

Marlborough Town Council



9 August 2022

Dear Councillor

PLANNING COMMITTEE

You are summoned to a meeting of the **Planning Committee** which will be held on Monday, 15 August 2022 at 7pm in The Court Room, Marlborough Town Hall.

Yours sincerely

Richard Spencer-Williams

Mr Richard Spencer-Williams, PSLCC

Town Clerk

This meeting will be held in the Court Room at the Town Hall according to the latest Government Covid Safety Guidelines, and managed according to the Health and Safety at Work Act 1974(2)e.

There will be thirty places for members of the public to attend. If members of the public wish to attend they should notify the Town Clerk of this by noon on the Friday prior to the meeting. Places will be allocated on a first come first served basis. Organisations and interest groups are asked to send one delegate. Some members of the public may not be allowed to attend if all the allocated seats are taken.

If members of the public wish to attend and ask a question they should also notify the Town Clerk of this by noon on the Friday prior to the meeting and provide their question in writing at the same time. If members of the public wish to ask a question, but not attend, they can provide the question in writing to the Town Clerk by noon on the day of the meeting, and a written response will be provided.

PUBLIC QUESTION TIME

In accordance with Standing Order 3(f), members of the public may ask questions of the Planning Committee. The time allocated for this should not exceed 10 minutes and be limited to 1 question per person unless directed otherwise by the Chairman. A full response may not be possible without further research, and the Chair may direct that a written or oral response be given.

AGENDA

- 1. Apologies**
- 2. Declaration(s) of Interest**
To receive declarations of interest and consider any requests for dispensation
- 3. Chair's Announcements**
- 4. Minutes**
To confirm the minutes of the meeting held 25 July 2022
- 5. Action Log**
To note the updated action log and provide any verbal updates to actions in progress
- 6. Planning Decision Notices**
To note the Planning Decision Notices that have been issued by Wiltshire Council
- 7. Planning Applications**
To consider applications received from Wiltshire Council
- 8. Speed Indicator Device**
To note the latest data downloaded from the SID
- 9. Local Highways Improvements/LHFIG**
placeholder
- 10. Marlborough Area Neighbourhood Plan**
To note an update report on the Marlborough Area Neighbourhood Plan
- 11. Application to Stop Up Highway – adjacent to Queens Head, 23, St Martins**
To note Wiltshire Council's intention to apply for an Order authorising
- 12. Salisbury Neighbourhood Development Plan (Regulation 14) Public Consultation**
To note a public consultation and consider whether to make a response
- 13. Temporary Road Closures**
To note Orders issued by Wiltshire Council



Marlborough Town Council



Planning Committee

Minutes of a meeting of the Planning Committee held Monday, 25 July 2022
in the Court Room, Marlborough Town Hall at 7pm

PRESENT Councillor James Sheppard Chair
Councillor Nicholas Fogg
Councillor Andrew Ross
Councillor Mervyn Hall
Councillor Mark Cooper
Councillor Caroline Thomas
Councillor Kelvyn Shantry

ALSO

PRESENT Clare Harris Assistant Town Clerk
Dawn Whitehall Corporate Services Officer
Neil Goodwin Marlborough.News

PUBLIC QUESTION TIME

Neil Goodwin, Marlborough.News asked what the data from the Speed Indicator Device (SID) was used for; whether a comparison of speed data without a SID in place was possible, and whether Members were clear about this prior to making a decision to purchase a second SID. Also, referring to the forthcoming Neighbourhood Plan referendum he was concerned that turnout may be very low with the poll date of 11 August and a requirement for those requesting postal votes to do so in writing by 27 July.

The **Chair** allowed Mr Goodwin more than one question. **Speed Indicator Device** – the data builds up factual evidence about different areas of the town, provides evidence to justify police spot checks, and/or evidence to justify the request for metro counts ahead of any considerations to change speed limits. At a planning meeting the previous year a report had set out location plans and recommendations to rotate the SID between them every two weeks. As the data builds up, this would be adjusted to focus on 'hot spots'. Data aside, the benefits of the impact of the presence of SIDs on responsible drivers had been well documented and proven to be effective in reminding drivers to slow down.

Neighbourhood Plan – the **Chair** believed that residents in more rural areas were more likely to vote by post rather than in-person; it would be interesting to find out the percentage split and/or whether the process to request a postal vote could be streamlined. Whilst the dates and deadlines were not ideal, the mechanism had been in place for a long time (it was the same as for general elections) and had not previously been raised to the **Chair** as an issue.

The **Chair** read out a question on behalf of **Mr Shaw, Resident**: “Given the hazardous speeds and narrow pavements, would the council please consider the installation of a SID device on Herd Street to monitor traffic speeds, particularly the downhill side of the carriageway”.

All present agreed that it was a good idea to locate the SID in Herd Street. The current SID was set up in Herd Street as part of the regular rotation cycle, but there were restrictions on exactly where in Herd Street it could be placed. These restrictions included physical barriers (for example, it could only be mounted on certain types of lamp columns; there were limitations for staff with installation/removal due to location) as well as rules about location (for example, a requirement to be placed a minimum, clear distance away from traffic signs). Agenda Item 13 recommends the purchase of a second SID device including an option for solar powered models. Should a purchase be agreed, options for SID locations and frequency of rotation would be improved.

The **Assistant Town Clerk** would reply to Mr Shaw to confirm that Members were in favour of placing a SID on Herd Street and that officers would investigate the practicalities concerning locations.

103/22 APOLOGIES

Apologies for absence were received from **Councillors Allen, Barrett-Morton, Cleasby, Davies, Heath and Waltham**.

104/22 DECLARATIONS

Councillor Fogg – agenda items 7(b) and (c) – planning applications at The Green – non-pecuniary interest.

105/22 CHAIR’S ANNOUNCEMENTS

There were no announcements.

106/22 MINUTES

RESOLVED: that the minutes of the meeting held 27 June 2022 were approved as a true record and signed by the Chair

107/22 ACTION LOG

Members noted the updated action log.

108/22 PLANNING DECISION NOTICES

Members noted the Planning Decision Notices that had been issued by Wiltshire Council.

