

**Hawke Ridge Business Park Ltd and Bellway Homes
Ltd**

Land at Hawke Ridge Business Park

**Environmental Statement: Volume 3,
Non-Technical Summary**



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1 INTRODUCTION

1.1 This document provides a non-technical summary of the findings of the Environmental Statement (ES), which has been prepared on behalf of Hawke Ridge Business Park Ltd and Bellway Homes Ltd to accompany a full planning application for a proposed development (the 'Proposed Development') at Hawke Ridge Business Park, Westbury BA13 4LD (the 'Application Site').

1.2 The ES identifies and records the results of assessments of the construction and operational phases of the Proposed Development and considers the potentially significant environmental effects the Proposed Development will create. The ES suggests a range of measures to mitigate the identified effects and, where opportunities exist, to introduce improvement measures.

1.3 The ES and this Non-Technical Summary have been prepared in accordance with the requirements set out in *The Town and Country Planning (Environmental Impact Assessment) Regulations 2017*.

1.4 Consultation was undertaken throughout the pre-application process. The feedback received during the consultation exercises informed and shaped the proposals for this application.

1.5 Cumulative effects from proposed or committed developments in the vicinity of the Application Site have been considered within each of the technical chapters.

1.6 This report provides a Non-Technical Summary of the findings of the ES.



2 APPLICATION SITE DESCRIPTION

2.1 The Application Site lies within the administrative area of Wiltshire Council (WC), is located approximately 1.5km north of Westbury, 5km to the south of Trowbridge and occupies an area of 14.58 hectares (ha) across two parcels of land.

2.2 The Application Site is relatively flat and currently comprises arable agricultural land. It is bound by the B3097 Hawkeridge Road to the west, the railway line to the east and agricultural land to the north and south. The Application Site is accessed via a four-arm roundabout on the A2097. Two spur roads and a foul pumping station have been constructed within the Application Site.

2.3 The grade II listed Hawkeridge Farmhouse and its associated ancillary outbuildings, Hawkeridge Barn, is located on Mill Lane which runs between the two parcels of the Application Site.

2.4 The nearest statutory designated ecological site is Picket and Clanger Wood SSSI, this is located approximately 730m to the northeast of the Application Site. The Application Site also falls within the Bath and Bradford on Avon Bats Special Area of Conservation (SAC) consultation zone.

2.5 The majority of the Application Site is located within Flood Zone 1, indicating that it has a low risk of flooding. Areas of the Application Site that are immediately adjacent to Bitham Brook are within Flood Zones 2 and 3 which have a higher risk of flooding.

2.6 The Application Site is not located within or adjacent to a designated Air Quality Management Area (AQMA), the closest AQMA is the Westbury AQMA which covers a section of Hynes Road and Warminster Road within Westbury approximately 2km to the south southeast of the Application Site.



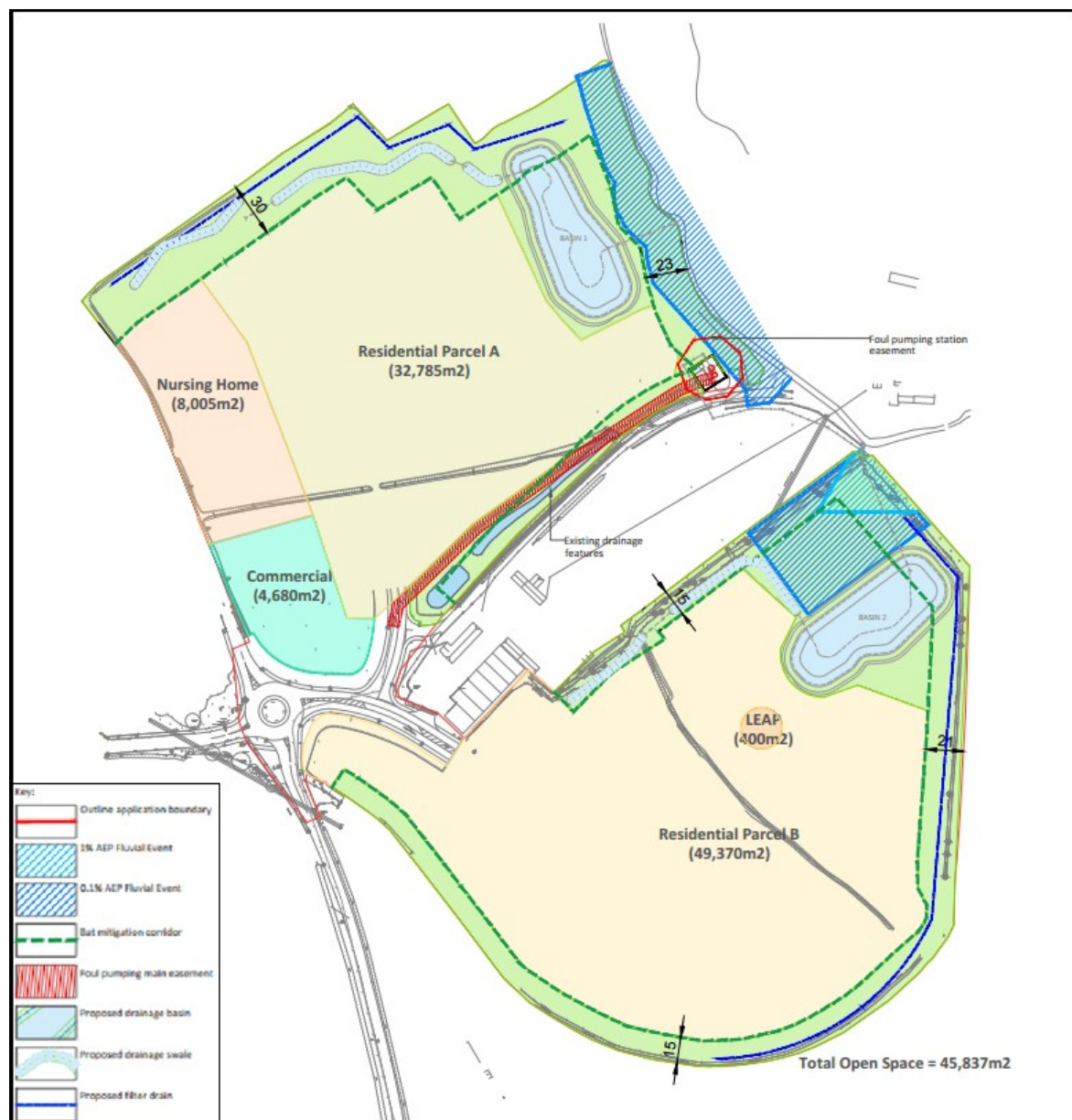
3 THE PROPOSED DEVELOPMENT

3.1 The Proposed Development is for the development of:

“Erection of: (i) 1 No. retail convenience store (Class E), 3 No. flexible retail units (Class E), and roadside drive through unit (sui generis); (ii) a 64-bed care home (Class C2); and (iii) 249 No. residential dwellings (Class C3) with associated green and blue infrastructure works.”

