

A. A REMODELLED TOWN CENTRE

THE OPPORTUNITY

Corsham's town centre is characterful and attractive, and benefits from many historic buildings and points of interest such as Corsham Court and its Listed parkland. It also benefits from the presence of a Bath Spa University campus and the high-tech activities of the Corsham Institute, and will soon have a new training and innovation facility at Mansion House. The town centre would further benefit from its proximity to a new railway station.

The Digital Corsham initiative seeks to bring together private businesses, academic research and teaching in one location with a focus on digital technologies and capability.

The town has a sizeable resident population and a significant working population to the west. Given the proximity of other larger centres such as Bath and Chippenham, Corsham is considered a 'local centre' for the resident community. The town is a tourist draw due to its attractive heritage.

Despite these positive attributes, the town centre is currently struggling to support its businesses and there is a clear consensus within the steering group that it could perform much better in serving its local population and attracting more visitors. In addition, areas of the town centre have a poor quality public realm which is nosympathetic to the historic environment and not user friendly.

As the town centre is located on the edge of the built settlement, the residential population is lopsided which significantly reduces the number of people who are in walking distance to its amenities.

KEY CONSIDERATIONS

In order to determine the key opportunities for improving the town centre, it is important to identify the key issues:

- The town centre lacks a clear sense of arrival on approach from any direction. Wayfinding through the town is poor.
- Newlands Road presents an unattractive first impression and lacks a clear and consistent frontage.
- Parking is split between three locations, all of which are reported to be underutilised.
- The attractive setting and retail opportunities of High Street are largely hidden from view from the town's through-roads.
- There is limited footfall on High Street which limits the viability of the shops. Only the lower portion of High Street reads as a retail area, reducing pedestrian flow to the north.
- There is a narrow range of economic activities within the town centre.
- There are a number of empty units at the Martingate Centre, which has a poor visual appearance.

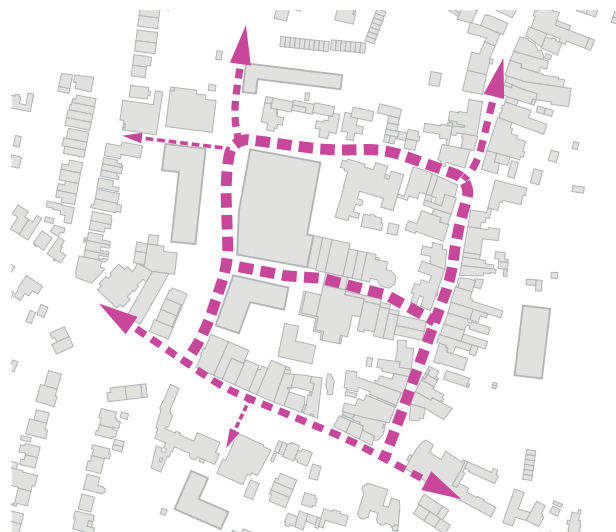


KEY PRINCIPLES



REPAIR THE URBAN STRUCTURE:

Infill gaps in urban structure to reestablish clear blocks and create development opportunity sites.



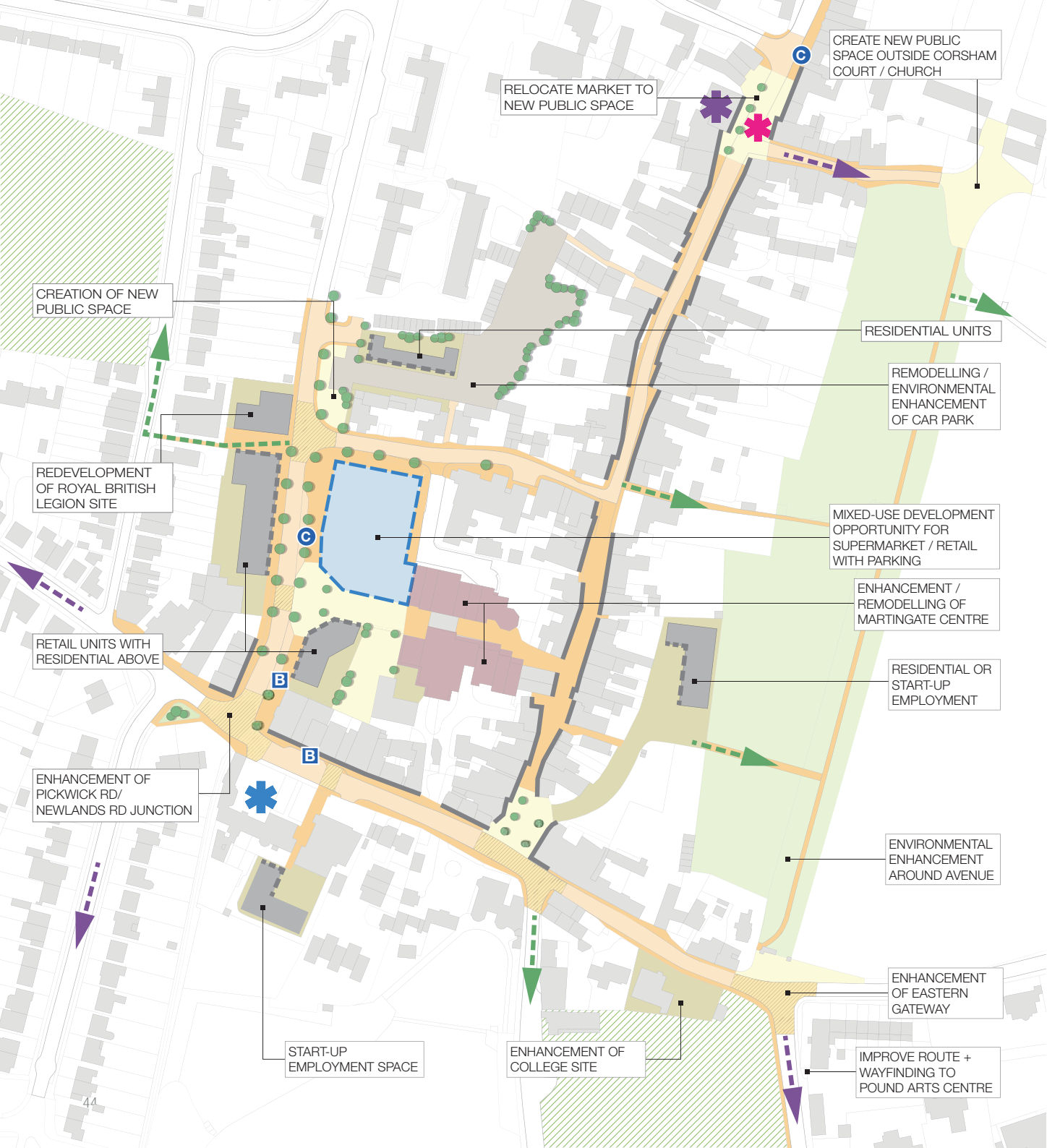
CREATE LEGIBLE STREETS:

Establish a clear network of streets to connect places and people.



INTENSIFY AND DIVERSIFY LAND USE:

Use development opportunities to create a dynamic range of activities to strengthen the economy.



THE PROPOSALS

The concept plan presents several opportunities to address the town centre's key issues. Each proposal would have a positive impact however in combination they could transform the town centre and help to instigate change and regeneration beyond their boundaries.

CONCEPT PLAN

-  Mixed-use redevelopment opportunity
-  Pedestrian area enhancements
-  Road enhancements
-  Raised junctions / table crossings
-  Public space creation / enhancement
-  Coach drop-off / collection
-  Bus stop
-  Route to open space
-  Route to social facilities
-  Key social facility
-  Digital / education / employment
-  Weekly market
-  Open space enhancement
-  Plot / site enhancement

REDEVELOPMENT POTENTIAL

The most significant opportunities comprise the remodelling of the development fronting the southern extent of Newlands Road. Currently this area is dominated by parking, a petrol filling station and numerous back faces of buildings. Considered redevelopment of this area could generate opportunities for a larger food store and other retail units to provide a more compelling shopping experience.

Through careful design the parking could be rationalised and partly hidden behind buildings. This new development could also provide new retail or employment floor space to compliment other business initiatives in the Corsham area with employment or living accommodation above shops – both of which will support a more dynamic mix of town centre activity.

This new development would help to transform Newlands Road into a street environment for people rather than a through route for vehicles. It would also provide a positive and welcoming first impression to visitors and encourage people to stop and explore.

Further development opportunities to the rear of Mansion House and at High Street car park could build on the Digital Corsham initiative to increase and diversify town centre activity with a mix of employment and learning activities. This could potentially include creation of (and increased demand for) a new hotel for the town or new residential units.

PUBLIC REALM ENHANCEMENTS

In conjunction with the new development opportunities, significant improvements could be made to the attractiveness and legibility of the town centre. Enhancements should respect the historic context but there is potential for a contemporary and innovative approach. These are discussed in more detail in Project C: Environmental Enhancements.

- The creation or enhancement of routes connecting High Street and Newlands Road at Post Office Land and the Martingate Centre would establish a clear and compact retail circuit helping to draw shoppers and visitors towards High Street and the town's other attractions.
- Environmental improvements at key gateways would help to signal arrival and present an inviting first impression.
- Enhancements along High Street could help to unify the north and south ends of the street and link towards a new public space at Corsham Court.
- New public spaces at either end of High Street would allow for community events and improved outdoor market.
- Enhancement of the Martingate Centre and surrounding area would improve the attractiveness to both tenants and visitors.
- In association with the remodelling, Newlands Road should undergo public realm enhancement to improve the pedestrian environment.



B. SUSTAINABLE GROWTH TO THE SOUTH

THE OPPORTUNITY

As identified in the previous section, 'Integrate Greater Corsham', residential growth to the south of the town centre is considered to be the most desirable location as it would support both the town centre economy and the case for reinstating the railway station. A new community to the south of the railway in the vicinity of Potley Lane and Lypiatt Road would be within comfortable walking distance of the station, the centre and existing facilities and would represent an integrated, efficient and sustainable model for the town's growth.

The area identified on the adjacent plan could provide a substantial number of new dwellings and accommodate much of the town's anticipated growth. This would also help to lessen the need for other sites especially on the western boundaries of the town, to be considered for residential use.

Designed in conjunction with a new railway station, the desirability of the location would be significantly enhanced, as would the business case and long term viability of the station. The station facilities together with the Corsham Commercial Centre employment site could be remodelled to accommodate other employment and retail uses to become a local centre.

Improvements to the pedestrian and cycling routes connecting this area with the town centre and other destinations would help to minimise car use and revitalise the town's street.

KEY CONSIDERATIONS

The potential development area could extend to approximately 25 hectares. Key challenges to developing the site are identified on the adjacent plan. These include:

- Potley Lane Bridge is Grade II listed. Vehicular access across Potley Lane Bridge is restricted to one lane.
- Potential access from the north is further restricted by the location of the existing Corsham Commercial Centre, a small employment site located off Potley Lane, and the consented residential development south of Potley Lane.
- Existing overhead powerlines cross the site with a sub-station behind Corsham Commercial Centre.
- The quality of the public realm between the Cleave, the pedestrian footbridge, Pound Mead and Station Road is considered to be poor.
- Part of the area is located within flood risk zones 2 and 3.
- A strong network of hedgerows with trees cross the site.

- A public right of way is located towards the west of this area, running in a north-east to south westerly direction.
- The site comprises predominantly large fields of pasture and arable farmland.

-  Flood Zone 2 and 3
-  Overhead line and easement
-  Consented development - residential
-  Industrial estate / employment site
-  Public right of way
-  Potley Lane Bridge - limited capacity
-  Existing pedestrian link / bridge
-  Existing vegetation



KEY PRINCIPLES



GROWTH TO SOUTH

Plan for strategic growth to the south of the railway line with a supporting local centre. Delivery of mixed use development in this area should not be contingent on the station opportunity coming forward, as at the current time this remains uncertain.

The residential component of the development could include student accommodation and starter homes.



LOCAL CENTRE AND STATION USES

Mixed use local centre located close to existing residential area and proposed reopened station to maximise footfall. Potential for mix of retail, community and commercial uses.



STATION + SITE CONNECT WITH TOWN:

Establish strong pedestrian connections across railway and north towards town centre as part of the Corsham Link.