109/22 PLANNING APPLICATIONS

a) **PL/2022/04194** – Proposed single storey rear extension with associated internal alterations and timber garden building at 87 London Road, Marlborough for Mr & Mrs Barter

RESOLVED: that Marlborough Town Council has no objection to this application

Councillor Fogg took no part in discussions for the following two items and did not vote

b) **PL/2022/04419** – Minor external and internal alterations at 29 The Green, Marlborough for Ms Julia Tyler

RESOLVED: that Marlborough Town Council has no objection to this application

c) **PL/2022/04997** – Minor external and internal alterations at 29 The Green, Marlborough for Ms Julia Tyler

RESOLVED: that Marlborough Town Council has no objection to this application

d) **PL/2022/04686** – Change of use from agricultural to residential and erection of a timber framed greenhouse in garden with concrete base at Manton Weir, Bridge Street, Manton for James Farrell

RESOLVED: that Marlborough Town Council objects to this application on the grounds of insufficient justification for change of use

e) **PL/2022/05013** – Two storey and single storey rear and side extensions. Garden room at 7 Dando Drive, Marlborough for Mr & Mrs Rachel Dowdell

RESOLVED: that Marlborough Town Council has no objection to this application

110/22 WORK TO TREES

Members noted one application:

PL/2022/05538 – 1 – Lawsonia tree – fell. 2 – 3 x Horse Chestnut trees – pollard 50% at Priory Gardens, Figgins Lane, Marlborough for Marlborough Town Council

111/22 SPEED INDICATOR DEVICE

Members noted the data downloaded from the Speed Indicator Device (SID) which had been collected in George Lane between 22 June and 9 July 2022. Discussion points included:

- The data demonstrated that the speed limit in George Lane was generally being well observed
- The addition of a second pedestrian crossing may have helped to slow the traffic
- Whether to update the SID rotation plan to prioritise other locations

- Whether speeds were now low enough to meet the requirements to request a change of speed limit to 20mph
- Whether to request a metro count to confirm the average speed

RESOLVED: to update the SID rotation plan temporarily removing George Lane as a regular location, and to request a metro count for George Lane

112/22

LOCAL HIGHWAYS IMPROVEMENTS

Members considered a request to erect a street sign at Elcot Nurseries at a cost of £156 plus labour time for Council staff. Discussion points included:

- Elcot Nurseries is a private, unadopted road
- Whether, as there are several unadopted roads across the parish, meeting the request would set a precedent
- The Town Council is not under any obligation to provide street signs on public or private land
- The Highways Authority (Wiltshire Council) is not under any obligation to provide street signs on private land
- Whether it is right to use public money to pay for a sign on a private, unadopted road
- Whether local households could fund the signage between them, as the cost was modest

RESOLVED: that Marlborough Town Council declines the request to provide a street sign at Elcot Nurseries because the land is privately owned, and to be clear not to set a precedent about using public money for private purposes

113/22

MARLBOROUGH AREA NEIGHBOURHOOD PLAN

Members noted the update report. The referendum will take place on 11 August and there are public engagement opportunities via a videoconference meeting on 26 July and a pop-up stand at the Town Hall on 3 August.

The Chair thanked **Councillor Hall** and Steering Group members for their hard work. **Councillor Shantry** had found the presentation at the public meeting on 19 July very useful and asked whether a copy could be circulated.

ACTION POINT: **Councillor Hall** to circulate the presentation to all Councillors via the **Town Clerk**

114/22

TEMPORARY ROAD CLOSURES

Members noted that, under section 14 of the Road Traffic Regulation Act 1984, Wiltshire Council had issued a blanket order for temporary road closures between 22 August and 30 September at various roads across the county.

115/22 EXCLUSION OF PRESS AND PUBLIC

RESOLVED: not to exclude members of the public and press from the following item of business as it was in the public interest and commercial details would not be disclosed during the discussion

116/22 PURCHASE OF SPEED INDICATOR DEVICE

Members noted the **Assistant Town Clerk's** report and considered the purchase of an additional Speed Indicator Device. Discussion points included:

- Comparisons between battery powered versus solar powered devices
- Technical requirements and costs associated with extracting data
- Whether to place one device permanently, or for a longer term, in Herd Street
- Whether to use the 'spy mode' of the current SID to capture speeds without drivers seeing any display
- A grant from the Area Board of £1,882.50 would offset purchase costs
- An extended width platform ladder would be required for Town Council staff to safely work at height and/or in difficult-to-access locations with heavy SID devices

A proposal to delegate to the Town Clerk to purchase a solar powered SID with surplus costs allocated to CATG and/or a request to the Finance & Policy Committee if there were insufficient funds did not receive a seconder.

RESOLVED: (i) to purchase a solar powered device from Company 1 at a cost of £1,870.34, using the Area Board grant of £1,882.50 to offset the cost

RESOLVED: (ii) to purchase a safety ladder at a cost of £235

RESOLVED: (iii) to set any surplus costs beyond the Area Board grant against the CATG (LHFIG) budget

The meeting closed at 7.53 pm

ITEM 5

ACTION LOG

To note the most recent action log items and provide verbal updates as appropriate:

#	Description	Minute #	Source	Owner	Status	Meeting or Start Date	Notes
1	Traffic survey - gain support from Wiltshire Council	213/21	Planning Committee	Town Clerk and Councillor Hall/ Wiltshire Councillors	Not Started	04 October 2021	... 21.02.22: positive meeting. get a brief from WC to provide a costed proposal to do a survey – will be data collection. Data will allow modelling e.g. look at junctions etc to improve traffic flow. Cost £5-10K? Will be via cameras at 5 or 6 roads into town, facing different directions
5	To ask the originator of the High Street crossing petition (Mrs Vera Hamblin) for views on the current CATG proposals, and to seek a meeting with a Highways Engineer to clarify the options available, to be reviewed at the next meeting		Planning Committee	Town Clerk	In Progress	31 August 2021	... 10.01.22: Cllr Thomas submitted CATG request to MTC on 14.3.22. MTC support - CATG request forwarded to WC on 15.3.22. 6 June 2022: Mrs Hamblin had indicated that she was now more willing to accept any location rather than no crossing at all. Request with LHFIG but likely to be subject to a substantive bid once assessed by an engineer
6	Manton Hollow: Town Clerk to arrange a meeting to discuss alternative signs (No Through Road) with a Highways Engineer and obtain costs		Planning Committee	Town Clerk	In Progress	31 August 2021	WC Highways emailed on 1.9.21 clarifying MTC's position; awaiting response. Raised with Highways engineer on 1.11.21 who undertook to look at the options. 14.03.22: CATG approved: WC to purchase, MTC pay 25%

7	To put the Manton 5-point traffic calming scheme forward for a Substantive Highways Grant		Planning Committee	Town Clerk	In Progress	31 August 2021	... 06.06.22: split into 2 phases - first, calming (road markings etc) plus a survey, £5K + £1.5K. MTC agreed to meet 20%-25% of cost in principle pending detailed report. Second phase more expensive - gates, islands etc
16	Traffic Survey request Poulton Hill, St Martins (amended 21.7.22)	209/21	Planning Committee	Town Clerk	In Progress	04 October 2021	Traffic Survey request sent to Wiltshire Council on 25.3.22. 06.06.22: advised metro count complete/awaiting results. 20.6.22 followed up the request and was informed that the schedule sent to WC from the WC Traffic Survey contractor confirmed that this survey is due to start 20.6.22, but was delayed due to roadworks on or around the area that would intervene with the results of the survey, but that we should receive the results within a week or two after the survey has been completed. 11.7.22 WC contacted MTC to say they had been advised by the contractor when attending on site, that the location we proposed in the request was not suitable. 11.7.22 MTC liaised again with WC re- suggested a location having sought clarity from WC on what exact criteria they were looking for a proposed location.
21	To investigate costs for portable/new SID options plus wider community involvement, and whether police permission would be required.		Planning Committee	Town Clerk	In Progress		Assistant Clerk further investigating SID options to explain quotes for new SID device. 116/22 25.07.2022: RESOLVED: (i) to purchase a solar powered device from Company 1 at a cost of £1,870.34, using the Area Board grant of £1,882.50 to offset the cost RESOLVED: (ii) to purchase a safety ladder at a cost of £235 RESOLVED: (iii) to set any surplus costs beyond the Area Board grant against the CATG (LHFIG) budget"
68	Handrail at Cherry Orchard: rejected by Wiltshire Council. Investigate options to pursue	PQT	Planning Committee	Town Clerk	In Progress	07 February 2022	Referred to CATG by Committee on 14.3.22 06.06.22: with LHFIG and pending a site inspection before progressing further