3.2 The proposed site layout for the Application Site is presented in Figure 3.1.

Figure 3.2: Land Use Plan



3.4 The proposed land use summary is illustrated in Table 3.1 below:



Table 3.1: Land Use Summary

Use	Gross External Area (GIA)
Retail Convenience Store	345m ²
Flexible Retail Unit 1	120m ²
Flexible Retail Unit 2	153m ²
Flexible Retail Unit 3	153m ²
Drive Through Retail (Sui Generis)	275m ²
64-bed Care Home	3143m ²
Residential	249 dwellings across the two parcels of land

3.5 The proposed housing mix is provided in Table 3.2 below.

Table 3.2: Proposed Housing Mix

Unit	Open Market	Affordable Rent	Shared Ownership	Affordable First Homes	Total
1 bed	-	14	-	6	20
2 bed	21	23	9	14	67
3 bed	84	17	6	5	112
4 bed +	44	6	-	-	50
Total	149	60	15	25	249

Scale and Massing

3.6 The buildings across the Proposed Development are predominantly 2-storeys which reflects the established residential character of the surrounding area. A small number of bungalows are included which introduces a variation in the scale while maintaining an overall consistent building height across the Proposed Development.

3.7 The Proposed Development introduces strong and continuous built frontages in key locations to provide enclosure and definition to streets and spaces. Key spaces such as those overlooking public open space, gateway locations and end-of-vista terminations are reinforced through variations in building form and material to provide focal points.

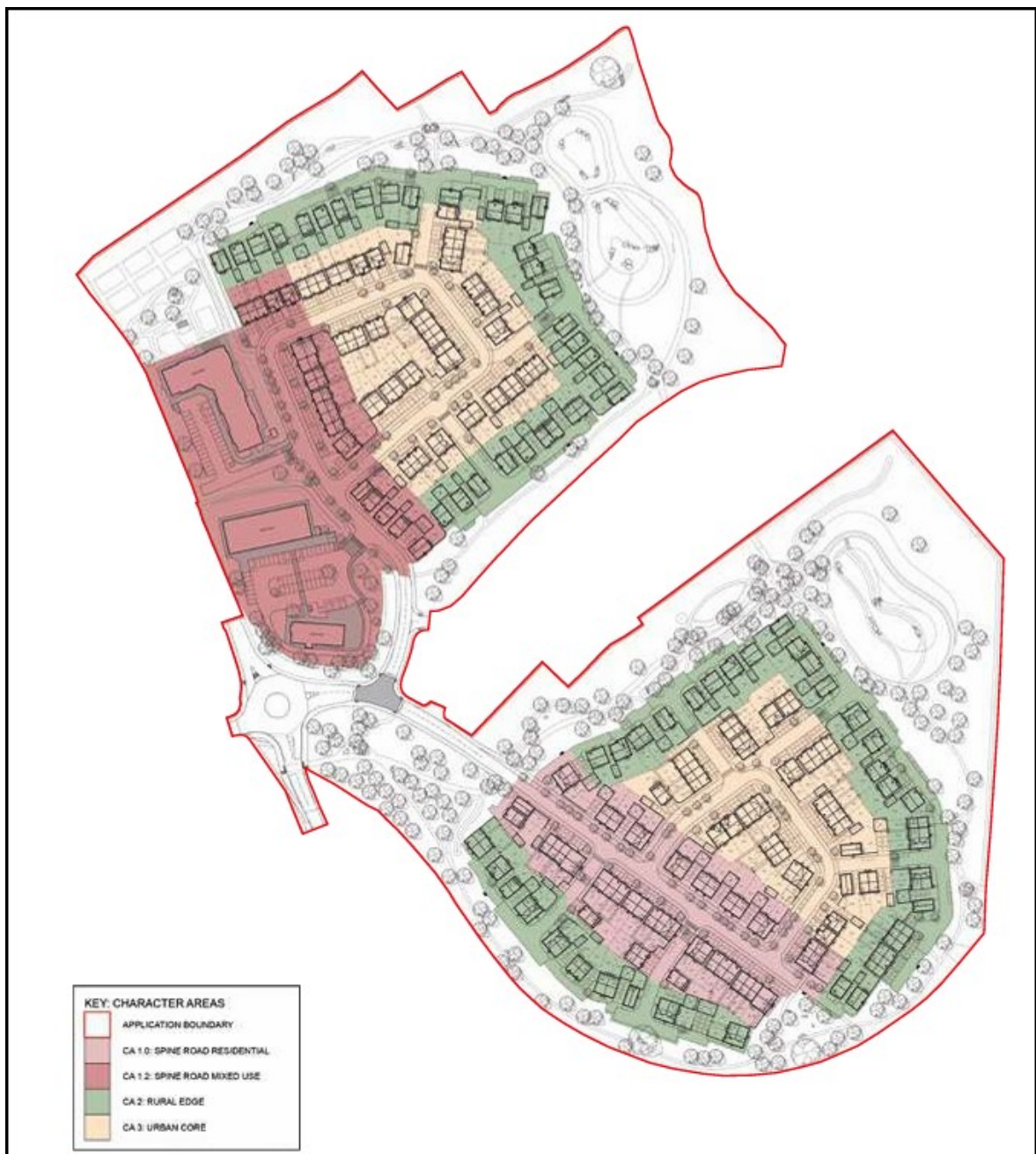
3.8 The proposed building heights are illustrated in the Building Heights parameter plan shown in Figure 3.3 below:

Character Areas

3.10 The Proposed Development is divided into three character areas, each responding to its location within the Application Site and its relationship to the surrounding context. The character areas are:

- CA1: Spine Road;
- CA2: Urban Core;
- CA3: Rural Edge.

Figure 3.4: Character Areas





Public Spaces

3.11 The proposals include areas of public open space located along the northern, eastern and southern edges of the Application Site. They form a continuous green infrastructure edge to the scheme and provide a strong landscape setting to the built form and establish a transition between the Proposed Development and the surrounding context.

