside being just outside of the Semington Village boundary therefore the design has been developed with a single storey nature and the use of natural materials including sedum roof, Dry stone effect walls, Timber cladding.
 - The site is boarded by:
 1. A residential property to the South.
 2. The “old” A350 to the East.
 3. Open fields to the North and West.
 - Given the site area being developed an Ecology survey has been carried out to establish or not the presence of Bats, Birds, Mammals etc. and the requirements for these. The report is attached to this application.
 - One of the other key drivers has been the orientation of the design which allows sunlight to penetrate the key living areas at various times of the day. Hence the glazing predominantly on the West elevation which also has deep roof overhangs to prevent overheating.

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- 3.3 The architectural treatment must respond positively to these constraints, and deserves to be high quality, bold and traditional In nature using modern technology and materials which are available to us in today's world.
- 3.4 Planning Policy:
The site lies within the administrative area of Wiltshire Council, and the Wiltshire Core Strategy (Adopted January 2015) remains relevant for this area insofar as it is up to date. The site has been subject to two previous applications. One of which 16/06564/OUT was refused on the grounds of unsustainable form of development which would have an adverse impact on the character and appearance of the area. Which this application sets to rectify.

Since the Council currently faces a significant Housing Land Supply Deficit (Approx. 2.4 years), these policies should be interpreted through the “tilted balance” of the NPPF, which gives greater weight to sustainable delivery.

The following policies of the WCS are relevant to the determination of this application:

CP1 – Settlement Strategy & CP2 – Delivery Strategy:

Whilst these policies generally restrict development outside of “large Village” boundaries like Semington. This site is physically adjacent to the existing built form of the Canal Bridge residential cluster.

It can be argued that the site represents logical “rounding off” of the settlement rather than an isolated encroachment into open countryside.

CP51 – Landscape:

The low impact design of a single-storey dwelling in natural materials directly benefits from CP51 by minimising the “Zone of Visual Influence”

The retention of all boundary hedgerows and the 12m root protection zone for the Ash tree ensures that the development is embedded in the landscape rather than dominant over it.

CP57 – Ensuring High Quality Design and Place Shaping:

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By following the site's naturally flat topography and proposing a single-storey dwelling, the design responds to the character of the area as required by the policy.

Sustainable features: It's proposed to include Solar PV, Air Source Heat Pumps, and a SuDS attenuation pond to align with the policy's requirements for climate change adaptation and sustainable construction.

CP60 – Sustainable Transport & CP61 – Transport and Development

The site is exceptionally well-placed near Cycle routes NCN Route 4 and 403 making it a “model site” for CP60's goal of promoting cycling.

The dedicated office space directly fulfils CP60's primary objective thus “reducing the need to travel”

Being within an 8-15 minute walk of the local amenities including Village Hall, School, & Public House proves that the site is sustainably located within “accessible limits” even if technically outside the village boundaries.

The site is also located on numerous Bus Routes including:

X34 (Faresaver) This is the villages most frequent service, running approximately every 20 to 30 minutes, It connects directly to Chippenham, Melksham, Trowbridge, and Frome.

49 (Stagecoach West) linking to Trowbridge, Devizes and Swindon.

272 (Faresaver) Connects Melksham, Devizes and Bath.

X84 & X85 (Faresaver) are specialist services providing connections to Bath via different routes.

Other possible Relevant Considerations (without limitation):

National Planning Policy Framework (NPPF)

National Planning Practice Guidance

The Countywide Parking Strategy (2013)

Wiltshire County Council Highways Development Control Standing Advice

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3.5 Sustainability:

The attached Energy and Sustainability statement identifies a robust approach towards sustainable design and conservation of energy.

Refer to the energy and sustainability statement forming part of this application.

There is fibre broadband in this locality and Openreach provide Fibre to the Cabinet Broadband in this area with download speeds Up to 75 MBPS.

3.6 Amenity space:

The proposals offer amenity space all around the property by way of gardens laid to wildflower meadows, lawns, with a permeable terrace area to the rear of the dwelling as identified on the proposed site plan on drawing 4515 – AL(1)02.

The internal space is above the minimum Nationally described space standards.

3.7 Parking/ Access:

The proposals offer parking for a minimum of 4No. cars including an appropriately sized car port (7x7m internal dimensions)

The site already benefits from access off Semington High St (The “old “ A350) which has a dropped kerb access point into the site.

There is also an allocated bike storage area adjacent to the home office and car-port.

3.8 Ecology:

A Preliminary Ecology Appraisal has been undertaken by Seasons Ecology on the site which forms part of this planning application, and there are a set of recommendations which have been implemented with the proposals including:

- Bat Box located on the South Elevation

- Swift Box located on the North Elevation

- There are also working recommendations under section 6 of the appraisal that will be followed during the course of the build.

There will also be an attenuation pond for rainwater run off which will benefit local wildlife.

There will also be an increase of native planting including a wildflower area.

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3.9 Trees:

There is an Ash tree (T1) to the East of the site outside of the development site boundary. The proposed development has been designed to sit more than 12m from the Ash tree in question to provide a suitable Root Protection Zone in line with BS 5837 (2012) and sufficient protection barrier as *Appendix 11 & 11a*

3.10 Flood Risk/ Surface water/ Foul drainage:

The site is located within Flood Zone 1 which is not within an area at risk of flooding and is not within an area susceptible to surface water flooding.

The surface water runoff will be taken into an attenuation pond located within the grounds which will also benefit local wildlife.

The driveway surface will be permeable to allow water to dissipate into the ground.

The foul drainage will be taken into a biodigester.

3.11 Refuse collection/ Waste management:

Bin storage and recycling storage have been located on site and will be managed the same as the existing inhabitants of 554 Canal Bridge.

3.12 Secured by Design:

The proposed development will meet the requirements of Part Q of the building regulations for new building properties ensuring that it is secure for the residents.

3.13 Recent Decisions:

Reference is made to Appendix 15 (attached separately) recent appeal decision in the West Wiltshire planning area: The application ref: 19/08686/FUL and appeal ref: APP/Y3940/W/20/3254729 is for a 3 bed house outside of the settlement boundary of Dilton Marsh. In that case it was recognised that the local planning authority could not prove a 5 year housing and land supply and that the design of the dwelling was an important factor in the planning balance with paragraph 8 of the decision stating:

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"The house would be set below the level of the road and would have a low-profile green roof. It would, therefore, be largely screened by the boundary hedges. Consequently. Although it would be outside the settlement boundary. The development would not appear as an extension of the urban form of the village into the countryside, and there would be no harm to the character and appearance of the area."