76	CATG: raise highways improvement request seeking safety measures at Frees Avenue	431/21	Planning Committee	Town Clerk	In progress	14 March 2022	Discussed at LHFIG on 26.5.22. RSW to arrange site meeting with relevant parties to explore options for consideration. 06.06.22: Atkins recommended extend 40mph zone to Rockley boundary, but no reduction of speed limit. CT to follow up with cabinet member to check reason for request was taken into account. Preshute parish may need to be contacted. Site meeting held on the 8.7.22 with Cllrs Davies, Thomas, Mark Thomas (MRFC), Marting Cook (WC), and the Town Clerk. Agreed a number of ideas aimed at a 'package of 'psychological driver calming measures/ signage'; awaiting lining, soft crossing plan from Martin Cook. Plan to be submitted to LHFIG. Grounds team have been asked to paint barrier gates. White/yellow lining request has been submitted to WC for existing signs.
77	Request a metro count at top of Kingsbury Street	52/22	Planning Committee	Town Clerk	In Progress		RSW sent request form sent to WC on the 8.6.22.
97	High Street Working Party / Wiltshire Towns Programme	84/22	Planning Committee	Town Clerk	Complete	27 June 2022	Initial WP meeting date set for 5 August 2022
98	Request metro count Bath Road	85/22	Planning Committee	Town Clerk	Complete	27 June 2022	Request form submitted 5 July 2022
99	MANP presentation to be circulated to all Cllrs	113/22	Planning Committee	Town Clerk	Complete	26 July 2022	Assistant Town Clerk emailed all Cllrs on 26 7 22

ITEM 6**PLANNING DECISION NOTICES**

To note the Planning Decision Notices issued by Wiltshire Council for the period 18 July to 7 August 2022:

- a) **PL/2021/03930** – St Peters Junior School, The Parade, Marlborough
Conversion of former school building and conversion and extension of outbuildings to provide residential (use class C3) and commercial (use class E) floorspace together with the construction of seven new dwellings to the rear, associated external works and parking
Decision: Approve with conditions **MTC:** Does not support on the grounds of the lack of any proposals to make 40% affordable housing quota when more than 10 dwellings are included. Also to comment with concern about the lack of clarity about the future intentions of this building and a request for evidence to support the requested change of use from the original purpose for hotel space
Note: To read the Delegated Officer's Report, recommendations and conditions please see Appendix 1
- b) **PL/2022/05599** – St Peters Junior School, The Parade, Marlborough
Conversion of former school building and conversion and extension of outbuildings to provide residential (use class C3) and commercial (use class E) floorspace
Decision: Approve with Conditions **MTC:** Does not support on the grounds of the lack of any proposals to make 40% affordable housing quota when more than 10 dwellings are included. Also to comment with concern about the lack of clarity about the future intentions of this building and a request for evidence to support the requested change of use from the original purpose for hotel space
- c) **PL/2022/03462** – Haven, Salisbury Road, Marlborough
Proposed timber frame garage and extended sloping driveway in the rear garden
Decision: Approve with Conditions **MTC:** No objection
- d) **PL/2022/04118** – Meadowlands, London Road, Marlborough
Willow tree – reduce height by 6ft
Decision: Approve **MTC:** No objection
- e) **PL/2022/04194** – 87 London Road, Marlborough
Proposed single storey rear extension with associated internal alterations & timber garden building
Decision: Approve with Conditions **MTC:** No objection
- f) **PL/2022/04322** – 18 River Park, Marlborough
2 x Silver Birch trees – fell
Decision: No Objection **MTC:** No objection
- g) **PL/2022/04419** – 29 The Green, Marlborough
Minor external and internal alterations

Decision: Approve with Conditions **MTC:** No objection

h) PL/2022/04675 – 73 High Street, Manton

T1 Sycamore – fell. T2 Ash – fell. T3 Ash – fell. T4 Sycamore – crown lifting 25% & thinning 30%

Decision: No Objection **MTC:** Mixed: objects to the felling of T1 Sycamore as the tree appears healthy; no objection to proposals for T2, T3 and T4

i) PL/2022/04997 – 29 The Green, Marlborough

Minor internal and external alterations

Decision: Approve with Conditions **MTC:** No objection

ITEM 7

PLANNING APPLICATIONS

To consider the following Planning Applications received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on Monday, 15 August if they feel any of the following applications need full discussion at the meeting.

a) [PL/2022/05388](#) – Full planning permission

Installation of a temporary modular boarding house including pedestrian access and landscaping at Marlborough College, Bath Road, Marlborough for Mr Andy Barnes, Marlborough College

b) [PL/2022/05464](#) – Householder planning permission

Small extension to existing studio at 70 High Street, Marlborough for Mrs Yvonne Cunnane

c) [PL/2022/05398](#) – Householder planning permission

Installation of solar panels on front and side elevations at Pines Edge, Forest Dale Road, Marlborough for Mrs Sarah and Dan Knight

d) [PL/2022/05616](#) – Householder planning permission

Proposed single storey rear extension and ancillary outbuilding for use as a garden store, home office/studio at 18 Chiminage Close, Marlborough for Astrid Harrison

e) [PL/2022/04764](#) – Householder planning permission

The erection of a front door porch at 3 Alma Place, Marlborough for Mr Peter Everard

f) [PL/2022/06159](#) – Listed building consent (Alt/Ext)

The erection of a front door porch at 3 Alma Place, Marlborough for Mr Peter Everard

ITEM 8**SPEED INDICATOR DEVICE**

To note the latest Speed Indicator Device data, recorded in Kingsbury Street – a 20mph zone - between 20-29 July 2022.

See Appendix 2

ITEM 9**LOCAL HIGHWAYS IMPROVEMENTS**

To consider requests for a 'no parking' sign and street lighting, and whether to support either being proposed via LHFIFG.