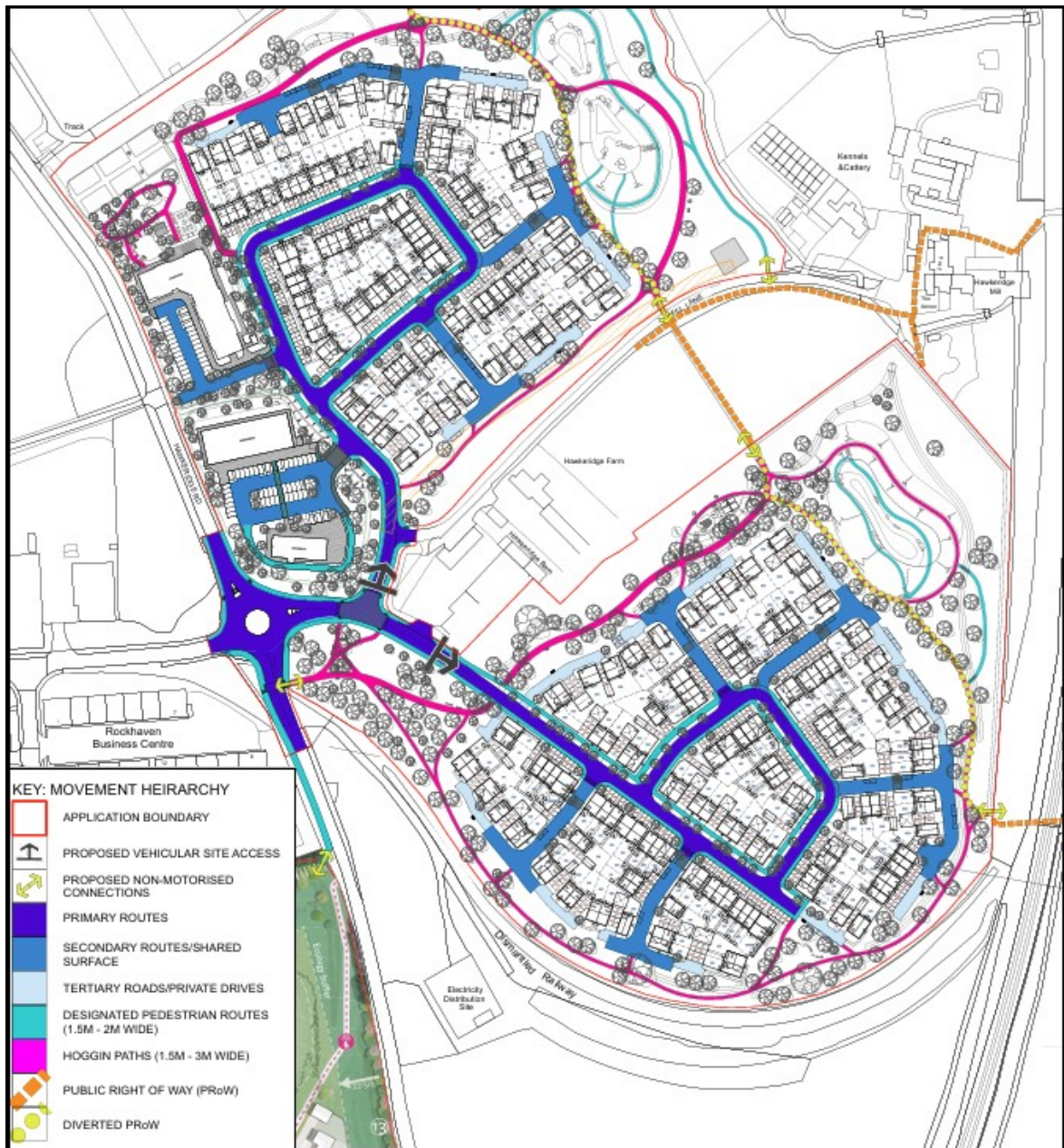
3.12 The open space areas incorporate amenity grassland, structural tree planting, informal paths and sustainable drainage features including attenuation basins.

3.13 The proposals include the provision of a Local Equipped Area for Play (LEAP) within the southern parcel. It will comprise play equipment constructed from oak timber and will be enclosed by an earth embankment.

Access and Parking

3.14 Vehicular access will be provided off the existing four arm roundabout that serves Hawke Ridge Business Park. The Street Hierarchy plan is illustrated in Figure 3.5 below.

Figure 3.5: Street Hierarchy Plan



3.15 The Proposed Development incorporates a network of pedestrian and cycle routes designed to connect residential areas, public open spaces and community facilities, whilst integrating with existing and proposed routes beyond the site boundary.

3.16 The layout has been designed to promote walking and cycling and provides direct connections to key destinations within and outside the Proposed Development.

3.17 The key pedestrian and cycle infrastructure includes:

- A network of pedestrian and cycle routes throughout the Application Site;

- Connections to existing and proposed active travel routes in the surrounding area;
- Links to Westbury railway station, nearby bus stops, employment areas and local services;
- Accessible routes designed to accommodate all users;
- Well-overlooked routes and spaces;
- Appropriate crossing points where required to facilitate movement across the Application Site;
- Integration with the wider movement network to support sustainable travel choices

3.18 Car parking will be provided as follows:

- Care Home: 27 No. car parking spaces and 10 cycle parking spaces;
- Retail and Drive Through: 44 No. car parking spaces and 12 No. cycle parking spaces;
- Residential: 571 No. allocated spaces and 53 No. visitor / unallocated spaces;
- Cycle parking will be provided as 2 No. secure spaces per plot either in a garage or a shed within a rear garden

4 ALTERNATIVES AND DESIGN EVOLUTION

INTRODUCTION

4.1 The following sections describe the main alternatives considered by the Applicant in addition to the Proposed Development. Consideration has been given to and commentary is provided on the following:

- The 'No Development' alternative;
- Alternative Sites; and
- Alternative Designs and Layouts.

'NO DEVELOPMENT' ALTERNATIVE

4.2 The 'No-Development' option refers to leaving the Application Site in its current state, which comprises an area of undeveloped land. This alternative would not contribute to the sports provision or housing delivery within the area.

4.3 The Proposed Development can contribute 249 dwellings to future housing supply and the Application Site is under the Applicant's control. The 'No Development' scenario has therefore been dismissed.

ALTERNATIVE SITES

4.4 The Proposed Development is specific to the Application Site and the Applicant has control of the land and it is available for development. Other sites in the immediate vicinity have therefore not been considered further for development by the Applicant.