Reference is also made to Appendix 16 (Attached separately) a recent appeal decision in the Mendip area of Somerset (Whilst this is over the boarder). The application ref: 2023/0355/FUL and appeal ref: APP/E3335/W/23/3330446 are for the erection of 1no. dwelling including home office and car port; creation of new vehicular access; new planting and biodiversity enhancement measures. In this case it was recognised that the local authority could not prove a 5 year housing land supply and that the design of the dwelling was an important factor with paragraphs 16, 20, & 21 stating:

"16. The site is clearly rural in character and erecting 3 buildings on it would result in the loss of countryside and urbanise the site. The domestic paraphernalia that occupation would generate and the proposals for the entrance gate would add to this urbanising effect. That said, the buildings are single storey which reduces the mass of new development on the site. In addition, the established boundary planting means that it would be well screened from the surrounding area and public views into the site are limited. Whilst the appeal proposal would be visible, this would mainly be from the point of access, with the impact being very localised. As such, whilst I find that there would be harm to the character and appearance of the area, the harm in this instance would be minor.

20. The Council do not dispute that they are currently unable to demonstrate a five-year housing land supply at odds with Paragraph 77 of the Framework. Consequently paragraph 11 d) of the Framework is engaged whereby permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

21. The Council refer to the site as being isolated. However, Standerwick is a cluster of houses with a small number of facilities. Notwithstanding my findings regarding the use of the private car, the appeal site is a short, level walk from these and therefore the appeal site would not be isolated in the context of Paragraph 84 of the Framework. I therefore find no conflict in this respect.

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4 Proposals

- 4.1 The proposals are to erect a new 4-bedroom single-storey detached property, home office, car-port with parking and amenity facilities and biodiversity enhancement measures
- 4.2 Given the location, the property will be designed to maximise the light from the West and blend in with the surrounding landscape by maintaining a single storey with a sedum roof and locally sourced dry wall effect walls and timber cladding.
- 4.3 The existing access to the site is to the East off the "old" A350 Rd. and this will be retained and enhanced and utilised for the proposed property with updated parking arrangements to the front of the property.
- 4.4 The Material choices for the new property have all been determined to allow the property to have a minimal impact on its location and have been influenced by the local landscape including:
 - Natural dry stone effect walls.
 - Natural cedar cladding
 - The proposed roof finish will likely be a combination of sedum over the main house and home office and zinc standing seam over the car-port.
 - The proposed doors and windows to the new property have been designed to be highly energy efficient given the exposed location with a black finish.
- 4.5 The proposals will transform what is otherwise a vacant and barren parcel of land which is not large enough for any worthwhile agricultural use.
- 4.6 The following images are artists impressions of what the property will look like:

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Image 5. Artists impression of the proposed car-port and home office.

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*Image 6 West
elevation
(Artistic
impression)*



*Image 7. East
Elevation
(Artistic
impression)*



Image 8. South Elevation
(Artistic impression)



5 Utilities, Site Access,

- 5.1 The existing site utilities are understood and located as outlined below:
- SSEN Power map - *Appendix 12*
 - OfCom mobile phone data map. – *Appendix 13*
 - Wessex water map showing supply water services. – *Appendix 14*
- 5.2 All the usual utilities are readily available on the site or adjacent to it including Electricity, water, Openreach (Phone line).
- 5.3 Access to the site will be via the existing access from Semington High St. as indicated on drawing 4515 - AL(1)02 existing and proposed site plans.

6 Conclusion

- 6.1 The key drivers of the final design proposal have been the impact on the setting and the local vernacular and access to the site. As such the proposed design reflects the neighbouring landscape in terms of material choice and massing and the site area is equivalent to the neighbouring properties of similar sizes.
The material choices also reflect the neighbouring properties to help the development to blend in with its surroundings.
- 6.2 Principle of development: In principle, the development of this site, including the construction of a new dwelling is supported by planning policy. Planning policies have been considered during the design process.
- 6.3 Trees: There is 1 No. Ash tree which is of poor quality outside of the site boundary.
- 6.4 Highways and access: Allowances for on-site parking have been incorporated into this scheme whilst utilising the existing access from the highway.
- 6.5 Privacy and Amenity: The properties nearby the site have been considered in the overall design of the build. The single storey nature of the proposal ensures that the development is not overbearing does not overlook and is “hidden” from view from both the neighbours and the wider countryside context.
- 6.6 Material selection: The materials have been chosen to respect and reflect the context of the site.
- 6.7 Scale and Massing: The proposed property has considered the immediate area and the street scene and has minimised the scale to reflect the countryside location to minimise the impact of the development on the immediate area.
- 6.8 Landscaping: The proposed landscaping has been designed to enhance the biodiversity on the site and maximise the site and allow for on-site parking with adequate provisions for amenity space.