“No parking” sign at Tin Pit/Poulton Hill**Highways Improvement Request Form****Contact Details**

Name:	R H Davis	Date:	06/08/2022
Address:	REDACTED		
Telephone No:	REDACTED		
Email Address:	REDACTED		

Issue Details

Location of Issue:	Junction of Poulton Hill & Tin Pit
Community Area:	Marlborough
Parish or Town Council:	Marlborough
Nature of Issue: (Max 600 characters)	
Parking on a restricted area of grass at the junction of Poulton Hill and tin pit, with postbox, Tin Pit name plate and hydrant maintained by Marlborough town council and Wiltshire County Council. It is a long time existing no parking area but there is no "No Parking" sign displayed. Cars park on the grass on many days and most nights, either in contravention or ignorance. I can supply many photographs as evidence.	
How long has it been an issue?	A long time
What would you like done to resolve this issue? (Max 600 characters)	
I request that a council "no parking" sign you put up, preferably, on an existing post, or a new post	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	No

This form needs to be completed and e-mailed or sent to your local Town or Parish Council.

Kynance Apartments, Lighting

This request was forwarded from Northern Highways, Wiltshire Council

Highways Improvement Request Form

Contact Details

Name:	Siu ming Chiu	Date:	07/08/2022
Address:	Kynance Apartments, Salisbury Road		
Telephone No:	REDACTED		
Email Address:	REDACTED		

Issue Details

Location of Issue:	
Community Area:	Marlborough
Parish or Town Council:	
Nature of Issue: (Max 600 characters)	
We will live in SN84AS, but there are no streetlight support, would you review there streetlights, I think there need to install some lights for people, that will be better, thank you for your time.	
How long has it been an issue?	
What would you like done to resolve this issue? (Max 600 characters)	
Install some lights for people	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	Yes

This form needs to be completed and e-mailed or sent to your local Town or Parish Council.



Recommendation

Members are asked to consider whether to support the Highways Improvement Requests, and to agree next steps.

Town Clerk

9 August 2022

ITEM 10**NEIGHBOURHOOD PLAN**

To receive an update on the Marlborough Area Neighbourhood Plan (MANP).

The referendum date is 11 August, after the publication of this agenda. A verbal update of the outcome will be provided at the meeting.

Town Clerk

9 August 2022

ITEM 11**APPLICATION TO STOP UP HIGHWAY**

To note that the Town Council has received formal notice that Wiltshire Council intends to make an application to the Magistrates Court for an Order authorising the stopping up of Highway adjacent to The Queen's Head, 23 St Martin's, Marlborough.

Summary

Marlborough Town Council affirmed its consent to the application on 24 March 2022. *(Planning Committee, 14 March 2022: Min. No. 429/21: RESOLVED: that Marlborough Town Council has no objection to the stopping up of a small section of the highway at the former Queens Head, St Martins, on the grounds that it is no longer of public use)*

Wiltshire Council**HIGHWAYS ACT 1980 - SECTION 116 APPLICATION**

Notice is hereby given that Wiltshire Council intends to make application to the Magistrates' Court sitting at Wilton Road, Salisbury on **8 September 2022 from 2pm**, for an Order stopping-up part of the **highway adjacent to The Queen's Head, St. Martin's, Marlborough, Wiltshire**. The application will be made on the ground that the section of highway concerned is unnecessary for public use. The section is shown shaded blue on the plan below and measures approximately 20 metres long and tapers from 2 metres to 1 metre in width. A copy of this notice and application plan may be obtained from - and any queries directed to - Mr. Gale of Legal Services on tel. no. (01225) 718023. Alternatively, it may be inspected free of charge **by prior arrangement** with Mr. Gale at County Hall, Trowbridge, during normal office hours.

Any person who has been served with notice, any person who uses the highway or any other person who would be aggrieved by the making of the Order may attend or write to the court and make their objections or representations known. If they have not already done so, such persons are also requested to give notice in writing to the Solicitor to the Council, quoting the reference **137500**. The address is: Wiltshire Council, County Hall, Trowbridge, Wiltshire BA 14 8JN.



County Hall
Trowbridge
Wiltshire
BA148JN

Penny Holmes
Solicitor to the Council

30 June 2022



Please Note
The highway extent shown on this plan has been prepared for the property named above
The extent shown cannot be relied upon for any highways that do not abut or serve the property

11/01/2022

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Recommendation

Members are asked to note this intention.

Town Clerk
05.08.2022

ITEM 12 SALISBURY NEIGHBOURHOOD DEVELOPMENT PLAN

To note a public consultation and consider whether to make a corporate response.

Consultation

Salisbury City Council as the qualifying body for the Salisbury Neighbourhood Development Plan is running a public consultation event over the period of 20 July to 30 September 2022.

Under the provisions of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, you are being consulted on the content of the Salisbury Neighbourhood Development Plan and its supporting documents.

Salisbury City Council is working with Commonplace to allow consultation to take place online in a manner that allows for statistical analysis as well as detailed comments. This platform is the

preferred method for receiving comment on the plan and its supporting documents. However, letter/email correspondence will be considered.

The link to the commonplace website can be found here:

<https://salisburyneighbourhoodplan.commonplace.is/>

Salisbury City is a complex area and the plan is equally complex, covering a range of documents. They are all available to download/view individually on the City Council's website:

<https://www.salisburycitycouncil.gov.uk/your-council/neighbourhood-planning/regulation-14-consultation>

The neighbourhood plan and its supporting evidence is set out in the following documents:

- Part 1 is a non-technical summary of the main ideas in the SNDP, and it is aimed at the community. It is a standalone document.
- Part 2 is the neighbourhood development plan which meets the Basic Conditions and sets out development management policies for the Parish of Salisbury City. This document has its own appendixes. This is Part 2 of the SNDP prepared for use in statutory consultations, examination by the planning examiner, town planning considerations, scheme proposers and designers, other matter material to town planning.
- Part 3 is a series of appendixes that support the neighbourhood plan and are referred to in its Part 2 policies:
 - o A Design Guide for Salisbury
 - o Shopfront Design Guide: Class E "Shopfront" and Class MA Development Design Guide
 - o Churchfields Masterplan
 - o Salisbury Housing Needs Assessment
 - o Salisbury Strategic Environmental Assessment
 - o Salisbury Habitats Regulation Assessment
 - o SNDP Community Survey Report
 - o SNDP Community Infrastructure Report

Recommendation

Members are asked to note this consultation and consider whether to make a response.

Town Clerk

01.08.2022

St Margarets Mead

As consultant representative for Wiltshire Council, Atkins has written to inform the Town Council of carriageway repair works programmed on **St Margaret's Mead Estate, Marlborough**.

The site extents can be viewed on the attached drawing.

These works involve asphalt patch repairs, adjustment of ironwork, reinstatement of road markings and associated maintenance works.

The works will commence on **Monday 22nd August 2022** and will be completed by **Wednesday 24th August 2022** between the hours of **07:00 and 19:00**, however, on occasions they may over run due to uncontrollable circumstances such as plant breakdowns, if weather conditions are unfavourable, or occasionally we discover the need for additional repairs once the work has started.

There will be advance information signs erected on site giving confirmed start dates.