THE PROPOSALS

The Council should either lead or support a comprehensive masterplan for the area including a more robust assessment of the opportunity which will help inform a bespoke action plan for delivery and determine the appropriate extents for development. Detailed due diligence should include land ownership and assembly, access, infrastructure, bridge specification, housing quantum/ density, flood risk, environmental investigations, and cost assessment).

- Widen Potley Lane Bridge to allow two-way traffic and pedestrian and cycling paths. If this is achievable, a through route could be provided across the site from Potley Lane to Dicketts Road. If capacity cannot be increased, limited access should be provided from the west with no through-route. This option may limit the amount of development that can be delivered on the site.

CONCEPT PLAN

- Potential residential / mixed use development - initial phases
- Potential residential - later phases
- Potential mixed-use development
- Potential vehicular connection
- Potential vehicular connection if bridge capacity increased
- Improve access over Potley Lane Bridge
- Improve pedestrian links
- Corsham Link
- Retain existing hedgerows / mature tree belts
- Green corridor along utility / flood easements
- New amenity area (potential allotments)
- Extension of green corridor along boundaries
- Station development area

HIGH DESIGN QUALITY FOR NEW DEVELOPMENT

- Remodel Corsham Commercial Centre to establish a mixed use gateway to the new residential community and new railway station. This could include a convenience store, small retail units and community facilities.
- Improve the pedestrian and cycling connections, especially with Corsham town centre and West Corsham. Establish strong links to the Corsham Link and through to the Katherine Park residential development.
- Alter road alignment at key junction (Potley Lane/ Valley Road) to change route priorities if through route is created.
- Any proposals should retain existing hedgerows and mature tree belts. Parcels to be defined by landscape and utility constraints. Use of natural features as part of open space network.
- Develop a design code for the site setting out key principles including frontage, density, form and layout, sustainable drainage, social infrastructure, parking, access, habitat and landscape. The design code should set aspirations for architectural elements and expectations of design quality. The residential layout should take into account the potential new railway and any associated infrastructure such as oads and parking.



C. ENVIRONMENTAL ENHANCEMENTS

THE OPPORTUNITY

The town of Corsham benefits from an attractive landscape setting and a remarkable town centre featuring numerous historic buildings and places of interest. Unfortunately much of the urban development between the two is not of the same quality and so the first impression for visitors does not accurately reflect or promote the many positive experiences that the town has to offer.

In particular the key gateways on approach to both the edges of the town and the town centre could be enhanced to create a sense of arrival and help to express the qualities of the place. This positive experience could be continued by enhancing the appearance of key movement routes through the town and creating a series of walkable 'circuits' between key spaces and routes.

Not only will this encourage visitors to stop and explore, it will significantly improve the character of the town and quality of life for its residents. An attractive and welcoming public realm has been demonstrated to increase pedestrian activity, health and well being and business and benefit business through improved footfall.

A Public Realm Study has been carried out by NEW Masterplanning on behalf of Corsham Town Council. This work has resulted in production of a Stage 1 study of the key opportunities and constraints and an initial public realm strategy. This work is referenced in the proposals, overleaf.

KEY CONSIDERATIONS

In order to develop specific proposals to enhance the town's gateways and movement routes, it is important to identify the key issues to be addressed:

- Poor gateways to town and town centre mean that the town is not fully able to capitalise on passing trade and attract visitors towards High Street.
- High Street has attractive historic built form but there is a loss of continuity between the pedestrianised and non-pedestrianised areas potentially limiting tourist footfall at the northern end.

- The town centre lacks a strong civic space for holding community events.
- Connectivity between the car parks and main town centre streets is poorly signposted and unattractive.
- Newlands Road has a heavily vehicle-dominated environment and poor quality streetscape with opportunity for extensive environmental enhancement.

Enhancement schemes should be considered comprehensively across the town centre to ensure a coordinated palette of improvements and give the town a unified identity and brand.







AREA-WIDE PROPOSALS

Coordinated enhancements across the town to improve legibility and wayfinding and create a strong identity for the town. Potential improvements include:

- Signage and wayfinding scheme to direct people to Corsham Park, town centre and other key destinations and identify the 'circuit' walking routes.
- Palette of surface treatments for the town centre and outlying areas.
- Changes to road markings in the town centre to reduce vehicle dominance and signal a change in environment.
- Improved provision of cycle parking across the town.
- Signage to identify car and cycle parking opportunities.
- Public art strategy for the town centre, potentially based around the town's heritage and assets.
- Following a complete audit of provision in the town centre, develop a street furniture scheme to improve quality and location. Items to include lighting, seating, bins, bus stops, cycle parking and bollards.

CONCEPT PLAN

-  Gateway
-  New public space
-  Public realm enhancement
-  General enhancement



SITE-SPECIFIC PROPOSALS

1| NEWLANDS ROAD

Develop a comprehensive public realm enhancement scheme for Newlands Road and connecting streets to improve appearance and function of routes and plots and reduce vehicle dominance. The street should be appropriate for its town centre location and signal routes across to High Street.

- Streetscape improvements: Develop and deliver an appropriate enhancement scheme to include pedestrian crossings, pavement and level surface continuity, tree planting, coach layover and bus stop facilities. Street furniture and wayfinding improvements to coordinate with the town-wide scheme. Potential for public art scheme along the street.
- Neighbouring plot enhancement: Develop proposals for improvement of neighbouring plots, to include car parking, forecourts and facade improvements. Proposals to identify potential grants and funding streams

2| HIGH STREET

Develop an enhancement scheme which provides greater continuity along the full length of High Street from Pickwick Road to Town Hall and is sympathetic to the strong built heritage. Enhancements to consider improvements to connecting streets and lanes, particularly those connecting to car parking and Corsham Park. Schemes should encourage people to dwell for longer in the High Street and visit the full extent of the street. Improvements should coordinate with the town-wide scheme.

- Northern end - street layout remodelling: Reduce vehicle dominance at the northern (non-pedestrianised) end of High Street and reverse the one-way system.
- Southern end - spill-out space: Identify and delineate suitable locations for cafe / bar outdoor seating and outdoor display space.
- Improvements palette: Establish a palette of new surface materials, street furniture, wayfinding and planting to unify the street with variations for pedestrianised, non-pedestrianised and transitional areas.
- New public spaces at Town Hall, Methuen Arms and Corsham Court: See 3. and 4. Street furniture and materials to tie-into the scheme for the rest of High Street.

3| NEW PUBLIC SPACE: TOWN HALL

Design and deliver a new public space around Town Hall which provides a new civic space, creates a stronger setting for town hall and improves the approach to High Street and to Corsham Court via Church Street. New public space to accommodate community events including the regular street market.

4| NEW PUBLIC SPACE: METHUEN ARMS

Design and deliver a new public space at The Methuen Arms which provides a stronger gateway to the High Street from Pickwick Road.

5| NEW PUBLIC SPACE: CORSHAM COURT

Design and deliver a new public space at Corsham Court which improves the setting of the house and church and reduces the visual impact of parking.

6| PICKWICK ROAD

Develop and deliver a public realm enhancement scheme for Pickwick Road between the Newlands Road and High Street junctions to reduce vehicle dominance and redefine the street as part of the town centre.

Scheme to consider surface materials, parking layout, bus stop facilities, signage, wayfinding and level access for pedestrians.

7| NORTHERN GATEWAY (CROSS KEYS)

Design and deliver gateway improvements at Cross Keys to improve the northern approach to the town. The scheme should consider more prominent signage and public art to signal routes towards Corsham town centre, identify car parking opportunities and provide improved pedestrian crossing facilities.

8| WESTERN GATEWAY (PICKWICK)

Design and deliver gateway improvements at Pickwick (Hare & Hounds) to encourage visits to the town centre. Scheme should signal town centre car parks and improve pedestrian crossing opportunities with potential for public art and town centre signage. Improvements should particularly address visitors from north and west.

9| EASTERN GATEWAY (POUND PILL)

Design and deliver gateway enhancements at the junction of Lacock Road, Pound Pill and South Place which announce entry to central Corsham and provide a stronger setting for The Avenue at Corsham Park and the Almshouses. Improvements should consider soft landscaping and boundary treatments at Corsham Cricket Club and in front of the Almshouses and should improve the setting of the war memorial and park gates.

10| SOUTHERN GATEWAY (PROSPECT)

Design and deliver gateway enhancements at the junction of Dicketts Road and Prospect which mark arrival at Corsham and help direct people and traffic towards the town centre to the north and Leafield and on to Westwells Road to the west.

IMPROVED PEDESTRIAN PRIORITIES



PUBLIC ART



HIGH-QUALITY PUBLIC REALM



D. THE CORSHAM LINK - TOWN CENTRE

THE OPPORTUNITY

A key opportunity was identified in the 'Integrate Greater Corsham' section for a new strategic pedestrian and cycling route connecting key destinations in West Corsham, the town centre and Hartham Park. This is considered to be important in providing legible physical connection between business and educational activities that are central to the town's future and in promoting healthy and sustainable modes of movement.

The majority of the route already exists in some form, either as road, lane or footpath however, this is piecemeal, disjointed and incomplete and without clear way-finding.

A number of improvements could be introduced along the whole route to establish a clear identity. Tailored interventions are required along sections of the route to address specific constraints.

ROUTE SECTIONS

- A. **Bath Road to Kings Avenue:** The route follows existing footpath (Methuen Way) across public open space. This route could be widened to increase capacity and allow cycling. Improved lighting would increase the safety of this section with public realm enhancements to improve amenity of the open space. A pedestrian crossing is required across Bath Road to allow connections north.
- B. **Kings Avenue to High Street:** There is currently no dedicated cycle provision along the existing streets. Opportunities should be explored to improve cycle provision along the route either on or off-carriageway.
- C. **High Street to Pickwick Road:** Improvements to this route should be coordinated with the High Street Environmental Enhancements (Strategic Move C).
- D. **Pickwick Road to Pound Mead:** The route follows existing roads which provide relatively direct connections however there is pavement missing along much of this section. Crossing points should be considered at locations where the pavement is missing on one side and at the Pound Mead / Furzehill junction. The area around this junction requires public realm improvements to reduce road dominance.
- E. **Tramways:** Route follows existing cul-de-sac street which has low traffic volumes but a poor quality of public realm. Environmental enhancements on this route should consider improved lighting and railway boundary treatment with road surface improvements.

GENERAL IMPROVEMENTS

- **Signage:** Consistent signage should be introduced at junctions along the route to indicate walking distance and time to key destinations. This could take the form of fingerpost signage, maps and interpretation boards.
- **Wayfinding markers:** Wayfinding markers set into or painted onto the ground will help promote the route as a whole and could raise awareness of other users, particularly on-road cyclists. There is also potential for use of public art along the route.
- **Public realm enhancement:** General enhancements are needed particularly at transitional spaces. Enhancements should consider lighting, surface materials and boundary treatments with provision of seating and litter bins where appropriate.

PEDESTRIAN + CYCLE INFRASTRUCTURE



WAYFINDING



CORSHAM LINK - TOWN CENTRE

- On-road
- Off-road
- Greenway
- Key transition point



E. A NEW HOTEL

THE OPPORTUNITY

The potential for a hotel has been explored resulting from consultation with the project steering group and wider stakeholders, and in recognition of Corsham's economic strengths: industries supporting the MoD, education, digital, media, data and communications allied to the area's wider tourism offer.

This would add value to the local economy and the tourism economy by providing a hotel option in the heart of Corsham. Continuing collaboration between major landowners and employers would be required to bring forward a development opportunity such as this.

The potential for a hotel and its type (e.g. budget, mid-range, boutique, etc.) is very much linked to the opportunity afforded by the nature of the site, building or wider redevelopment aspirations.

LOCATION OPTIONS

The approach ranges from: the delivery of the existing outline consent for a hotel as part of the land at Copenacre; the potential for a hotel as part of plans associated with the wider initiative of the re-opening of the railway station; or a boutique hotel within the town centre as part of a refurbishment/renovation of an existing historic building in close vicinity to the historic high street.

A number of options for a new hotel could be explored.

1| LAND AT COPENACRE

There is an existing outline consent on this site which is under review. The masterplan for the sites incorporates an 80 bed hotel (20,000 square feet over two floors). It is part of a wider mixed use proposal for housing, elderly care home and small business units on the site.

2 | TOWN CENTRE




Opportunities could be sought for the refurbishment, renovation and reuse of suitably scaled historic buildings that are either no longer serving their original purposes or vacant. The adaptive reuse of buildings to serve a different purpose would support wider initiatives in Corsham Town Centre for diversifying land use, increasing its vitality and strengthening the local economy.

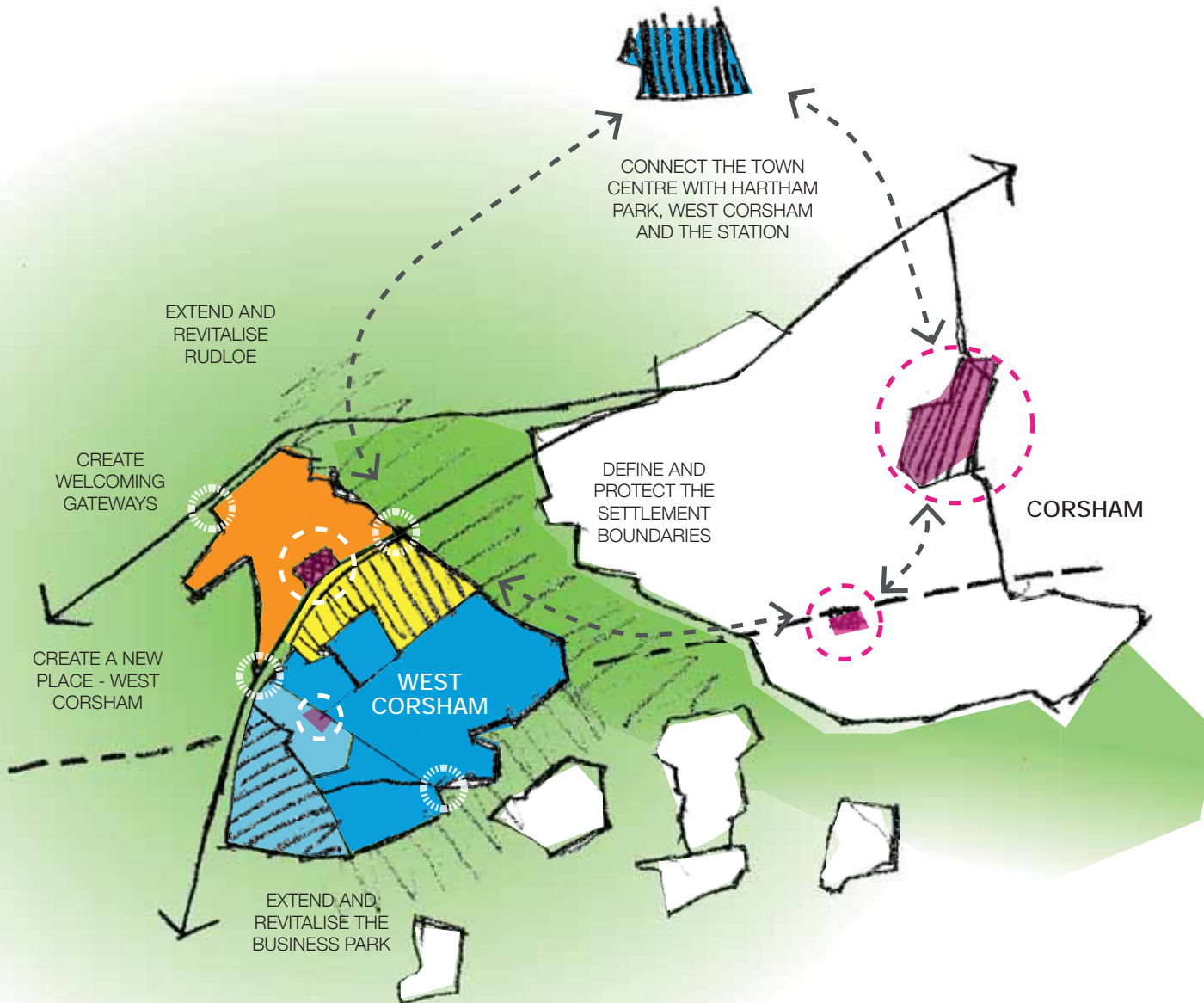
3| LAND SOUTH OF THE RAILWAY

A hotel could form part of a wider regeneration initiative linked to the re-opening of the railway station and the economic and social benefits that would bring. This would support the long term objective of re-opening the station and facilitate the wider economic development and sustainable growth that could result from better connections to the wider economic and enterprise areas in Bath and Bristol.



HOTEL OPTIONS

-  Hotel site options
-  Town centre
-  Corsham Railway Station (potential reopening)



A VISION FOR WEST CORSHAM

West Corsham has a discernible identity that is distinct from central Corsham and will be a discrete place that is clearly and geographically defined.

West Corsham will be a place where the dominant activities of living and working will comfortably coexist and interact to form a sustainable community.

Existing and new residential areas will be organised and designed to engender the sense of an extended community. This community will be supported by the provision of shared local facilities and connected through new movement routes. These routes should where possible take the form of streets and public spaces to facilitate safe, convenient and convivial movement by walking and cycling.

Local facilities will be limited to daily convenience and will support and complement rather than compete with the more extensive Corsham town centre offer.

The zone for digital and cyber enterprise will be enhanced around Spring Park and MoD Corsham and accessible from the town centre and potential new railway station. This could provide flexible workspace and live/work space clusters acting as the glue between the town, MoD activities and public and private sector enterprise.

- Existing residential
- New residential
- Existing employment
- New employment
- Retail / local services

Gateways at the main points of entry will help define arrival and engender a clear sense of place. The major road routes will be substantially enhanced to create a more attractive and welcoming environment without compromising security.

New walking and cycling routes will be established to create strong connections to the town centre and other key destinations.

The Vision sets out an aspirational image for West Corsham and is intended to help identify the primary objectives for the Area Framework.




The Vision responds to the observations that have been derived from the baseline appraisal and through consultation with the project steering group.

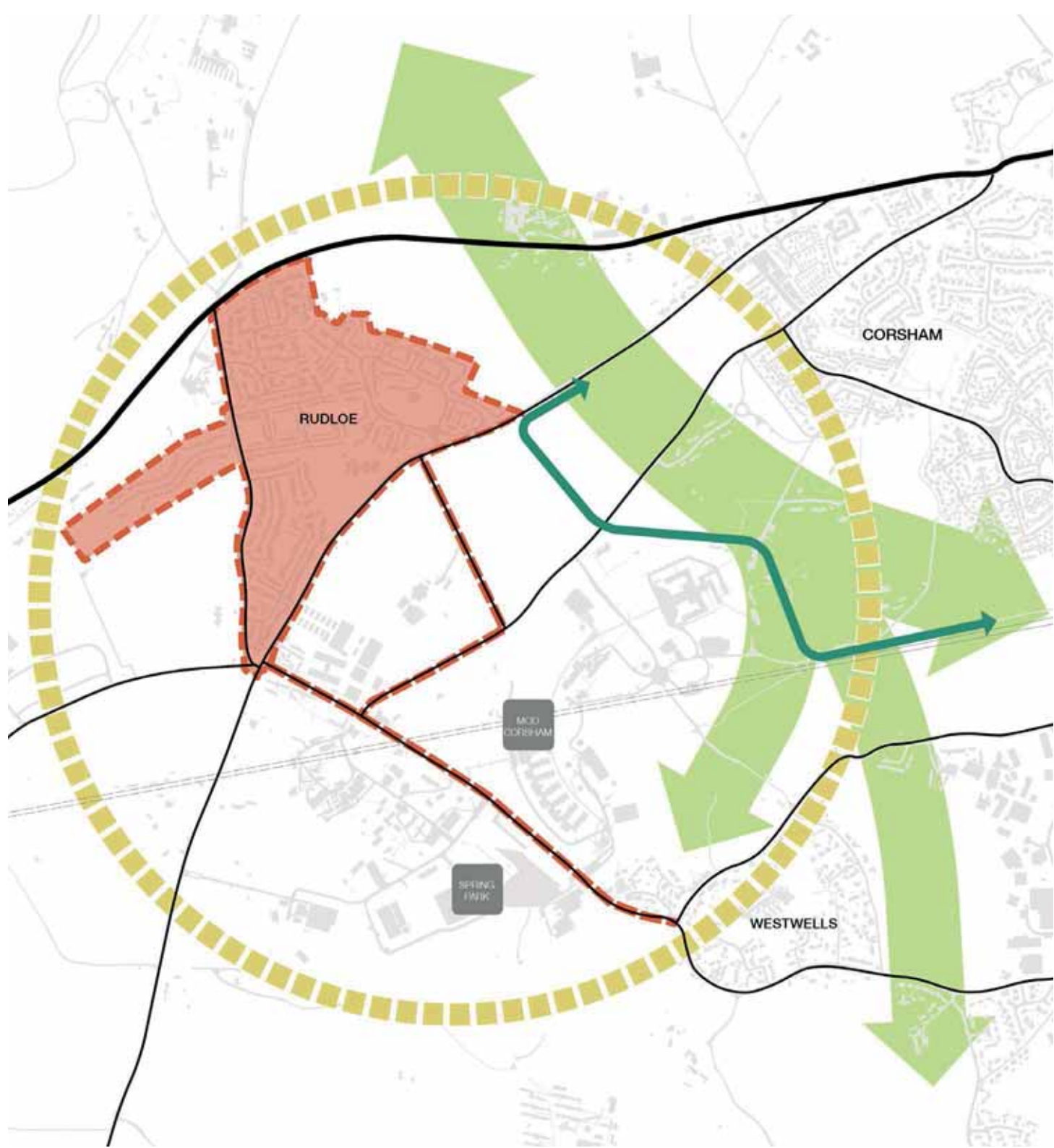
The Framework identifies three 'projects' to realise opportunities and to create a discrete and distinctive place. The projects are:

On this basis, the Framework identifies the following projects:

- A. A framework for West Corsham
- B. Corsham Link - West Corsham Greenway
- C. Rudloe environmental enhancement

PROJECTS

-  Rudloe Environmental Enhancements
-  Corsham Link - West Corsham Greenway
-  A Framework for West Corsham



A. A FRAMEWORK FOR WEST CORSHAM

CONTEXT

It has been established that there is both scope and desire for the town of Corsham to expand, based on its desirability as a place to live and the potential for significant growth of its employment sector.

It has also been noted that recent pattern of sporadic urban development has had an effect on the town's form and character presenting challenges relating to connectivity and identity while increasing pressure on existing facilities.

Whilst this collection of developments is separated from the town of Corsham, there is a great opportunity to establish a collective identity for the area, both as a place to live, learn and work.













On this basis, it is proposed that a framework is developed to help to shape 'West Corsham' into a distinctive place that is well-structured, identifiable and better serves the area as a living, learning and working environment.

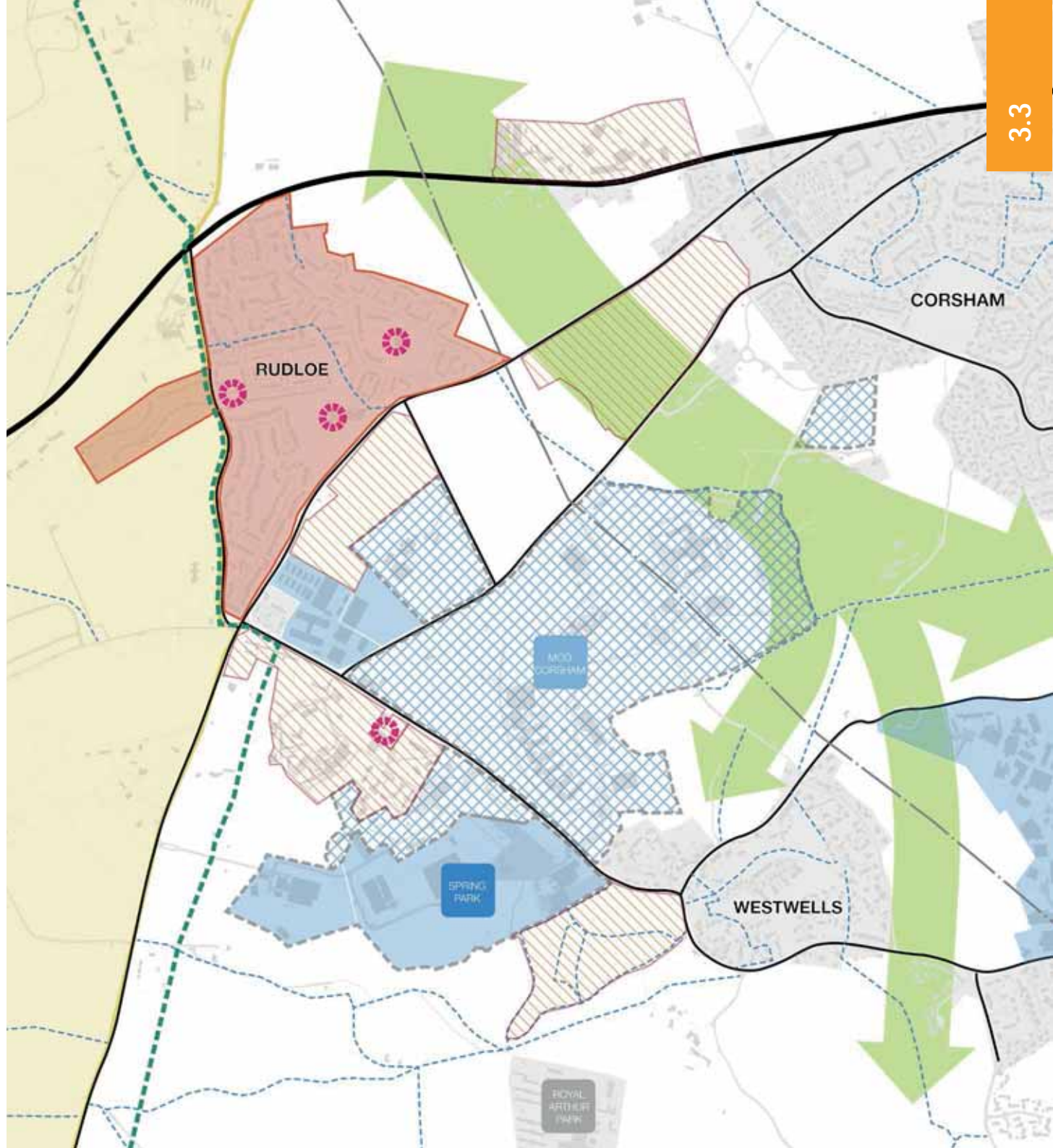
KEY CONSIDERATIONS

1. The contrasting nature of land uses in the area (family housing, employment and high security sites) could restrict the potential for integration and connection.
2. Connections in this area could be improved for people to enhance pedestrian movement.
3. Future developments could create active frontage on to Westwells Road and contribute to the creation of a more coherent community.
4. Ad hoc and uncoordinated development could erode Corsham's attractive rural fringe.
5. Rudloe offers opportunities for environmental enhancement and sites for redevelopment.



KEY CONSIDERATIONS

-  Overhead powerline
-  Residential area
-  Employment site
-  Employment site - MoD Corsham
-  Rudloe - opportunity for environmental enhancement
-  Secure boundary
-  Public right of way
-  Social infrastructure
-  Green Belt
-  AONB
-  Planning application site
-  Existing green infrastructure corridor
















APPRAISAL OF APPLICATIONS

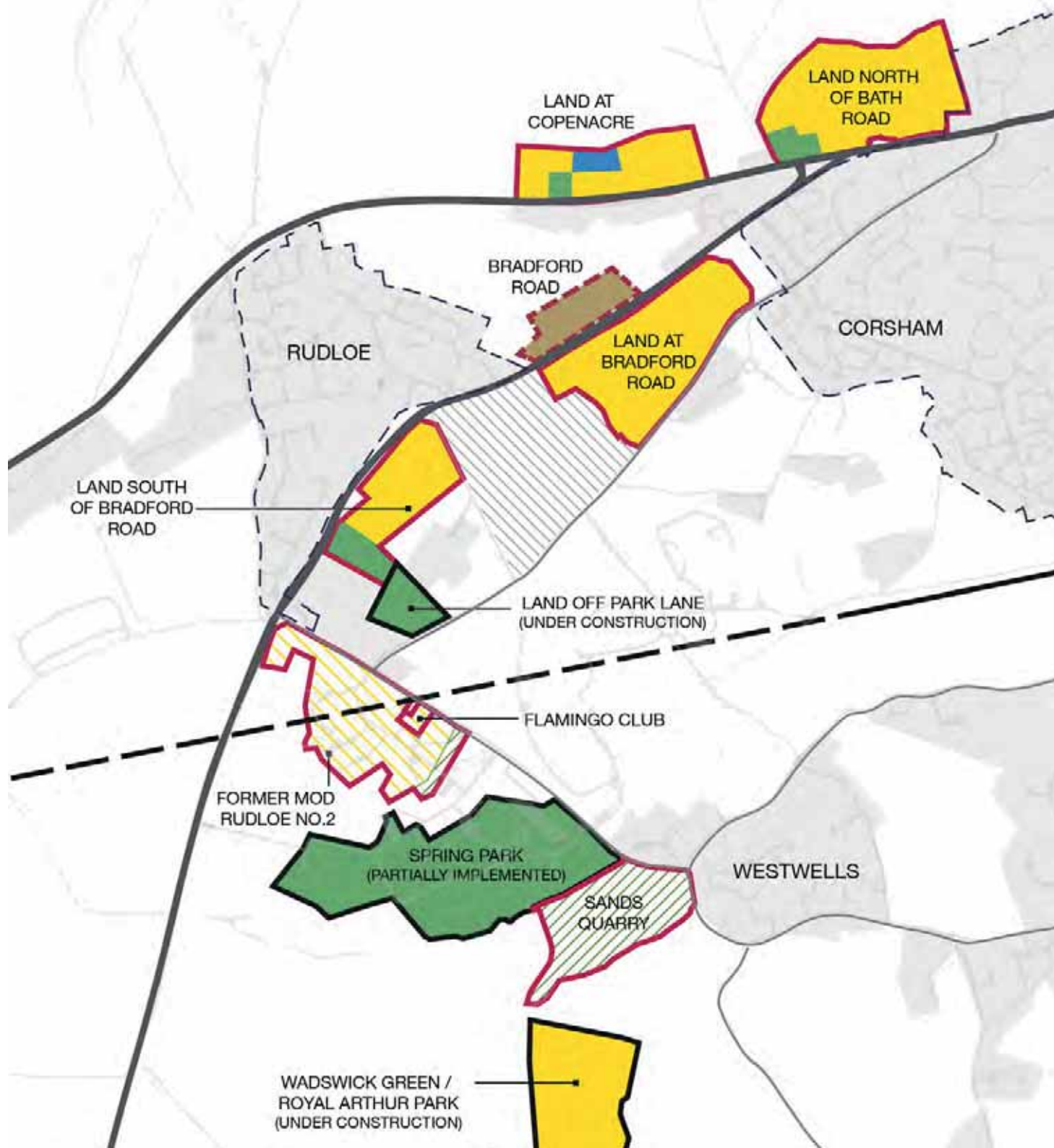
There are a number of planning applications in the West Corsham area which are either awaiting determination or have a consent which remains valid. There is an opportunity to influence these applications at reserved matters stage or to consider alternative uses should permission be refused.

The framework should help inform or guide development to form a series of coherent developments which include strategic links and connect effectively to existing communities and developments. A number of area-specific development principles are identified.

A detailed description of the planning history and status of applications is provided in Appendix B.

APPLICATION SITES

	Settlement
	Settlement boundary
	Planning application boundary
	Site under construction
	Land under option with adjacent site
	PROPOSED / UNDER CONSIDERATION
	Office / light industrial/ technology
	Residential-led
	APPROVED
	Office / light industrial/ technology
	Residential-led
	Nursing home / extra care
	Other



APPLICATION SITES

BRADFORD ROAD

Land at Bradford Road: Outline application for up to 170 dwellings and community uses recommended for approval - a similar application was refused at appeal in 2015. The field immediately to the west is shown on the application plans as 'under option by Redcliffe Homes'. This area of the site is more closely located to Rudloe community and the employment areas; this development would preserve the settlement gap.

- **Land south of Bradford Road:** Approved outline application (2015) for up to 88 dwellings and 1.2ha B1 employment. Opportunity at reserved matters stage to consider scale, layout, landscaping and appearance.
- **Land off Park Lane:** Approved full applications (2012/2014) for 3no. B1 employment buildings. Site is under development.
- **Bradford Road:** Current application for an inclined mine entrance. This will have limited impact on adjacent land.

DEVELOPMENT PRINCIPLES:

Development in this area should be residential-led to form a coherent extension to Rudloe and should develop eastwards using the existing overhead line as a limit. Frontage should be provided along key roads with strong pedestrian connections between sites and to Rudloe, particularly the community centre and school. Provide a green space with sports and recreation along the Corsham Link route. Main vehicle access from Bradford Road or Park Lane.

WESTWELLS ROAD

- **Former MoD Rudloe No.2:** Outline application for up to 180 dwellings, and 1100sqm B1 employment. Should the application be permitted there is scope at reserved matters stage to consider scale, layout, landscaping and appearance.
- **Spring Park:** A number of applications and consents on the site. Approved outline application (2011) for development of a B1a/B1b/B8 business and technology park. Approved reserved matters / full applications for total four data storage buildings, plant building and reception building. Site is now partially constructed and operational.
- **Sands Quarry:** Outline application submitted (2013) for B1 office and light industrial uses - yet to be determined. The site was previously developed but has returned to green space since demolition, forming a gap between Westwells and employment sites.
- **The Flamingo Club:** Outline application submitted (2015) for 13 dwellings. A previous expired full application gained consent for 13 apartments.

DEVELOPMENT PRINCIPLES:

This area should be primarily considered for employment development. Any residential development should be concentrated at the north-western corner where there is strong access to the facilities at Rudloe. Employment development should be focused at Westwells Road and extended.

Strong frontage should be provided along Westwells Road with focus around gateway points. Vehicle access from Westwells Road with additional access from Bradford Road to serve south and west of the site. Development should avoid green belt land and provide an attractive edge to minimise visual impact. The green belt land should be enhanced providing a new green space for habitat or recreation. Any development at Sands Quarry should work within existing constraints to maintain the site's character and retain the gap to Westwells.

NORTH OF BATH ROAD

- **Land at Copenacre:** Approved outline applications for mixed-use development of total 87 dwellings, extra care nursing home and office development on a previously-developed site. Reserved matters applications have been submitted (Dec 2015) for the residential elements only meaning limited opportunity to influence development.
- **Land North of Bath Road:** Outline planning application for erection of up to 150 dwellings, up to 1,394sqm B1 offices, access, parking, public open space with play facilities and landscaping. Appeal decided: (May 2015) allowed with conditions.

THE CONCEPT

1. CONTAIN THE EDGES

To help establish West Corsham as a discrete place it is firstly important to define its edges to encourage a more compact urban arrangement and strengthen its identity as a discrete place. This will help to protect the green space that separates West Corsham from the town, preserving the existing character and setting and allowing development to respond to existing landscape and ecology constraints.

The A4 road and the Green Belt provide a strong edge to the north and west. To the south and east notional limits to growth are proposed to contain and concentrate new development.

2. GROW THE LIVING AND WORKING COMMUNITIES

Within these limits it is proposed that two discrete zones are created – one for living and the other for working. Land to the south of Bradford Road could be developed for housing to create an extension of Rudloe and establish a single compact, walkable and well connected community that benefits from having its own local facilities.

Similarly, land to the south of Westwells Road could be developed for employment to create a coherent and legible place for business that through careful design, will also engender a sense of community and a strong identity.

It is important that links to education activities in the wider area evolve and allow small and large clusters of people to gather, learn and develop, whether through apprenticeships, start-up business or space for people to collaborate on the development of new digital and cyber applications and business ventures.

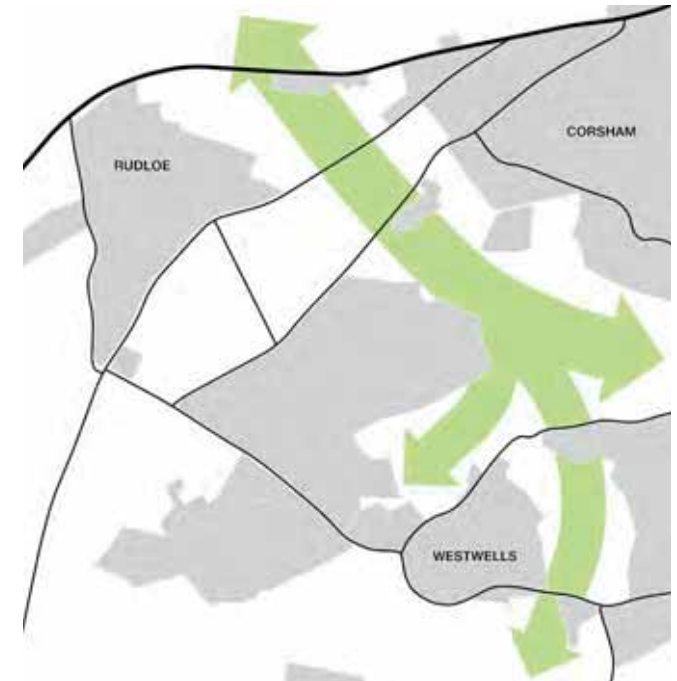
3. CREATE THE PLACE

Communal facilities will further reinforce West Corsham as a discrete and self-contained settlement, as well as encourage a sense of community. Local centres serving the residential and employment areas could include shops, a café and health and other services as necessary and would provide day-to-day convenience without undermining the businesses located in Corsham town centre. The provision of play, informal recreation and public spaces would also encourage public life.

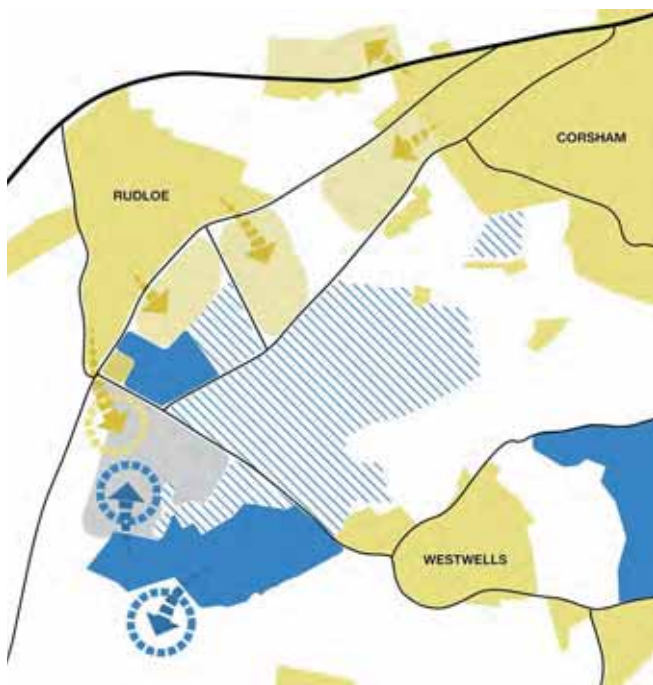
4. MAKE STRATEGIC CONNECTIONS

It is essential that all opportunities are taken to connect and integrate West Corsham to facilitate easy access and to reinforce the sense of a shared community. Much of the area is currently dominated by large and impermeable employment sites and the roads that serve them. However, the proposed growth of existing residential and employment areas will provide an opportunity to establish a network of safe, attractive and sociable streets. This can be achieved by making environmental improvements to the existing routes and through the creation of interconnected streets within the new development.

This approach will encourage movement on foot and a more dynamic and vital public realm. Implementation will require the development of a movement strategy for the whole area rather than the piecemeal approach of developing individual sites that results in inward looking and disconnected proposals.



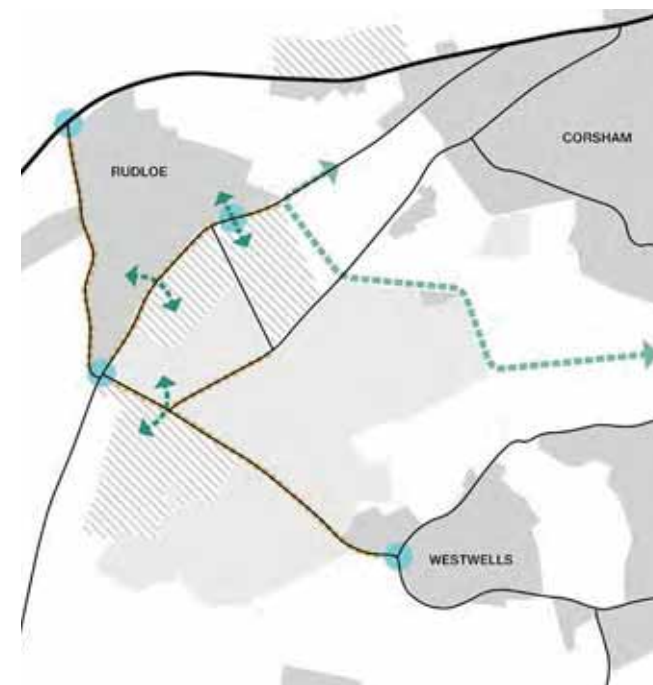
1. CONTAIN THE EDGES



2. GROW THE LIVING AND WORKING COMMUNITIES



3. CREATE THE PLACE

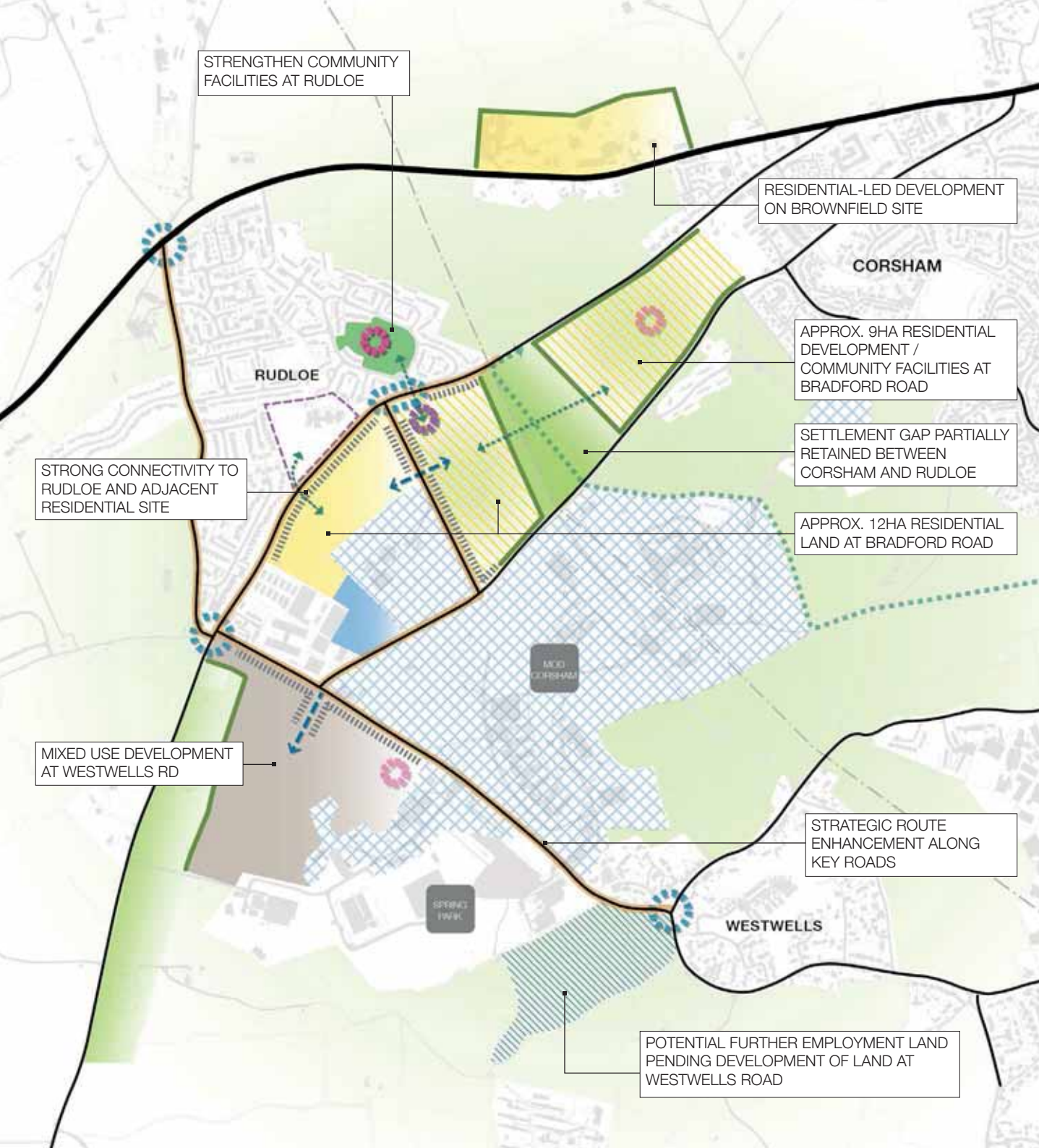


4. MAKE STRATEGIC CONNECTIONS

- Residential
- Employment
- Ministry of Defence sites
- Expansion

- Community centre - redevelopment / enhancement
- Existing school
- Existing community centre
- Existing sports facility
- Existing shop

- Strategic connections
- Corsham Link
- Enhancement of key routes
- Gateway enhancement
- Existing residential
- Existing employment / MoD
- Expansion area



DEVELOPMENT FRAMEWORK

The Framework takes a cohesive and comprehensive approach to the area, redirecting development to the most appropriate locations and concentrating development into sustainable parcels.

Social infrastructure is concentrated and enhanced within Rudloe to support rather than compete with existing facilities and build a stronger combined offer which links communities.

Strong pedestrian routes are established across the area and between key services, connecting into the Corsham Link.

The surrounding rural environment is protected and a gap maintained between Corsham and Rudloe with potential to improve the appearance and functionality of edge spaces.

FRAMEWORK

- Mixed use 'campus style' development - residential, employment, retail and community uses
- Potential future employment - early phases
- Potential future employment - later phases
- Existing MoD sites
- Residential development - initial phases
- Potential residential-led development - later phases
- Retained 'settlement gap' / green belt
- Main frontage
- Gateway enhancements
- Primary vehicle connections
- Pedestrian connections
- Enhanced community centre
- Potential secondary neighbourhood centre
- Community facilities
- Corsham Link
- Strategic route enhancements
- Green edge to development

WALKING + CYCLING INFRASTRUCTURE



FUNCTIONAL + ATTRACTIVE PUBLIC SPACES



INTEGRATED SUSTAINABLE DRAINAGE



SUSTAINABLE EMPLOYMENT DEVELOPMENT



PEOPLE-FOCUSED ENVIRONMENTS



WELL-PLANNED HOUSING DEVELOPMENTS



B. THE CORSHAM LINK - WEST CORSHAM GREENWAY

THE OPPORTUNITY

A key opportunity was identified in the 'Integrate Greater Corsham' section for a new strategic pedestrian and cycling route connecting key destinations in West Corsham, the town centre and Hartham Park. This is considered to be important in providing legible physical connection between business and educational activities that are central to the town's future and in promoting healthy and sustainable modes of movement.

The majority of the route already exists in some form as quiet rural lanes though a new formal route would be required between Park Lane and Bradford Road, potentially integrated as part of the urban growth proposals. Much of the route is already attractive and has relatively low volumes of vehicular traffic so could easily form part of the Link.







ROUTE SECTIONS

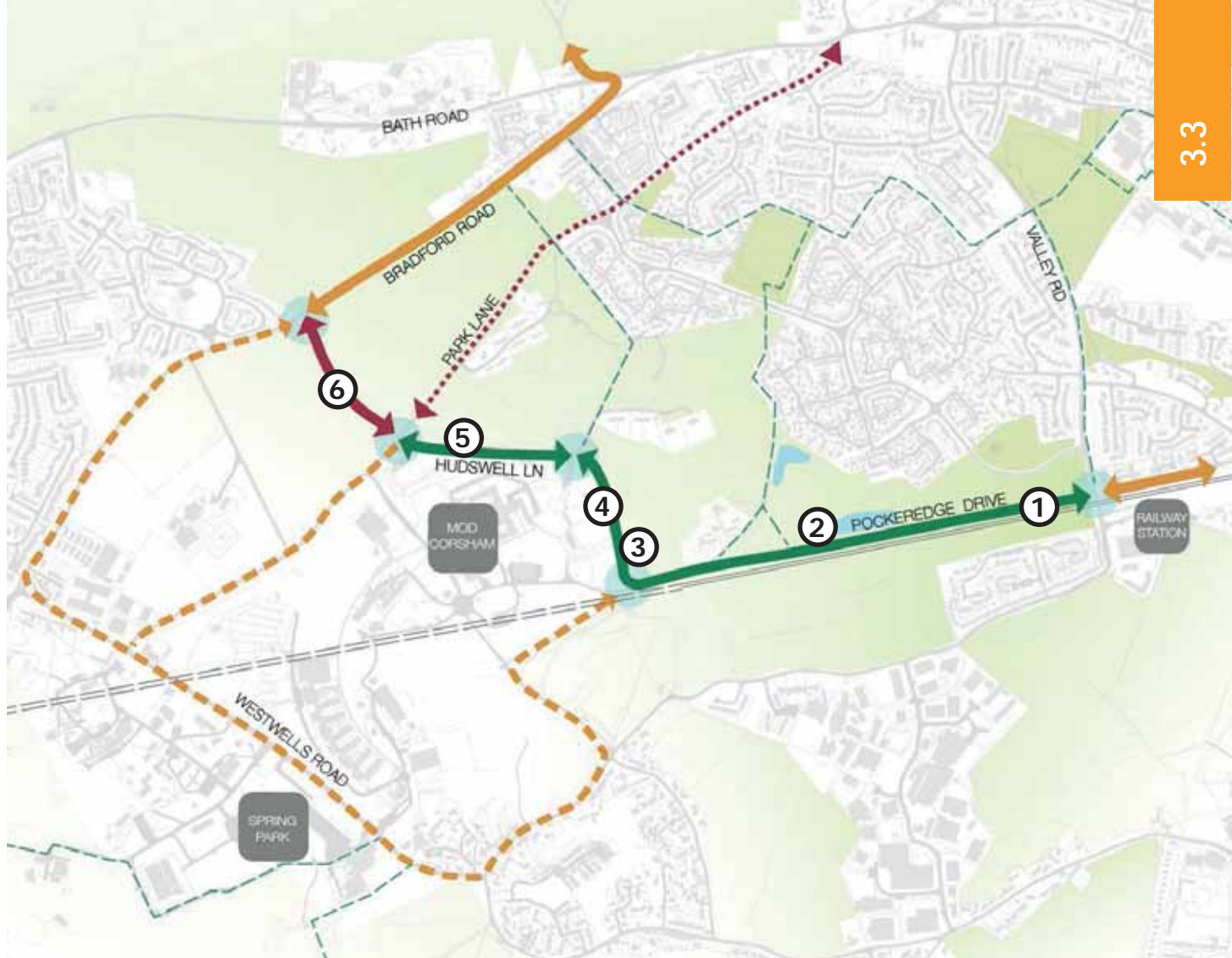
- A. **Pockeredge Drive:** Route follows existing quiet lane and byway which runs parallel with the railway line before connecting north to Hudswell Lane. It is not currently clear that this lane connects to Pockeredge Lakes. A crossing should be provided on Valley Road north of the railway bridge to connect to the Town section of the Corsham Link. Enhancements are required to improve visibility of the Hudswell Lane entrance.
- B. **Hudswell Lane:** Route follows existing lane defined by drystone walling to each side and an avenue of trees. The lane has a narrow pavement to one side and for most of the route there is a parallel informal footpath within The Circus site. Some enhancements are required at the Park Lane end to provide a crossing point and improve visibility and wayfinding for both the route and the Park Lane cycle path.
- C. **Park Lane to Bradford Road:** Route follows an existing Public Right of Way across a field. The route is identifiable as a worn pedestrian track but lacks formalisation. Any proposals for settlement growth in this area should ensure this link is formalised.

GENERAL IMPROVEMENTS

- **Signage:** Consistent signage should be introduced at junctions along the route to indicate walking distance and time to key destinations. This could take the form of fingerpost signage, maps and interpretation boards.
- **Way-finding markers:** Wayfinding markers set into or painted onto the ground will help promote the route as a whole and could raise awareness of other users, particularly on-road cyclists. There is also potential for use of public art along the route.
- **Public realm enhancement:** General enhancements are needed particularly at transitional spaces. Enhancements should consider lighting, surface materials and boundary treatments with provision of seating and litter bins where appropriate.

CORSHAM LINK - WEST CORSHAM GREENWAY

-  On-road
-  Off-road greenway
-  Key transition point
-  Potential Westwells Loop
-  Off-road cycle route
-  Additional pedestrian links



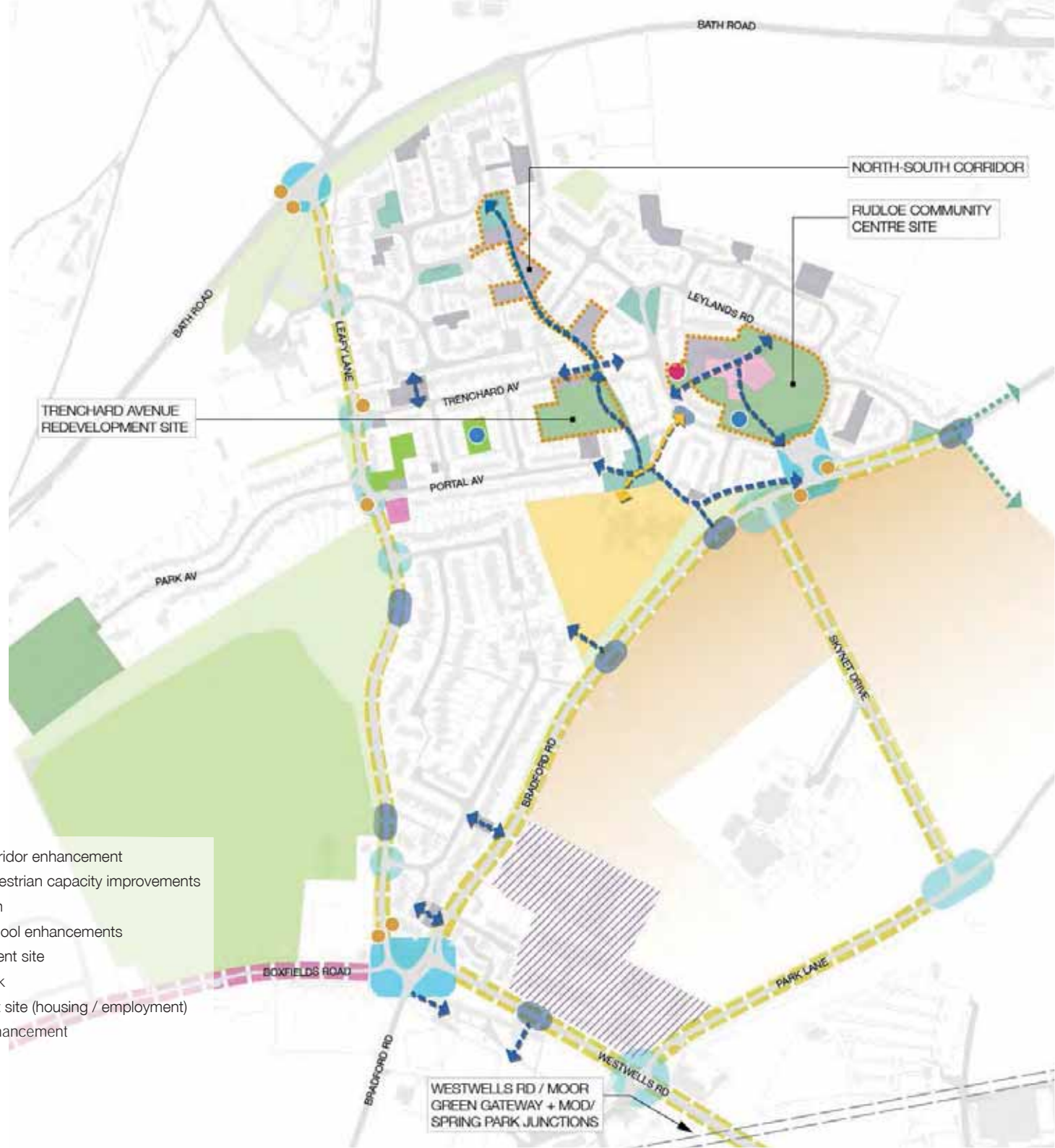
C. RUDLOE ENVIRONMENTAL ENHANCEMENT

THE OPPORTUNITY

Rudloe has a sizable population but has been developed without a coherent structure and with no clear or functional centre to the community. The settlement includes a significant amount of green space but much of this has little functional use and represents a maintenance burden. While the area has relatively high pedestrian permeability, many of these routes have no surveillance but are required to address the limited connectivity of the cul-de-sac road layout.

There is a strong opportunity for a package of environmental enhancement measures linked to potential redevelopment and site remodeling opportunities.

Formal proposals should be developed in consultation with the local community and other stakeholders and will be subject to land ownership and control. A number of potential projects have been identified.



PROJECTS

REDEVELOPMENT OPPORTUNITIES

There are opportunities for redevelopment in Rudloe which could provide infill development and environmental enhancement without loss of amenity. This infill development could help fund the wider enhancement measures.

Regeneration of Rudloe Community Centre: Opportunity to create a stronger community focus for Rudloe and the proposed new development to the south:

- **Redevelopment:** Enhance existing community centre which could include new community services such as health care and retail provision. Focus development at the northern end to form a strong block. Remodel community centre parking and create new public square to provide a community focus for events.
- **Enhancement:** Residential parking to be consolidated or provided on-street. Green space to be consolidated into more functional recreation space with new play facility. Provide tree planting and sustainable drainage measures around roadside. Provide footpath links across site. Enhancement of shop and community centre sites if not redeveloped/replaced.

Remodel Trenchard Avenue green space: Develop housing to back onto Dowding Avenue plots to complete the block and provide frontage to the open space. Remove garages and create footpaths to Sandy Lea Avenue, Portal Avenue and Broadwood Avenue. Provide play and improved sports facilities.

Remodel North-South corridor site: Coordinated redevelopment and enhancement of existing garages and green space. Potential new green corridor with north-south footpath link and rationalised parking. Open out space to improve surveillance and improve additional pedestrian links.

SMALL-SCALE ENHANCEMENTS

School site enhancement: Potential sustainable drainage measures, nature trail and outdoor school. Improvements to Bradford Road entrance to provide DDA-compliant access.

Strategic road enhancement: Improve, extend and widen pedestrian and cycle routes, add crossings, improve soft landscaping, cut-back vegetation and improve boundaries.

New footpath links: Create new formal routes along desire lines and existing public rights of way. Street furniture and lighting to be provided as required.

Enhancement of existing footpaths: To include widening, resurfacing and lighting. Closure or gating of links to be considered for routes with poor surveillance.

Gateways: Enhancement of key gateways with improved crossing facilities, welcome signage and wayfinding, landscape treatments and surface materials.

Junctions and entrances: Improved crossing facilities, signage and wayfinding, landscape treatments and surface materials. Provide raised table crossings on Leafy Lane.

Garage sites / parking courts: Refurbish sites to improve visual appearance. Consider remodeling of parking and provision of on-street parking. Potential for infill development.

Amenity green spaces: Enhancement of green spaces to improve amenity, sports and play facilities and quality of soft landscaping. Provision of footpaths across spaces.

Boxfields Road/ Quarry Hill Greenway: Investigate improvements to walking and cycling provision towards Box with continuous off carriageway route. Increase vehicle capacity where possible while maintaining lane environment.

Left-over spaces: Landscape enhancement to include trees, low-maintenance planting and sustainable drainage measures. Potential to provide play facilities.

Rear courtyard spaces: Improve visibility into rear spaces. Consider gating to make 'residents only' and create allotments. Relocate playspace to Trenchard Avenue site.

Sustainable urban drainage: Develop sustainable drainage strategy across Rudloe, particularly utilising green spaces and existing green verges.

Route to School: Enhancements to Broadwood Avenue including signage, pavements and provision of crossing points. Consider creating pedestrian-priority environment.

Bus stops: Enhancement of bus stop facilities to improve quality and safety including signage or replacement shelters.

Area-wide wayfinding: Install fingerposts and map boards at key locations to identify routes in Rudloe and to Corsham.

Street furniture replacement/installation: Area-wide audit of existing provision and quality to inform location and provision.

JSU Corsham Community Centre: Improvements to planting, boundary treatments and facades.

Fiveways Enhancement: Package of improvements including soft landscaping, sustainable drainage, facade improvements, pedestrian routes, boundaries and signage.

On-street parking: Investigate potential to provide on-street parking across the area, particularly in areas where garages are to be removed.

APPENDICES

Appendix A: References

Appendix B: Area Context

Appendix C: West Corsham Application
Review

APPENDIX A: REFERENCES

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PARALLEL STUDIES

NEW MASTERPLANNING

Corsham Neighbourhood Plan
<http://www.corshamneighbourhoodplan.co.uk/>

Public Realm Study : Stage 1 Report - Understanding Corsham (2015)

EVIDENCE BASE

WILTSHIRE COUNCIL

- <http://www.wiltshire.gov.uk>
- North Wiltshire District Council Employment Land Review (2006)
- North Wiltshire Landscape Character Assessment (2004)
- North Wiltshire Local Plan 2011, Written Statement (2006)
- North Wiltshire Retail Needs Assessment study (2007)
- Planning application review (various)
- Swindon and Wiltshire LEP Strategic Economic Plan (2014)
- The Wiltshire Community Plan 2011 - 2026 Consultation draft (2010)
- Wiltshire Core Strategy (2015) and associated documents
- Wiltshire Assembly Joint Strategic Assessment for Corsham Community Area (2013)
- Wiltshire Community Infrastructure Levy: <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy.htm>
- Wiltshire Council Housing Land Supply Statement (2014)
- Wiltshire Council Local Development Scheme (2015)
- Wiltshire Green Infrastructure Strategy update (2012)
- Wiltshire Housing Site Allocations
- DPD – Housing Supply Paper (2015)
- Wiltshire Housing Site Allocations Plan
- Wiltshire Infrastructure Delivery Plan 2 – Appendix 1 Corsham (2013)
- Wiltshire Infrastructure Delivery Plan 2, 2011-2016 (2013)
- Wiltshire LDF Statement of Community Involvement Update (2015)
- Wiltshire Local Development Scheme (2015)
- Wiltshire Open Spaces Study (2015)
- Wiltshire Retail Study (2011)
- Wiltshire Strategic Flood Risk Assessment (2009).
- Wiltshire Strategic Housing Land Availability Assessment (SHLAA) (2014)
- Wiltshire Strategic Housing Market Assessment (SHMA)
- Wiltshire Third Local Transport Plan (LTP3) 2011 - 2026
- Wiltshire Workspace and Employment Land Strategy (2009)

CORSHAM TOWN COUNCIL

- <http://www.corsham.gov.uk>
- <http://www.corshamneighbourhoodplan.co.uk/>

BOX PARISH COUNCIL

- Box Communities Plan 2013 to 2020 (February 2013)
- <http://www.boxparish.org.uk>

COLENE PARISH COUNCIL

- Colerne Parish Plan. Colerne 2020 Vision. (March 2011)
- <https://colerne2020.wordpress.com>

LACOCK PARISH COUNCIL

- Lacock Community Information Portal
- <https://www.lacockparishcouncil.gov.uk>

HISTORIC ENGLAND

- Joint Support Unit Characterisation Study. A Characterisation Study Of The Quarries, their 20th-Century Defence Uses and related Above-Ground Infrastructure (2008)

NOMIS (FROM OFFICE FOR NATIONAL STATISTICS)

Journey to Work data (Location of usual residence and place of work by method of travel to work) - from 2011 Census

SUSTRANS

- <http://www.sustrans.org.uk>

TRANSWILTS

- <http://www.twcrp.org.uk/>

APPENDIX B: AREA CONTEXT

The Baseline Report includes a detailed assessment and summary of the context of the Corsham Community Area, in particular, the town of Corsham where the greatest degree of development and subsequent change is anticipated.

A short summary of the key findings is presented here.

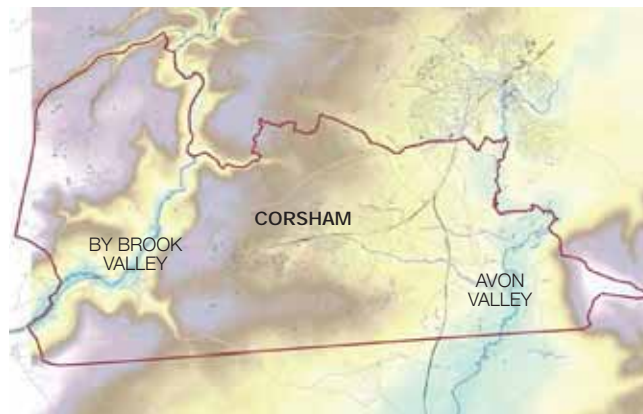


TOPOGRAPHY

Topography is a defining feature of the Community Area and its historic development, and continues to influence connections and settlement growth. The topography creates character and a sense of place.

The Community Area is divided by the steep-sided and narrow By Brook valley which disconnects Colerne to the west, from the rest of the Community Area to the east, however views across the valley give a connection between Colerne, Box and Rudloe. The land rises up east of the valley to Box and Rudloe before dropping steadily down towards the wide River Avon valley at the east.

Corsham sits below the ridgeline within a landscape 'bowl'. The slopes to the north, south and west of the town could provide a threshold for the town's expansion and indicate appropriate areas for future development.



GROWTH

The Community Area has developed with a central market town, Corsham, and a series of discrete villages and hamlets along key junctions which have individual identities. Over time, piecemeal development and change of use has occurred, threatening to lose the distinction and cause the settlements to merge.

The town of Corsham has expanded significantly since its origins as a small market town. Corsham is a reasonably compact settlement which developed initially along key routes but which has now consolidated. Much of the growth area is now residential though many areas have changed in use, form and density multiple times from their initial development.

The eastwards expansion has been prevented by the historic estate of Corsham Court and Park while the A4 provides a strong barrier to development to the north.

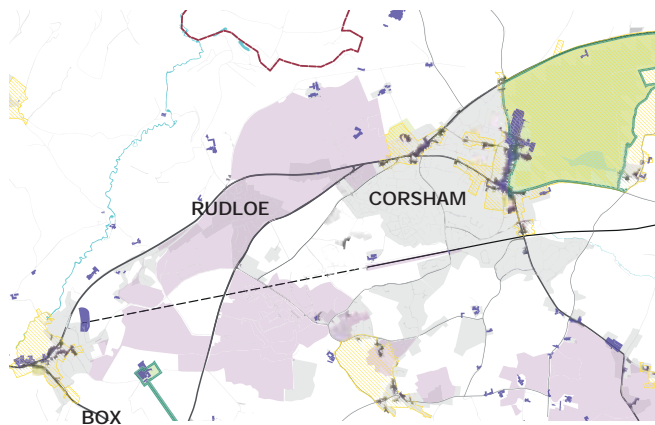


HERITAGE

A settlement has existed at Corsham since Norman times. The distinctive historic core grew and changed little for much of the nineteenth and early twentieth centuries. The town is protected by a number of heritage designations:

- Conservation Area: Corsham (the historic town centre and Corsham Park), Pickwick, Box, Gastard and Neston.
- Listed buildings: Large numbers at Corsham High Street, Pickwick, Box, Colerne and Lacock (National Trust village).
- Historic Park and Garden: Corsham Park.

Other non-designated historic elements: Historic mining and quarrying including the converted underground spaces at MoD Corsham and Spring Park.

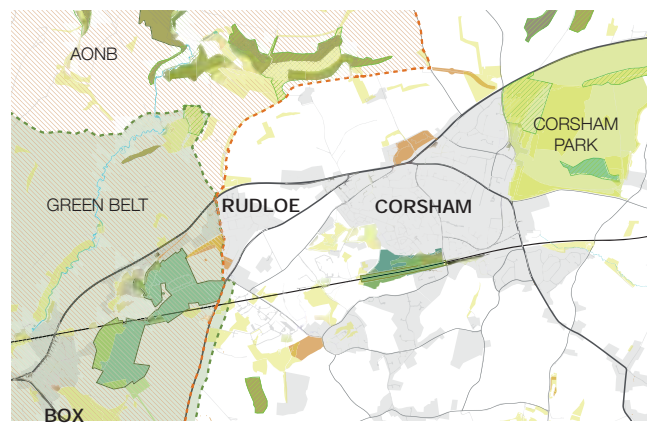


ENVIRONMENT

Corsham sits within a rural setting which is protected by two key designations:

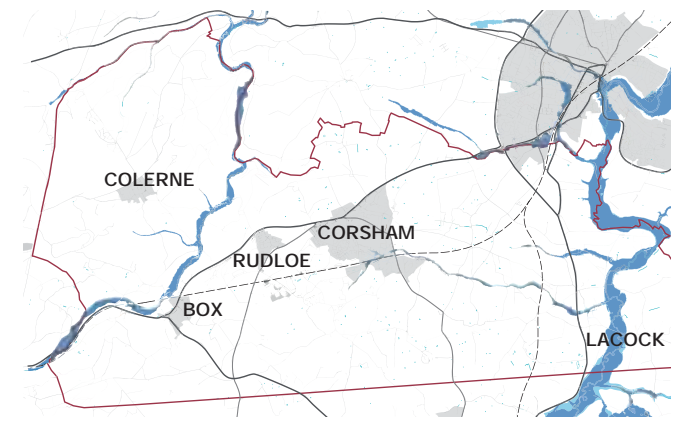
- Green Belt: 'Bristol and Bath Green Belt' protects rural areas to prevent unrestricted sprawl and safeguard the countryside. The Green Belt covers the western half of the Community Area, up to Rudloe.
- Area of Outstanding Natural Beauty (AONB): Cotswolds AONB protects rare habitat and distinctive landscape character and extends into the north and western part of the Community Area.

Additional site-specific designations: Tree Preservation Orders, Site of Special Scientific Interest, Ancient Woodland, County Wildlife Sites, Special Areas for Conservation (Bats), and Priority Habitat - Deciduous Woodland.



The Community Area includes diverse green infrastructure including extensive woodland and varied public open space set within arable and pastoral lowland. The North Wiltshire Landscape Character Assessment (2004) notes that views from key footpaths and the A4 are important that the area is sensitive to development and urban fringe pressures, advising that development should be considered in conjunction with the creation of a strong landscape structure to screen and separate from other settlements.

The area is part of the wider Upper Bristol Avon Catchment, with the deeply-incised By Brook Valley to the west forming its own confined floodplains. Most of the town and surrounding settlements are outside of the flood risk zones. Environment Agency mapping shows a narrow area of raised flood risk alongside Byde Mill Brook and the railway line, affecting land to the east of Leaffield Industrial Estate, with a natural flood plain to the east of Lacock.

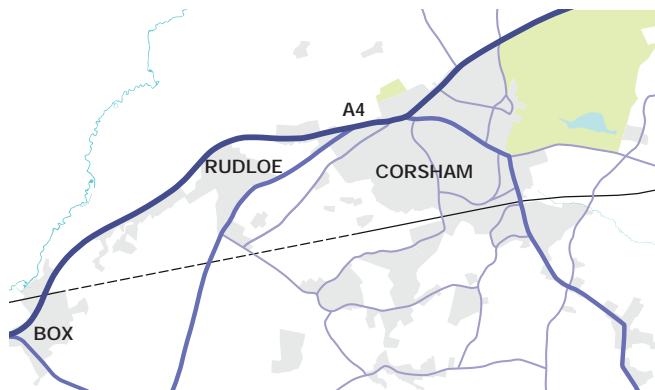


TRANSPORT

Corsham is well served by the A4 which provides a direct link to Chippenham and Bath and connects northwards towards the M4 via A350. The main highway routes radiate outwards from the A4 and provide strong routes towards the east, south and west of the Community Area. Due to the limited connections across the By Brook valley, there is a need to link Colerne with the wider Corsham Area. Increased demand could require capacity improvements on the A4 and through the town centre.

At present, Corsham has no railway service however the reopening of the station has been identified in the Core Strategy and feasibility work is being undertaken. The station would be within walking distance of the town centre and could 'unlock' land to the south and west.

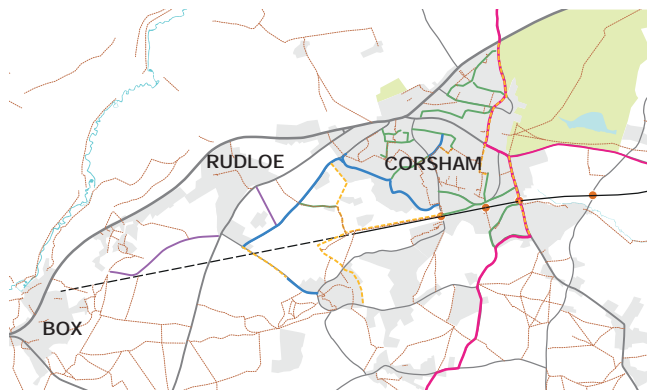
Corsham is well served by bus routes with regular services to Bath and Chippenham. Services to outlying settlements are limited unless lying on major routes.



CONNECTIVITY

The urban form of Corsham has a strong impact on pedestrian and vehicular connectivity with a network of cul-de-sacs and poorly connected streets east of Valley Road. Much of Corsham town is within 1km of the town centre and Springfield Campus but the poor connectivity means routes are longer. Wiltshire Council has identified a Corsham Town Cycle Network but many of these routes are on-carriageway.

In the wider area, there is generally poor provision for cycling and longer distance walking routes are not well publicised. The outlying settlements are connected by a series of Public Right of Ways but the quality and visibility of these routes varies. National Cycle Routes pass through the area but are mainly on-carriageway. There is also poor connectivity from the Westwells Road and Rudloe area back towards the town centre, meaning journeys are likely to be by car.

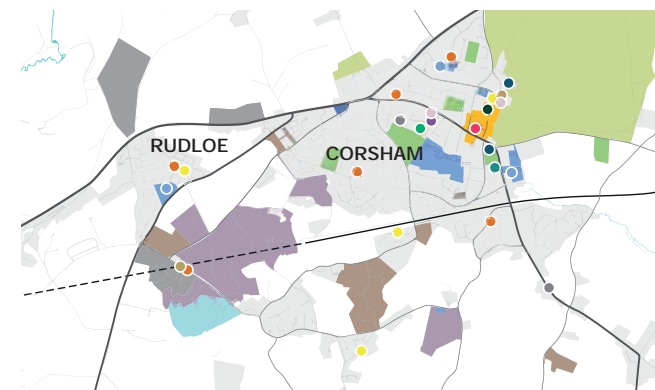


LAND USE

The town of Corsham is primarily a residential settlement with a historic retail and commerce-based centre around the historic High Street. The outlying settlements are primarily residential with small clusters of services along key routes. The town centre offers a mix of convenience and local specialist shops, with few national retailers. The older housing areas include a healthy mix of social infrastructure though later areas have little or no retail or services.

The area includes a number of significant employers, including the Ministry of Defence, Spring Park and the industrial estate at Leafield, though these are primarily concentrated around Corsham itself.

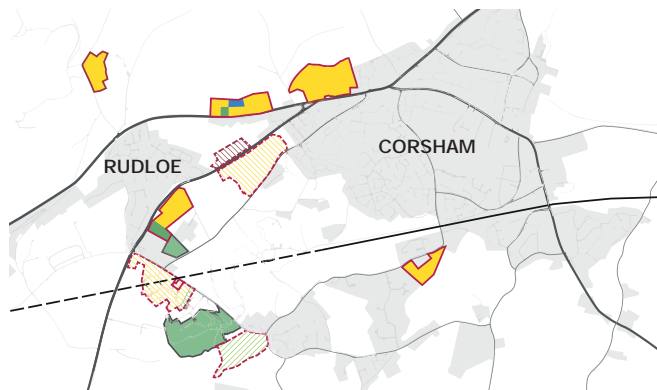
Large areas of land around Corsham are in the ownership of major landowners: the Ministry of Defence, Wiltshire Council, Hartham Park and Neston Park. National Trust owns significant areas in and around Lacock.



PLANNING + POLICY

The Wiltshire Core Strategy identifies the housing requirement for the Community Area as 1,395 (1,220 at Corsham itself) for the period 2006-2026. The indicative employment requirement for the Corsham Community Area is 6ha of new employment land to 2026. The Core Strategy also promotes reopening of Corsham Railway Station.

A number of sites have full or outline planning consent for residential and employment development however this represents a piecemeal approach to development which could be harmful to the character of the area, would not provide appropriate access to services and would not contribute to a sense of community.



CHARACTER

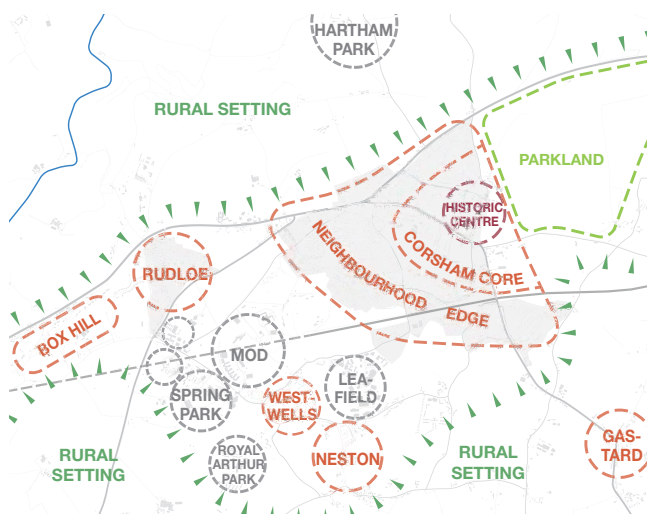
Corsham has developed outwards from the historic centre creating a series of character areas, summarised below.

HISTORIC CENTRE

The historic core of Corsham has a strong and distinct identity which has changed little since its initial development. Buildings provide strong frontage, clearly defining the streets.

CORSHAM CORE

The town expanded southwards and eastwards during the early and mid-20th century. This area is generally well connected to the historic centre. This character area is clearly influenced by the historic vernacular; buildings use similar materials to the historic core and street are generally well-connected and leafy with a strong frontage.



NEIGHBOURHOOD EDGE

Residential development of the mid to late-20th century occurred west of Valley Road. This suburban area has little architectural relationship to historic Corsham and generally has cul-de-sac streets.

BEYOND THE TOWN

To the south and west, there remains an area of largely undeveloped fields, woodland and recreation space which spaces the town from neighbouring settlements and developments. This area has a semi-rural character.

OUTLYING SETTLEMENTS

The villages of Rudloe, Westwells and Neston are largely separated from other development by surrounding fields and open space but have developed along key routes.

Between these settlements, some land has been developed for discrete uses, many of which have been developed in isolation and have a generally poor visual character with little relationship to their surroundings.

RURAL SETTING

The area to the north of the A4 Bath Road includes a mix of agricultural fields, woodland and open countryside with few settlements or developments. Much of this area benefits from environmental protections and has a varied character. This rural edge, and the open parkland to the east at Corsham Park, provides a strong green edge to the town and sets the rural context.

APPENDIX C: WEST CORSHAM APPLICATION REVIEW

SITE	STATUS	DESCRIPTION
BRADFORD ROAD		
Land at Bradford Road	14/04179/OUT (Outline) - Refused at Appeal Aug 2015. 15/10519/OUT (Outline) - Registered Oct 2015.	Development of up to 170 Dwellings, Medical Centre/Community Hall, Public Open Space, Access and Associated Works. [Scale, layout, landscaping and appearance reserved] Resubmission of 14/04179/OUT. Recommendation for approval 15/10519/OUT.
Land south of Bradford Road	13/05724/OUT (Outline) - Approved Apr 2015. 15/05211/106 (s106) - Approved Jul 2015.	Up to 88 dwellings, including affordable housing, 1.2 hectares of B1 employment and landscaping. [Scale, layout, landscaping and appearance reserved] Modification of Legal Agreement Relating to 13/05724/OUT.
Land off Park Lane	N/11/03816/FUL (Full) - Approved Jan 2012. 15/00660/VAR (Variation) - Approved May 2015. 13/05269/FUL (Full) - Approved Jan 2014.	Erection of New Business Premises Annex, With Associated Car & Cycle Parking, Landscaping & Associated Works & Creation of New Access. Variation of Condition 8 of 11/03816/FUL To Allow Amendments to Site Layout & Alterations to Approved Building. 2 no Employment Buildings to Provide an Additional 2,315sqm of Class B1 Floorspace, a Covered Pedestrian Link, New Site Access, 70 New Car Park Spaces, Cycle Parking, Circulation & Servicing Areas, Landscaping & Associated Works Including Plant
Bradford Road	15/00712/WCM - Registered Jan 2015.	Construction of an inclined mine entrance from the surface into existing permitted mine workings. Construction of ancillary surface facilities including access onto highway offices car park workshop covered storage open storage landscaping and restoration.
WESTWELLS ROAD		
Former Mod Rudloe No.2	14/11354/OUT (Outline) - Registered Dec 2014.	Outline Application for up to 180 Dwellings & Economic Development, Demolition of Existing Buildings & Structures, Car Parking, Open Space, Associated Infrastructure & Access. [Scale, layout, landscaping and appearance reserved]
The Flamingo Club	N/10/04174/FUL (Full) - Approved Oct 2011. 15/03363/OUT (Outline) - Registered Apr 2015.	Change of Use and Conversion to Provide 13 Residential Apartments (Revision to Planning Permission 09/01760/FUL). Demolition of Existing Building and Erection of 13 Residential Dwellings.
Sands Quarry	N/12/01289/OUT (Outline) - Registered Oct 2013.	Redevelopment of a Former Mod Brownfield Site For a Development of B1 Offices & B1 Light Industrial/Incubation Units With Associated Road Improvements, Landscaping & Supporting Infrastructure (Resubmission of 11/01613/OUT - Withdrawn).

SITE	STATUS	DESCRIPTION
Spring Park	N/07/03214/OUT (Outline) - Approved Sep 2008)	The Development of a New Business & Technology Park, Comprising of Offices, Research & Development Facilities, Data Storage & Processing Centres (Uses B1a, B1b, B8) New Access From Westwells Road/Internal Roads/Paths/Yards;Car Parking, Landscaping & Ancillary Works. [Scale, layout, landscaping and appearance reserved].
	N/08/02678/REM (Reserved Matters) - Approved Feb 2009. Partially Constructed.	Development of Three Data Storage and Processing Centres and One Ancillary Plant Building, Together with New Access; Car Parking; Yards and Landscaping and other Associated Uses and Activities. [Covers only part of outline application site]
	N/11/00174/S73 (Variation) - Approved Mar 2011.	Development of 3 Data Storage and Processing Facilities and 1 Ancillary Plant Building, Together with New Access, Car Parking, Yards, Landscaping and Associated Works. [Pursuant to Outline Application N/08/02678/REM]
	N/11/02034/S73 (Variation) - Approved Dec 2011.	Replacement of Permission 07/03214/OUT [Extension of time period for submission of reserved matters].
	13/07222/VAR (Variation) - Approved Feb 2014.	Variation of Condition 6 of 11/00174/S73 Relating to Approved Plans.
	N/08/01542/FUL (Full) - Approved Sep 2008.Constructed.	Rationalisation of Existing Planning Permissions to form a Single Building Comprising Data Storage and Office Use. [Covers only part of full site]
	15/00540/REM (Reserved Matters) - Approved Mar 2015.	Development Of A Reception Building & Security Plaza, Car Parking, Internal Roads & Footpaths, Landscaping & Associated Works
NORTH OF BATH ROAD		
Land at Copenacre	N/12/00836/OUT (Outline) - Approved Dec 2013.	Outline Application for up to 100 Dwellings and Economic Development Including Nursing Home, Extra Care Accommodation, Hotel and B1 Offices, Demolition of Existing Buildings & Structures, Car Parking, Open Space With Associated Infrastructure and Access. [Scale, layout, landscaping and appearance reserved]
	14/07430/106 (s106) - Approved Apr 2015.	Modification of Legal Agreement Relating to N/12/00836/OUT.
	14/07172/VAR (Variation) - Approved Apr 2015.	Variation of Condition 2 of N/12/00836/OUT. (Relating to Reserved Matters).
	15/00058/OUT (Outline) - Approved Oct 2015.	Outline Application for up to 40 Dwellings, Demolition of Existing Buildings & Structures, Car Parking, Open Space With Associated Infrastructure and Access. [Replacement of hotel/nursing home in original outline permission]
	15/11889/REM (Reserved Matters) - Registered Dec 2015.	Reserved Matters Application for Appearance, Scale, Layout & Landscaping for 29 Dwellings. (Pursuant to Outline Application 15/00058/OUT).
	15/11889/REM (Reserved Matters) - Registered Dec 2015.	Reserved Matters for Appearance, Layout, Scale and Landscaping for 58 Dwellings (Pursuant to Outline Application N/12/00836/OUT).
Land North of Bath Road	13/05188/OUT - Appeal decided allowed with conditions May 2015.	Outline planning application for erection of up to 150 dwellings, up to 1,394sqm B1 offices, access, parking, public open space with play facilities and landscaping.