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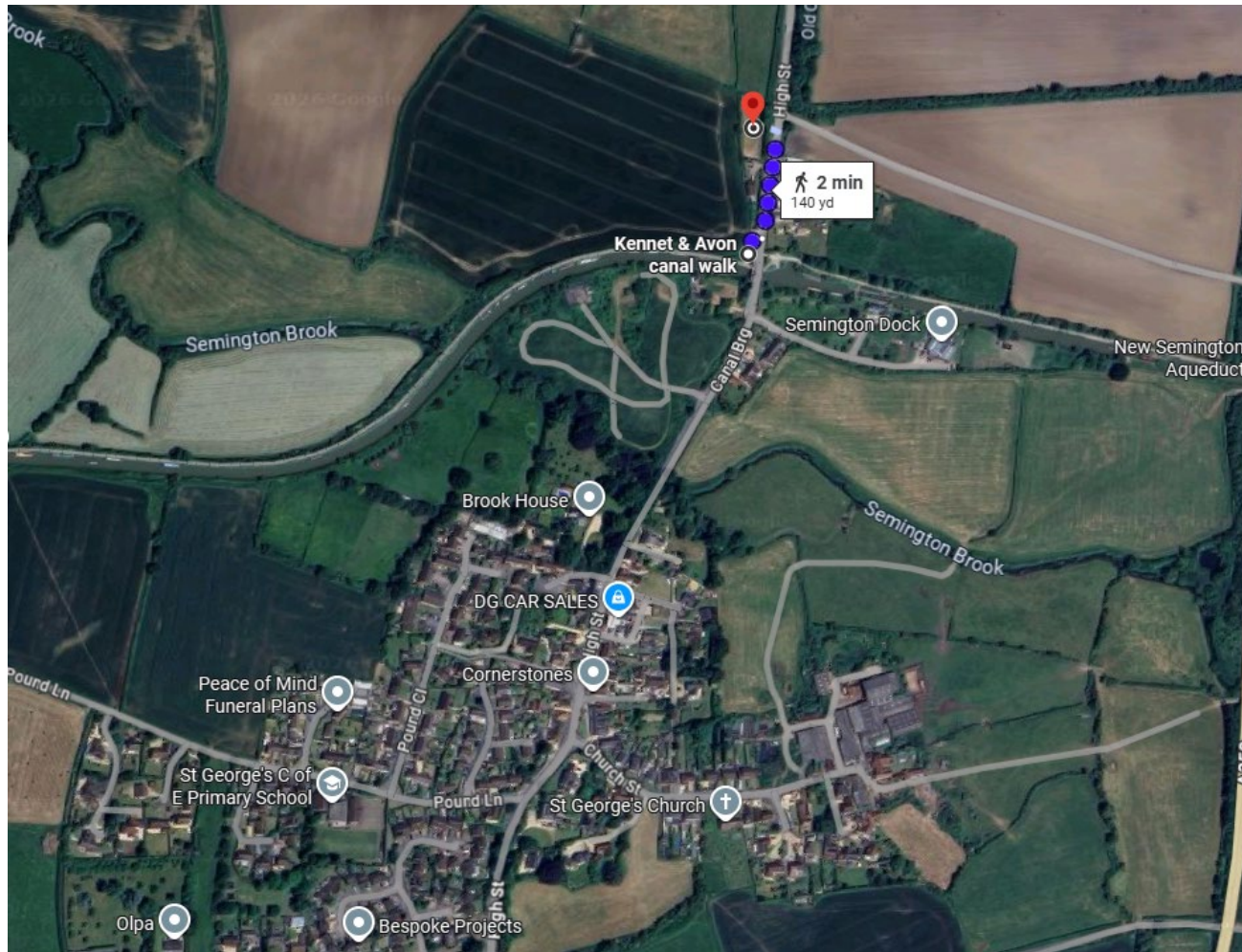
- 6.9 Summary: Overall the building fits the requirements of the brief set by the client, and aims to meet the objectives of the Wiltshire Local Plan and Neighbourhood plan. The design does little to impact views from any direction and importantly the design represents an enhancement to the existing setting in terms of design quality. The design is an honest reinterpretation of a contemporary single storey dwelling with minimal visual impact on the area.

Preliminary Revision - 27/03/2026
Revision A – 08/05/2026 – Paragraph 3.13 added

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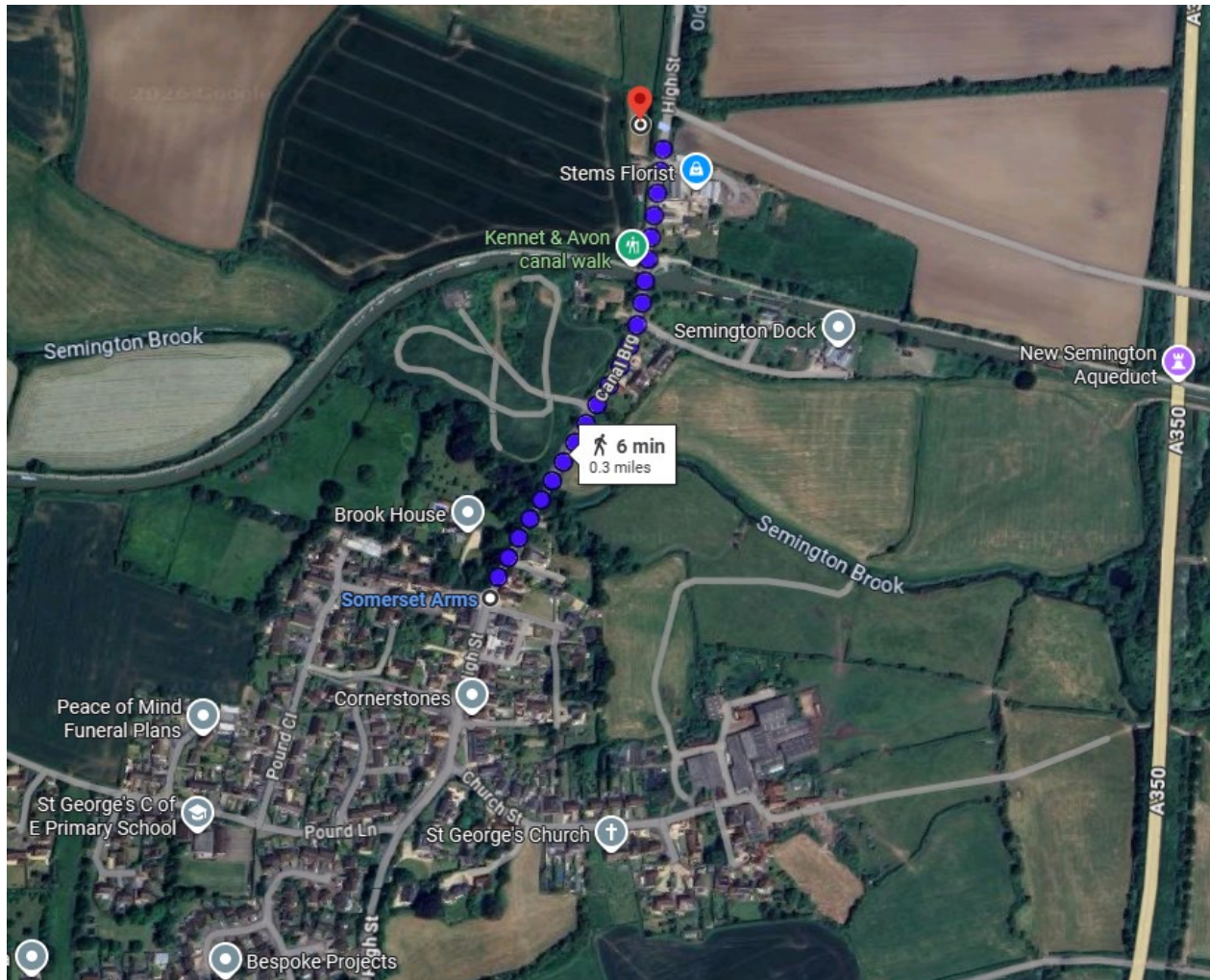
Appendix 1:



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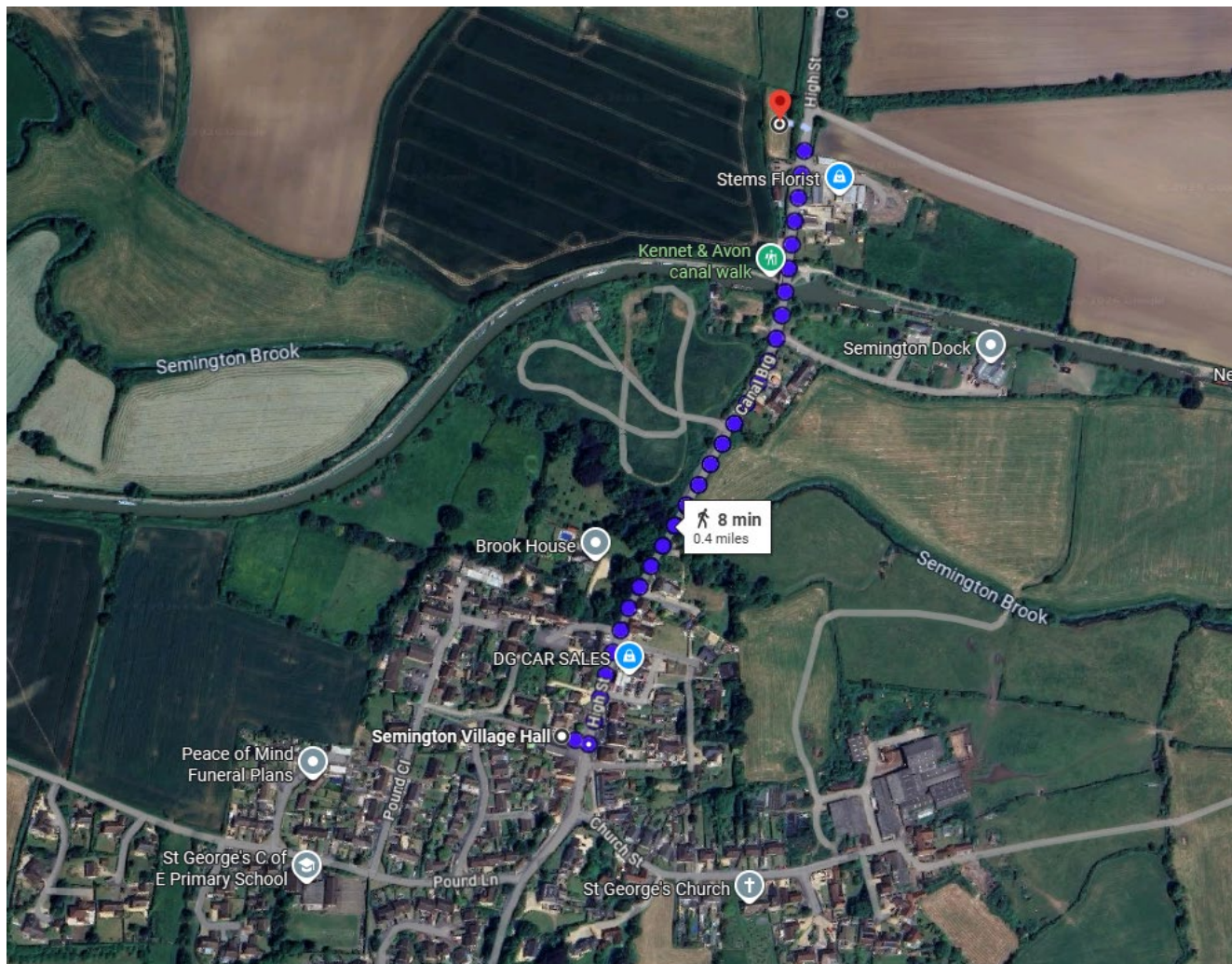
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