Due to the nature of the works and the local environment, the works will be carried out within a temporary road closure, to ensure that adequate health & safety is maintained for the contractor & local residents. Road Markings and Ironwork adjustments may need to be completed at a later date.

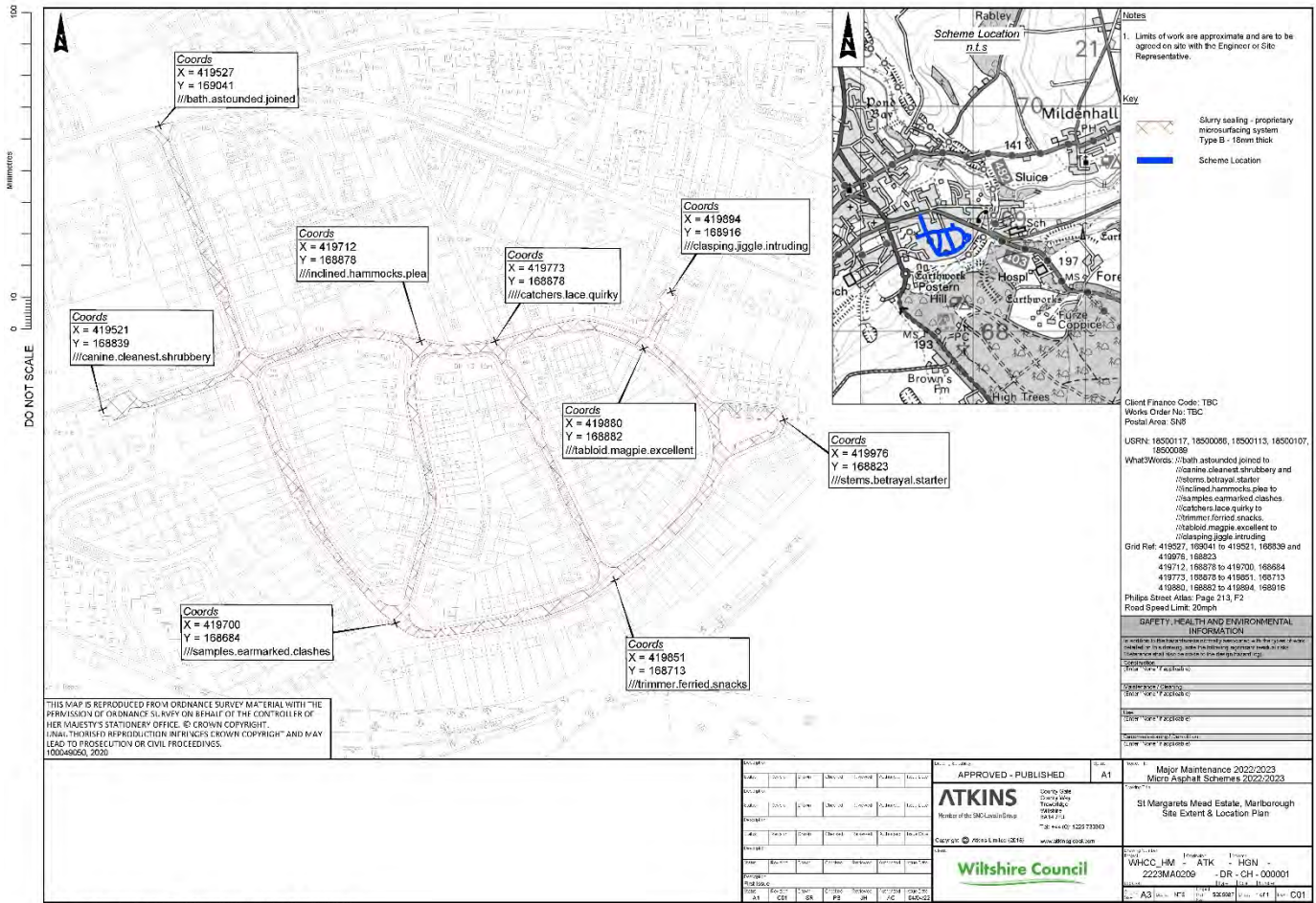
The Contractor will maintain pedestrian access for residents for the duration of the works; but depending upon what operation is being undertaken and where it's being undertaken residents may find that when accessing or egressing from their property in their vehicle, they may experience a delay and have to wait for plant to be moved out of the carriageway. I have suggested to residents that when leaving their property, to allow extra time for any possible delays and when returning to their property, there will be traffic management operatives located at the extents of the works, to speak to them, explain where they live, and they will be able to assist.

There will be points during the material laying process where vehicular access will be restricted as residents won't be able to drive over the newly laid material, as early trafficking could lead to premature failure, therefore I have recommended to residents that if works are being undertaken in the vicinity of their property to speak to the workforce in advance to ask if there will be any restrictions with regards to access.

Advanced signing will be erected and letter drops to all residents located within the site extents will commence week starting **8th August 2022**. Signing will be in place advising that local businesses will be open as usual.

I would like to take this opportunity to apologise for any inconvenience these works will cause but trust you will appreciate the necessity for these essential works to maintain Wiltshire's highway network.

Should you require any further information in advance of the works please refer to (<https://one.network/?tmi=GB22932110>). If you wish to discuss the works whilst they are in operation, please speak to a member of the workforce who will direct you to the appropriate person on site.



CASE OFFICER'S REPORT

Application Reference: PL/2021/03930
Application Type: Full planning permission

Consultation ends: 01 July 2021
Case officer: Morgan Jones

Site Address: ST PETERS JUNIOR SCHOOL, THE PARADE, MARLBOROUGH, SN8 1LQ
Proposal: Conversion of former school building and conversion and extension of outbuildings to provide residential (use class C3) and commercial (use class E) floorspace together with the construction of seven new dwellings to the rear, associated external works and parking.

Recommendation: Approve with Conditions

POLICIES

The National Planning Policy Framework (NPPF) (2021).

The adopted Wiltshire Core Strategy (WCS), with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 3 Infrastructure Requirements;
- Core Policy 14 Spatial Strategy: Marlborough Community Area;
- Core Policy 40 Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities;
- Core Policy 41 Sustainable Construction and Low-Carbon Energy;
- Core Policy 45 Meeting Wiltshire's Housing Needs;
- Core Policy 46 Meeting the Needs of Wiltshire's Vulnerable and Older People;
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 55 Air Quality;
- Core Policy 56 Contaminated Land;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 58 Ensuring the Conservation of the Historic Environment;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development; -
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 67 Flood Risk;
- Core Policy 68 Water Resources;

Wiltshire and Swindon Waste Core Strategy 2006 – 2026 (July 2009).

The emerging Marlborough Area Neighbourhood Plan.

Wiltshire Local Transport Plan 2011 – 2016: Car Parking Strategy (March 2011).

Air Quality Strategy for Wiltshire 2011-2015, Appendix 2: Air Quality Management Areas in Wiltshire.

