

Forest Farm, Chippenham
Environmental Statement

Chapter 2
Site description and proposed development



2 Site description and proposed development

Introduction

- 2.1 This chapter provides a description of the application site and surrounding area, outlines the development proposals and provides construction and post-construction information.

The application site

- 2.2 The 40.14 ha site lies on the south eastern edge of Chippenham (figure 1.1), to the south west of the A4 London Road, and comprises seven grassland fields associated with Forest Farm. The farm buildings centrally located on the site are excluded from the planning application boundary. An access track to the farm buildings runs across the site from the A4 London Road. Hedgerows run along the site boundaries and between the fields. A small watercourse and several ditches run alongside the hedgerows. The site slopes gently from approximately 65 m above Ordnance datum (AOD) in the north to around 55 m AOD in the south.
- 2.3 A line of overhead extra high voltage 132 kV electricity pylons crosses the north of the site from north east to south west. Overhead 11 kV high voltage cables also run through the site from east to west. Public footpath CHIP 16 runs through the west of the site and connects to public footpath CALW 83 in the south, linking Pewsham to the north with the wider countryside to the south. A below ground fuel pipeline and rising sewer main cross the northern part of the site from north east to north west.
- 2.4 The site is bordered to the north by several dwellings and to the north east by the A4 London Road, beyond which lie Wedmore Farm, Stanley Park sports ground and more fields. An area of grassland and trees lies to the north west of the site, beyond which are the A4 Pewsham Way and the residential area of Pewsham. An area of woodland lies to the west of the site, while to the south and south east there are more fields.
- 2.5 There are no environmental or cultural heritage designations on the site (figure 2.1). There are several grade II listed buildings in the vicinity, the nearest of which are Gate Farmhouse and a milestone, approximately 260 m to the north west, Forest Gate Farmhouse and Barn, approximately 325 m to the south east, and Hill View, approximately 410 m to the south east.

The surrounding area

- 2.6 The town of Chippenham lies to the north and north west of the site and there are fields and scattered farms to the north east, east, south and west. The village of Derry Hill is approximately 1.4 km to the south east of the site

The future of the site in the absence of the proposed development

- 2.7 In the absence of the proposed development, it is likely that the site would continue in its current agricultural use.

The master plan

- 2.8 Gleeson Land is submitting an outline planning application with all matters reserved except access from the A4 / London Road for up to 600 dwellings, together with land for a local centre (use classes E (commercial, business and service) and F (local community uses)), areas of open space and landscaping, and associated infrastructure.
- 2.9 The master plan provides the spatial parameters and strategic framework that establish the principles of development. Future details will be brought forward in accordance with this framework. The master plan for the site comprises three parameter plans:
- The land use and landscape plan, which shows the various proposed land use components of the development and the strategic landscaping
 - A building heights plan, which shows the maximum heights of buildings proposed across the site
 - An access and movement plan, which shows the proposed vehicular, pedestrian and cycle access points, primary road infrastructure, shared footway / cycleways and existing public rights of way
- 2.10 These plans are contained within this ES as figures 2.2a to 2.2c. Together with the description of development, they form the parameters for the proposals and provide a framework for the detailed design of the development. It is this framework that has been subject to EIA.

Land use and landscape

- 2.11 Figure 2.2a illustrates the distribution of proposed land uses across the site. The predominant land use will be residential development, which will accommodate up to 600 dwellings, up to 40% of which will be affordable housing. A small local retail centre is proposed on 0.11 ha in the north east of the site. While the exact use(s) in this area have not been confirmed at this outline application stage, for the purposes of the EIA it has been assumed that it is likely to comprise a retail unit.
- 2.12 A total of 19.60 ha of green infrastructure is proposed across the site, including natural and semi-natural green space, recreation and children's play areas. The area of natural green space proposed in the south of the site will include areas of trees, woodland, scrub, hedgerows, wetland and meadow. In addition, 0.36 ha of allotments are proposed in the south of the site. Native species-rich hedgerows with trees will be planted along the currently undefined sections of the northern site boundary and adjacent to larger roads through the proposed development to strengthen the existing habitat network.
- 2.13 The majority of the existing trees and hedgerows along the site boundaries and between the fields will be retained, except where small lengths of hedgerow need to be removed for access. Parts of nine hedgerows will need to be removed for the proposed site access works, roads and shared footway / cycleway network, totalling an estimated 249 m, together with six category B (moderate value) trees, two category C (low value) trees and approximately 305 m² of a category C tree group.

