

Northern Industrial Expansion at Chaldicott Barns, SEMLEY, Shaftesbury, SP7 9AW

DESIGN AND ACCESS STATEMENT

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1 --- INTRODUCTION

The proposal is a full application for a single building of B2 planning use class with ancillary supporting uses.

The application description includes erection of a building of 7448sq.m GIA with associated facilities, access with security fencing, parking, hard and soft landscaping, drainage and associated works.

This design statement illustrates the considered assessment and evaluation of the site and its context, with a detailed design for a high-quality development.

This document forms part of a full detailed submission to Wiltshire Council for planning permission as detailed above and should be read in conjunction with the associated drawings to scale and the supporting documents by consultants.

Design and construction are targeting a BREEAM rating of Good as a minimum, aiming for Very Good.

With respect to local consultation, this has been undertaken with the local community, the elected Councillor, and officers at Wiltshire Council and CCNL, and the scheme amended to reflect any relevant feedback – see further detail in the Planning Statement.

The scheme design and access have been assessed and worked up considering relevant planning policies, including those within the Wiltshire Core Strategy, saved policies from the Salisbury District Local Plan and the new National Decision-Making Policies in the recently updated National Planning Policy Framework. The Cranborne Chase National Landscape (CCNL) Partnership has been consulted and the scheme adjusted in response to matters raised by them. This consultation and reference to policies within the CCNL Management Plan are set out in more detail in the Planning Statement.

2 --- SITE SETTING AND CONTEXTUAL APPRAISAL

2.1-

The proposed development site is set to the rear of an existing highly successful and well-established business enclave of previous development of barn conversions and additional portal-framed buildings since its inception in 2004, with 22 years of subsequent planning approvals, supporting substantial employment.

2.2-

The project has won awards from the Country Landowners Association and Salisbury Civic Society for the creation of a strong work-based community with a diversity of jobs across a wide skill base in an attractive rural environment.

It is surrounded on three sides by over 20,000 trees, now maturing after some 20 years' growth, with pathways through the trees providing amenity use, and by the existing developments to the south.

2.3-

The site sits between Semley and Semley Station within the Cranborne Chase National Landscape (formerly AONB). It is at the heart of the Semley community. It connects with the

A350 a short distance to the west, and is well placed to utilise the mainline railway network (Tisbury station to the east).

2.4-

This application proposes the erection of a B2 (General Industrial) development incorporating ancillary B8 and E(g) uses in a unified building, adjacent to the more modern buildings comprising the northern part of the complex. This is served by an existing separate HGV access, which also serves most of the existing businesses, together with two other accesses.

2.5-

The original access into the former farmyard, comprising barn conversions, has been retained, at the junction with Station Road. This also includes showering facilities for cyclists and extra public toilets.

2.6-

An improved access has also been approved and constructed off Tokes Lane, adjacent to an open parkland area, to serve extra parking and EV charging points, and further non-HGV access to the eastern and northern units.

2.7-

The physical context of the whole site has developed since 2004, with the substantial woodland planting scheme over more than 15 hectares around the former farm complex. It has become an extensive and dense natural woodland belt that screens the larger buildings at the northern part of the developed site very effectively. Hence there is no visual impact of the existing developments from points of public viewing.

2.8-

The economic context is significant, with estimated 137 to 185 people being employed, and rising.

This application is not speculative and is designed to meet the increasing current needs of the rapidly expanding host engineering business, currently occupying two of the larger units. Relocating the existing business and its established work base is not viable, and would be a loss to the surrounding Wiltshire area.

2.9-

The social context is well met with the attractive rural amenity areas and the Compton McRae Cafeteria and Delicatessen business prominent at the front of the site. This is well used both by on-site employees and their important visitors, as well as local customers.

3 --- EXISTING SITE

3.1-

The proposal site is within the Chaldicotts Farm curtilage, to the north of the existing Chaldicott Barns developments.

This particular area had been planted with a high proportion of ash trees, which had suffered severely from ash dieback disease.

As a consequence, in November 2024, the Forestry Commission granted a licence to fell in this area, and to re-stock an equivalent 1.91 hectare area elsewhere on the farm. Both have been carried out, and the re-stocking area is being maintained to ensure survival.

Consequently, the site has since become available for re-development.

3.2-

To the western side, there are existing units 15 and 16, and the dog-training centre.

To the eastern side is the dense existing woodland.

To the northern end are general farm storage areas, surrounded by more densely wooded forest.

To the south is the existing unit 14 for the host engineering business, together with their unit 9, plus units 10 and 13 for other tenants.

3.3-

The ridge height of unit 9 at 136.680m AOD was agreed through previous planning approvals, so provides a maximum datum height for site developments, and is now well screened from public viewpoints by the maturing tree plantations.

From the land survey, it is evident that the proposal site slopes down to the NNE by about 6m (126.43m to 120.52m AOD).

3.4-

The site area is 18585sq.m / 1.8585ha.

The area of existing access road back to the public highway is 2140sq.m / 0.214ha at the highway standard widths, giving a total application (red line) area of 2.0725ha.

4 --- PROPOSED DEVELOPMENT

4.1-

The overall design comprises four block areas ---

Production block A, with office mezzanine ;

Testing block B ;

Storage block C ;

And Research & Development, with storage, block D ;

Totalling -

Gross external area = 6981sq.m ground floor, plus 660sq.m first floor ;

Gross internal area = 6815sq.m ground floor, plus 633sq.m first floor ;

Eaves height at 7.715m above structural floor level, with roof pitch of 5 degrees ;

Maximum ridge height of 9.675m above structural floor level ;

4.2-

The design dictates secure internal access through the various block areas without ramps or goods lifts, and for ease of accessibility to meet Part M of the Building Regulations.

A lift is provided for mezzanine accessibility, in addition to two stairways.

Hence a single ground floor level is achieved with a near balanced cut-and-fill for structural floor level of 124.00m AOD.

This ensures that the proposed building ridge level at 133.675m AOD is 3.005m below the critical datum ridge level of adjacent unit 9.

The floor level at the southern end of the building is cut into the ground by up to 2.8m, significantly reducing the mass appearance of the proposed building from the existing developed area.

See group elevations drawing 1624-907d for comparison.

As a consequence, the mass of the building is entirely screened from public viewpoints by the existing buildings to the south and west, and the dense tree plantations to west, east and north.

4.3-

Following consultation with the Cranborne Chase National Landscape officer, the south-east corner of the site by the corner of existing unit 14, where there is an existing significant tree, is enhanced with further tree planting / hedging for optimum screening, to satisfy his concern in that area.

MATERIALS- Wall Cladding ----

Also due to concern from the Cranborne Chase National Landscape officer, for viewing the building within the site, the scale and mass are designed to be articulated with a range of cladding colours of Kingspan QuadCore KS1000RW XL Forte, which has a vertically profiled matt grained finish for less reflectance, in approximately 6m wide bands.

The previously approved Merlin Grey colour for the rest of the development is to be used on the north gable, and to be supplemented by blocks of Camouflage, Khaki Green and Olive Green on the longer west and east elevations and the south gable.

Roof cladding ----

Kingspan QuadCore KS1000RW XL Forte, which has a profiled matt grained finish for less reflectance, in Khaki Green, with panel areas of matt black solar PV panels, totalling around 1200sq.m. to offset the electrical load of construction and office operations.

Laid at a minimum pitch of 5 degrees, the roof will have little impact.

Loading doors ----

To match cladding colours.

Fire exit doors ----

To be Metador, in Merlin Grey.

Office entrance door ---

To be Smart Wall glazed door system, with Merlin Grey powder-coated finish.

There are no windows for security reasons.

Surfacing materials ---

Predominantly to be self-draining permeable tarmac, with riven slabs at personnel doors ;
2m width of sand/gravel to perimeter of proposed building ;

Retaining walls of inter-locking concrete blocks with exposed aggregate facing ;

An attenuation pond is to be formed to contain excess storm water from the permeable tarmac that is not self-drained in peak rainfall, with design of filtered catch-pits to throttled outlet to existing streams ;

Security fencing ---

To be 3m height CLA Security Fencing Systems triple point palisade, colour Matt Green 6005 and matching security gates ;

Security kiosk ---

To be clad in Black Eternit fibre-cement panels, with sedum roof finish ;

4.4-

The existing broad HGV access road is to be extended through the western side of the site, displacing the current dog-training grassed area, which is to be replaced adjacent to the north-west corner of the site.

This is to have a hedged surround.

The building plan form is offset to allow ease of loading / unloading access points, which also articulates the size of the building.

4.5-

The proposed new highway standard access has a direct approach to the entrance gate with security gatehouse kiosk ;

Staff and visitor parking is provided external to the security fencing, with access road, in excess of Wiltshire parking standards to Appendix C –

comprising min. 6no. accessible spaces, 22no. EV charging spaces, 9no. car-share spaces, and 91no. others, totalling 128 spaces ;

Pedestrian access is secured via the gatehouse ;

Within the secure area there are to be 18 covered cycle spaces, of which 4 are to be provided with electric charging ;

4.6-

Within the site there is to be an internal route to the majority of the building perimeter to provide access for loading / unloading, refuse collection, fuel delivery and general maintenance ; all designed by consultants to relevant vehicle criteria ;

Also, at the southern end of the site, there is to be an amenity area with planting, seating and exercise trail for staff ;

Further landscape planting is planned around the site as designed by consultants ; together with sedum green roofing on the gatehouse roof ;

4.7-

The occupier's own engineering consultants have designed the internal layout to support their expansion alongside their present operations on the wider business estate.

Commented [TWP1]: Unclear sentence. Suggest: 'The internal layout has been designed with the existing engineering business so that it works alongside their two existing units.'

5 – SUSTAINABILITY AND ACCESS

5.1-

See BREEAM consultant's report, covering Management, Health and Wellbeing, Energy, Transport, Water, Materials, Waste, Land Use and Ecology, and Pollution ;

5.2-

Solar PV provision will offset the site electrical load, including the air source heat pumps (ASHP) for heating. Surplus generation will first charge battery storage units, allowing energy to be drawn when solar production is low, with any remaining surplus exported to the grid.

5.3-

The design dictates secure internal access through the various block areas without ramps or goods lifts, and for ease of accessibility to meet Part M of the Building Regulations, and meeting relevant standards and mandatory codes.

6 – CONCLUSION

The proposed development is employment-led, intended to support the continued expansion of a well-established long-term engineering business. The precedent of an established successful existing award-winning business park of 16 units in a rural setting, surrounded by a screening of trees, is considered appropriate for the location, and is expected to deliver notable economic and community benefits.

The NPPF sets a presumption in favour of sustainable development, underpinned by economic, social and environmental objectives. The proposal aligns with these objectives, and thus contributes positively to sustainable growth in the area.

In summary, the scheme represents an appropriate and well-designed development that will complement and enhance the existing character and strategic function of Chaldicott Barns.