ALTERNATIVE DESIGNS AND LAYOUTS

4.5 In 2014, an outline planning application was submitted for the development of a new business park (Class B1, B2 and B8) and associated works including a new vehicular access. Permission was granted for this outline scheme in September 2014.

4.6 In 2016, a reserved matters application was submitted relating to appearance, landscaping, layout and scale for 4 warehouse units within the northern part of the Application Site. This application was approved and remains extant.

4.7 In 2017, a full planning application was submitted within the southern section of the Application Site for the erection of a drive through retail unit (Class A5/A3), 3 retail units (Class

A5) and 1 convenience store (Class A1) and associated works. This application was approved but has now lapsed.

4.8 In 2017, a reserved matters application was submitted relating to appearance, landscaping, layout and scale for 20 commercial units and associated works within the southern section of the Application Site. This application was approved and remains extant.

4.9 A concept masterplan for a residential led mixed use development at the Application Site was produced in November 2024 as illustrated in Figure 4.1 below.

Figure 4.1: Concept Masterplan (Nov 2024)



4.10 The key features of the concept plan are as follows:

- 1) Primary vehicular access from B3097 Hawkeridge Road;

-
- 2) A number of pedestrian access points including into the Application Site, including an existing public right of way (PROW) running north-south through Parcel A;
 - 3) Primary street with boulevard street trees;
 - 4) Shared surfaces branching into the development;
 - 5) Private drives serving the development edges;
 - 6) Key frontages providing vista terminations and aiding legibility around the development;
 - 7) Local Area for Plan (LAP) approximately 100sqm in area, with development overlooking to provide passive surveillance;
 - 8) Locally Equipped Area for Play (LEAP), approximately 400sqm in area, with a 20m buffer from habitable rooms;
 - 9) Additional tree and hedgerow planting to reinforce natural buffers and assimilate development into its surroundings;
 - 10) Proposed attenuation basins located at the lowest points of development to catch surface water run off;
 - 11) Proposed care home located at the development entrance;
 - 12) Proposed retail uses including a community store and food and beverage outlets; and
 - 13) Proposed light industrial use.

4.11 The scheme has since developed further through continued consultation, the final scheme reflects the discussions with the statutory consultees.

4.12 The final layout of the Proposed Development is identified in Chapter 3 and **ES Vol 2 Appendix 5**.



5 DEVELOPMENT PROGRAMME AND CONSTRUCTION

5.1 It is anticipated that construction would commence in April 2028 with the first legal completion in April 2029. The built out rate is likely to be approximately 60 units per year, completion of the Proposed Development is anticipated to be in 2031.

5.2 The construction effects of the Proposed Development would be managed through the development of a project and site-specific Construction Environmental Management Plan (CEMP).

5.3 The CEMP would outline methods for contractor and general public liaison, hours of work, methods to deal with complaints and outline management practices to control dust, traffic and access, waste, water resources, ecological and archaeological effects, ensuring a high level of control throughout the construction works.

5.4 The procedures within the CEMP would ensure the delivery of a high level of environmental control throughout the construction phase, thereby minimising the potential for adverse effects.

6 TRANSPORT AND ACCESS

Introduction

6.1 This chapter documents the assessment of the likely significant effects of the Proposed Development with respect to transport.

Predicted Impacts

6.2 The scope of the assessment covers both construction and operational phases.

Effect during construction phase: short to medium term

6.3 Construction traffic predictions show very small changes in traffic across the Study Area relative to existing conditions, well below the IEMA thresholds for detailed assessment, including on links of high sensitivity in the Westbury Air Quality Management Area, where changes amount to less than half a percent of daily traffic.

6.4 The IEMA threshold for detailed assessment is breached on the site access as there is no activity on the Application Site itself under the 2026 baseline.

6.5 Under the 2028 Future Baseline, the net change development construction traffic relative to that for the permitted employment development would result in a smaller impact than for the application scheme in isolation, with no further analysis required.

Effect during operational phase: long term

6.6 Changes in traffic arising from the development, relative to existing conditions, are small across the Study Area, well below the IEMA thresholds for detailed assessment, including on links of high sensitivity in the Westbury Air Quality Management Area, which are expected to see changes far below typical daily variation in daily traffic.

6.7 The IEMA threshold for detailed assessment is breached on the site access, unsurprisingly as there is no activity on the Application Site itself in the 2026 baseline.

6.8 Under the Future Baseline assessment, which considers the net effect of the Proposed Development traffic relative to that associated with the permitted employment development, the Proposed Development is predicted to decrease traffic across much of the Study Area in 2031,



the Proposed Development generally attracting less traffic than the permitted employment scheme.

6.9 Some minor increases arise from differences in distribution between the Proposed Development traffic and the permitted development traffic, but the changes amount to around 1% of baseline traffic, so there is no requirement for detailed assessment under the 2031 Future Baseline conditions.

6.10 Detailed assessment of impacts on the site access has been carried out for construction traffic and development traffic in the 2026 baseline, considering impacts relating to Severance, Driver Delay, Pedestrian & Non-Motorised User Delay, Non-Motorised User Amenity, Fear and Intimidation, Road Safety and Hazardous Loads/Large Loads, all of which were found to be negligible.

Mitigation

6.11 No material impacts are predicted during the construction phase, but the developers will commit to operating a Construction Traffic Management Plan, to be agreed with the Local Highway Authority in advance of commencement, to include controls on delivery timing and locations, routing of delivery vehicles and management of construction staff travel and parking.

6.12 In addition to the incorporated mitigation measures, Travel Plans will be operated to reduce car reliance and encourage sustainable travel choices, and a package of Section 106 contributions to further enhance accessibility will be negotiated with the Local Highway Authority.

Summary of Effects

6.13 The proposed mixed-use development would reduce general traffic relative to the employment uses permitted across the Application Site, delivering a higher level of incorporated mitigation via an active travel link, improved crossing over the B3097, reduced speed limit and enhanced bus stops, in addition to contributions to other off-site accessibility improvements.

6.14 The residual effect of the development is therefore categorised as moderate beneficial, as it would bring effects resulting in material, noticeable improvements to highway conditions relative the employment development permitted on the Application Site.

7 AIR QUALITY

Introduction

7.1 This chapter assesses the likely significant effects of demolition, construction and operation of the Proposed Development on air quality. It describes the existing air quality within the study area, considers the suitability of the Application Site for residential development, and assesses the impact of the demolition, construction and operation of the Proposed Development on air quality in the surrounding area. The main air pollutants of concern related to construction are dust and particulate matter (PM₁₀), and for road traffic are nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}.