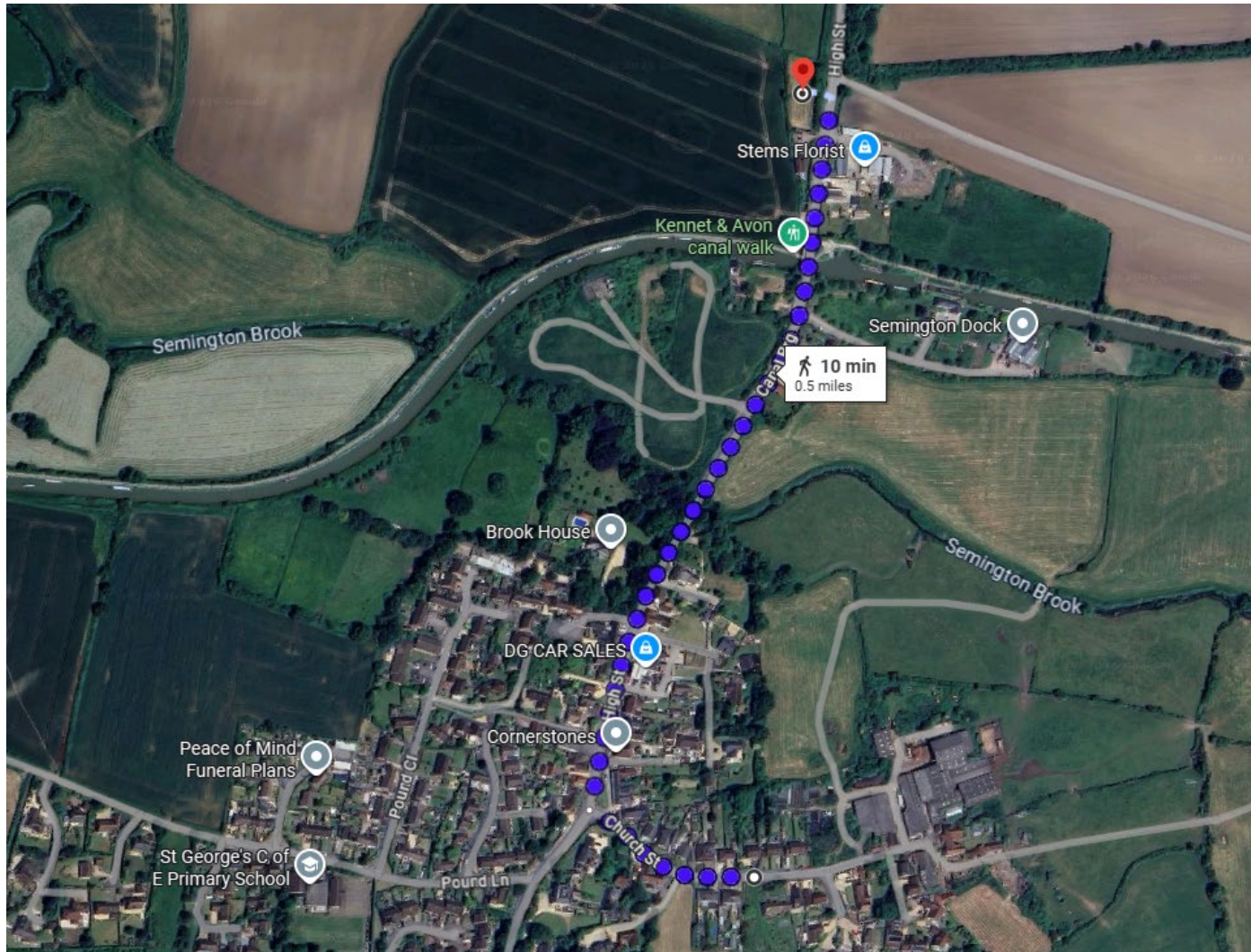
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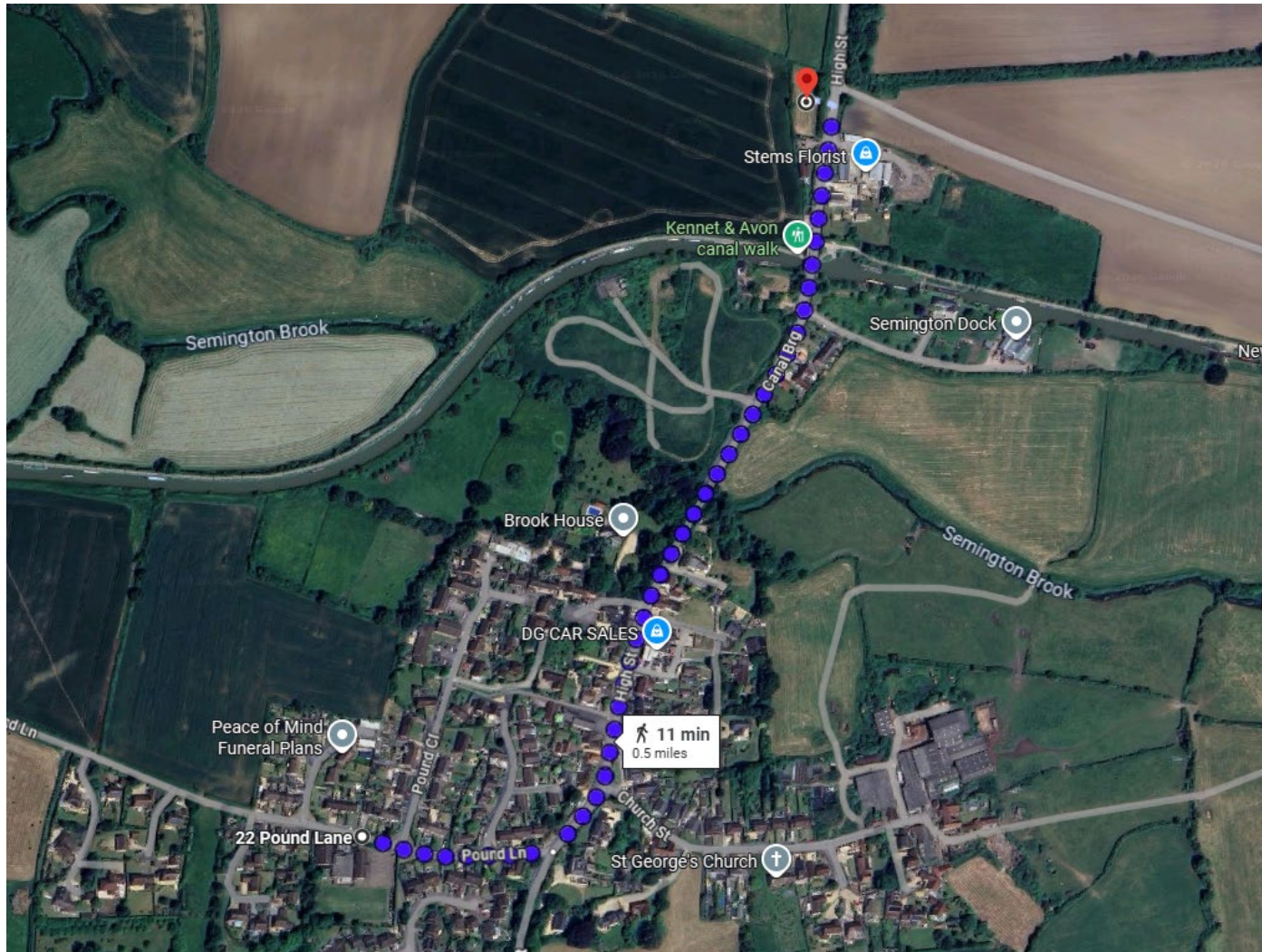
Appendix 4:



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Appendix 5:



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Proposed Dwelling
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Appendix 7:

National Cycle Network (Public)



Walk Wheel Cycle Trust GIS
Private Organization ⓘ

Summary

Dataset of the National Cycle Network within the United Kingdom for use with GIS software (e.g. ArcGIS, QGIS). This dataset can be downloaded from our open data portal and is available on the Living Atlas. Walk Wheel Cycle Trust are the custodians of the National Cycle Network. Data is current and updated every Sunday.

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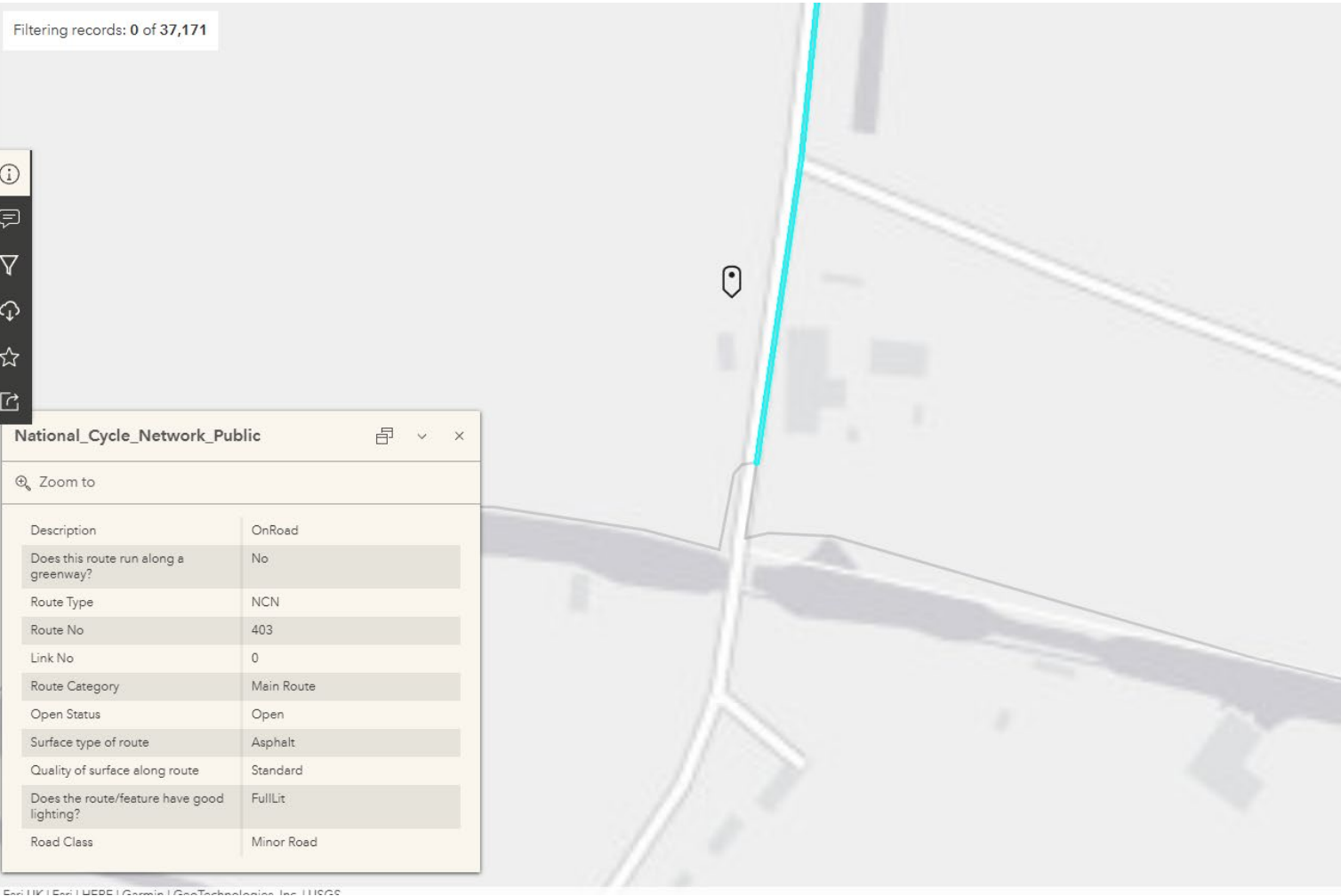


National_Cycle_Network_Public



 Zoom to

Description	OnRoad
Does this route run along a greenway?	No
Route Type	NCN
Route No	403
Link No	0
Route Category	Main Route
Open Status	Open
Surface type of route	Asphalt
Quality of surface along route	Standard
Does the route/feature have good lighting?	FullLit
Road Class	Minor Road



aba
design

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Appendix 8:

National Cycle Network (Public)



Walk Wheel Cycle Trust GIS

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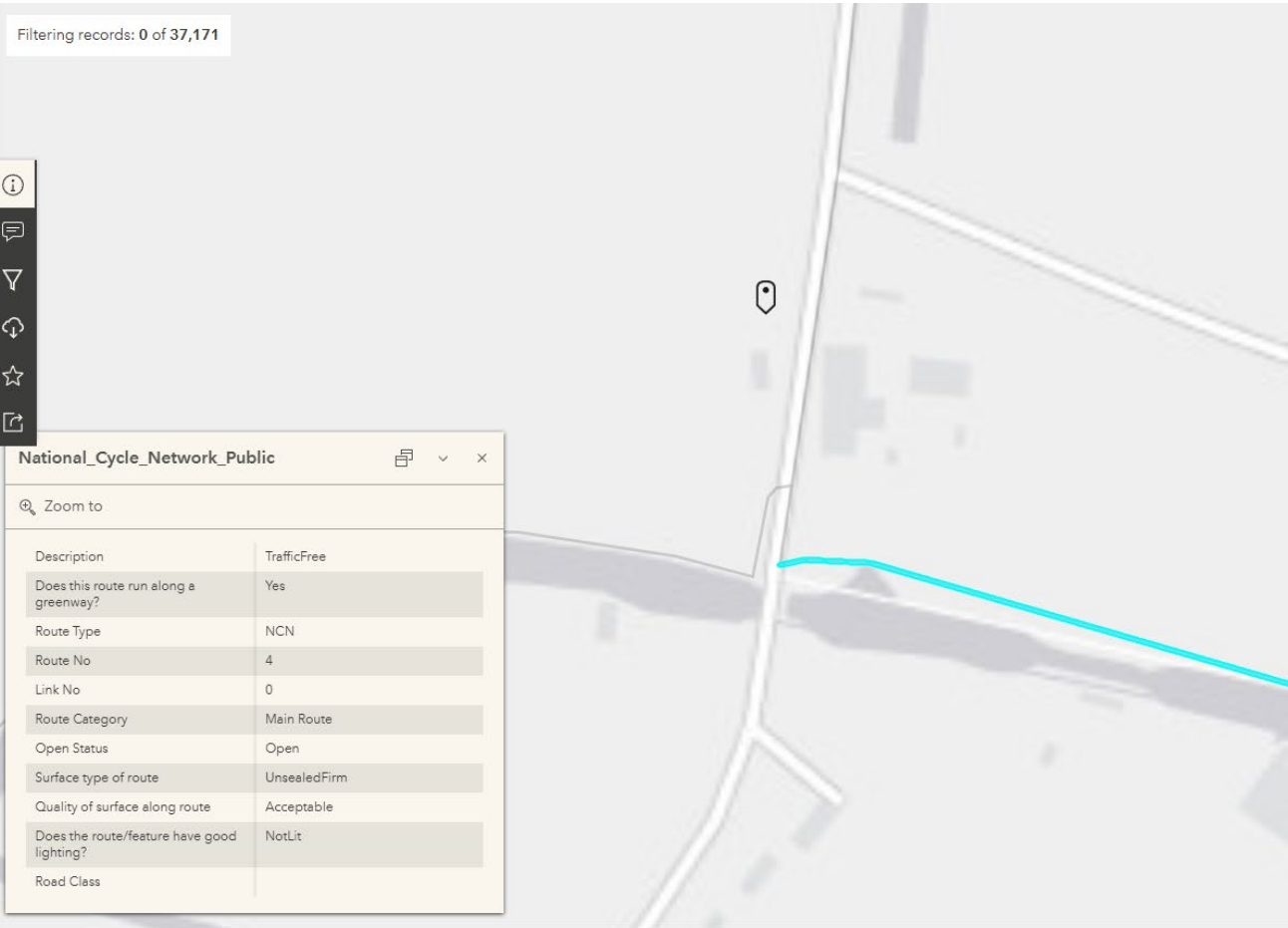
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National_Cycle_Network_Public