- 2.14 A 5 m wide buffer zone will be retained to all existing hedgerows, a 10 m wide buffer zone will be retained to all woodland and a 10 m wide buffer zone will be retained either side of the watercourse. The only exception is in the north of the site where the existing properties back onto the site, where development may be brought closer to the site boundary to provide an active interface. In addition, a 10 m wide buffer zone will be provided between the broadleaved woodland to the south west of the site and the development footprint.
- 2.15 The fuel pipeline will largely be retained within a 12 m wide easement, in accordance with Health and Safety Executive requirements. Approximately 130 m of the pipeline will need to be diverted to run to the south of the site access roundabout. The diversion and any other works in the vicinity will be subject to industry guidelines on safe working in the vicinity of fuel pipelines.

Building heights

- 2.16 The building heights plan is shown on figure 2.2b. The majority of buildings will be up to two-and-a-half storeys high, with a maximum height to ridge of 11.5 m. The buildings on the site's northern edge, adjacent to the existing residential properties on the A4 London Road, will be up to two storeys high, with a maximum height to ridge of 10.5 m. The buildings in the local centre and along parts of the primary road will be up to three storeys high, with a maximum height to ridge of 12.5 m.

Access and movement

Vehicular access

- 2.17 The access and movement strategy is shown on figure 2.2c. The new site access junction will comprise a four-arm roundabout with a 50 m inscribed circle diameter on the A4 London Road in the north east of the site. The three main arms of the roundabout will have two-lane approaches. The fourth arm will connect to the existing Wedmore Farm access to the north of the A4. The A4 London Road carriageway will be realigned on the approach to the new roundabout. It will have a design speed of 50 mph, although it is expected that the speed limit along this stretch of the A4 London Road will be reduced to 40 mph in future.
- 2.18 The internal primary road network will have a 6.5 m wide carriageway and will be subject to a 40 mph speed limit from the access roundabout, reducing to 30 mph for the primary road, which will run in a loop through the proposed residential area. The existing farm access track from the A4 London Road to the retained Forest Farm will be stopped up, with access reprovided via the proposed internal road network. A safeguarded corridor is included whereby the initial length of access road into the site could be continued to the south west and become the southern distributor road, as envisaged in the withdrawn local plan.
- 2.19 A separate 3.7 m wide emergency vehicle access will be provided from the A4 London Road, broadly opposite Stanley Park.

Pedestrian and cycle access

- 2.20 Public footpaths CHIP 16 and CALW 83 will be retained along their existing alignments and will run through the proposed informal open space, in green corridors between the proposed residential areas and within the natural green space in the south of the site. A 3.5 m wide active travel route will run along the western side of the proposed main access road, separated from the carriageway by a grass verge. A 3 m wide active travel route will be provided along one side of the primary road through the development, with a 2 m wide footway on the other side.
- 2.21 Pedestrian and cycle access to the site will be provided at the proposed roundabout, as well as several other points. Pedestrian access is proposed onto the A4 London Road adjacent to Stanley Park, north west of the proposed roundabout. Within the site, the connection will be provided by a shared footway / cycleway. A puffin crossing is proposed on the A4 London Road to enable pedestrians to cross the road. To the south, an uncontrolled pedestrian crossing will be provided on the western arm of the proposed roundabout. To the north of the puffin crossing, the south east-bound A4 London Road bus stop can be accessed by the existing footway, while a new 1.8 m wide footway connection is proposed to the north within the adopted highway, which will provide access to Stanley Lane, Abbeyfield School and the town centre.
- 2.22 Two points of pedestrian and cycle access are proposed onto the A4 Pewsham Way. The proposed north eastern connection comprises a segregated footway / cycleway and a new controlled crossing. This arrangement would use land owned by Wiltshire Council on both sides of the carriageway. It would route towards London Road and Abbeyfield School, where further provisions are proposed (see below). This link can be provided if Wiltshire Council is prepared to make land available to improve walking and cycling connectivity between the proposed development and London Road. If this does not occur, no connection would be provided in this location and an alternative route would be provided within the highway verge on the northern side of the A4 London Road.
- 2.23 The proposed south western connection to the A4 Pewsham Way comprises a new shared footway / cycleway on the eastern side of the carriageway and widening public footpath CHIP 16 to form a shared use footway / cycleway on the western side of the carriageway. A new toucan crossing is proposed to cross the A4 Pewsham Way towards Pewsham local centre. This utilises land owned by Wiltshire Council on both sides of the carriageway and improving the link to this standard can only be achieved if the council is prepared to make land available. If this does not occur, improvements could still be provided in this location, but they would be to a lesser standard.
- 2.24 North of the A4 London Road / A4 Pewsham Way roundabout, a new section of segregated footway / cycleway is proposed on the western side of the carriageway, connecting to the existing shared footway / cycleway around 100 m north of the roundabout. This in turn connects to the existing zebra crossing north of Stanley Lane and the existing shared footway / cycleway on the northern side of Stanley Lane. This will provide a continuous, off-road pedestrian and cycle route between the site and Stanley Lane, which provides access to Abbeyfield School. A footway is also proposed on the northern side

of London Road, connecting the new footway proposed along the northern side of the A4 London Road with Stanley Lane.

Public transport

- 2.25 The existing bus stops on the A4 London Road along the site frontage will be improved, with road markings provided and the existing laybys upgraded and / or reprovided. The primary street within the development has also been designed to accommodate buses and bus services may be diverted into the site if the development comes forward at the same time as the Land South of Chippenham development.

Lighting

- 2.26 The luminaires selected for the proposed street lighting throughout the development will be provided in accordance with Wiltshire Council's specifications. Luminaires along residential roads will be mounted on 5 m or 6 m high columns, depending on the road widths. Luminaires at the access roundabout and along the access road will be mounted on 10 m high columns. Luminaires along the stand alone sections of the strategic cycle route will be mounted on 4 m high columns, with shields applied to minimise light spill to the landscaped buffer areas. The lighting for the small local retail centre is likely to comprise a mix of luminaire types, including column-mounted, building-mounted and low-level bollard lighting.
- 2.27 All luminaires will have good light control and cut-off angles to reduce light spillage, control glare and limit sky glow. The upward light ratio of the luminaires will be 0%. The luminaires will be LED and will have a warm white colour temperature of 3,000 K. Integral rear louvres / back shields will be provided where possible to minimise light spill into the green infrastructure.

Service provision

Surface water drainage

- 2.28 A preliminary drainage strategy has been produced for the proposed development based around sustainable drainage systems (SuDS), which is set out in detail in the flood risk assessment (FRA) in technical appendix H. The proposals have been drawn up in line with the guidance provided in CIRIA's (2015) *C753 The SuDS Manual*.
- 2.29 All the proposed built development will be within flood zone 1 (low risk) and so will not be at risk of flooding from watercourses. The proposed sustainable drainage techniques will accommodate the peak rainfall event for a 1-in-100 year storm with a 45% allowance for climate change. The underlying ground conditions mean that infiltration drainage is not possible, so five attenuation basins are proposed adjacent to the existing watercourse, the general positions of which are shown on figure 2.2a.
- 2.30 The basins will discharge into the watercourse at a controlled rate of 70% of the greenfield runoff rate. The proposed driveways will consist of permeable paving, which will collect the rainwater falling on these areas, while runoff from roofs will be discharged via downpipes to an underground piped network that will convey flows to the attenuation basins. Swales will also be used to

convey flows within proposed green corridors. Runoff from roads will be collected in drainage kerbs and conveyed to the attenuation basins.

- 2.31 Three existing surface water flow paths in the east and south of the site that drain into the existing watercourse have been identified at existing low points adjacent to the watercourse. No dwellings are proposed in these areas, but the proposed access road could create a barrier to the flow paths in the east of the site that would prevent runoff from passing through these areas. To prevent this, interception drains will be installed to direct any build-up of water to the watercourse, thereby imitating the existing drainage situation.
- 2.32 Treatment of the surface water runoff will be provided as it passes through the proposed drainage system. Permeable paving allows pollutants to be broken down by micro-organisms as the runoff passes through the drainage medium, while swales remove suspended solids through filtration and sedimentation. The attenuation basins will provide further treatment by retaining runoff and reducing contaminant load via volumetric control. Residual runoff will also be treated through settling of particulates at the bottom of the basins and filtration by the vegetation within the basins. The proposed surface water drainage network will be offered for adoption by Wessex Water, which will ensure that the system is correctly operated and maintained.
- 2.33 Short sections of the existing watercourse on site will require culverting where they will be crossed by the proposed access roundabout and access road. Short sections of the ditches on site will also need to be culverted / bridged where they are crossed by proposed internal roads and footways / cycleways.

Wastewater treatment

- 2.34 Wessex Water is the sewerage undertaker for the area. A rising foul sewer main crosses the north of the site from north east to north west, running from a pumping station to the east of the A4 London Road to a 300 mm diameter foul sewer in the A4 Pewsham Way. Chippenham Water Recycling Centre lies approximately 1.8 km to the west of the site.
- 2.35 It is proposed that the rising foul sewer main within the site will be diverted under a section 185 agreement with Wessex Water. Wastewater from the proposed development will discharge to the existing foul sewer within the A4 Pewsham Way. Flows will drain via gravity to a wastewater pumping station within the site, which will pump flows to a demarcation chamber before discharging into the foul sewer.
- 2.36 Wessex Water is currently strategically modelling wastewater demand for the area and the extent of any off-site reinforcement required to serve the proposed development will be confirmed in due course. Any works required would be funded through Wessex Water's infrastructure charging arrangements.

Water supply

- 2.37 Wessex Water is also the area's potable water supplier. There are existing 3 inch and 4 inch diameter water mains within the A4 London Road along the site boundary and a 10 inch diameter water main within the A4 Pewsham Way to the north west. It is envisaged that a new connection will be made to the water main within the A4 Pewsham Way to serve the proposed development.

- 2.38 Wessex Water is currently strategically modelling potable water demand for the area and the extent of any off-site reinforcement required to serve the proposed development will be confirmed in due course. Any works required would be funded through Wessex Water's infrastructure charging arrangements

Other services

- 2.39 Southern Electric Power Distribution operates the line of 132 kV overhead electricity pylons and an 11 kV overhead line that cross the site. The overhead electricity pylons will be retained with a 15 m wide buffer on either side of the cables, providing an approximately 40 m wide corridor in total. It is envisaged that the 11 kV overhead line will be buried underground. New substations will be required to serve the proposed development and their locations will be determined at the reserved matters application stage.
- 2.40 Wales & West Utilities is the area's gas provider. There are existing low pressure gas mains within the A4 London Road and A4 Pewsham Way. However, the proposed development will not be connected to the gas network and there will be no increase in demand for gas as a result of the proposals.

Climate change adaptation and greenhouse gas emissions

- 2.41 The proposed development includes the following measures to reduce its greenhouse gas emissions and minimise its vulnerability to climate change:
- All the proposed built development lies within fluvial flood zone 1 and the surface water drainage strategy incorporates a 45% allowance for climate change
 - Gleeson Land is investigating the feasibility of installing a Future Homes and Building Standards compliant energy hub and heat network at the proposed development, which will house large scale, highly efficient, electrically powered heat pumps that will generate and deliver heat and hot water to all of the proposed buildings via a highly insulated flow and return pipe network. This will ensure the buildings are 'zero carbon ready' and future-proofed to become operationally net zero over time
 - The proposed development will not be connected to the gas network
 - Electric vehicle charging infrastructure will be installed at each proposed dwelling and within any car parking for the small local retail centre
 - Roof-integrated photovoltaic panels will be installed on individual buildings where appropriate; the quantity at each property will be determined at the detailed design stage
 - A 'fabric first' approach will be taken to building specification, ensuring that the individual elements (walls, roofs, floors, doors and windows) will be highly thermally efficient and there will be a focus on ensuring air-tightness, helping to reduce energy use and carbon emissions
 - Correctly designed and controlled ventilation will be provided and mechanical ventilation systems will be a key feature of the approach
 - The efficiency of appliances, lighting, fixtures and fittings will be maximised – all electric lighting will be energy efficient and all appliances, where installed, will be high efficiency

- At the detailed design stage, an overheating risk assessment will be undertaken to identify potential solutions as necessary to limit solar gains and remove excess heat
- Water-efficient fixtures, fittings and appliances and water butts will be specified in all dwellings at the detailed design stage to target a water consumption rate of 110 litres per person per day. This will reduce both water use and the use of energy associated with heating hot water. Water-efficient fixtures and fittings will also be specified in the small local retail centre
- Materials with low embodied carbon will be prioritised where possible at the detailed design stage and a waste management plan will be put in place to minimise waste generation during construction
- The existing bus stops on the A4 London Road will be upgraded. A range of pedestrian and cycle routes will be provided throughout the proposed development and to connect to existing routes towards Chippenham town centre and local shops and schools to encourage sustainable travel

2.42 Further details are provided in the energy and sustainability statement submitted in support of the planning application.

Construction

Construction phasing

2.43 It is envisaged that construction will start on site in 2029 and be completed by 2036. While the rate at which the dwellings will be built will depend on market conditions, it is estimated that overall the proposed development will take approximately seven years to complete. Construction works will generally proceed from east to west, with associated green infrastructure and drainage being provided alongside each parcel.

Employment

2.44 At this outline application stage, detailed estimates of employment numbers to be generated during the construction phase of the proposed development are not available. Research for the Construction Industry Training Board and Home Builders Federation⁽¹⁾ indicates that 1.5 construction-related jobs are generated for every new house built. Based on an estimated average of 85 dwellings per year, approximately 128 construction jobs will be created. It is important to note that a number of these will be positions that will be based away from the construction site itself, including sales staff, planners, engineers etc. It is anticipated that construction contracts will be given to local companies where possible.

Working hours

2.45 The standard working hours for all construction activities will be from 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No continuous 24-hour activities are envisaged at this stage and there will be no external Sunday or Bank Holiday working without the prior agreement of Wiltshire Council.

¹ Ball, M., 2005, *The Labour Needs of Extra Housing Output: Can the Housebuilding Industry Cope?*

Plant and machinery

- 2.46 The plant and equipment that is likely to be employed at the site during the enabling / infrastructure phase of construction may include scrapers, bulldozers, 360° excavators, backhoe loaders, dumpers, dump trucks, rollers and compressors. The construction of the built development may also utilise other heavy equipment, such as lifting plant, cranes and forklift trucks. The precise nature and quantity of plant employed during construction will vary with each stage of the development.

Earthworks and spoil

- 2.47 Any spoil that is generated from the development will be re-used on site wherever possible and it is not envisaged that significant quantities of spoil will be removed off site. Topsoil will be stripped and stored separately for later re-use within the proposed development and landscaped areas. Any contaminated spoil would need to be removed to an appropriately licensed landfill for disposal, but quantities are likely to be minimal. Contractors will be required to refer to Defra's (2009) *Construction Code of Practice for the Sustainable Use of Soil on Development Sites* to minimise adverse effects on soils.

Construction materials

- 2.48 The construction materials required will be those normally associated with a development of this nature, including for example bricks, windows, roof tiles, blockwork, bulk timber, timber trusses, ready mixed concrete, plasterboard, dense bitumen / stone macadam, concrete kerbing and sub-base crushed stone. Building materials will need to be imported to the site.
- 2.49 Fuel and oil will be confined to specified areas and stored in a manner to prevent contamination of soil, surface water or groundwater through accidental spillage. A construction environmental management plan (CEMP) will be put in place and contractors will be required to follow health and safety regulations regarding the use of any toxic or hazardous materials.

Construction traffic

- 2.50 It is difficult to calculate construction traffic reliably at this stage in the planning process because the exact build-out rate for the residential dwellings and associated infrastructure has not been finalised. Based on trip generation data from similar sites elsewhere, initial estimates of the peak construction traffic generation at the site are likely to be approximately 127 staff vehicle / LGV two-way movements and 43 HGV two-way movements per day. It has been assumed that an average of 1.5 construction workers will arrive and depart the application site in each staff vehicle.
- 2.51 It is assumed that many of the construction staff vehicle movements will take place at the beginning and end of each day. The HGV deliveries are assumed to be spread across the day and will be timed, where possible, to avoid the peak traffic flow periods (i.e. 08:00 to 09:00 and 17:00 to 18:00).
- 2.52 To minimise the impacts of construction vehicles on traffic flows in the town centre and on the amenity of residents in Chippenham, it is proposed that

construction traffic will be restricted to accessing the site via the following routes:

- Construction vehicles approaching from / leaving to the north will use the A350 and A4
- Construction vehicles approaching from / leaving to the south will use the A342 and A4
- Construction vehicles approaching from / leaving to the west and east will use the A4

- 2.53 Access routes for construction traffic will be agreed in detail with Wiltshire Council prior to works commencing and appropriate signage will be put in place. Construction workers will be provided with allocated parking areas within the application site and the use of public transport and car sharing will be encouraged.

Construction environmental management plan

- 2.54 A CEMP will be prepared for the proposed development under condition as part of any grant of planning permission and will cover:
- Description of construction works
 - Phasing of construction works
 - Construction equipment
 - Hours of work
 - Peak time restrictions for HGVs where possible
 - A routing strategy for construction HGVs to ensure they approach the site via the strategic road network
 - Wheel washing facilities
 - Controls governing the movement of large loads
 - Road closures (if necessary)
 - Material storage and compounds
 - Delivery / removal of materials and plant
 - Security on site
 - Health and safety arrangements
 - Potential risk register
 - Public and community relations
 - Public safety
 - Environmental control measures
 - Monitoring arrangements
 - Legal requirements

Post-construction

- 2.55 In order for the potential post-construction effects to be assessed, a number of assumptions have been made. It has been assumed that, based on the average household size for Wiltshire at the time of the 2021 Census, on average each dwelling will be occupied by 2.32 people. Therefore, up to 600 dwellings are estimated to generate a new population of 1,392 people.
- 2.56 For the purposes of carrying out the EIA, it is assumed that existing residents in the area, both around the site and along the principal access roads, represent the most sensitive human receptors to potential effects. The

assessment will therefore primarily consider potential effects on the existing sensitive receptors.

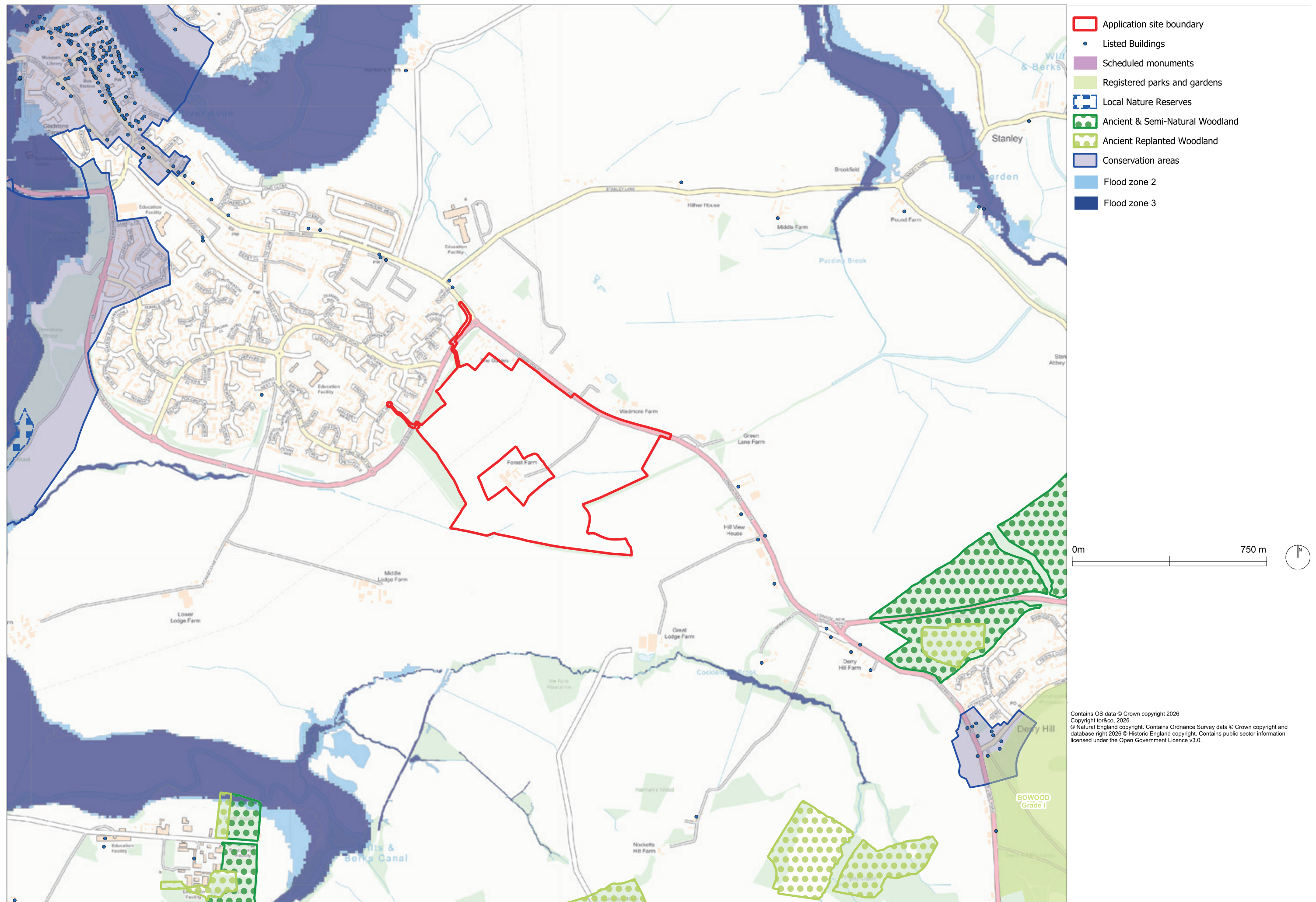
Alternatives

Alternative sites

- 2.57 The site is under Gleeson Land's control, so it has not considered potential alternative sites. Alternative sites are therefore not considered further in the ES.

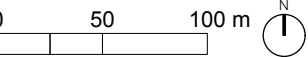
Alternative designs

- 2.58 The master plan has evolved over time and has been subject to a number of iterations following consultation with Wiltshire Council and the findings of baseline environmental studies. The main aspects of the master plan where alternatives were considered are:
- The proposed site access roundabout was moved northwards to minimise the length of the fuel pipeline that needs to be diverted
 - The location of the proposed allotments was changed to allow the preservation of the location of the former Wilts & Berks Canal
 - The proposed local centre was moved from adjacent to London Road to adjacent to the primary road through the site to improve its accessibility
 - The area of proposed public open space to the north west of Forest Farm was expanded to provide visual variation to the green corridor through the site that buffers the existing line of pylons
 - The dimensions of the proposed development parcels were amended to allow the retention of 10 m wide buffer zones to the existing watercourse and woodland and 5 m wide buffer zones to the existing hedgerows
- 2.59 Further details of the evolution of the master plan and design rationale can be found in the design and access statement submitted in support of the application.



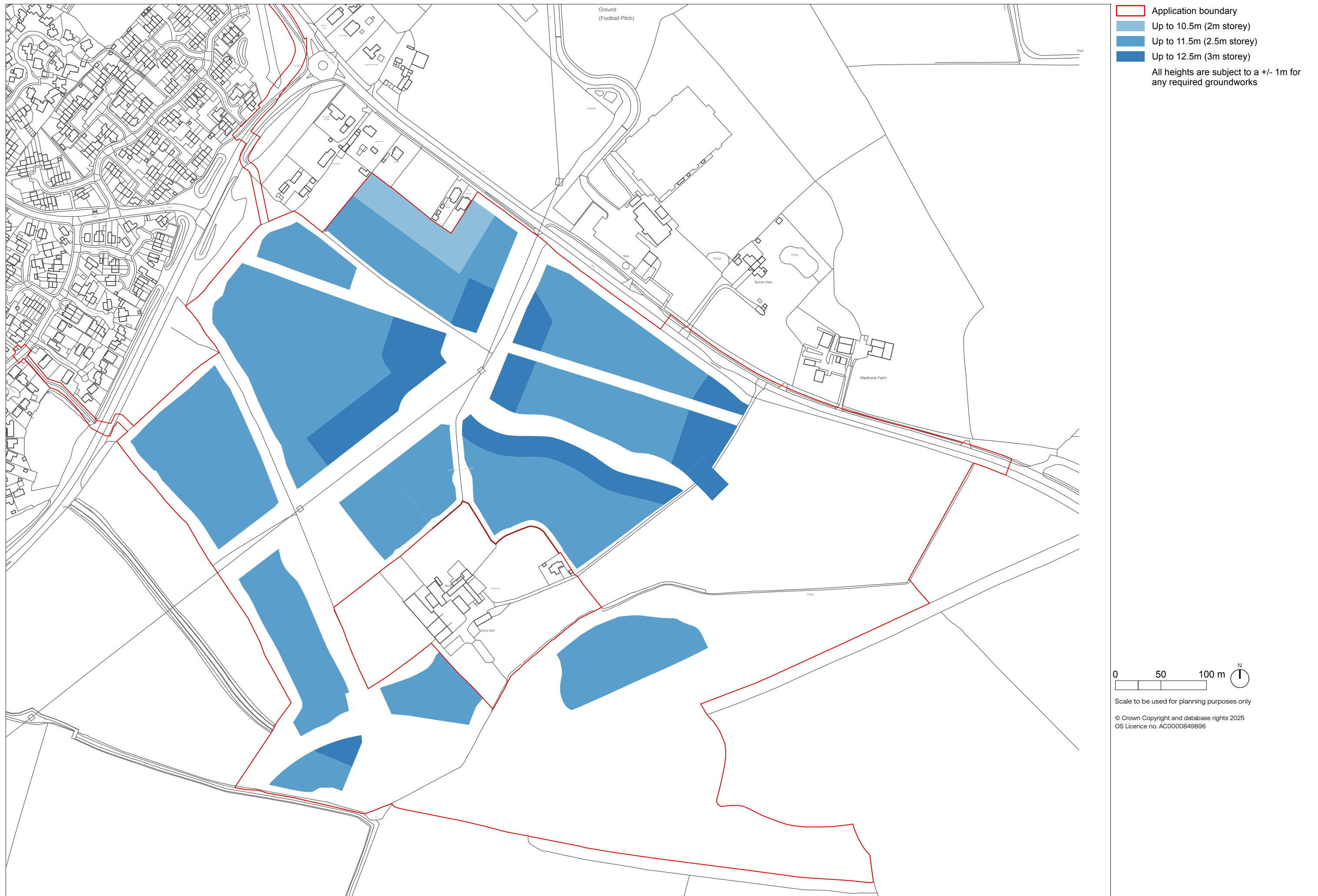


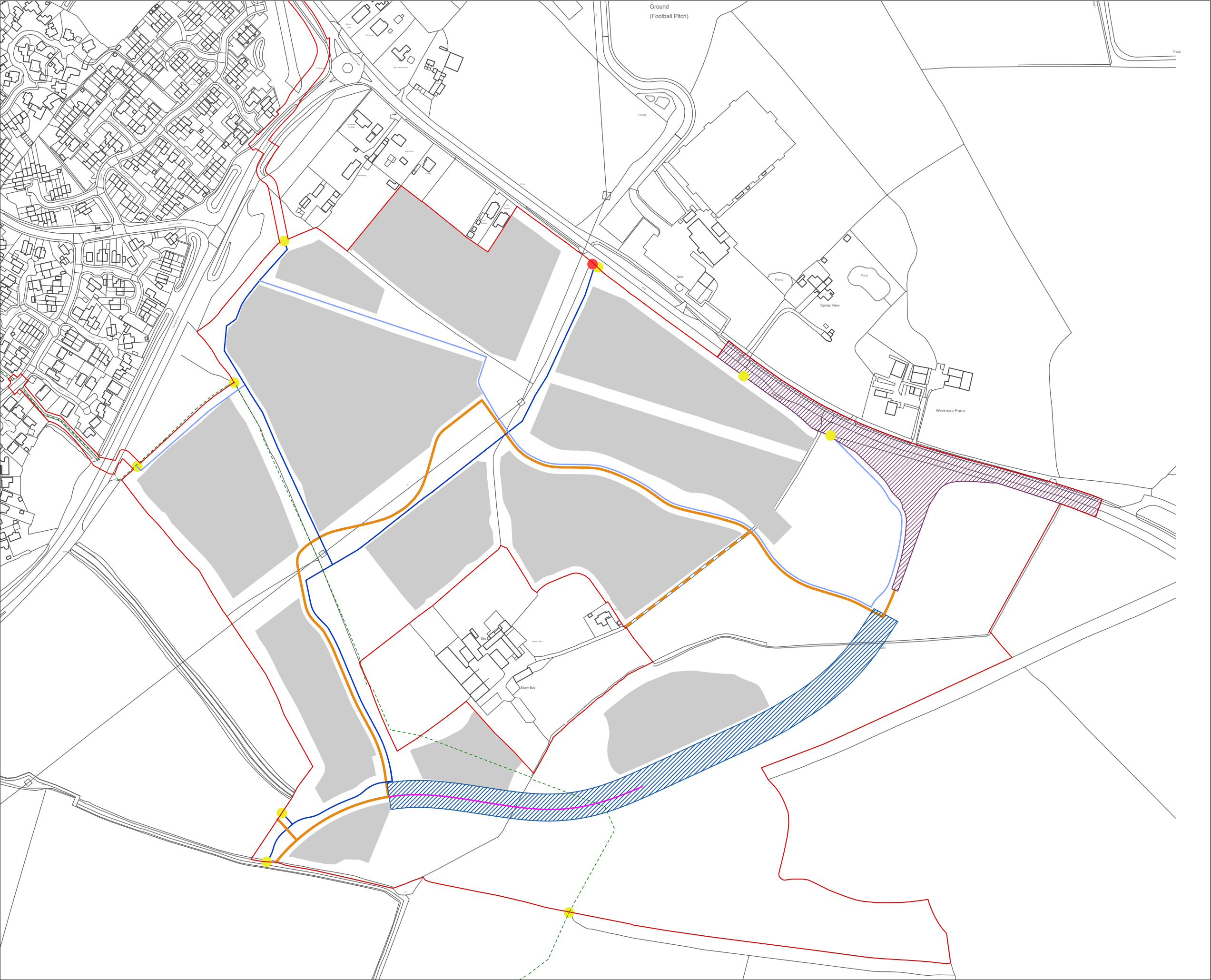
- Application boundary**
- Residential**
(Including streets and open space - details to be resolved in Reserved Matters application)
- Local centre**
(Precise location determined at detailed design stages +/- 10m of alignment shown. Mixed use centre including residential)
- Link road work within highway land**
(Precise location determined at detailed design stages +/- 10m of alignment shown)
- Primary road**
(Precise location determined at detailed design stages +/- 10m of alignment shown)
- Connector road**
(Precise location determined at detailed design stages +/- 10m of alignment shown)
- Strategic cycle route**
(Precise location determined at detailed design stages +/- 10m of alignment shown)
- Green infrastructure**
(including natural and semi-natural green space, recreation, drainage and attenuation, tree and shrub planting (existing and proposed), and play areas (NEAP/LEAP) and playable spaces – details to be resolved in Reserved Matters application)
- Natural green space**
(including trees, woodland, scrub, wetland and meadow)
- Attenuation basins**
(Precise location determined at detailed design stages)
- Allotments**
(Including parking provision. Precise location determined at detailed design stages)
- Secondary access street informal across open space**
(Precise location determined at detailed design stages)
- Farm access safeguarded vehicle link**
(Precise location determined at detailed design stages +/- 10m of alignment shown)
- Safeguarded land for potential link road**
(Precise location determined at detailed design stages +/- 10m of width and alignment shown. Refer to detailed application plans)



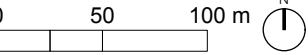
Scale to be used for planning purposes only

© Crown Copyright and database rights 2025
OS Licence no. AC0000849896





- Application boundary
- Development area
- Safeguarded land for potential link road
(Precise location determined at detailed design stages +/- 10m of width and alignment shown. Refer to detailed application plans)
- Primary road
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Farm track retained and improved
- Connector street
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Pedestrian and/or cycle access point
(precise location determined at detailed design stages)
- Emergency access point
(precise location determined at detailed design stages)
- Vehicular access to include highways improvements
(precise location determined at detailed design stages +/- 10m of alignment shown. Refer to detailed application plans)
- Strategic shared foot/cycle path (5m)
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Local shared foot/cycle path
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Public Right of Ways



Scale to be used for planning purposes only

© Crown Copyright and database rights 2025
OS Licence no. AC0000849896