7.2 The scope of the assessment has been agreed with the Local Authority and includes an assessment of both construction and operational phases.

Predicted Impacts

7.3 The scope of the assessment includes an assessment of both construction and operational phases.

Effect during construction phase: short to medium term

7.4 An assessment of the potential impacts during the construction phase has been carried out. This has shown that during this phase of the Proposed Development releases of dust and PM₁₀ are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM₁₀ releases may be effectively mitigated and the resultant impacts are considered to be not significant.

Effect during operational phase: long term

7.5 The ADMS model has been used to predict the impact of the Proposed Development on local nitrogen dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}) concentrations and assess the suitability of the Application Site for residential use. The assessment found that concentrations of these pollutants would be below the relevant objective levels at all locations, and traffic generated by the Proposed Development would result in a negligible impact on local air quality in accordance with the national significance criteria.

Mitigation

7.6 During the construction phase, a high risk of dust soiling impacts and a low risk of human health effects and ecological effects is predicted at adjacent receptors during construction of the Proposed Development. Appropriate mitigation measures for the Application Site have therefore been identified following the IAQM guidance. It is recommended that the measures identified are incorporated into a Dust Management Plan (DMP) and approved by the Local Authority prior to commencement of any work on-site.

7.7 To reduce the impacts of traffic associated with the development a number of mitigation measures are proposed to encourage to use of public transport and reduce reliance on the private car. These measures are set out within a Travel Plan provided for the Proposed Development. In addition all dwellings and retail units will be provided with access to EV charging points.

Summary of Effects

7.8 The construction phase impacts are considered to be not significant when appropriate mitigation measures are applied through a DMP.

7.9 Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are well below the relevant objectives at all of the existing receptor locations with the Proposed Development in place. Furthermore, air quality for future residents within the Proposed Development will be below the national air quality objectives.

7.10 Overall, it is concluded that there are no air quality constraints to the development as proposed.

8 NOISE AND VIBRATION

Introduction

8.1 This Chapter has considered the potential impact of noise and vibration generated during the construction phases; the glazing and ventilation requirements for the Proposed Development when taking into account the existing environmental noise conditions and the potential impact of the Proposed Development, including increased road traffic noise on nearby noise-sensitive locations.

Predicted Impacts

8.2 The scope of the assessment includes an assessment of both construction and operational phases.

Effect during construction phase: short to medium term

8.3 The appraisal of noise and vibration levels associated with the construction phases of the Proposed Development shows that there is low likelihood of noise impacts during the majority of construction activities. Following consideration of the separation distances and receptor sensitivity the effects from close proximity works is calculated to be up to Moderate adverse in the very short term. Typical construction noise and vibration are calculated to be Minor to Negligible (not significant).

Effect during operational phase: long term

8.4 Based on application of quantitative significance criteria, the Proposed Development would experience effects ranging from Moderate to Negligible, without any consideration of the reduction afforded by building façades.

8.5 Following incorporation of suitable glazing and ventilation effects are concluded to be Negligible.

8.6 Effects from the increase in road traffic are calculated to be Minor to Negligible (not significant) at existing road links.

Mitigation

8.7 Measures to control construction can should be incorporated within the Construction Environmental Management Plan (CEMP) and/or detailed in construction method statements.

8.8 For the operational phase, proportional and adequate acoustic treatments (e.g. attenuated ventilation, acoustic air bricks) will be incorporated into the Proposed Development, in order to achieve an appropriate acoustic environment.

Summary of Effects

8.9 Typical construction noise and vibration effects are calculated to be Minor to Negligible (not significant), given both the receptor sensitivity and the separation distances between the construction activities and nearby receptors. Generic mitigation measures have been recommended, which when implemented are capable of ensuring that the impact of noise and vibration during the construction of the Proposed Development is adequately controlled.

8.10 An assessment has been carried out in accordance with the adopted criteria to determine the suitability of the Application Site for residential accommodation. Suitable glazing and attenuated ventilation is required to attain suitable internal noise levels for facades overlooking noise sources. The resultant noise effect would be Negligible (not significant) at proposed residential properties.

8.11 The impact of development associated traffic has been assessed. It is calculated that changes in road traffic noise would give rise to Minor to Negligible (not significant) effects at existing road links.

9 LANDSCAPE AND VISUAL IMPACTS

Introduction

9.1 This ES Chapter addresses the topic of landscape character and visual amenity. It has been prepared to assess the potential effects and identify likely impacts that would arise from the Proposed Development on landscape character and visual amenity. The assessment gives particular attention to: key viewpoints, including nearby locations and longer-distance views from the Salisbury Plain escarpment; the scale and appearance of the proposed buildings; changes to existing vegetation; and the effectiveness of proposed landscape mitigation such as new trees and hedgerows.

Predicted Impacts

9.2 The assessment considers impacts during the construction phase, and during operation of the Proposed Development at Year 1 (the first year following completion) and also considers the longer term effects at Year 15 allowing for the maturation of new planting. A 'study area' was defined through the use of a computer-generated model to identify locations with potential publicly accessible views towards the Proposed Development and these locations were then verified through field surveys. Three representative visualisations have also been prepared to illustrate how the Proposed Development would appear within its landscape setting.

Effect during construction phase: short to medium term

9.3 During construction, temporary adverse effects on landscape character are expected, ranging from minor to moderate. These effects arise primarily from the temporary loss of open agricultural land, removal of an internal hedgerow, and the presence of construction activity within the landscape.

9.4 Visual effects during construction are predicted to range from neutral to substantial adverse. The greatest effects would be experienced by receptors within the Application Site and in close proximity to its boundary. For more distant receptors, the combined screening provided by landform, existing development and vegetation would substantially reduce visibility, resulting in negligible visual effects in most cases. All construction-related visual effects would be temporary and limited to the duration of the construction period.

Effect during operational phase: long term

9.5 During the operational phase the Proposed Development would provide a substantial framework of publicly accessible open space, including new tree planting, ponds and landscaped amenity areas. As this planting becomes established, the development would become increasingly integrated into the surrounding landscape, helping to soften views and improve the transition between the eastern edge of the West Wiltshire Trading Estate and the wider countryside. Overall, the operational development is predicted to result in a permanent minor beneficial effect on local landscape character.

9.6 The Proposed Development would primarily be visible from within the Application Site, around its immediate perimeter, and from a limited section of the public footpath network across farmland to the south-east. During the early years following construction, the upper parts of the buildings and their roofs would also be visible from some open viewpoints on the edge of Hawkeridge village. As the proposed tree planting establishes and matures, these views would become increasingly filtered, such that the Proposed Development would eventually be largely screened from view during the summer months.

Mitigation

9.7 Appropriate mitigation measures for the Application Site have been identified during the construction phase and operational phases. These include the retention of boundary hedgerows and trees, extensive new semi-mature tree planting and native structure planting to aid visual containment, the careful arrangement and layout of new buildings and structures to minimise intrusion into the rural setting while providing space for mitigation planting, and the use of materials which reflect the local character.

Summary of Effects

9.8 Despite minor to moderate adverse effects on landscape character during construction, which is to be expected to a degree, the completed scheme would provide permanent minor beneficial effects on landscape character, due to the creation of an established landscape framework with increased biodiversity and amenity value which would help better integrate the eastern edge of the West Wilts Trading Estate within the local landscape.

9.9 A number of adverse effects would remain for visual receptors, however these are close-range views, particularly users of nearby public footpaths where there is an expectation of enjoying open rural views. However, these effects would reduce over time as the proposed planting matures.



9.10 Overall, the Proposed Development is considered appropriate within its landscape setting. While some localised adverse visual effects would remain, the scheme would integrate well within the wider landscape and deliver lasting benefits through new planting, improved landscape structure and enhanced amenity value.

10 ECOLOGY AND BIODIVERSITY

Introduction

10.1 This chapter reports on the effects of the Proposed Development on ecology and nature conservation. The chapter is informed by ecological surveys of the Application Site undertaken during 2025 and 2026, including a desk study, a habitat survey and a range of surveys for protected and notable species.

Predicted Impacts

10.2 The scope of the assessment has been informed by discussions with Natural England, reflecting the Application Site's location close to the Bath and Bradford-on-Avon Bats Special Area of Conservation (SAC) and the Salisbury Plain Special Protection Area (SPA), and includes an assessment of both the construction and operational phases.

10.3 A number of ecological designations have been identified in the vicinity of the Application Site. The nearest statutory site is Picket and Clanger Wood Site of Special Scientific Interest (SSSI), located approximately 0.75km to the north-east. The Application Site also lies within the consultation zones of the Bath and Bradford-on-Avon Bats SAC and the Salisbury Plain SPA.

10.4 The Application Site itself is dominated by arable farmland, which is of low ecological value. The boundary hedgerows, and a tree-lined watercourse and railway corridor along the eastern edge of the Application Site, are of greater ecological importance, providing habitat for foraging and commuting bats, including rare horseshoe bats and barbastelle, as well as nesting birds including skylark.

10.5 Surveys have found that the Application Site is used by a variety of protected species, including bats, badger and a range of birds, with potential for reptiles and other priority species such as hedgehog. Without mitigation, construction activities and new lighting could disturb these species and their habitats, and the introduction of a new residential community could increase recreational pressure on nearby protected sites.

Mitigation, Compensation and Enhancement

10.6 A range of mitigation measures is proposed to protect wildlife during construction, including protective fencing around retained habitats, sensitive timing of vegetation clearance, and a carefully designed lighting scheme to keep key wildlife corridors dark. A new area of natural greenspace will be created within the Application Site to provide space for recreation,



reducing pressure on nearby protected sites, together with a financial contribution towards their long-term management.

10.7 The Proposed Development will also deliver extensive new habitat, including woodland, hedgerows and species-rich grassland, secured and managed over the long term. These measures will ensure compliance with relevant wildlife legislation and planning policy, and will deliver a biodiversity net gain of at least 10%, in line with national requirements.

Summary of Effects

10.8 Following the mitigation and enhancement measures described above, no significant adverse effects are anticipated on ecology and nature conservation, including on the protected bat sites in the vicinity. The Proposed Development is expected to result in an overall benefit for local wildlife, particularly bats, through the creation of high-quality new habitat.

11 WATER QUALITY, HYDROLOGY AND FLOOD RISK

Introduction

11.1 This chapter presents an assessment of the likely effects of the Proposed Development on Water Quality, Hydrology and Flood Risk.

Predicted Impacts

11.2 The scope of the assessment includes an assessment of both the construction and operational phases.

Effect during construction phase: short to medium term

11.3 The most significant predicted environmental effects during construction (if left unmanaged) would include an increase of surface water runoff, thereby increasing surface water flood risk, as well as sediment pollution and chemical pollution onsite and downstream of the Application Site.

Effect during operational phase: long term

11.4 The most significant predicted environmental impacts during operation (if left unmanaged) would again include an increase of surface water runoff leading to increased surface water flood risk, as well potential hydrocarbon pollution offsite.

Mitigation

11.5 The construction phase environmental effects will be managed using measures outlined in a CEMP. Measures will include identifying appropriate storage areas for chemicals and earthworks (i.e. out of the way of surface water flow paths), appropriate temporary drainage, and sedimentation/filtration basins for runoff.

11.6 The Proposed Development will include Sustainable Drainage Systems (SuDS), as detailed within the Flood Risk Assessment and Drainage Strategy report. The drainage system will limit the rate of surface water runoff discharged to greenfield runoff rates in accordance with local policy. This runoff rate would be lower than the current surface water runoff during extreme events, thus the system would provide a slight downstream betterment in flood risk terms. The SuDS on the Application Site will include an water butts, attenuation ponds and permeable paving to improve the quality surface water discharged offsite.



11.7 Foul water from the Application Site will be collected and discharged off-site via a pumping station and rising main. The pumping station and rising main were constructed solely to serve the Proposed Development. The design of the pumping station and rising main was undertaken in consultation with Wessex Water. The rising main was designed to connect to off-site sewers where there is sufficient capacity within the drainage network to receive flows from the Proposed Development.

Summary of Effects

11.8 As a result of the package of mitigation and enhancement measures proposed as part of the Proposed Development, the residual impact on water quality, hydrology and flood risk environment, during both construction and operation, are considered to be insignificant.

12 SOILS, GEOLOGY AND CONTAMINATED LAND

Introduction

12.1 This Chapter reports on the effects of the Proposed Development on the soils and geology, with particular regards to land contamination.

Predicted Impacts

12.2 The scope of the assessment has been agreed with the Local Authority and includes an assessment of both construction and operational phases.

Effect during construction phase: short to medium term

12.3 An assessment of the potential impacts during the construction phase has been carried out. This has shown that during this phase of the Proposed Development land contamination is unlikely to worsen during site activities. Through good working practices and the implementation of suitable standard mitigation measures (such as Personal Protective Equipment (PPE) and implementing techniques as part of the CEMP), any potential temporary impact may be effectively mitigated and the resultant impacts are considered to be negligible / neutral.

Effect during operational phase: long term

12.4 During Wilson Associates Ground Investigation (report reference 5636/3, dated 13th July 2026) made ground was locally identified within a small area within the northern half of the Application Site. Whilst a single, isolated, low-level concentration of the leachable heavy metal contaminant Chromium was recorded within this localised made ground, risk assessment has concluded that the risk to controlled surface waters / groundwater is negligible. Whilst no elevated ground gas concentrations have been recorded within the Application Site to date, monitoring has not yet been undertaken during a 'worst-case' period of low and significantly falling atmospheric pressure. A requirement for the incorporation of gas protection measures within residential and commercial buildings is still to be confirmed.

Mitigation

12.5 During the construction phase, the use of good working practices in line with CDM Regulations 2015 should be adopted as standard (i.e. construction workers wearing suitable PPE and implementing techniques as part of the CEMP).



12.6 For the operational phase, no mitigation measures are currently considered necessary. The potential risk posed by potential migration of landfill-type ground gases to be refined and confirmed through additional ground gas monitoring prior to construction.

Summary of Effects

12.7 The residual impact of the Proposed Development on land contamination is considered to be negligible / neutral during both the construction and operational phases.

13 ARCHAEOLOGY AND CULTURAL HERITAGE

Introduction

13.1 This chapter documents the assessment of the likely significant effects of the Proposed Development with respect to archaeology and cultural heritage.

Predicted Impacts

13.2 The assessment of potential effects upon buried archaeological remains and built heritage assets includes an assessment of both construction and operational phase effects.

Effect during construction phase

Built heritage

13.3 It is anticipated that the construction phase will have varying, indirect adverse effects upon the heritage significance of one designated built heritage asset through changes to its setting: Grade II-listed Hawkeridge Farmhouse. Harmful effects of a temporary nature are likely to arise in terms of noise, vibration, dust generation and visual changes resulting from the construction process, with adverse visual effects steadily increasing over time as new buildings reach their full height. Due to the temporary and variable nature of most (but not all) of these effects, effects upon the significance of Hawkeridge Farmhouse are considered more fully under the Operational Phase assessment below. However, at most the construction phase would result in a **slight adverse** significance of effect upon the heritage significance of Hawkeridge Farmhouse which is not considered to be Significant in Environmental Impact terms.

Buried archaeological remains

13.4 The construction phase will have direct, permanent adverse effects upon archaeological heritage assets in the form of buried archaeological remains that previous archaeological investigations have demonstrated lie within the Application Site, with a concentration within the northeast of the Application Site. These will inevitably be damaged or removed in areas where there are to be construction groundworks, landscaping and planting, resulting in a **slight/moderate adverse** significance of effect, which is not considered to be Significant in Environmental Impact terms.

Effect during operational phase

Built heritage

13.5 The Proposed Development, when completed and operational, will result in a noticeably increased sense of urbanisation in the wider setting of the Grade II-listed Hawkeridge Farmhouse resulting from some intervisibility (albeit filtered due to established landscape screening and the often oblique nature of views) with the buildings of the new development (principally the nearest residential dwellings to the north and south) and associated changes to noise levels, lighting etc from establishment of a relatively proximate development. This results in a **slight adverse** significance of effect upon the heritage significance of Hawkeridge Farmhouse which is not considered to be Significant in Environmental Impact terms.

Buried archaeological remains

13.6 The construction phase effects upon archaeological remains, assessed above, are deemed to be permanent. Therefore, once the development is operational there are not anticipated to be any further effects upon archaeological remains.

Cumulative effects

Built heritage

13.7 When considered alongside the cumulative developments identified at ES Vol 1 Chapter 3, the **slight adverse** significance of effect assessed to the heritage significance of Hawkeridge Farmhouse is considered to be slightly elevated in comparison with the assessment of the Proposed Development in isolation, but not enough to lift it into a higher category. The cumulative **slight adverse** significance of effect upon Hawkeridge Farmhouse is not considered to be Significant in Environmental Impact terms.

Buried archaeological remains

13.8 None of the cumulative developments can directly affect the buried archaeological remains known to lie within the Application Site, and none of those remains appear to extend beyond the Application Site into any of the cumulative development sites. There are therefore considered to be no cumulative effects upon archaeological remains.

Mitigation

13.9 During the construction phase, implementation of the proposed programme of archaeological mitigation works set out within the Written Scheme of Investigation at Appendix 14.3 set out within ES Volume 2, will ensure that the most significant archaeological remains - in the northeast of the Application Site - are investigated and recorded to professional standards and in a manner proportionate to their importance.

13.10 During the construction phase, the proposed planting around the retail units and drive thru to the northwest of the Grade II-listed Hawkeridge Farmhouse should soften the effects of new development seen from the farmhouse when looking in this direction - in which modern buildings and parking areas forming part of the West Wiltshire Trading Estate already feature prominently. In the proposed residential areas in closer proximity to the farmhouse a suitable complimentary material palette and the use of neutral colours could be employed to further mitigate any residual harm to the farmhouse's setting. Nevertheless, the urbanisation of the farmhouse's wider setting would remain and therefore mitigation through design and landscaping is unlikely to significantly shift the dial on residual effects below the **slight adverse** significance of effect assessed above.

Summary of Effects

13.11 The additional archaeological knowledge and understanding gained from implementation of the proposed programme of archaeological mitigation works during the construction phase is considered likely to be sufficient to offset the assessed **slight/moderate adverse** significance of effect upon buried archaeological remains prior to mitigation, reducing the residual effects to **neutral**.

13.12 The residual effect of the Proposed Development upon the heritage significance of the Grade II-listed Hawkeridge Farmhouse is considered to be **slight adverse** at the conclusion of the operational phase.

13.13 In summary, the Proposed Development would not result in any Significant adverse effects upon the archaeology or cultural heritage of the Application Site or its environs.

14 SOCIO-ECONOMICS, POPULATION AND HEALTH

Introduction

14.1 This chapter documents the assessment of the likely significant effects of the Proposed Development with respect to socio economic impacts.

Predicted Impacts

14.2 The scope of the assessment includes an assessment of both construction and operational phases.

Effect during construction phase: short to medium term

14.3 The socio-economic assessment has identified that 252 Full Time Equivalent (FTE) jobs would be generated in Wiltshire by the Proposed Development during the 6-year construction phase. 25 indirect jobs would be created along the supply chain through the provision of goods and services to the construction process.

Effect during operational phase: long term

14.4 The Proposed Development is expected to generate 58 full-time equivalent (FTE) jobs on-site, along with an additional 6 FTE roles indirectly in the local area. To maximise local benefit, it is recommended that a Local Employment and Skills Plan be implemented during both construction and operation.

14.5 The residential element is anticipated to generate £6.7 million in annual gross expenditure.

14.6 The scheme will deliver up to 249 homes, ranging from 1-bed maisonettes to 4-bed family homes. 100 of the homes (40%) will be affordable housing, made up of Shared Ownership and First Home schemes, therefore the impact is moderate beneficial.

14.7 The Proposed Development is predicted to have a minor adverse impact on GP surgeries, hospitals and dentists. It will have a minor adverse impact on early years provision with contributions recommended as mitigation. There will be a negligible impact on primary schools and secondary schools.



14.8 Impacts on crime are expected to be negligible. The landscape features amenity ponds designed into the landscape with seating areas, footpaths and cycle routes throughout. Allotments to the north west of the designs provide food growing opportunities as well as private gardens for residents. Trees provide shade and cooling during the summer months throughout the designs, especially around the play areas and car parking areas. The care home is surrounded by trees, providing a permeable soft boundary, as well as visual stimulation for the residents. This will provide a minor beneficial impact. A landscape management plan is recommended, encouraging local resident involvement.

Mitigation

14.9 To maximise local employment benefit, it is recommended that a Local Employment and Skills Plan be implemented during both construction and operation.

14.10 It is also recommended that financial contributions are paid (via section 106) toward the early years childcare.

14.11 As well as this, a landscape management plan is recommended, encouraging local resident involvement in the management of open space.

Summary of Effects

14.12 In summary, the Socio-economic impacts on future and local residents due to the Proposed Development will be beneficial or negligible. After incorporation of appropriate mitigation measures, no adverse impacts are predicted during both the construction and operational phases.

15 CLIMATE CHANGE

Introduction

15.1 A Climate Change assessment has been undertaken which includes:

- An assessment of the likely significant impacts of climate change on the resilience of the Proposed Development during operation;
- An assessment of the in-combination climate effects identified within other EIA technical areas; and
- An assessment of the likely significant impacts of the Proposed Development on the environment with regard to climate change through the direct and indirect release of greenhouse gas emissions during construction and operation.

Predicted Impacts

15.2 The scope of the assessment has been agreed with the Local Authority and includes an assessment of both the construction and operational phases.

Effect during construction phase: short to medium term

15.3 During the construction phase, the assessment has identified that there will be significant greenhouse gas emissions associated with material embodied carbon, transport, construction plant activities and waste production during the construction phase. It is estimated that the worst case approximate construction embodied carbon emissions would be 4,293.46 tonnes CO₂e per annum, equating to 0.14% of Wiltshire's 2023 CO₂ emissions. Prior to mitigation, this is considered to be a **Moderate Adverse** impact.

Effect during operational phase: long term

15.4 The Climate Change Resilience Assessment used a risk based methodology and UK Climate Change projection data to identify the key risks associated with the Proposed Development due to climate change in the 2030s, 2060s and 2090s.

15.5 During the operational phase, the Climate Change Resilience Assessment identifies unmitigated **Minor Adverse** impacts in the 2030s, primarily associated with surface water flooding, overheating and soft landscaping. The assessment indicates that these risks increase over time, with overheating, soft landscaping failure and water shortages becoming **Major Adverse** by the 2090s, and surface water flooding increasing to **Moderate Adverse**. This



reflects projected increases in temperatures, more frequent extreme weather events and greater pressure on water resources over the lifetime of the development, prior to the implementation of climate adaptation and resilience measures. Separately, the operational energy assessment predicts a **Minor Adverse** effect from operational energy emissions following the incorporation of renewable technologies, high levels of insulation and airtightness, and low- or zero-carbon technologies.

15.6 Operational transport emissions are predicted to result in a **Minor Adverse** residual effect following the implementation of the proposed sustainable transport measures.

Mitigation and adaptation

15.7 The Proposed Development incorporates a range of climate adaptation measures to improve resilience to the projected effects of climate change. Flood risk will be managed through the implementation of the site Drainage Strategy, including Sustainable Drainage Systems (SuDS), attenuation features, permeable surfaces and controlled discharge, together with appropriate finished floor levels where required. The detailed landscape design will incorporate climate-resilient planting, with species selected to withstand hotter, drier summers and more extreme weather conditions, supported by an appropriate long-term landscape management strategy.

15.8 The Energy Strategy includes a range of passive design measures to minimise the risk of overheating. These include high-performance building fabric, appropriate glazing design, natural ventilation, effective use of daylight and solar shading. Green infrastructure, including tree planting and soft landscaping, will also provide shading and help reduce the urban heat island effect. Whilst these measures are expected to improve the resilience of the Proposed Development, some uncertainty remains regarding the magnitude of future climate change over the lifetime of the Proposed Development.

15.9 The Proposed Development also incorporates measures to minimise greenhouse gas emissions during construction and operation, including:

- Implementation of a Construction Environmental Management Plan (CEMP), together with waste minimisation and resource management measures during construction;
- Provision of pedestrian and cycle infrastructure, secure cycle parking and electric vehicle charging to encourage sustainable travel and reduce operational transport emissions;

- Adoption of a fabric-first approach through high levels of insulation and airtightness, efficient glazing and low-energy building services to minimise operational energy demand;
- Installation of all-electric building services, including air source heat pumps, together with on-site renewable energy generation through roof-mounted photovoltaic panels, in accordance with the energy hierarchy.

Summary of Effects

15.10 Following the implementation of the embedded mitigation and adaptation measures, the residual greenhouse gas effects are predicted to comprise:

- **Minor Adverse (not significant)** for construction greenhouse gas emissions, reflecting the implementation of the CEMP, waste minimisation measures and good construction practice;
- **Minor Adverse (not significant)** for operational transport emissions, reflecting the sustainable location of the Proposed Development and the package of measures to encourage walking, cycling, public transport and electric vehicle use; and
- **Minor Adverse (not significant)** for operational energy emissions, reflecting the fabric-first design approach, all-electric building services, on-site renewable energy generation and compliance with the relevant Building Regulations and Core Policy 41.

15.11 Overall, the Proposed Development incorporates appropriate climate adaptation and greenhouse gas mitigation measures in accordance with national planning policy and current good practice. Following implementation of these measures, the residual greenhouse gas effects are not considered to be significant, while the resilience of the Proposed Development to future climate change is enhanced through embedded design measures.