Zoom to

Description	TrafficFree
Does this route run along a greenway?	Yes
Route Type	NCN
Route No	4
Link No	0
Route Category	Main Route
Open Status	Open
Surface type of route	UnsealedFirm
Quality of surface along route	Acceptable
Does the route/feature have good lighting?	NotLit
Road Class	

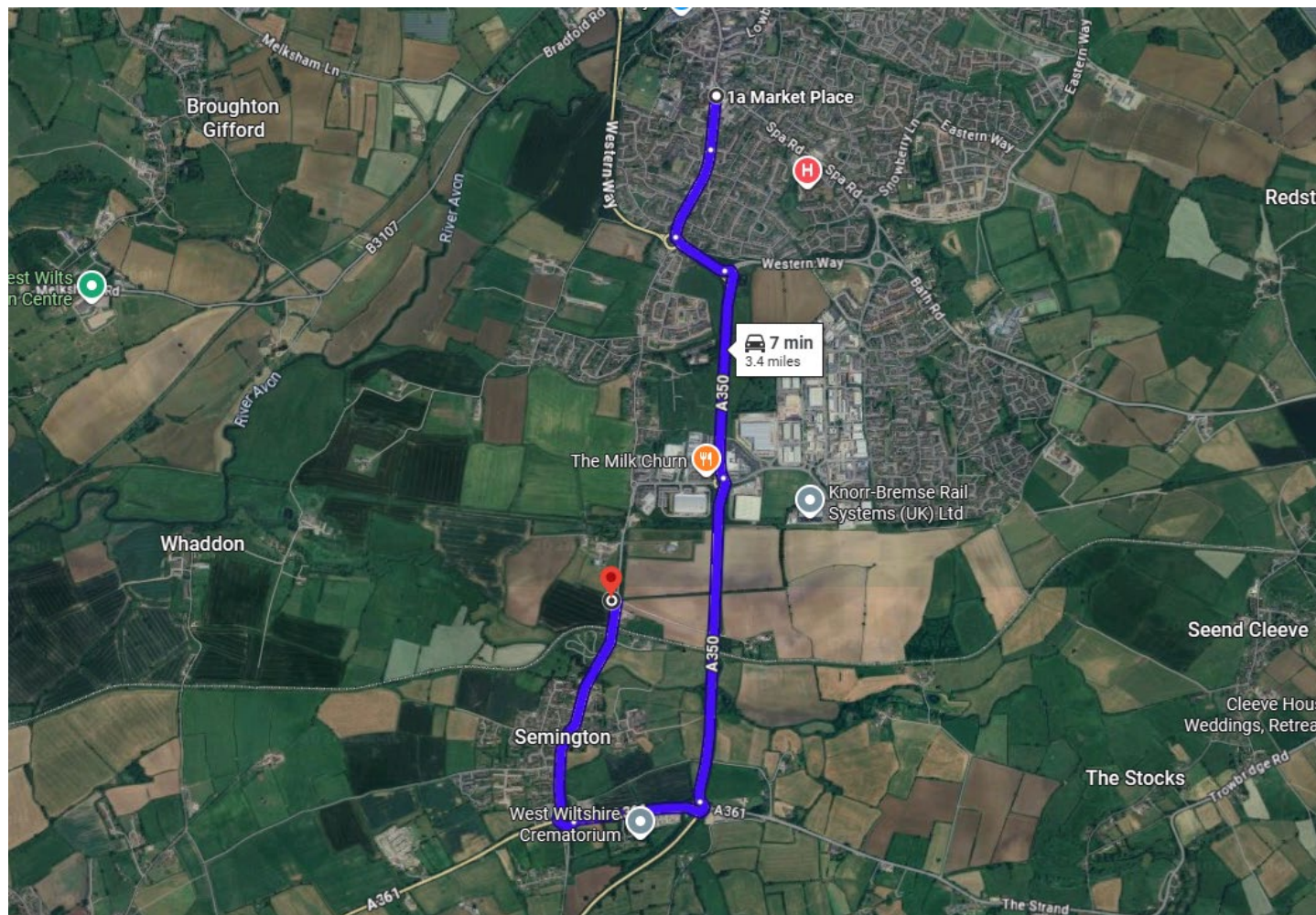


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Appendix 9:



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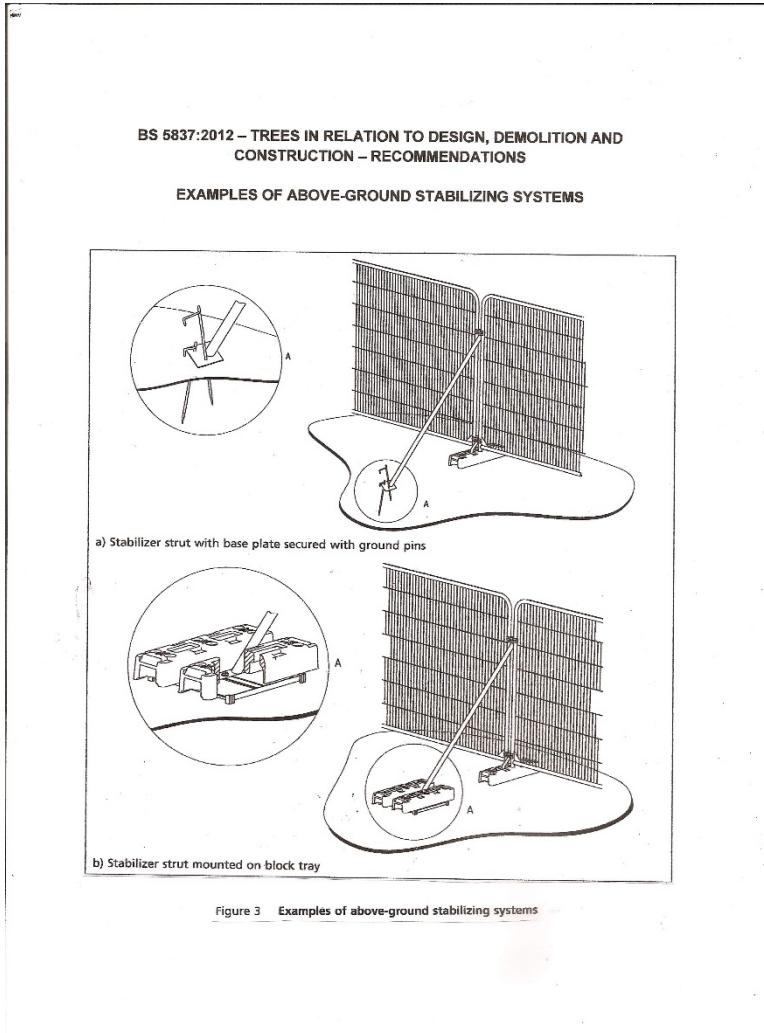
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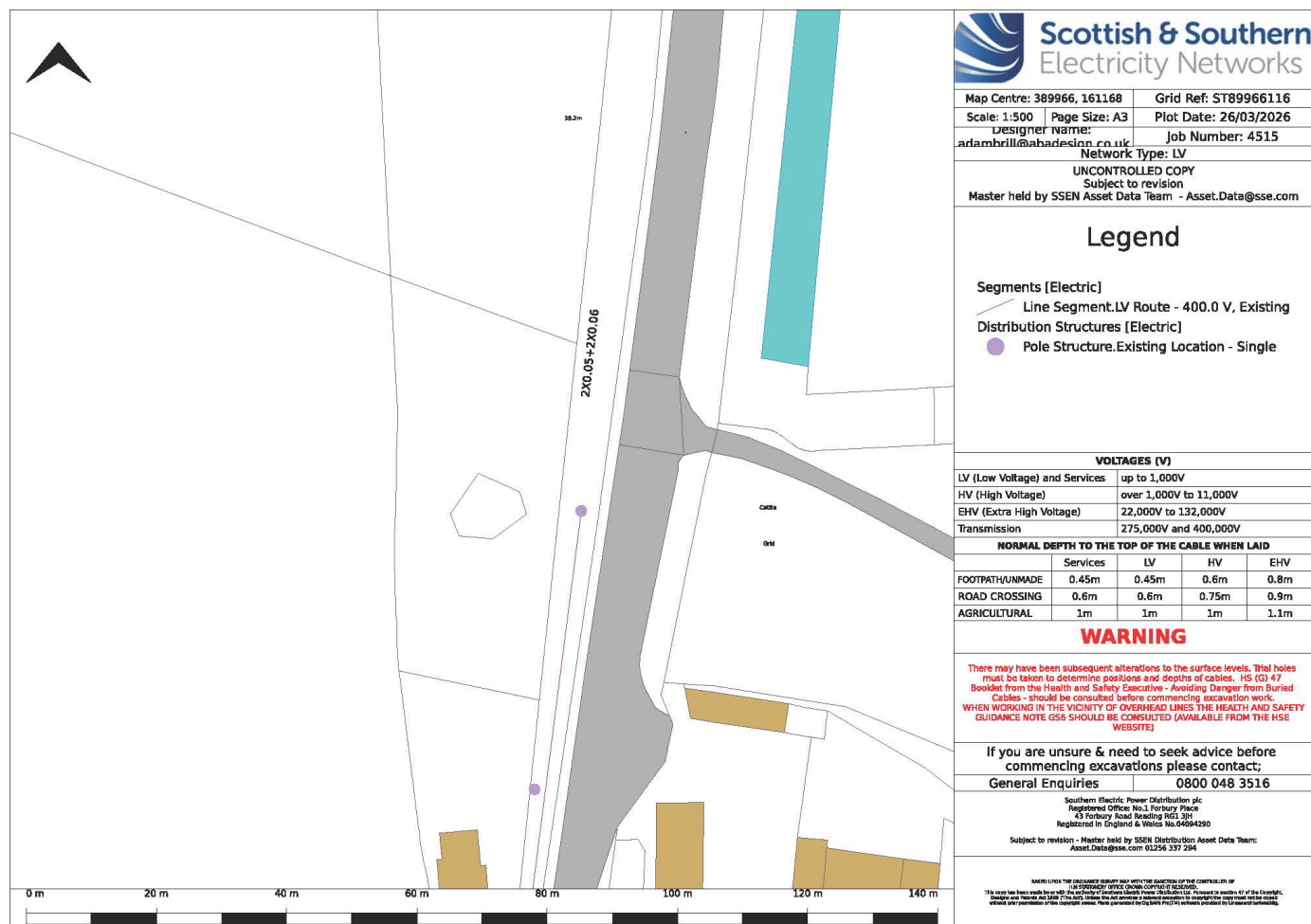
Appendix 11:



Appendix 11a:



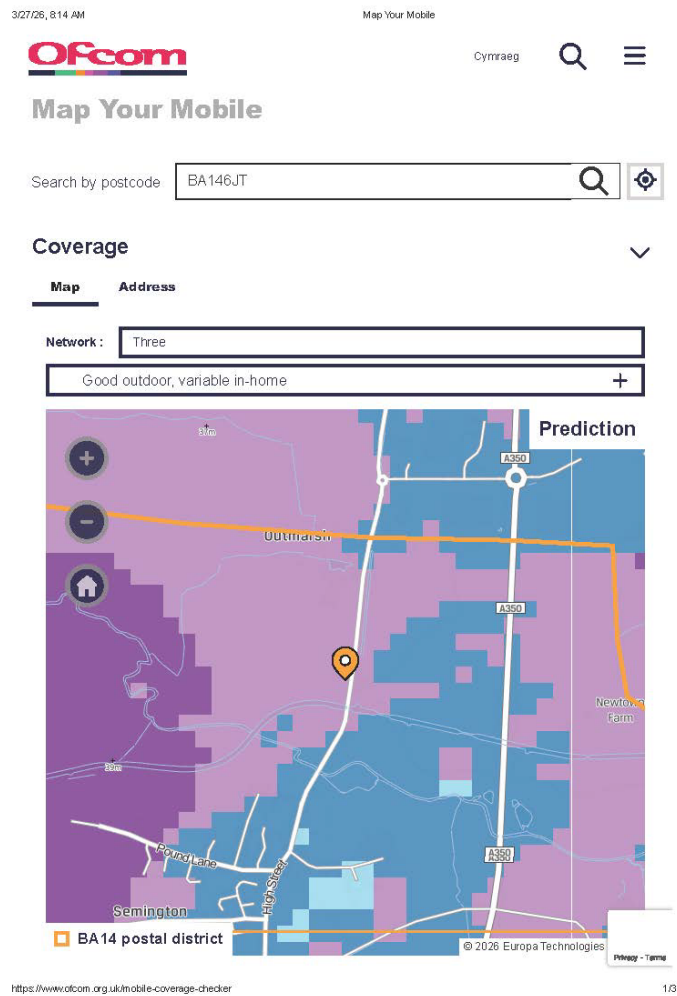
Appendix 12:



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Appendix 13:



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Appendix 14:

