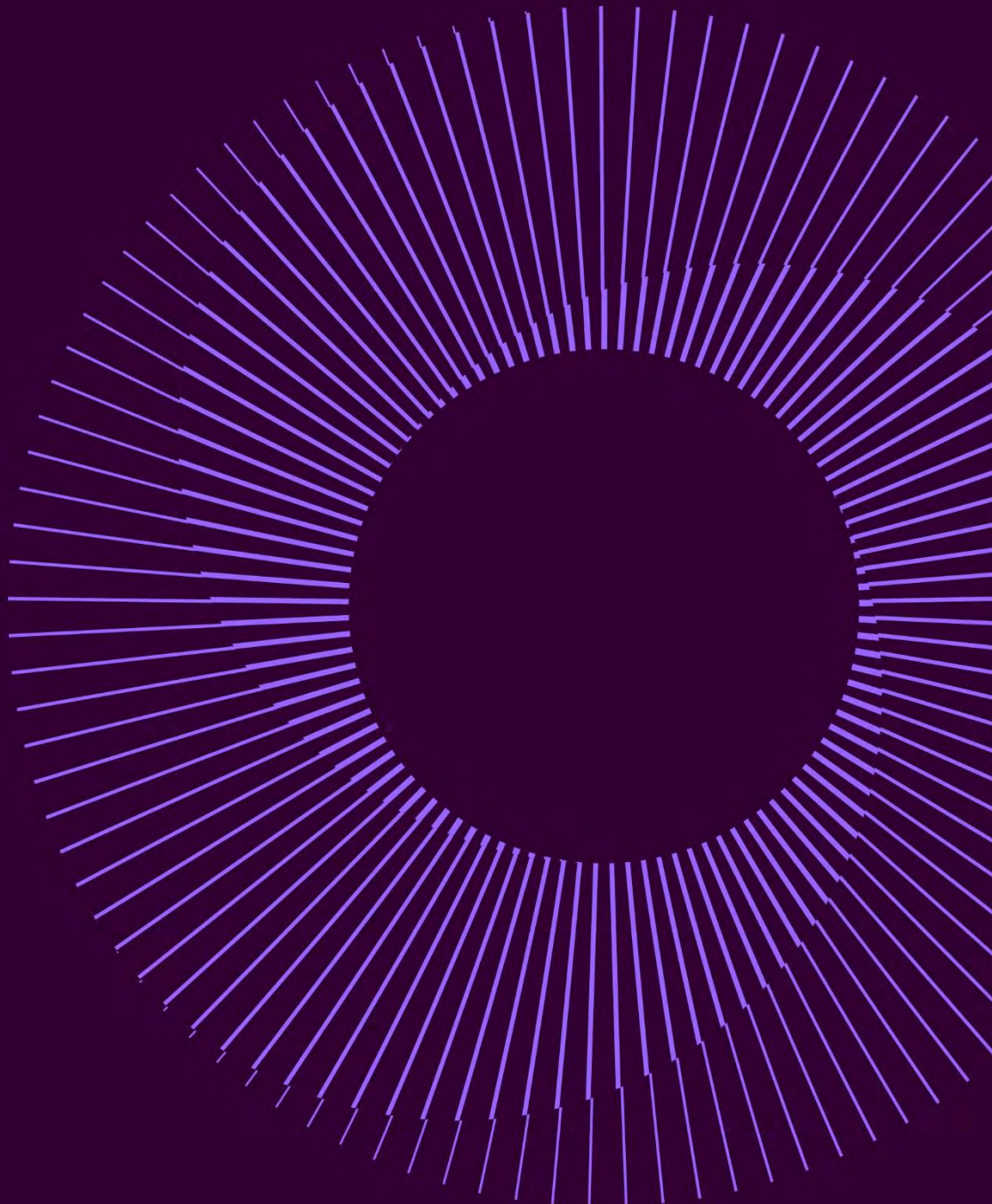


Outline Construction Traffic Management Plan

Townsend Farm, Melksham



Project Reference

Ref: ITB200590/TW/SM/SPH/ITB200590-005

Date: 20 July 2026

Client: Bellway Strategic Land

Quality Management

Report	Comment	Date	Author	Authorised
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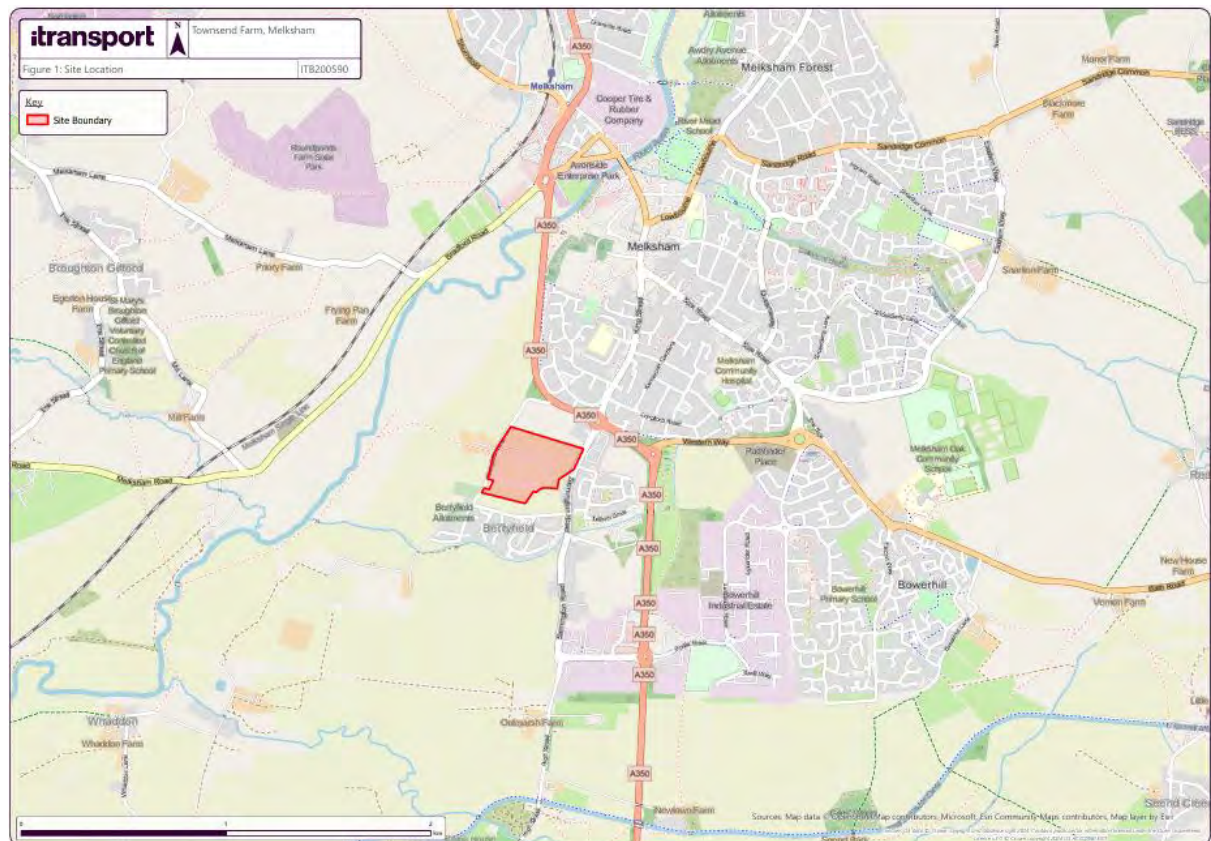
Appendices

APPENDIX A.	EIA Screening
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1 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Bellway Strategic Land in relation to proposed residential development on land west of Semington Road. **Image 1.1** provides an overview of the site location

Image 1.1: Site Overview



- 1.2 As part of the pre-application discussions with Wiltshire County Council (WCC), they requested that a Construction Environmental Management Plan (CEMP) or Construction Management Plan (CMP) be produced and submitted as part of the application.

“With regard to issues related to mitigation measures during construction, CEMP or CMP, should be secured that includes standard measures to reduce environmental emissions, contain dust and prevent highway damage to routes to the site and manage other consequences associated with the WCC

- 1.3 Following the detailed EIA screening process with WCC, they set out that a Construction Traffic Management Plan (CTMP) was required to manage construction vehicle impact of proposed development as outlined below with the full response included **Appendix A**.

“The site is proposed to be accessed off the from the C395 Semington Road, which in tum is accessed from the A350 in Melksham. This route may be affected by construction traffic to the site, however this will be for a limited time during the construction period. There are two rights of ways on the site MELWI and MELW2, MELWI and there may also be an environmental effect on these during the construction phase, however any environmental impacts on the highway or public rights of way from increased traffic could be controlled or mitigated by a Construction Traffic Management Plan that includes HGV' routing.

A future planning application would be expected to include a robust CTMP to minimise negative highways impacts, however I do not consider this needs an EIA from a Highway and Transport point of view.”

1.4 Purpose of the CTMP

- 1.4.1 This CTMP has been drafted to identify, plan and mitigate the traffic impacts of the development during the construction phases of the development. The CTMP includes measures to assist with minimising the impact of the proposed development on the local community during the construction phase.

1.5 Implementation of the CTMP

- 1.5.1 The CTMP will be agreed with WCC prior to any construction commencing on site.
- 1.5.2 Bellway will be the Principal Contractor for the development and will deliver the scheme. The principles and measures of the CTMP will be implemented through general working practices as directed by the Principal Contractor. All Bellway staff will be required to follow the CTMP and implement the measures to control the impacts during construction.
- 1.5.3 Bellway will also employ a network of sub-contractors to assist the delivery of the scheme, and these contractors will adhere to the requirements of the CTMP. The requirement to comply with the procedures of the CTMP will be included in the contract conditions for each element of the works, including the supply chain as appropriate. As a national housebuilder, Bellway operates strong management processes of its network of contractors.

2 Communication Strategy

- 2.1 Bellway, as the Principal Contractor, is committed to being a considerate and good neighbour and to maintaining open and positive engagement with the community throughout the construction period to minimise, as far as practical, impacts on local people. A proactive approach to communications will therefore be undertaken.
- 2.2 Bellway will provide a dedicated point of contact to manage communications with local residents, emergency services and the local authority. Initially this will be the Site Manager.
- 2.3 The approach will include the following steps:
- A site notice board will be erected at the entrance of the construction site which sets out key facts about the project and contact details for the construction team.
 - Occupiers of nearby properties will be informed of particularly noisy construction activities, works to be undertaken outside the normal working hours (if any and exceptionally), or the arrival of any abnormal loads. This will be done either in person or through postal communications.
 - Residents will be given advance notice of temporary disruption to services, if any. This will be done either in person or through postal communications. The Site Manager will particularly liaise with the following parties to provide advanced notification of intensive delivery periods and any noisy works (which will occur only in controlled hours):
 - Residents along Semington Road, Berryfield Park, Berryfield Lane.
 - There will be a contact telephone number located on the considerate constructor posters for emergencies only and will be located on the site boundaries.
- 2.4 Contact details for the key site contacts will be provided to local stakeholders in advance of the commencement of construction works on the site and this will include communication channels that local stakeholders can use to contact site representatives.
- 2.5 **Complaints Procedure**
- 2.5.1 Bellway will endeavour to manage the works with minimal disruption with the aim of avoiding the need for complaints.
- 2.5.2 This will be done by:
- Keeping neighbours informed through regular liaison.
 - Providing site contact details so that problems can be reported.
 - Only working at permitted times and minimising noisy activities.

- Implementing dust management procedures including damping fine materials, preventing wash from site out onto Semington Road
- Limiting vibration.
- Use well-maintained, quiet machinery and minimising noisy activities.
- Careful sub-contractor management.

2.5.3 Should the need for complaints arise, these should be made in writing using the contact details that will be provided to stakeholders and published on site notices. All complaints will be investigated by the Site Manager. Records of any complaints received by and relating to the site will be recorded and retained. Details of the complaint should include:

- Contact details of complainant (name, address, e-mail, phone number).
- Date and time of complaint.
- Details of complaint.
- Any previous or related complaints.

2.5.4 The results of the investigation, including details of any mitigation methods implemented, work practices that have been modified and how complainants have been kept informed will be recorded and made available at request. Any complaint will be maintained in accordance with the 2018 General Data Protection Regulations.

3 Management of Construction Activities

3.1 Overall Approach

- 3.1.1 The development will be constructed in accordance with the relevant legislation and codes of practice to minimise impacts on the local community as well as being conscious of any vulnerable receptors on site.
- 3.1.2 Bellway is a Member of the Considerate Constructors' Scheme (CCS). The CCS is a UK initiative established to raise standards in the construction industry. Its Code of Considerate Practice sets out the scheme's expectations of all registered sites, companies and suppliers.

3.2 Roles and Responsibilities

- 3.2.1 As outlined in Section 1 Bellway will be the Principal Contractor for the site. The Principal Contractor's role is to manage, monitor and coordinate health and safety during the construction phase of a project when more than one contractor involved. Their duty is to:
- Plan, manage, monitor and coordinate health and safety in the construction phase.
 - Prepare the Construction Phase Plan.
 - Organise cooperation between contractors and coordinate their work.
- 3.2.2 And ensure that:
- Suitable site inductions are provided.
 - Reasonable steps are taken to prevent unauthorised access.
 - Workers are consulted and engaged in health and safety matters.
 - Welfare facilities are provided.

Contractors

- 3.2.3 As part of the sites' construction Bellway will employ various contractors for on-site activities. These contractors will be required to:
- Plan, manage and monitor construction work under their control so that it is carried out without risks to health and safety.
 - For projects involving more than one contractor, coordinate their activities with others in the project team – in particular, comply with directions given to them by the Principal Contractor.

Site Manager

- 3.3 Overall the Site Manager will have responsibility for all construction areas on-site and will be responsible for:

- Preparing method statements
- Monitoring compliance during construction
- Undertaking staff inductions
- Ensure that all practices and procedures are kept up to date together with training requirements for all personnel on site.
- Undertake regular site inspections and carry out audits at regular intervals.

3.4 On-Site Management

Wheel Washing Facilities / Dust / Dirt Management

- 3.4.1 The proposed site access will be kept clean and clear at all times to minimise the spread of earth from the site to the wider road network and to prevent soil / water / concrete washings conveying off-site and damaging the road drainage system.
- 3.4.2 As a reserved matters application has not yet been submitted the exact layout of the site is not finalised meaning that the exact location of the wheel washing facility cannot be confirmed.
- 3.4.3 All reasonable measures will be taken to control nuisance regarding dust and pollution which will be most significant during the demolition phase. Dust suppression measures (such as hosing) shall be assessed at the beginning of each day and reviewed as necessary.

Minimising Ecological Impacts

- 3.4.4 Bellway and its contractors employ careful construction techniques to minimise the risks of harm to local wildlife. All construction works will accord with approved ecology assessment and LEMP.
- 3.4.5 The Site Manager will inspect the site boundaries daily and operatives and site personal will be vigilant to identify any impacts on wildlife. In the event of a trapped or injured animal, initial attempts to release the animal will be made where possible and safe. If this is not possible, then local wildlife services will be contacted.

Minimising Noise and Vibration and Pollution

- 3.4.6 There are adjacent residential properties to the east of the site across Semington Road which will be sensitive to noise and vibration from the construction process. Whilst it is not possible to eliminate these effects completely from a construction site, the impacts can and will be carefully managed.
- 3.4.7 The following activities are identified as potentially causing disruptive effects from the site:
- Deliveries to site
 - Vehicles entering and leaving site
 - Vehicle movements on-site
 - Excavating material in the road and on the site

- Tampering new road construction
- Forming of foundations
- General site activities

3.4.8 Noise and vibration will be controlled and limited so far as practicable so that these sensitive receptors are protected from excessive noise and vibration arising from construction. The following measures will be implemented:

- Hydraulic plant will be used in preference to pneumatic plant where possible.
- Piled foundations will be carried out using low impact piling techniques where suitable.
- Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels, where appropriate.
- Deliveries are to be unloaded promptly
- General site activities are controlled to prevent any works being carried out outside the site working hours. These will be enforced by the Site Manager.
- In sensitive locations, acoustic enclosures may be required for fixed plant such as generators.
- Any noisy works will where practical be carried out in areas of the site distant from sensitive receptors, i.e. away from the residential properties.
- Prior notification will be given as part of the communication strategy for noisy or disruptive periods of site activity.

Minimising Light Pollution

3.4.9 There will be security lighting installed at the site. This will be directional floodlights focussed downwards to prevent light spill. For security reasons, the compound lighting will be controlled by timers for operation at night under security PIR systems (motion detectors). Once the layout of the site is finalised the likely location of the security lighting will also be confirmed

3.5 Training

3.5.1 All contractors will be required to be suitably qualified to manage and execute works for which they are responsible. The Principal Contractor will require that all contractors adequately demonstrate an awareness of the code of conduct, local sensitivities, knowledge of legislation and relevant guidance as well as good code of practise for activities.

3.5.2 The Principal Contractor will implement a training regime that will ensure all staff members including sub-contractors will received a full training on requirements to ensure all contractors carry out on site activities appropriately.

Site Inductions

- 3.5.3 Site inductions schemes will be provided by the Principal Contractor to ensure that all contractors are aware of their individual responsibilities to comply with the CTMP. The Principal Contractor will be responsible for identifying the training needs of their personnel and will ensure that appropriate training is provided. Training will include information on local considerations and the developer's expectations on site behaviour, 'toolbox talks' for site operatives to maintain an appropriate level of awareness on safety and health topics and to advise employees of changing circumstances as work progresses. Records will be kept of attendance.

Toolbox talks and method statement briefings

- 3.5.4 Will be given as the work proceeds and will cover the environmental controls related to specific activities undertaken during the works for example refuelling, hazardous waste removal, spill response etc. A full register of toolbox talks and method statement briefing attendance shall be maintained on site.

Emergency Procedures and Incident Reports

- 3.5.5 Procedures will be implemented to respond to any emergency incidents which may occur on site. To ensure that compliance with the requirements of the relevant legislation and to avoid or mitigate against any significant impacts, an Emergency Response Plan will be developed by the Principal Contractor. In the event of an incident the Principal Contractor will be notified and take appropriate action.

4 Development Schedule

4.1 This section of the report outlines an indicative schedule for the build out of the site as well as the construction methodology and measures used to manage environmental impact.

4.2 Construction Timeline

4.2.1 The indicative construction programme presented below is a programme that provides Bellway's current expectations of site delivery but will be kept under review as the scheme progresses and in line with market conditions:

- **Spring 2028** – Site Commencement.
- **Winter 2028** – Construction of first dwelling.
- **Spring 2029** – Show home constructed and open for viewings.
- **Summer 2029** – First Occupations.
- **Summer 2031** – Construction Completed.

4.3 Principal Operations

4.3.1 The principal operations of the site will include:

- **Vehicle Access:** Vehicle access will be achieved by from the proposed access arrangement along Semington Road. This access arrangement will be used to develop the on-site compound once the site layout has been finalised. The access arrangement will be suitable for Heavy Goods Vehicles (HGVs) entering the site and ensure safe manoeuvrability of the vehicles
- **Tree Protection Measures:** During the construction phase appropriate protection measures will be taken to protect the onsite trees from construction vehicles and or construction works.
- **Demolition:** The on-site buildings will be demolished and the removal of all unsuitable construction waste prior to start of on-site construction works.
- **Drainage and Utility Connections:** All on site drainage and utility connections (gas, water, foul, electric, communications) will be taken from the existing connections at along Semington Road.
- **Sub-Structure:** including onsite preparation works to form the haul roads, construction compound and groundworks to prepare the development plots.

4.4 Construction Working Hours

Delivery Parameters

- 4.4.1 Deliveries will include plant, equipment, machinery and materials. These will be procured through Bellway's established supply chain with priority given to local suppliers.
- 4.4.2 All deliveries by lorries will occur between 08:00 – 18:00 Monday to Friday, deliveries on Saturdays will be limited however when they do occur they occur between 08:00 – 13:00. No deliveries will take place on a Sunday or a Bank Holiday.
- 4.4.3 All on-site construction work will occur between 08:00 – 18:00 Monday to Friday, and between 08:00 – 13:00 on Saturday. No construction activities will take place on a Sunday or a Bank Holiday without WCC prior approval.
- 4.4.4 All suppliers and sub-contractors appointed by Bellway will be made aware of permitted working hours and the Site Manager will enforce these working hours.
- 4.4.5 In the event site works are required outside of these hours in exceptional or emergency circumstances (such as to make an urgent repair), this would be agreed with WCC prior to commencement of the activity. WCC would be contacted by telephone and any agreement confirmed in writing.

4.5 Construction Vehicles and Plant

- 4.5.1 The following vehicles will typically be used during construction activities:
- Excavators, for earthworks and groundworks;
 - Cranes: required for assembly and erection;
 - Low loaders: required for transport of construction equipment and plant;
 - Concrete lorries;
 - Tipper lorries; and
 - Construction staff vehicles (generally cars and light vehicles including vans to the off-site parking compound already permitted).
- 4.5.2 Abnormal loads are not expected to be generated for this development, should any be required the routing and nature of such loads would be agreed with WCC prior to work commencing.
- 4.5.3 Where appropriate materials and resources will be locally sourced to minimise delivery times and construction traffic will avoid travelling at commuter peak times.
- 4.5.4 Storage for large plant such as the forklifts will be provided within a dedicated storage area. The storage area will be hard surfaced and secure. Other large plant such as excavators and dumpers will be parked in a designated area on the site and left securely locked, strategically parked to increase site security (for example across the access).

Contractor Parking

- 4.5.5 On-site parking will be provided for operators and sub-contractors, to ensure that no unregulated parking occurs along the local roads. An appropriate parking quantum and location will be determined once the finalised layout is confirmed as part of the reserved matters application.
- 4.5.6 Signage will be installed on-site to direct contractors to the parking area. All contractors will be advised during recruitment and induction processes of the required parking areas and informed that no on-street would be permissible.
- 4.5.7 The Site Manager will monitor the on-site parking areas and undertake inspections of the local roads and to ensure that no unregulated parking is occurring and take necessary action for any infringements.

Loading and Unloading of Deliveries and Plant

- 4.5.8 No HGVs associated with the construction of the development will be laid up or waiting, on local roads (Semington Road, Berryfield Lane, Berryfield Drive).
- 4.5.9 Delivery vehicles will be provided with delivery slots to arrive at the site and will be required to call ahead to confirm arrival prior to reaching the site. Deliveries will only occur during the times identified in Section 4.4.
- 4.5.10 A banks person will be positioned on Semington Road east of the site accesses when required during the build programme to assist with deliveries arriving / departing from the site from the proposed access onto Semington Road.
- 4.5.11 All unloading of plant and materials will take place within the site and not within the highway adjoining the site. Adequate material storage is to be provided on the site within the site compound/stores area. Materials on-site will be transported using forklifts, dumper trucks and smaller construction vehicles.

4.6 Site Security and Fencing

- 4.6.1 Authorised personnel will only be allowed on-site with visitors to the site being required to enter via the main entrance and report to the site manager. All visitors will be required to sign in and out to ensure that site management are aware of the people on site in the event of an emergency. A gatehouse will be located at the site access to manage all entry and exit of the site.
- 4.6.2 Visitors will be required to undergo induction training, wear the necessary PPE i.e. safety helmet, hi-visibility attire, safety footwear, eye protection and appropriate gloves and will be always accompanied by a representative on site.
- 4.6.3 Banks people will be situated at the site access to support vehicles in entering and exiting the site. All mobile plant/equipment will be parked safely and locked within a designated area to prevent tampering, and keys to all plant/equipment will be kept in a secured location.

-
- 4.6.4 The majority of the site, will be fenced using 2m high anti-climb fencing. There will be graphic hoarding panels provided at the Semington Road site access which will display branded graphics. The site manager will inspect boundary fencing daily.

5 Construction Traffic Management

5.1 This section of the report sets out the expected construction vehicle traffic generation of the site throughout the construction phase of the development.

5.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a construction contractor and prior to work commencing on site; any substantial changes in the build programme and / or number of vehicular movements will be communicated to WCC in advance of construction

5.3 Construction Vehicles

5.3.1 An indicative preliminary trip generation of the sites' construction phase has been estimated. The trip generation would be confirmed as part of the full CTMP that would be submitted as part of discharge of planning conditions.

Initial Construction Phase – Site Preparation

5.3.2 The traffic impacts during the early stages of the construction programme will comprise of:

- Delivery of goods, materials, plant and equipment; and
- Daily contractor/sub-contractor access

5.3.3 **Table 5.1** summarises the estimated average daily construction traffic movements associated with the initial site establishment phase of the development.

Table 5.1: Average Daily Construction Traffic – Initial Phase

Vehicle Type	Number of Movements	
	Departures	Two-way Movements
Operatives	50-60 Vehicles	100-120
Heavy Goods Vehicles	6 HGV	12 HGV
Total	50-60 light vehicles / 6 HGVs	100-120 light vehicles / 12 HGVs

Main Construction Phase – Dwelling Delivery

5.3.4 The main construction period is expected to last 36 months, with deliveries fluctuating within this period based on the various phases of construction. It is envisaged that most movements would be Monday to Friday with only a limited number of movements on a Saturday.

5.3.5 An indicative preliminary trip generation of the sites' main construction phase has been and is summarised in **Table 5.2**. The trip generation would be confirmed as part of the full CTMP that would be submitted as part of discharge of planning conditions.

Table 5.2: Average Daily Construction Traffic – Main Phase

Vehicle Type	Number of Movements		
	Arrivals	Departures	Total
Cars	13	13	26
Lights Good Vehicle	35	35	70
Plant Vehicles (Cranes, Excavators)	6	6	11
Heavy Goods Vehicles	16	16	32
Total	70	70	139

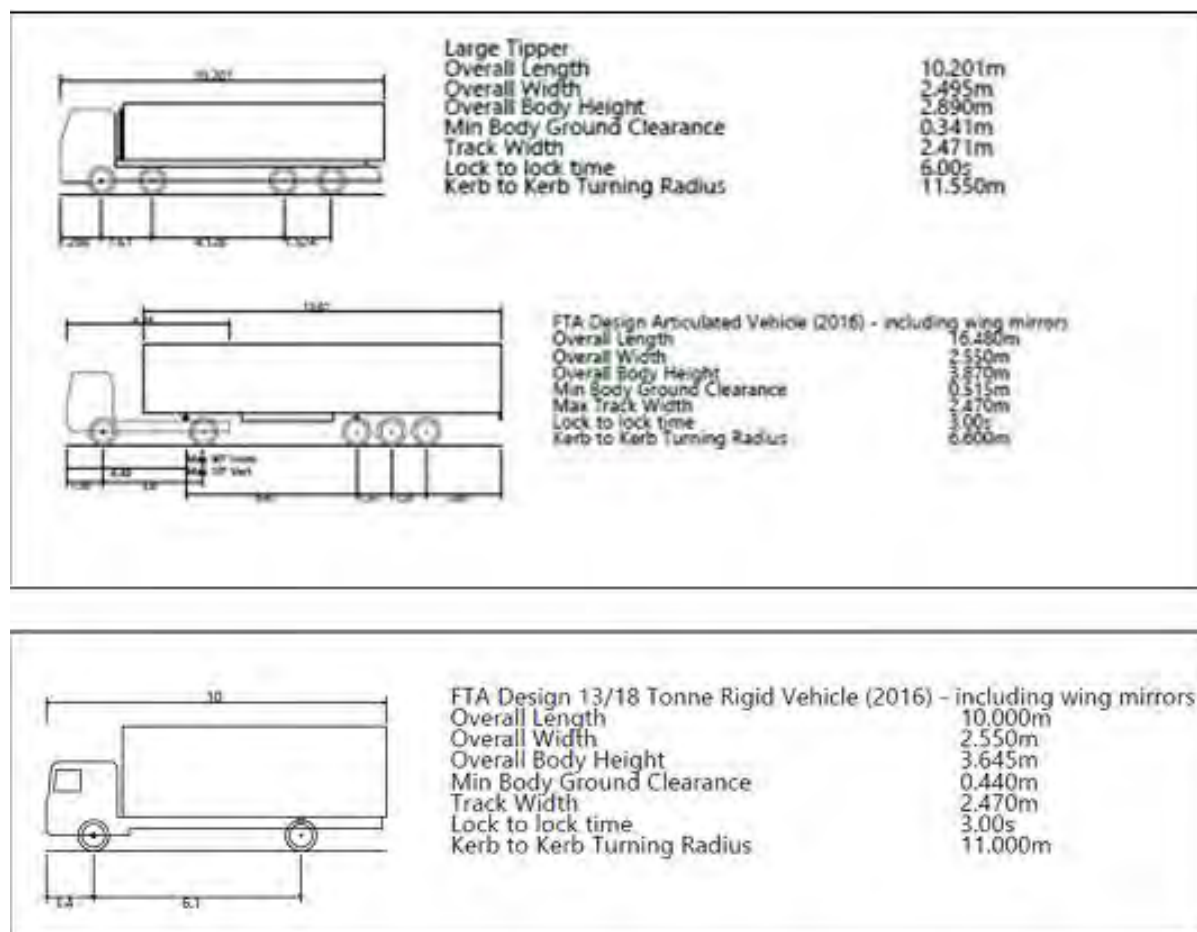
5.4 Construction Vehicle Types

1.1.1 A variety of vehicles will need to access the site during construction with the following vehicles will typically be utilised:

- Excavators;
- Cranes: required for assembly and erection;
- Rigid Delivery Vehicles;
- Articulated HGVs;
- Concrete lorries;
- Tipper lorries; and
- Construction staff vehicles (cars and vans).

5.4.1 During the construction phase the largest expected vehicle requiring access to the site will be a 16.4m articulated vehicles although it is anticipated that most deliveries will be made with 10m rigid delivery or transit van vehicles as shown in **Image 5.1**.

Image 5.1: Construction Delivery Vehicle Dimensions



5.5 Delivery Schedule and Dwell Times

5.5.1 As outlined in Section 4, delivery vehicles will have set times for arrivals and departures and will be managed to stagger arrivals on site. The construction delivery vehicles are likely to attend the site for approximately one hour per vehicle.

5.5.2 Deliveries will be planned in advance and monitored by the Site Manager to ensure that vehicles do not meet at the site access or create any delays or reversing manoeuvres.

5.6 Construction Staff Movements

5.6.1 Experience of similar developments elsewhere suggests that car / van sharing promotion by the contractor will reduce the number of vehicle movements. This will be achieved through management of staff travel patterns and actively encouraging car sharing.

5.6.2 All staff are anticipated to arrive at the site during the 30-minute period preceding the start of the operating day (i.e. 07:30 – 08:00 Monday to Saturday) and depart prior to or after the end of the operating day, spread out over the late afternoon (typically most staff and contractors leave between 3-4pm). Staff trips are likely to travel to / from different destinations, and these movements will distribute across the highway network as a result.

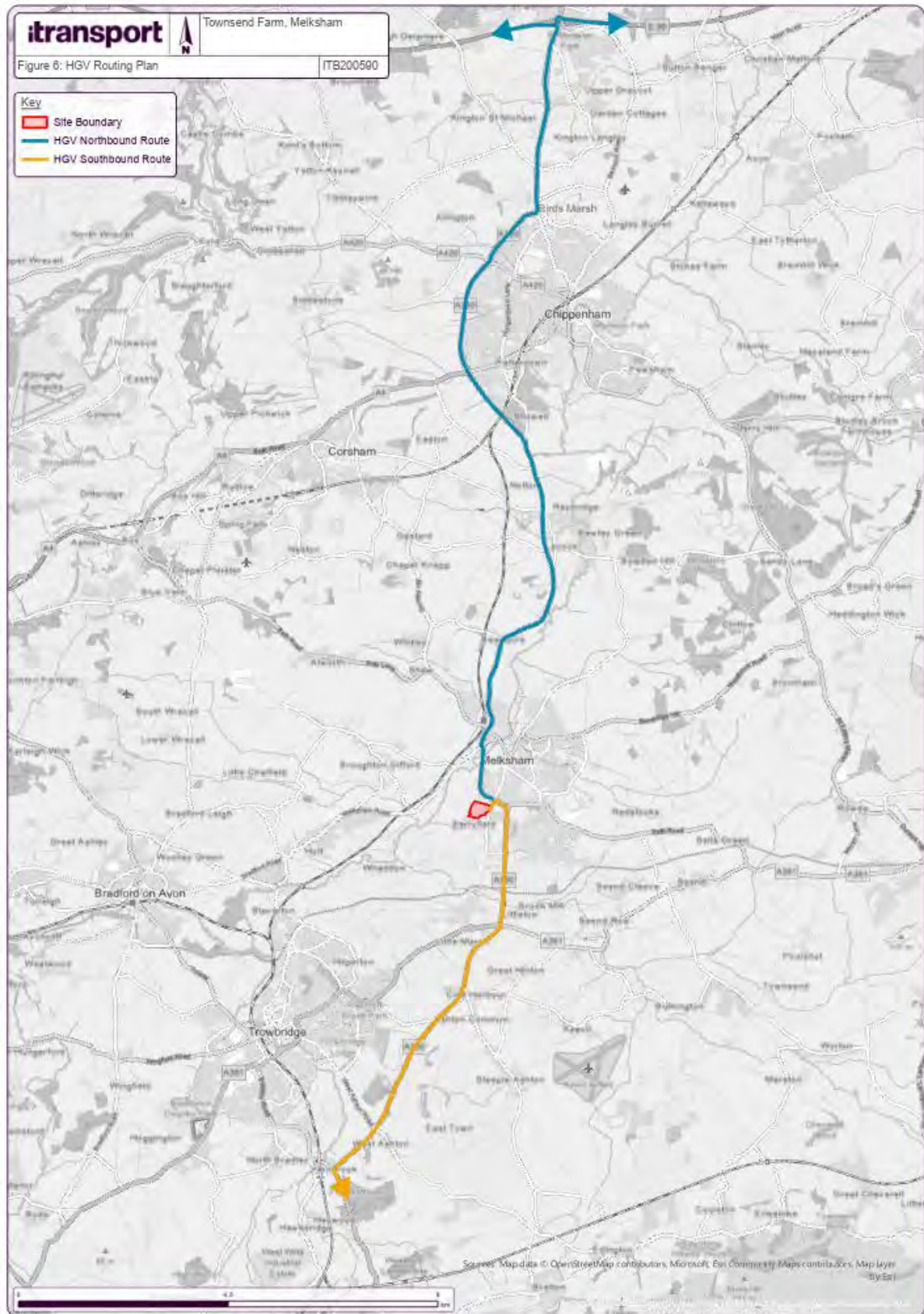
5.7 Construction Vehicle Access and Access Routes

5.7.1 Drawing **ITB200590-GA-010** demonstrates an articulated vehicle entering, turning and egressing the site via the main site access while the same movements are shown for a 12m rigid delivery vehicle on Drawings **ITB220590-GA-009** respectively.

5.7.2 These drawings demonstrate that each vehicle can access, turn and egress the site in an acceptable manner during the construction phase.

5.7.3 Construction vehicles will access the development via dedicated route to minimise impact along routes which are not appropriate for construction vehicles. **Image 5.2** provides an overview of the proposed route for HGVs and construction vehicles along Semington Road and Western Way towards to M4 to the north and the A350 to the south.

Image 5.2: HGV and Construction Vehicle Routing



5.8 The lorry routing strategy is demonstrated on **Image 5.2**, and the following approach will be used to implement the Construction Traffic Routing strategy:

- Information Provision (verbal / written) – All suppliers will be provided with a copy of the recommended delivery route plan.
- Training – All site staff / sub-contractors will be given training on the CTMP as part of site induction and will be advised of access arrangements prior to coming to site.
- Monitoring – The site manager will monitor the adherence to the route management strategy and will put in place any remedial measures / retraining needed.
- Reporting – Whilst the above management processes are indented to remove the need for reporting of breaches, in the event these do occur local residents will be able to raise these with the site manager who will investigate and address any breaches.

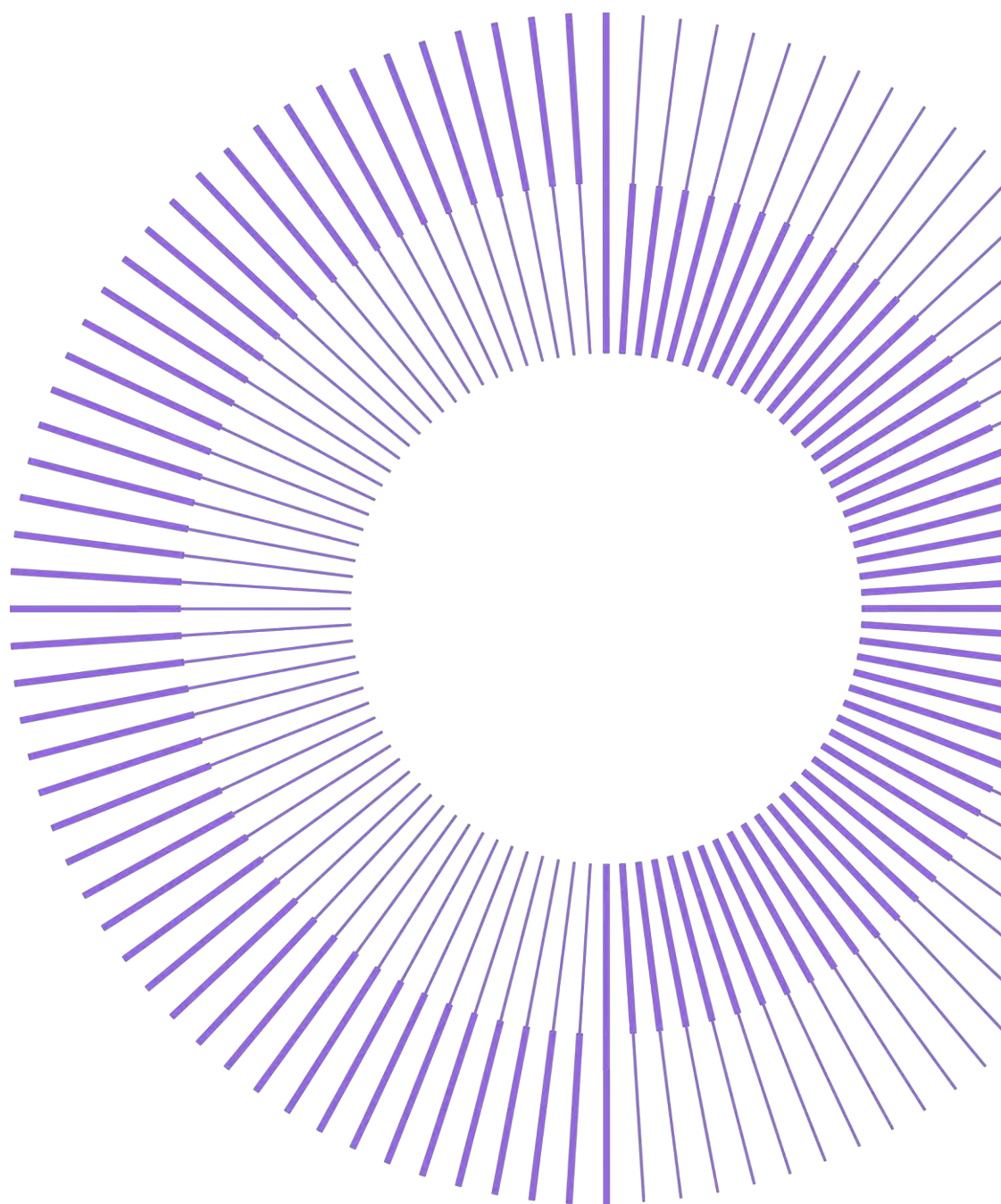
5.9 Road Condition Survey

5.9.1 A pre-commencement road condition survey will be carried out to record the current condition of the highway on immediate locality to the site. Drawing **ITB200590-GA-011 (Image 5.3)** shows the scope of the condition survey. The condition survey will be conducted as part of the pre-start meeting with WCC once the s278 agreement for the access works is signed.

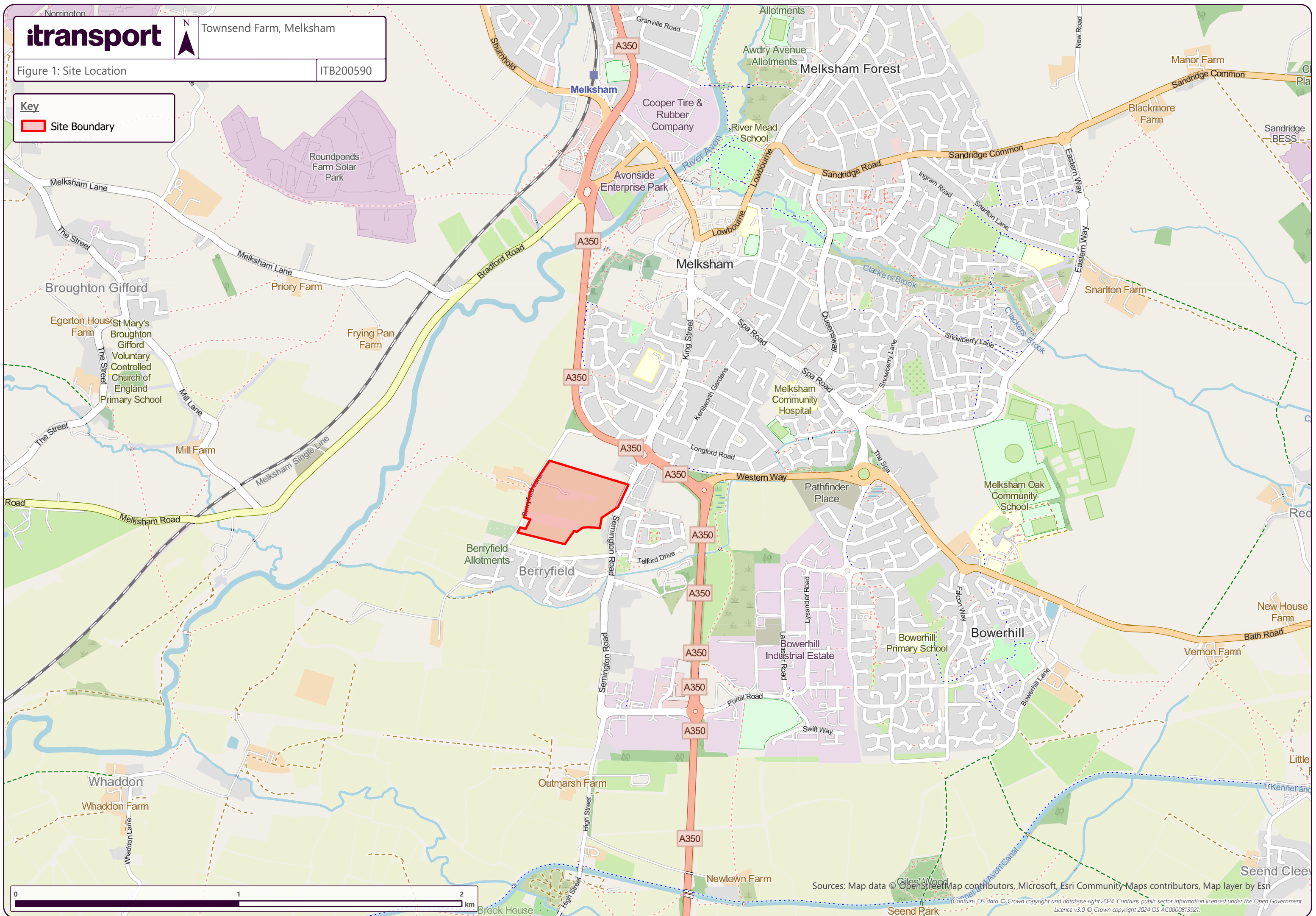
Image 5.3: Road Condition Survey



FIGURES



Key

 Site Boundary

Sources: Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri

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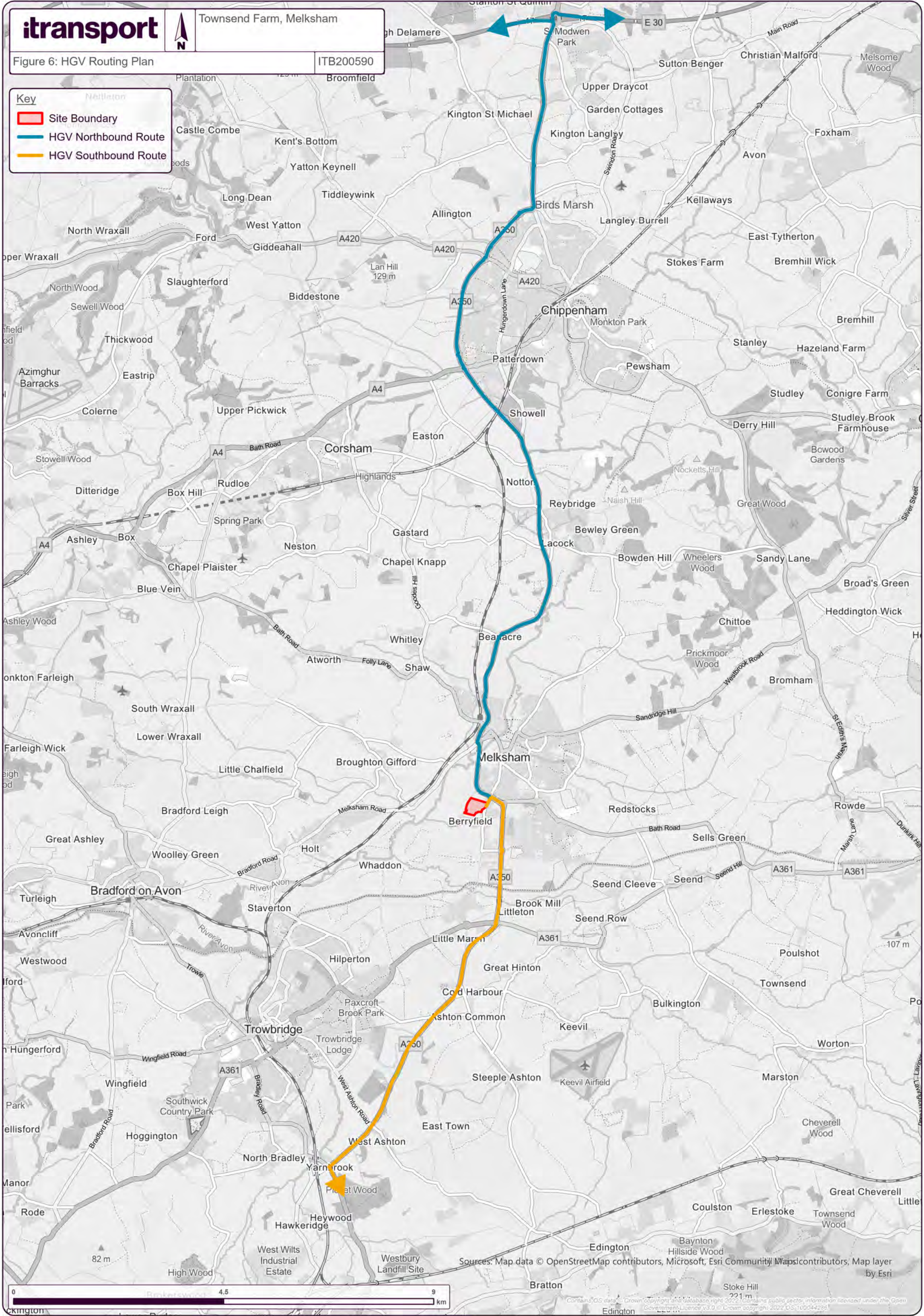


Figure 6: HGV Routing Plan

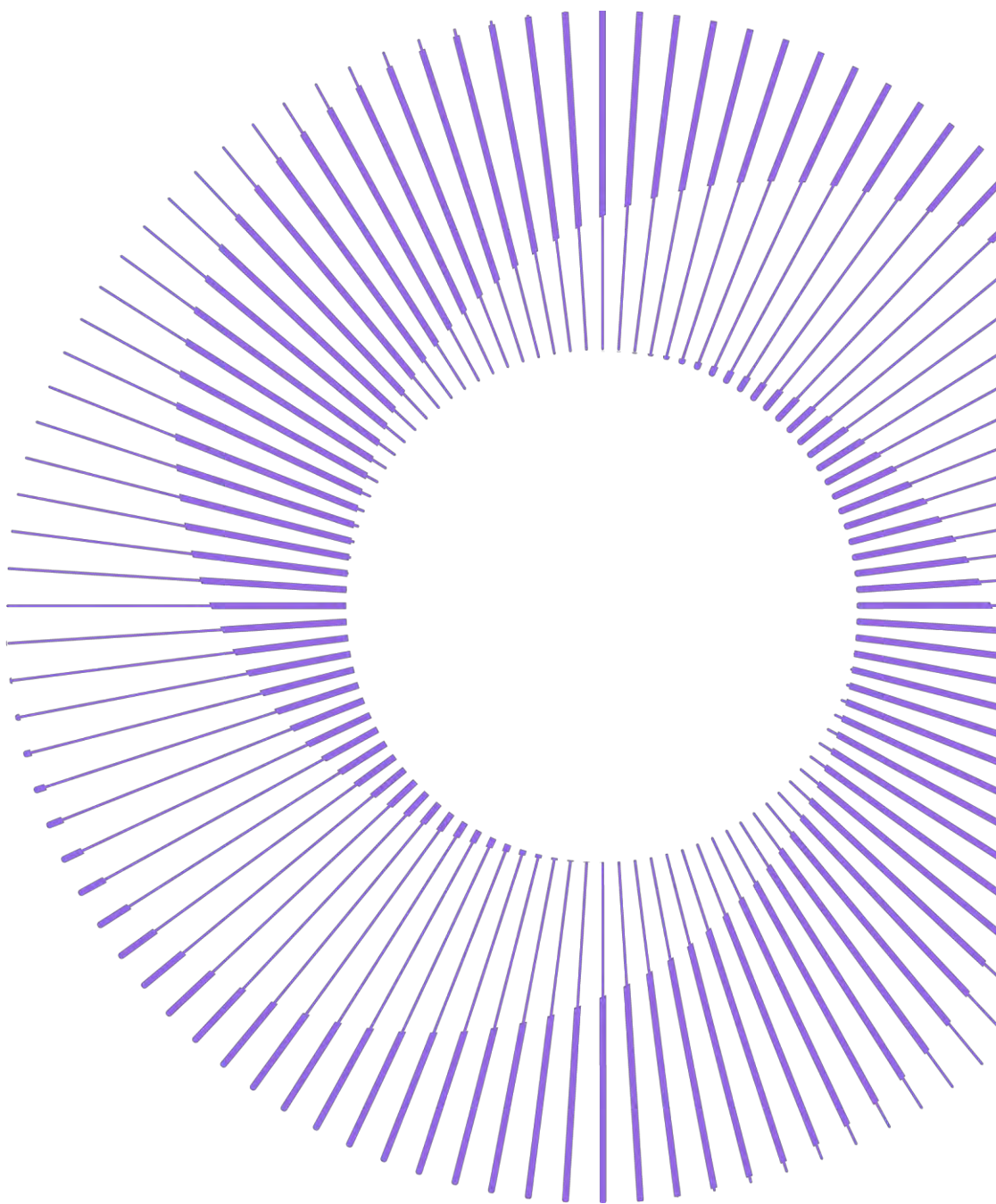
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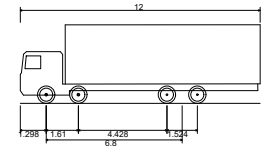
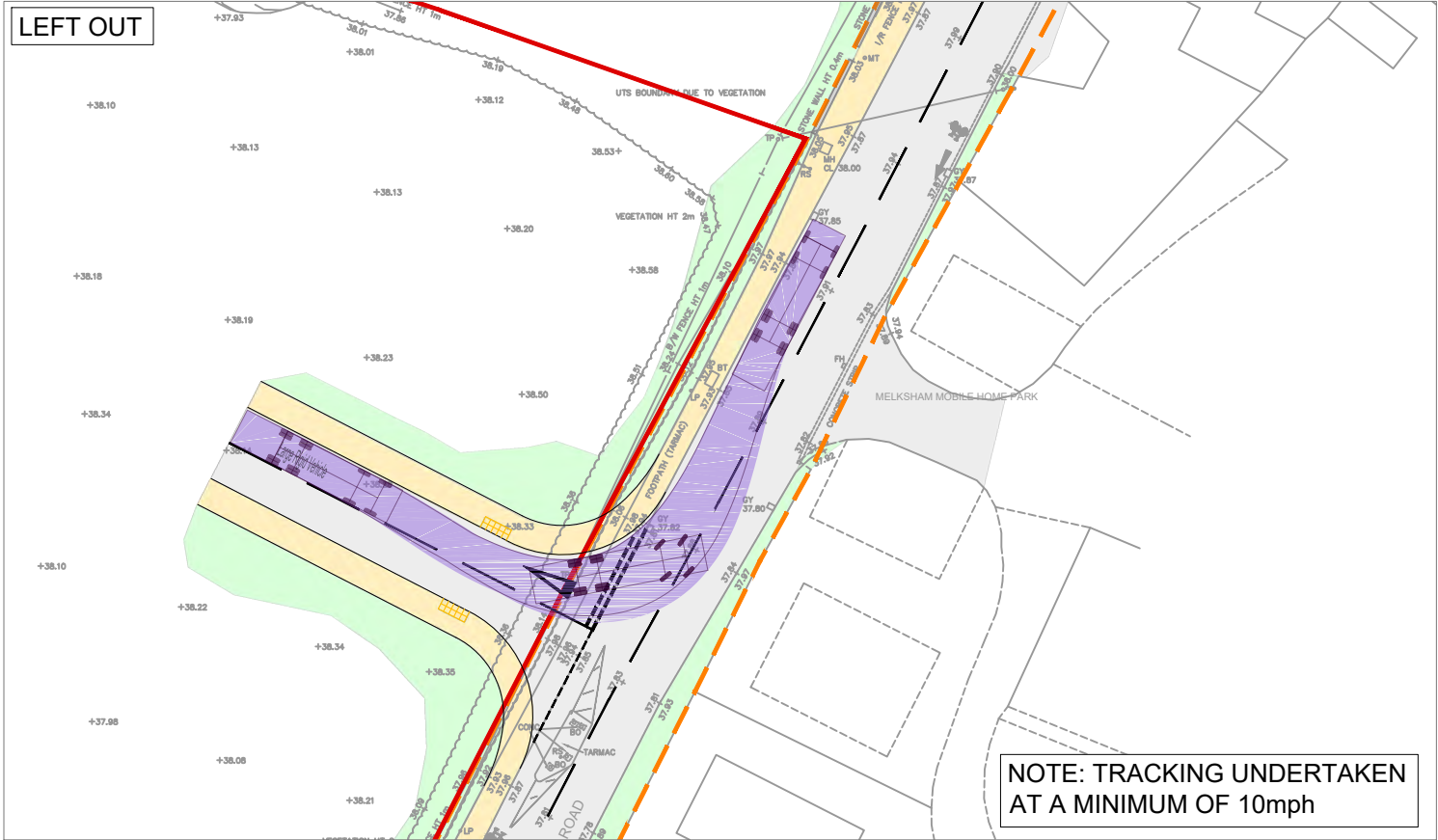
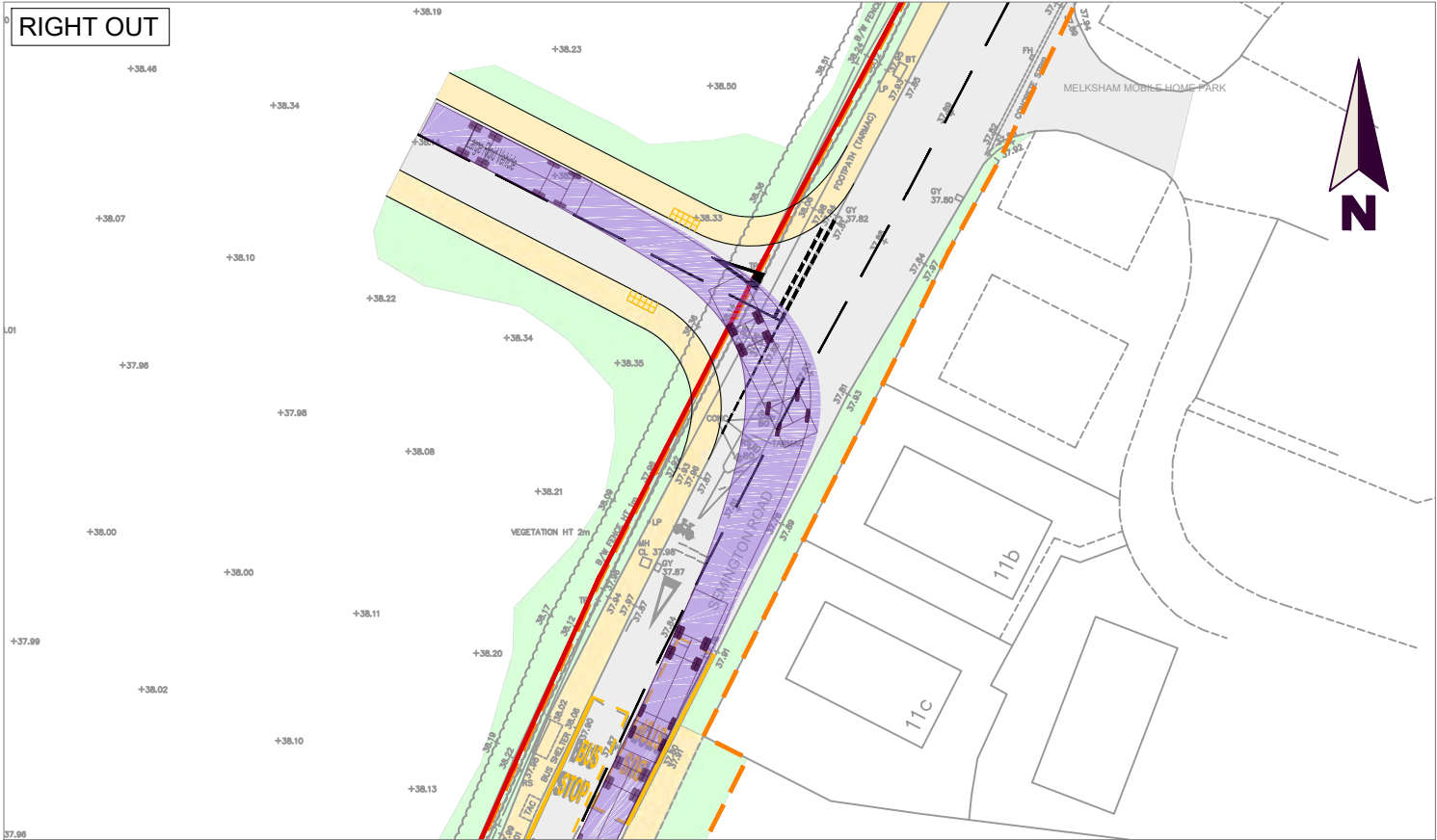
Key

- Site Boundary
- HGV Northbound Route
- HGV Southbound Route



DRAWINGS





Large Rigid Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

12.000m
2.500m
3.928m
0.412m
2.471m
6.00s
11.900m

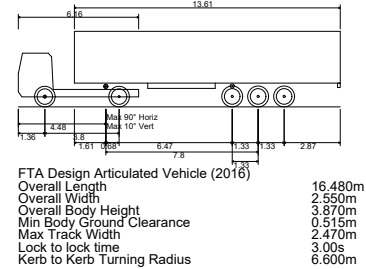
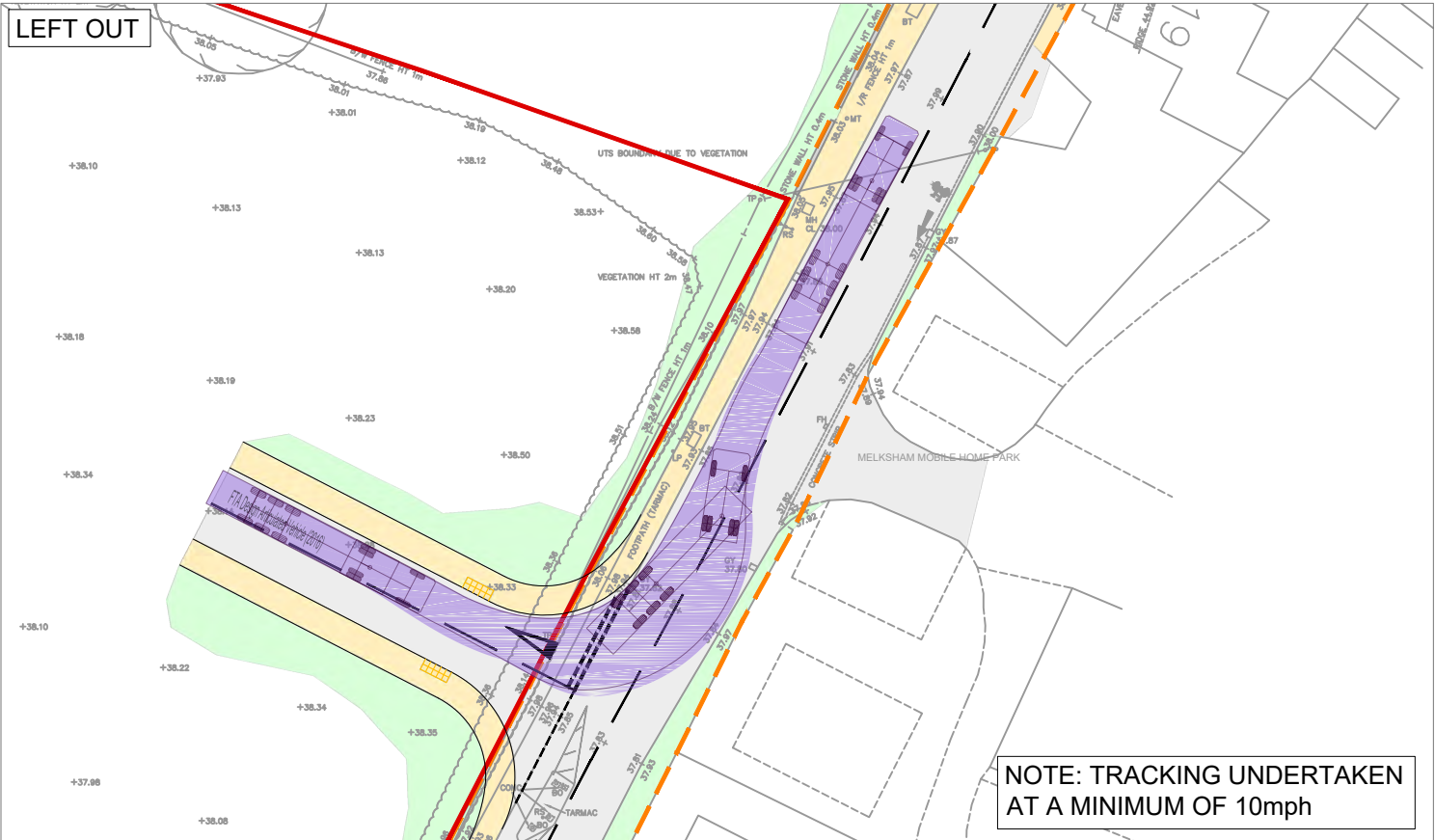
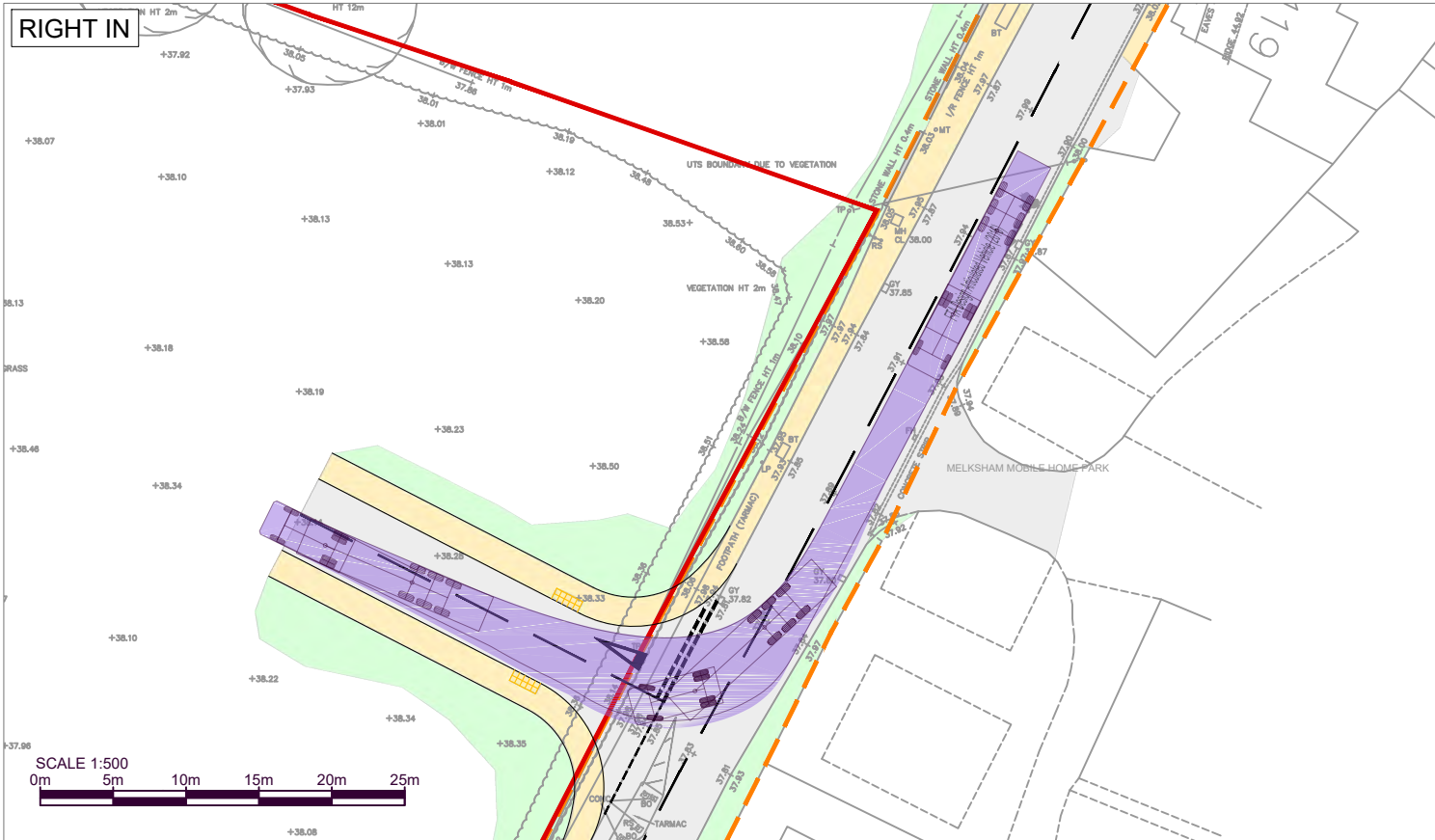
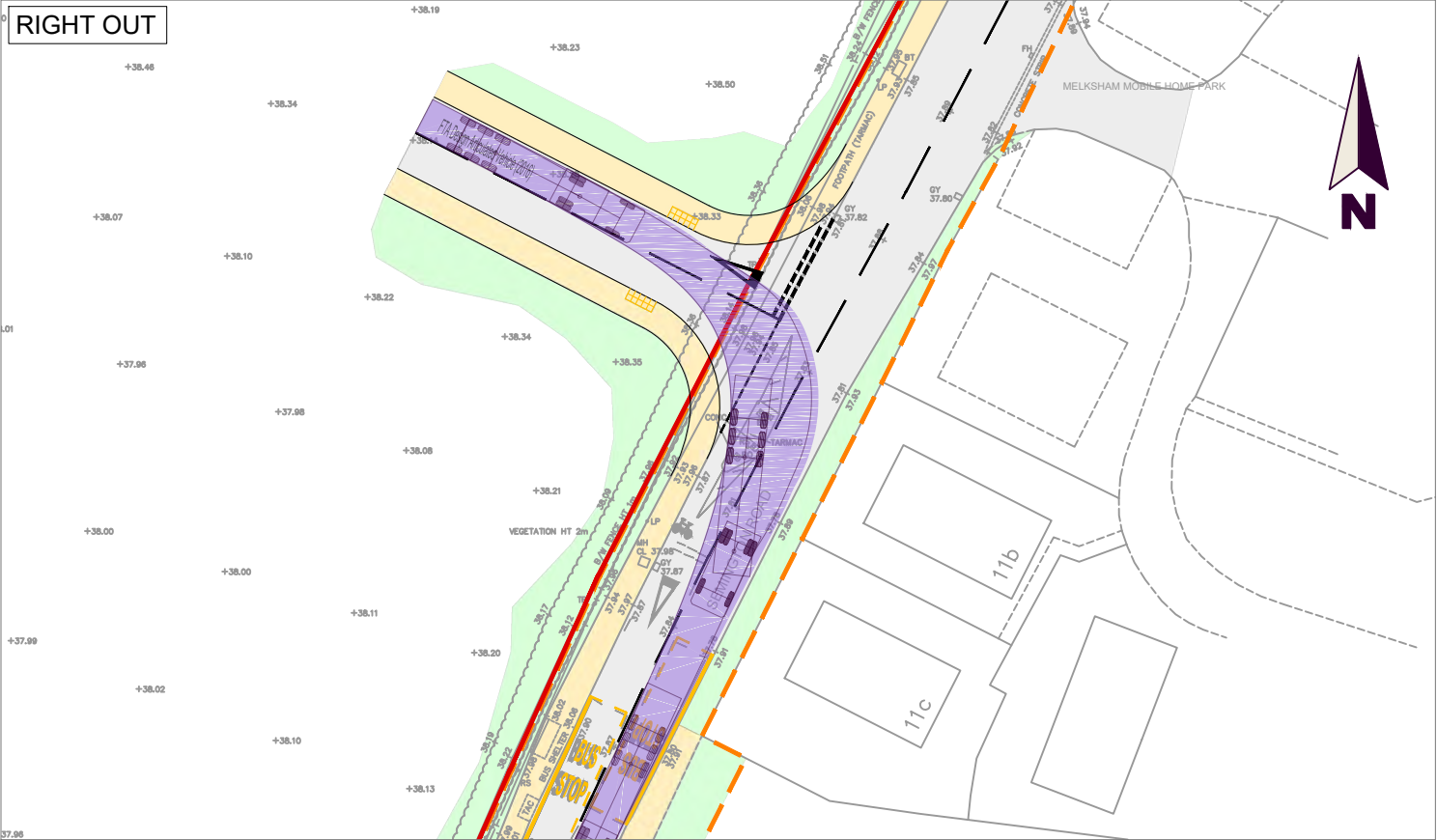
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	20.07.26	MM	INITIAL ISSUE		JB	SM
REV	DATE	BY	DESCRIPTION		CHK	APD

TITLE: CONSTRUCTION TRAFFIC MANAGEMENT PLAN SWEEP PATH ANALYSIS - LARGE RIGID VEHICLE	DRAWING STATUS: FOR ISSUE	DESIGN STAGE: PRELIMINARY
PROJECT: TOWNSEND AND WESTWARD FARMS, MELKSHAM	SCALE @ A3: 1:500	PROJECT No: ITB200590
CLIENT: BELLWAY HOMES LIMITED	DRAWING No: ITB200590-GA-009	REV: -



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REV	DATE	BY	DESCRIPTION		CHK	APD

TITLE: CONSTRUCTION TRAFFIC MANAGEMENT PLAN SWEEP PATH ANALYSIS - ARTICULATED VEHICLE	DRAWING STATUS: FOR ISSUE	DESIGN STAGE: PRELIMINARY
PROJECT: TOWNSEND AND WESTWARD FARMS, MELKSHAM	SCALE @ A3: 1:500	PROJECT No: ITB200590
CLIENT: BELLWAY HOMES LIMITED	DRAWING No: ITB200590-GA-010	REV: -



T:\Projects\200000 Series\200590\1TB - Townsend Farm Melksham\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB200590-GA-011.dwg

KEY:
 EXTENT OF HIGHWAY



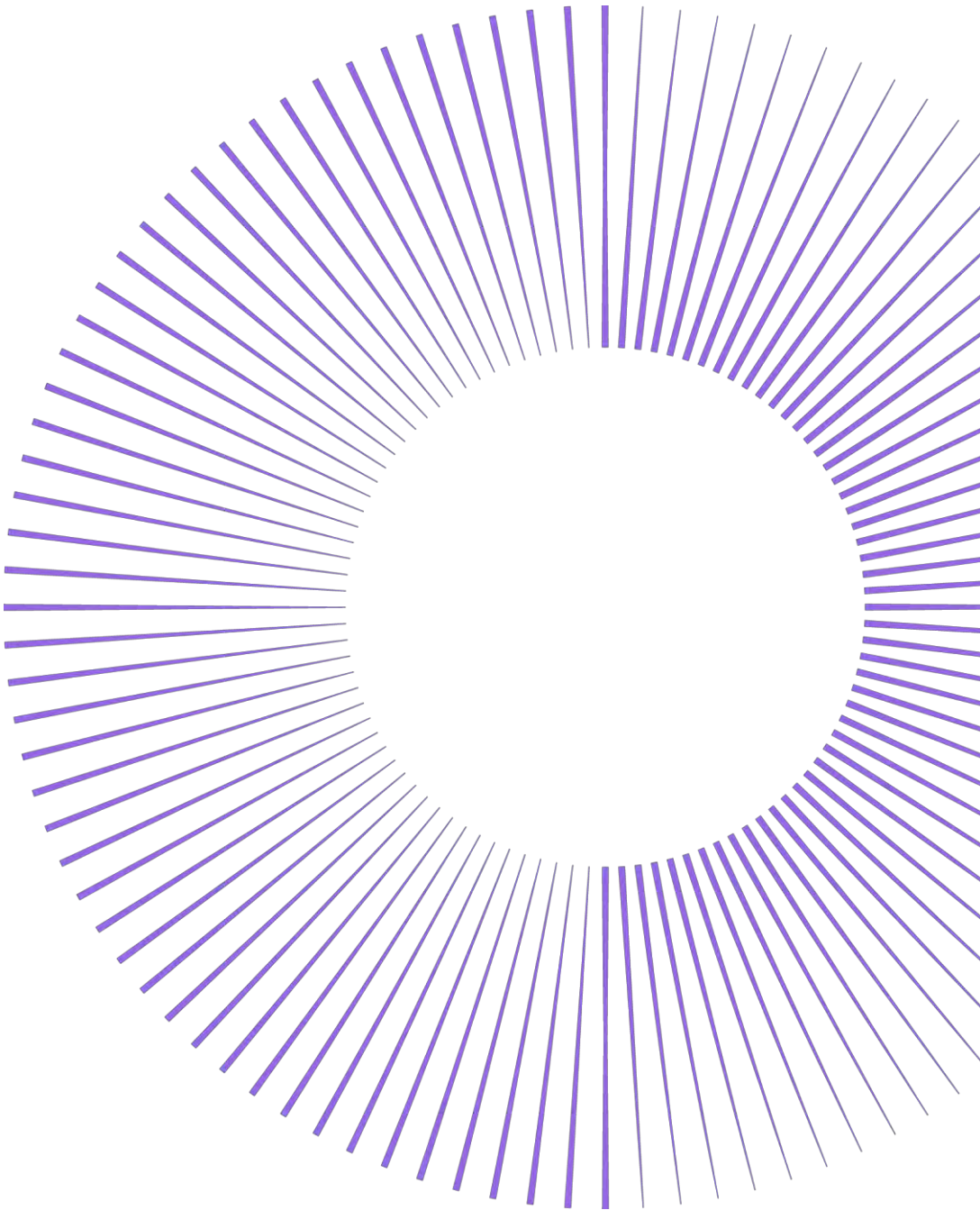
The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366

www.itransport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APP
	20.07.26	MM	INITIAL ISSUE	JR	SM

TITLE: CONSTRUCTION TRAFFIC MANAGEMENT PLAN ROAD CONDITION SURVEY PLAN	DRAWING STATUS: FOR ISSUE	DESIGN STAGE: PRELIMINARY
	PROJECT: TOWNSEND AND WESTWARD FARMS, MELKSHAM	PROJECT No: ITB200590
	CLIENT: BELLWAY HOMES LIMITED	DRAWING No: ITB200590-GA-011
		REV: -

APPENDICES



APPENDIX A. EIA Screening

Land at Townsend Farm, Melksham

Development Services

Wiltshire Council

Tel: 0300 456 0114

Email: developmentmanagement@wiltshire.gov.uk

www.wiltshire.gov.uk

22nd May 2026

Dear Sir/Madam,

RE: SCREENING OPINION: REGULATION 5, TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Application Reference:	PL/2026/02789
Development Description:	In accordance with Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), formal request for an EIA Screening Opinion for Outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

I write with reference to your letter dated 30.04.2026 regarding your request for a Screening Opinion to determine the requirement for an Environmental Impact Assessment (EIA) for the above-mentioned development proposal in accordance with regulation 6 of the Town and Country Planning (EIA) Regulations (2017).

Recommendation: It is the opinion of the Council that the development **is not** classified as EIA development.

The table overleaf constitutes Wiltshire Council's formal screening opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

This completed matrix sets out the Council's assessment of the proposed development against the relevant criteria listed in Schedule 3 of the Regulations and confirms the Council's opinion as to whether the proposed development is or is not EIA development. This screening opinion has been reached following consideration of the nature, scale and location of the proposed development and any likely significant effects on the environment.

This document therefore serves as the Council's screening opinion, in accordance with the requirements of the EIA Regulations. Where representations have been received which provided guidance to support the screening opinion, these are included as an appendix. It is recommended that these representations are reviewed; however, it is important to note that the guidance is not a judgement on the acceptability of the proposal in planning terms and it is recommended that the Council's pre-application services be engaged in prior to any potential planning application being made.

1. CASE DETAILS			
Application reference	PL/2026/02789	Brief description of the project / development	Up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal. Demolition and clearance of all existing buildings and structures on the site.
Applicant	Bellway Strategic Land		
LPA	Wiltshire Council		
2. EIA DETAILS			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?		No	
If YES, which description of development (THEN GO TO Q4)		N/A	
Is the project Schedule 2 development under the EIA Regulations?		Yes	
If YES, under which description of development in Column 1 and Column 2?		10 (b) Urban Development Projects	
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?		No	
If YES, which area?		N/A	
Are the applicable thresholds/criteria in Column 2 exceeded/met?		Yes	
If yes, which applicable threshold/criteria?		(ii) the development includes more than 150 dwellings (iii) the overall area of development exceeds 5 hectares	
3. LPA/SOS SCREENING			
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)		No	
If yes, is a copy of the SO/SD on the file?		N/A	
If yes, is the SO/SD positive?		N/A	
4. ENVIRONMENTAL STATEMENT			
Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?		No	

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
5. NATURAL RESOURCES		
5.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No The topography of the site is relatively flat; any minor regrading would be localised, typical of residential development and would not result in significant changes to the topography of the area.	N/A
5.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	No The development will use standard construction materials as well as water and energy during construction and operation; not non-renewable or in short supply.	No
5.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	Yes The site comprises agricultural land, including areas classified as best and most versatile agricultural land.	No Having regard to the wider availability of agricultural land in the area, the loss of agricultural land would not be significant in EIA terms.
6. WASTE		
6.1 Will the project produce solid wastes during construction or operation or decommissioning?	Yes Construction and household waste typical of residential development.	No Having regard to the scale and type of development, waste is not considered likely to result in significant effects given that residential development is capable of being managed through established waste management practices.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
7. POLLUTION AND NUISANCES		
7.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes Construction dust and vehicle emissions typical of residential development	No Emissions arising from construction activity and additional vehicle movements would be temporary and localised; given the scale of the development it is not likely to result in significant air quality effects
7.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes Temporary construction effects and operational traffic noise	No During the construction phase the noise and vibration would be temporary; during operation phase the noise would primarily relate to residential traffic movements which would not likely be of a scale or intensity to result in significant environmental effects.
7.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes Potential during construction due to ground disturbance	No Any effects would be localised and unlikely to introduce significant contamination risks.
7.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No No AQMAs or known exceedances	N/A
8. POPULATION AND HUMAN HEALTH		
8.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No No hazardous processes are proposed	N/A
8.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	Yes Temporary construction effects are possible	No Potential effects on human health would be limited to short-term construction activities and changes typical of residential development. These would not be of a scale, duration or intensity likely to result in significant effects on human health.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
9. WATER RESOURCES		
9.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes Surface water flooding present on parts of the site	No Possible to address through a drainage strategy
10. BIODIVERSITY (SPECIES AND HABITATS)		
10.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	No No designated sites within or adjacent to the site	N/A
10.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	Yes The site comprises modified grassland/agricultural margins and protected species may use adjacent habitats for foraging or commuting	No The site has a relatively low intrinsic ecological value; there is no indication of roosts, breeding sites, or high-value habitat being present or likely to be directly impacted; standard mitigation/enhancement measures would likely be possible. Overall, potential ecological effects would be localised, controllable and mitigable.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
11. LANDSCAPE AND VISUAL		
11.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated/ non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? ¹ Where designated indicate level of designation (international, national, regional or local).	No Site not within a designated landscape area	N/A
11.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes Some visibility for nearby highways and public rights of way	No The development impacts would be mitigable
12. CULTURAL HERITAGE/ARCHAEOLOGY		
12.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	Yes Listed building and conservation area in wider setting; archaeological interest may be present	No Recommended approach for potential archaeological interest is further investigation which can be secured by condition; there is no evidence that designated heritage assets of high value would be directly affected, or that there would be substantial impacts on the setting of listed buildings or conservation area. Overall, effects which may be present would be manageable through standard planning conditions.

¹ See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
13. TRANSPORT AND ACCESS		
13.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes Public rights of way cross or border the site	No Nearby public rights of way can be retained, protected or temporarily managed during construction and there is no clear indication that rights of way or recreational routes would be severed or substantially altered. Any impact would be minor, temporary and reversible.
13.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes Likely increased traffic	No Trip generation would be within local network capacity and there is no identified severe residual impacts or unacceptable congestion anticipated. Standard measures addressing visibility, access and construction traffic management would result in effects being of a scale/severity that is not significant.
14. LAND USE		
14.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	Yes Agricultural and residential uses nearby	No The surrounding context includes agricultural land; however, there is no evidence of nearby sensitive receptors having been subject to substantial adverse effects (e.g. noise, disturbance, displacement); the surrounding land uses are compatible with the proposed development, and impacts would not be significant.
14.2 Are there any plans for future land uses on or around the location which could be affected by the project?	Yes Other consented and proposed development in the area	No There is no evidence that allocated sites or strategic growth areas would be prejudiced by the development and the proposed development does not appear to conflict with planning land-use trajectories in a way that would cause significant environmental harm.
15. LAND STABILITY AND CLIMATE		
15.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No No evidence of instability etc	N/A

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
16. CUMULATIVE EFFECTS		
16.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes Other residential development in the locality	No The development impacts would largely be site-specific and mitigable; there is no evidence to suggest that the proposed development in combination with committed or permitted schemes would result in cumulative impacts in excess of an acceptable threshold for residential development.
17. TRANSBOUNDARY EFFECTS		
17.1 Is the project likely to lead to transboundary effects? ²	No Contained within Wiltshire Council Authority and not in close proximity to the administrative boundary	N/A

² The Regulations require consideration of the transboundary nature of the impact. Due to the England's geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

18. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The development is Schedule 2 development exceeding the relevant thresholds. Having regard to the characteristics of the development, its location and the nature of potential impacts, significant effects on the environment are not likely.

19. SCREENING DECISION

If a SO/SD has been provided do you agree with it?	N/A
Is it necessary to issue a SO?	Yes
Is an ES required?	No

20. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)**OUTCOME**

Is likely to have significant effects on the environment	ES required	
<u>Not</u> likely to have significant effects on the environment	ES not required	X
More information is required to inform direction	Request further info	

21. REASON FOR SCREENING

The proposed development of up to 195 dwellings on a site of approximately 11.31 Ha constitutes Schedule 2 development.

Applicant's Next Steps Following EIA Screening Decision

1. If the proposed development is determined to be EIA development:

Where Wiltshire Council has concluded that the proposed development **is** Environmental Impact Assessment (EIA) development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), the applicant is required to submit an **Environmental Statement (ES)** as part of any subsequent planning application.

Before doing so, the applicant is **strongly encouraged** to submit a formal **request for a Scoping Opinion** under Regulation 15 of the EIA Regulations. This request should be made to Wiltshire Council and must be accompanied by sufficient information to enable the Council to identify the scope and content of the environmental information to be included in the ES.

Wiltshire Council will then issue a **formal Scoping Opinion**, which will outline the environmental topics that must be addressed in the ES, helping to ensure that all relevant environmental effects are properly considered and assessed.

2. If the proposed development is determined not to be EIA development:

Where Wiltshire Council has determined that the development **is not** EIA development, the applicant may proceed to submit a planning application without the need for an Environmental Statement.

3. Right to Request a Screening Direction from the Secretary of State:

If the applicant disagrees with Wiltshire Council's screening opinion—whether EIA is required or not—they have the right to request a **Screening Direction** from the **Secretary of State** under Regulation 5(7) of the EIA Regulations.

A request for a Screening Direction can be made to: **The Planning Inspectorate** Environmental Services Team:

Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Email: eia.enquiries@planninginspectorate.gov.uk

Yours faithfully,

Isobella Wise
Senior Planning Officer

On behalf of:

Head of Development Management

Appendix 1: Natural England Representation

Date: 18 May 2026
Our ref: 548176
Your ref: PL/2026/02789



Wiltshire Council

BY EMAIL ONLY

Developmentmanagement@wiltshire.gov.uk

Horizon House
Crews Business Park
Electra Way
Cirencester
Gloucestershire
GL7 1 9GU

T 0300 060 3900

Dear Sir or Madam

Environmental Impact Assessment Screening consultation: for an outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

Location: Land at Townsend Farm, Melksham

Thank you for your consultation on the above dated 06 May 2026 which was received by Natural England on 06 May 2026.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

It is Natural England's advice, on the basis of the material supplied with the consultation, that significant effects on statutorily designated nature conservation sites or landscapes are unlikely.

Schedule 3(2) of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 requires consideration of the selection criteria for Schedule 2 EIA development and identification of 'environmental sensitivity'.

The proposed development is not located within or partly within any Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar Site and is not likely to significantly affect the notified interest features of such sites. The proposal is not located within or partly within a National Park, Area of Outstanding Natural Beauty or Heritage Coast and is unlikely to impact upon the purposes for which these areas are designated or defined.

Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this proposal is likely to affect protected species to such an extent as to require an Environmental Impact Assessment (EIA). The developer must provide sufficient information for your authority to assess whether protected species are likely to be affected and, if so, whether appropriate avoidance, mitigation, or compensation measures can be

put in place. Further information is included in Natural England's [standing advice](#) on protected species.

Furthermore, Natural England does not routinely maintain locally specific data on all environmental assets. This development proposal may have environmental impacts on priority species and/or habitats, local wildlife sites, soils and best and most versatile agricultural land, or on local landscape character that may be sufficient to warrant an EIA. Information on ancient woodland, ancient and veteran trees is set out in Natural England/Forestry Commission [standing advice](#).

We therefore recommend that advice is sought from your ecological, landscape and soils advisers, local record centre, recording society or wildlife body on the local soils, best and most versatile agricultural land, landscape, geodiversity and biodiversity receptors that may be affected by the proposed development before determining whether an EIA is necessary.

Should you determine that an EIA is not required in this case, you should still ensure that the application is supported by sufficient biodiversity, landscape and other environmental information in order for you to assess the weight to give these material considerations when determining the planning application.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that this response relates only to the EIA screening consultation. Natural England may wish to provide advice should your authority consult us on any subsequent planning application. Guidance on when to consult Natural England is [here](#).

Please send any new consultations, or any further information on this consultation to:
consultations@naturalengland.org.uk

Yours faithfully

Helen Churchill
Consultations Team

Appendix 2: Historic England Representation

Environmental Impact Assessment (EIA) Screening Opinion Request under Regulation 6(2) Town and County Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
Outline application for up to 195 dwellings on land at Townsend Farm, Melksham
LPA ref: PL/2026/02789

Thank you for consulting us about the above EIA Screening Opinion.

It is for the local authority to determine whether an EIA should be prepared for the proposed development. However, from the information given, we consider that there appears to be minimal impact on the historic environment and therefore an EIA may not be required in relation to the historic environment. We recommend, however, that the local authority Historic Environment staff are consulted as they are best placed to advise on local historic environment issues and priorities.

If further information becomes available which might result in a change to this, then we would like to be informed and provided with that information so that we can consider the matter further and respond to you as appropriate.

If you have any queries about the above or would like to discuss anything further, please do not hesitate to contact me.

Yours sincerely,

Melanie Barge

Inspector of Ancient Monuments

Appendix 3: Councils Archaeology Team

CW124942: PL/2026/02789: Land at Townsend Farm, Melksham

Thank you for your request. The proposed development would not impact directly upon any designated heritage assets, nor would it impact upon the settings of any such features. As a result of this, I do not see a need for archaeology to be included as a chapter in any future Environmental Impact Assessment.

However, the site is in an area populated by the remains of later prehistoric and Romano-British field systems and settlements along with some scattered evidence for later medieval and post medieval activity. Further work needs to be carried out to ascertain the true archaeological potential of the site. I would therefore advise that any future planning application is accompanied by Heritage Statement. This statement would assess all known heritage assets within the site and those located up to 1km from its boundaries. It would also assess the potential for as-yet unrecorded archaeological features to exist within the site, the impact of past modern activity upon such features, and the impact of the proposed development itself. The statement should also be accompanied by a report on the results of a geophysical survey of the site. I will also require a trial trench evaluation of the site to be carried out prior to the determination of any planning application. This evaluation would ground-truth the results of the remote sensing.

I would advise any future applicant to engage the services of an archaeological contractor to produce the heritage statement and to carry out the geophysical survey and evaluation at the earliest available opportunity. I would then be able to offer you an opinion of the likely impact of these proposals upon the archaeological resource recorded there.

If you have any queries regarding this response, then please do not hesitate to contact me.

Yours sincerely,

Neil J. Adam BA ACIFA
Assistant County Archaeologist
Climate and Environment Service

Appendix 4: Canal and River Trust's Representation



Wiltshire Council
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Your Ref PL/2026/02789
Our Ref CRTR-PLAN-2026-46721
Tuesday 12 May 2026

Dear Isobella Wise,

Proposal: In accordance with Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), formal request for an EIA Screening Opinion for Outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

Location: Land at Townsend Farm, Melksham

Waterway:

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Based on the information available the proposal as described above does not require consultation with the Trust as a statutory consultee and a substantive response is not required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended) in this instance. The Trust has no comment to make on this proposal.

However, should you determine that the proposal is EIA development and a subsequent Scoping Opinion be submitted for consideration by the Council the Trust could be a statutory consultee under the requirements of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (depending on the red line location plan) and therefore may require to be consulted at that stage.

We encourage early engagement between the developer and the Trust in order to address any practical issues around development works on adjacent land. We run a free pre-application advice service and encourage developers to engage with us as early as possible on their proposed developments. Further information can be found at <https://canalrivertrust.org.uk/specialist-teams/planning-and-design/our-statutory-consultee-role/what-we-are-interested-in/pre-application-advice>

Please do not hesitate to contact me with any queries you may have.

Canal & River Trust Spatial Planning Team

E: planning@canalrivertrust.org.uk W: canalrivertrust.org.uk T: 0303 040 4040

Patron: King Charles III. Canal & River Trust, a charitable company limited by guarantee registered in England and Wales with company number 7807276 and registered charity number 1146792. Registered office address National Waterways Museum Ellesmere Port, South Pike Road, Ellesmere Port, Cheshire CH65 4FW

Yours sincerely,

Jane Hennell MRTPI
Area Planner

Jane.Hennell@canalrivertrust.org.uk
07747 897793

<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

Appendix 5: Councils Highways Team

I refer to the above planning application in accordance with Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), formal request for an EIA Screening Opinion for Outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

The site is proposed to be accessed off the from the C395 Semington Road, which in turn is accessed from the A350 in Melksham. This route may be affected by construction traffic to the site, however this will be for a limited time during the construction period. There are two rights of ways on the site MELW1 and MELW2, MELW1 and there may also be an environmental effect on these during the construction phase, however any environmental impacts on the highway or public rights of way from increased traffic could be controlled or mitigated by a Construction Traffic Management Plan that includes HGV routing.

A future planning application would be expected to include a robust CTMP to minimise negative highways impacts, however I do not consider this needs an EIA from a Highway and Transport point of view.

Regards

Claire Covill

Appendix 6: Councils Ecology Team

Wiltshire Council Planning Consultation Response

ECOLOGY

Officer name:	Naomi Harvey
Date:	12/05/2026
Application number:	PL/2026/02789
Proposal:	In accordance with Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), formal request for an EIA Screening Opinion for Outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.
Site address:	Land at Townsend Farm, Melksham
Case officer:	Isobella Wise

Recommendations

In terms of potential Wildlife and Biodiversity impacts, I do not consider that the proposed development would constitute EIA Development under the current application parameters seeking a screening opinion from the LPA for a Schedule 2 (10)(b) development.

Background

An EIA screening opinion request has been submitted by Savills on behalf of Bellway Strategic Land (email dated 30th April 2026) in relation to proposals for an outline application for up to 195 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road. The site extends to 11.31ha.

The development comprises:

- *Up to 195 residential dwellings, up to a maximum of 3 storeys in height, covering a maximum of 7.5 hectares*
- *Up to 3 hectares of new public open space*
- *Up to 1.5 hectares retained landscape corridor for implementation of the canal*
- *New vehicular accesses off Semington Road*
- *Landscaping and associated works.*

As stated in the EIA Screening Report, I agree that the development falls under Schedule 2(10)(b) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and that it is appropriate to screen the proposal with the LPA to clarify if potential significant environmental effects are likely to arise from the proposal which constitute EIA development.

A review of information available at Wiltshire Council confirms the site is not covered by any statutory nature conservation designations.

The site appears to comprise several agricultural fields bound by hedgerows and trees, with some agricultural buildings and hard standing. The site is accessed via Berryfield Lane to the west. The site is bound by agricultural fields to the north and south, by Berryfield Road to the west and by Semington Road to the east. Public footpaths MELW1 and MELW2 cross the site. The site is bisected by the protected canal route of the Wilts and Berks Canal. A planning application was submitted in 2012, and is still live, for a new canal linking the Kennet and Avon Canal to the south of Melksham to the River Avon to the north of Melksham.

It is considered that the information submitted in relation to the location, characteristics of the site and description of the proposed development is sufficient to allow the LPA to formally consider the screening request.

Sensitive Sites

The land is not covered by any wildlife designation however the following protected sites (designated under the Wildlife & Countryside Act 1981 (as amended) and or The Conservation of Habitats and Species Regulations (2017) and therefore 'sensitive areas' under the intended meaning in the EIA Regulations) are located within the following search areas:

European designated sites: 10km:

- Bath and Bradford on Avon Bats SAC approximately 8.3km to the north west of the site.

Nationally designated sites: 5km:

- Seend Cleeve Quarry SSSI approximately 3.5km to the south east of the site;
- Seend Ironstone Quarry and Road Cutting SSSI approximately 3.9km south east of the site.

The site is located within a SSSI impact risk zone however consultation with Natural England would not be required for a development of this type within this zone.

There are two Local Wildlife Sites (LWS) within 1km of the site, the Bristol Avon River LWS located to the west and the Conigre Mead WWT Reserve LWS located to the north.

Important Habitats

A habitat survey has not been submitted with the EIA Screening Report. The site appears to comprise several arable fields bound by hedgerows and trees, with buildings and areas of hard standing.

Hedges are Natural England Priority Habitats, of high biodiversity value and are likely to support protected and notable species. Hedges are also recognised for their function as important corridors essential for species movement and maintenance of population status.

Records indicate that there are no other known areas of priority habitat (listed under Section 41 of the NERC Act 2006) within or adjacent to the site. There are several areas of deciduous woodland, broadleaved mixed and yew woodland, running water, standing open water, fen marsh and swamp and ponds priority habitat within 1km of the site.

Protected or Notable Species or flora/fauna

Information regarding protected or notable species has not been submitted however the habitats on site would appear capable of supporting a range of protected species. Records indicate this might include, but not be exclusive to; bats, birds, badgers and reptiles. There are also records of birds (including barn owls), bats, badgers, reptiles and great crested newts (GCN) within the surrounding area.

Conclusion:

While the proposed development has the potential to generate some localised biodiversity effects, it is not considered that these are likely to be 'significant' harmful effects under the intended meaning of the word 'significant' in the EIA Regulations 2017 for biodiversity. Specifically, the land is not covered by any wildlife designation and therefore 'sensitive areas' under the intended meaning in the EIA Regulations are unlikely to be affected by the proposals.

Despite the recommendation that the above development proposal will not require a subsequent planning application to be accompanied by a full Environmental Statement (ES) and is not considered to constitute EIA Development, the applicant and Local Planning Authority should not misinterpret this advice and recommendation to mean that a development proposal of this scale and nature would be considered to be acceptable in principle at this early stage.

Any future planning application must be accompanied by a full Ecological Impact Assessment (EcIA) and fully comply to relevant National and Core Policy. To conform with current policy (NPPF and Core Policy 50) the development must demonstrate no net loss of functional habitat for biodiversity and under the Environment Act 2021 an application on this site would be required to deliver a minimum of 10% Biodiversity Net Gain (BNG) and must be accompanied by a completed statutory metric calculation (including condition assessment sheets and maps) using the current version of the Natural England Biodiversity Metric.

The EcIA should also take account of any ecological mitigation strategies for the adjacent housing applications.

Further information can be found here: <https://www.wiltshire.gov.uk/planning-bio-development>