Marlborough Conservation Area Statement (June 2003).

The North Wessex Downs Area of Outstanding Natural Beauty Management Plan

ISSUES

- Principle of Development & Flood Risk
- Layout, Design & Impact on Heritage Assets
- Ecological Impact
- Flood Risk & Environmental Impact
- Impact on Highway Safety
- Impact on Neighbour Amenity

REPRESENTATIONS

Thames Water – No objection subject to informatives. It was advised that “The scale of the proposed development doesn’t materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don’t surcharge and cause flooding”.

Environment Agency – Objection because the development would encroach on a watercourse and involves building works within 8 metres of the River Kennet.

The Environment Agency had no objection to the previous application, as amended, subject to conditions to secure the mitigation measures detailed with the final Flood Risk Assessment, a Construction Environmental Management Plan, an ecology buffer zone, and the removal of permitted development rights within the buffer zone and flood compensation area.

Historic England – No objection but recommended the Council Conservation Officer and Archaeologist be consulted.

Dorset & Wiltshire Fire and Rescue Service – No objection subject to informatives.

Wiltshire Council Archaeologist – No objection, subject to a condition to secure further on-site archaeological investigation and recording.

Wiltshire Council Conservation Officer – No objection, subject to conditions to secure further detailed design elements of the proposal.

Wiltshire Council Highways Development Control Officer – No objection, subject to conditions to secure the access and parking arrangements as shown and restricted access onto London Road.

Wiltshire Council Ecologist – No observations.

No objection to the previous application, subject to conditions to secure a Construction Environment Management Plan (CEMP), Landscape and Ecology Management Plan (LEMP), and to ensure the ecological mitigation and enhancement measures detailed within the approved ecology appraisals are implemented.

Wiltshire Council Public Protection Officer – No observations.

No objection to the previous application, subject to conditions to secure pollution prevention measures and EV charging points.

Wiltshire Council Waste Management Officer – No objection subject to a condition to ensure the site is served by a private collection service in perpetuity.

Wiltshire Council Urban Design Officer – No observations.

No objection to the previous application.

Wiltshire Council Drainage Engineer – – No observations.

No objection to the previous application as amended scheme, subject to a condition to secure full details of the final surface water scheme.

Wiltshire Council Landscape & Arboriculture Officer – No observations.

No objection to the previous application.

Wiltshire Council Housing Officer – No objection, subject to the provision of 40% affordable housing.

Marlborough Town Council – Objection:-

“The Council object to this revised submission as it is essentially based on a residential development of x10 houses but does not provide for 40% of affordable homes. While the Town Council understands the scope and opportunities that comes with 'Class E',, and is sympathetic to the challenges posed by the changed economic environment (upon which this redevised plan is based), it has concern that this application lacks clarity in the actual outcomes in this respect, so finds it hard to fully assess the overall impact and benefit of the development”.

Neighbours – The applications have been publicised via press and site notices and letters sent to properties adjoining the site. As a result of the publicity, one letter has been received from North Wiltshire Swifts, one letter of support, and two letters from local residents raising concerns on the following grounds:-

- The potential for the new dwellings to impact on the stability of adjoining buildings;
- The potential for the new dwellings to cause flooding to adjoining buildings;
- The potential for the new dwellings to overlook adjoining buildings;
- The proposal should preserve existing trees and fauna.

ASSESSMENT:

- Site Description & Proposed Development

The site comprises the former St Peters School site in Marlborough which was vacated in 2017. The building (Grade II Listed) comprises an early 20th century school (total approx. GIA 1,544.87m²) and its curtilage extending in total to 0.465 hectares (1.149 acres) comprising play area, car parking and outbuildings. The property was purpose built in 1904 and has red brick elevations beneath a dual pitch tiled roof with prominent pediments to each gable and the central projecting bay, and bell tower. Attached at the rear (south) is a later two storey extension beneath a flat roof. The ancillary buildings are brick built beneath dual pitched roofs. The railings along the north public boundary of the site are Grade II Listed.

The site lies within the Limits of Development defined for Marlborough along with the Marlborough Conservation Area. The southern half of the site is located within Flood Zone 2 / 3 due to the presence of the River Kennet immediately adjacent to the southern boundary of the site.

Full planning permission (app ref 19/10631/FUL) and listed building consent (app ref 19/11249/LBC) was granted on the 6th October 2020 to convert the former school building to form a 23-bedroom hotel with restaurant and bar, convert and extend the ancillary listed outbuildings to accommodate an ancillary gym/spa to the hotel and to form a new self-contained dwelling. The proposal also involved the construction of 7 new-build dwellings at the rear of the site, together with parking and associated works.

A subsequent application, ref 20/09422/DOC, was submitted to discharge the first requirement of condition 3 of planning application 19/10631/FUL. The application was approved on the 29th January 2021.

The current applications seek full planning permission (app ref PL/2021/03930) and listed building consent (app ref PL/2021/05599) to convert the former school building, and conversion and extension of outbuildings to provide residential (use class C3) and commercial (use class E) floorspace together with the construction of seven new dwellings to the rear, associated external works and parking.

The Design and Access Statement explains that the proposal consists of the following elements:

- Conversion of existing school building to provide residential (Use Class C3), 8 commercial suites, 3 flats and 4 maisonettes. and commercial (Use Class E) floorspace;
- Residential floorspace (Use Class E) – 1,451.3 sq.m.
- Commercial floorspace (Use Class E) – 669 sq.m
- Conversion of Building A to provide commercial (Use Class E) floorspace;
- Conversion and extension of Building B to provide residential (Use Class C3) floorspace;
- Construction of Building C for refuse, recycling and bike storage facilities;
- Construction of 7 new build dwellings (No changes are proposed to the plans or elevations from the previous permitted application);
- Alterations to the existing adjacent on-street parking bays to form five parking spaces and one parking space by the proposed new site access; and
- Car parking, gardens and landscaping alongside the creation of a secondary access onto The Parade, to enable efficient circulation and egress.

Proposed Site Plan

The applications are supported by the following plans and documents:

- Document. Design and Access Statement (April 2021) by BNP Paribas Real Estate, received 15.05.21;
- Document. Planning Statement (April 2021) by BNP Paribas Real Estate, received 15.05.21;
- Document. Affordable Housing Viability Assessment (April 2021) by BNP Paribas Real Estate, received 15.05.21;

- Document. Air Quality Assessment (10 October 2019) by Air Quality Assessment Ltd, and update via letter dated 12 March 2021, received 15.05.21;
- Document. Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment (March 2021) by WHLandscape, received 15.05.21;
- Document. Archaeological Investigation (March 2021) by Foundations Archaeology, received 15.05.21;
- Document. Architect's Statement (Issue P1 / April 2021) by the Architecture Practice, received 15.05.21;
- Document. Drainage Statement Technical Note (Issue 5 / April 2021) by Cole Easdon Consultants, received 15.05.21;
- Document. Protected Species Survey & Mitigation Strategy (10 March 2021) by Malford Environmental Consulting Ltd, received 15.05.21;
- Document. Flood Risk Assessment (Version 4 Revised Final Report May 2020) by Hydro-GIS Ltd, received 27.05.20;
- Document. Technical Note - Flood Risk Assessment Addendum (2) (April 2021) by Hydro-GIS Ltd, Cole Easdon Consultants, received 15.05.21;
- Document. Heritage Impact Assessment (October 2019) by Heritage & Planning Ltd, received 15.05.21;
- Document. Addendum to Heritage Impact Assessment (April 2021) by Heritage & Planning Ltd, received 15.05.21;
- Document. Technical Note (13651/EO/TN / July 2020) by JCP Consulting Structural and Engineers, received 15.05.21;
- Document. Structural Report (14129/EO/RPT/ March 2021) by JCP Consulting Structural and Engineers, received 15.05.21;
- Document. Transport Statement (Issue 6 / April 2021)) by Cole Easdon Consultants, received 15.05.21;

- Drawing 1427/P/LOC2 rev P2 Location Plan
- Drawing 1427/P/CON2 rev P1 Site Constraints Plan
- Drawing 1427/P/20 rev P1 Existing Site Plan
- Drawing 1427/P/21 rev P1 Existing Plans: Main Building
- Drawing 1427/P/22 rev P1 Existing Site Sections
- Drawing 1427/P/23 rev P1 Existing Elevations: Main Building
- Drawing 1427/P/24 rev P1 Proposed Site Plan: Roofs
- Drawing 1427/P/25 rev P1 Proposed Site Plan: Ground Floor
- Drawing 1427/P/26 rev P1 Proposed Plans: Main Building (1 of 2)
- Drawing 1427/P/27 rev P1 Proposed Plans: Main Building (2 of 2)
- Drawing 1427/P/28 rev P1 Proposed Sections: Main Building

- Drawing 1427/P/29 rev P1 Proposed Housing Plans: Ground Floor
 - Drawing 1427/P/30 rev P1 Proposed Housing Plans: First Floor
 - Drawing 1427/P/31 rev P1 Proposed Housing Plans: Second Floor
 - Drawing 1427/P/32 rev P1 Proposed Site Sections
 - Drawing 1427/P/33 rev P1 Proposed Elevations: Main Building
 - Drawing 1427/P/34 rev P1 Proposed Elevations (1 of 2)
 - Drawing 1427/P/35 rev P1 Proposed Elevations (2 of 2)
 - Drawing 1427/P/36 rev P1 Building B (H8): Existing and Proposed
 - Drawing 1427/P/37 rev P1 Buildings A and C: Existing and Proposed
 - Drawing 1427/P/38 rev P1 Proposed Details: Main Building
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- Drawing WHL-1226-01 Rev.A Soft Landscaping Proposals, received 28.06.21;
 - Drawing WHL-1226-02 Rev.A Detailed Soft Landscaping Proposals (1 of 2), received 28.06.21;
 - Drawing WHL-1226-03 Rev.A Detailed Soft Landscaping Proposals (2 of 2), received 28.06.21.

The applications were updated on the 29th November 2021 to accommodate some minor changes to the layout and design of building B / House H8 through the submission of: -

- Drawing 1427/P/24 rev P2 Proposed Site Plan: Roofs
- Drawing 1427/P/25 rev P2 Proposed Site Plan: Ground Floor
- Drawing 1427/P/29 rev P2 Proposed Housing Plans: Ground Floor
- Drawing 1427/P/30 rev P2 Proposed Housing Plans: First Floor
- Drawing 1427/P/31 rev P2 Proposed Housing Plans: Second Floor
- Drawing 1427/P/36 rev P2 Building B (H8): Existing and Proposed

The applications was updated again on the 2nd February 2022 to take account of a minor change to the schedule of materials as detailed within:-

- Document. Architect's Statement (Issue P2 / January 2022) by the Architecture Practice, received 02.02.22.

The applications were updated again on the 22nd April 2022 through the submission of a Construction Management Plan:-

- Document. Construction Management Plan (V2) by Laburnum Associates, received 23.05.22.

The applications were updated again in May 2022 through the submission of updated location and site plans which correct a minor discrepancy relating to the site boundary:-

- Drawing 1427/P/LOC2 rev P3 Location Plan, received 23.05.22
- Drawing 1427/P/20 rev P2 Existing Site Plan, received 20.05.22

- Planning Assessment

Principle of Development

Residential Development Strategy, Heritage Assessment & Flood Risk

1. Existing & Proposed Uses

The adopted local development plan document is the Wiltshire Core Strategy (WCS) (adopted January 2015). The emerging Marlborough Area Neighbourhood Plan (MANP) is at an advanced

stage and its policies are therefore afforded appropriate weight in the consideration of these applications (in line with paragraph 48 of the NPPF).

The NPPF, WCS and MANP seek to guard against the unnecessary loss of valued facilities and services and secure the optimum viable use of listed buildings. As such, before alternative use(s) can be considered for the site the Local Planning Authority has to be satisfied that the established use of the site is no longer viable. The Design and Access Statement submitted in support of the application provides details of the Council's strategy to find a new user for the site and an overview of the subsequent marketing strategy. It is accepted that existing educational use of the site is no longer viable and therefore alternative uses have to be considered, however the alternative use needs to be the optimum viable use of the site due to the listed status of the building.

The proposed change of use from the established educational use to a mixture of commercial and residential uses would align with the policies of the development plan. The proposed commercial floorspace is an acceptable town centre use and is likely to support the local economy, businesses and vitality of the town centre rather than detract from it. The acceptability of the proposed commercial use from a heritage perspective is however discussed further within the following section.

In terms of the proposed residential development within the listed building and within the grounds of the site. The WCS includes a settlement strategy and identifies Marlborough as a Market Town. Core Policy 1 'Settlement Strategy' and Core Policy 2 'Delivery Strategy' outline that there is a presumption in favour of sustainable development within the Principal Settlements, Market Towns, Local Service Centres and Large Villages. The site falls within the Limits of Development for Marlborough which is classed as a 'Market Town' by Core Policy 14 'Spatial Strategy: Marlborough Community Area'. The WCS states that "Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities" (p43).

In light of the above planning policies, the conversion of part of the listed building to residential and the introduction of new build dwellings at the site would not conflict with the settlement strategy (Core Policies 1, 2 & 14) of the WCS.

Whilst the principle of the proposed commercial and residential uses can be supported, the development plan must however be read as a whole, and the site-specific designations and constraints recognised. As such, the proposed commercial and residential uses of the site must be assessed against other policies of the local development plan before the principle of the developments can be accepted, in particular Core Policy 58 'Ensuring the Conservation of the Historic Environment' and Core Policy 67 'Flood Risk' due to the historic significance of the site and its position within a flood zone.

2. Impact on Heritage Assets

Chapter 16 of the National Planning Policy Framework (NPPF) includes the policies on conservation of the historic environment with the main underlying policy that when considering the impact of a proposed development on the significance of a designated heritage asset, great

weight should be given to the asset's conservation. At the local level, Core Policy 58 'Ensuring the Conservation of the Historic Environment' of the WCS seeks to ensure that Wiltshire's important monuments, sites and landscapes and areas of historic and built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life. As such, securing an alternative occupier or new use for the St Peter's School site is important to secure the long term future of the designated heritage asset.

Conversion of Listed Buildings

The Council's Conservation Officer advised that where continuation in a similar use is not possible an alternative use must be sought. In these cases the Planning Practice Guidance acknowledges that "putting heritage assets to a viable use is likely to lead to the investment in their maintenance necessary for their long-term conservation..... It is important that any use is viable, not just for the owner, but also the future conservation of the asset. It is obviously desirable to avoid successive harmful changes carried out in the interests of repeated speculative and failed uses. If there is only one viable use, that use is the optimum viable use. If there is a range of alternative viable uses, the optimum use is the one likely to cause the least harm to the significance of the asset, not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes. The optimum viable use may not necessarily be the most profitable one. It might be the original use, but that may no longer be economically viable or even the most compatible with the long-term conservation of the asset. However, if from a conservation point of view there is no real difference between viable uses, then the choice of use is a decision for the owner. Harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, notwithstanding the loss of significance caused provided the harm is minimised."

The Conservation Officer advised that "Regrettably the events of the last 18months have dictated that the hotel use previously granted consent is not any longer and is unlikely to become, economically viable. The Design and Access Statement and Heritage Impact Assessment argue that the alternative proposed mixed office and residential use will require a lesser level of subdivision and intervention than the previous scheme (in terms particularly of the lesser first floor subdivision required in the original building) or than the full residential scheme suggested at pre-app – both in terms of providing for circulation, in creating the facilities required to serve the individual units and in creating the separation between units.

I acknowledge and accept these benefits in general – other than in the central area which is to be used as a communal pant room. This room was designed as a "Teachers room" and has attractive proportions and a fine Art Nouveau chimney piece. However, it is acknowledged that under the previous school use the room was most recently used as an ancillary store-room and was encumbered by shelving etc. No details have been required in respect of the requirements in the plant room but subject to details which indicate that the chimney piece will remain undamaged and that the room has potential for future reinstatement and use, the harm will be limited. It is agreed that the provision of a central plant room will provide benefits elsewhere in limiting further interventions.

I consider that the previous marketing that has been submitted, along with outline of the current scheme are sufficient to suggest that the new proposal has the potential to constitute an

appropriate and viable use for the building. The modest harm which will result from the use of the former teachers room as a plant room will be offset by the reduced impact in other areas and by the overall benefits from introducing an economically viable use which can secure investment in the repair and ongoing upkeep of the building's fabric.

Proposals for the conversion of remaining historic ancillary structures on the site would achieve the retention of these buildings, which are contemporary with the construction of the school and an increasingly rare survival as part of the original functional group”.

New Build Residential Development

The Conservation Officer provided the following appraisal within the previous application for the proposal to construct dwelling to the rear of the site:

“The construction of new development within the grounds will have an impact upon the openness of the site and the former playground area which contributes to the setting of the school buildings in terms of its historical and functional association with the school. However, it has been accepted that the playground was subject to numerous changes in its subdivision and landscaping over time and that the contribution that it makes is modest and, provided that a level of open space is maintained to the rear, the understanding of the school within its setting is unlikely to be compromised significantly. It is also acknowledged that some level of additional development may be required to support the viability of the site as a whole although no evidence has been provided at this stage to allow a judgement to be reached as to whether the level of new development is appropriate and justified in this respect.

The proposed development is slightly at odds with the usual grain of historic development within this area of Marlborough (in terms of these being designed as substantial and high status buildings in a backland location where development is most often most often reducing in both scale and status) but the well contained nature of the site means that it will not be prominent from outside the site with views only really visible above the roofs of the ropeworks from Kennet Place and from the entrance to the site and within the site itself. The Arts and Crafts style proposed for the new development (subject to the minor issues discussed on site and listed below) is attractive and generally reflective of building traditions within Marlborough and is unlikely to cause confusion in the interpretation of the school group. Coupled with the retention of an open landscaped area to the rear of the school, it is considered that the impact on the immediate setting of the listed school will be modest and the impact on the character and appearance of the wider Conservation Area largely neutral.”

A revised residential scheme was brought forward within the previous application in order to address flooding, ecology, design and neighbour amenity impact issues. As a result, the Conservation Officer highlighted that the “result of the need to move new development away from the river and from neighbouring properties has been that the layout has been ‘drawn in’ to the site and as a result, the area to the rear of the former school (including proposed landscaping) has become slightly more cramped and the impact of the new development on the setting of the school, which I previously considered to be largely neutral, has increased. There is a balance to be drawn between any harm which might be caused to the setting of the former school and the benefits of bringing the site back into use and good repair. To limit harm via pressure on the setting of the building, proposals should constitute the minimum new development that is required

to ensure viability of the overall site and to enable the restoration of the school, whilst allowing for reasonable profit margins for the developer. I note that financial information has now been provided in support of the level of development and assume that this will be subject to appropriate scrutiny by others in this respect.”

Heritage Impact Conclusion

In terms of the impact on the historic environment, the duty placed on the Council under sections 16 and 66 of the Planning (Listed Building and Conservation Areas) Act 1990 is the requirement to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses. Furthermore, the duty placed on the Council under Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 is the requirement to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

The NPPF advises that if a proposal results in harm to the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) it should require clear and convincing justification (par 200). If less than substantial harm is identified the decision maker must take a balance assessment with the harm being “weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use” (par 202).

Planning Practice Guidance advises that public benefits should flow from the proposed development and could be anything that delivers economic, social or environmental objectives. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

The Conservation Officer has advised that the proposed development would “result in a level of harm to the buildings by virtue of the need to subdivide some at least of the existing spaces (which relate specifically to the original design to Board School regulations and historic use of the building), to provide for circulation and to meet the requirements of other legislation including building, fire and environmental health regulations.” Furthermore, it was advised that whilst the need to construct new build dwellings within the curtilage of the site was acknowledged to achieve an economically viable scheme, they would harm the setting of the listed building due to their layout and proximity.

Whilst considering the requirement to have special regard to the desirability of preserving the listed building or its setting, and in paying special attention to the desirability of preserving or enhancing the character or appearance of Conservation Area, it is concluded that the proposed development as a whole would result in less than substantial harm to the designated listed building as a result of physical works to the building and new development within its setting. However, the public benefits that will arise from the scheme are considered sufficient to outweigh the harm.

The proposed development would secure the current optimum viable use of the heritage asset which would support its long-term conservation. The Conservation Officer acknowledge that there are off-setting public benefits from bringing this group of listed buildings back into a good state of repair in an economically viable long-term use. The proposed development would also deliver

short term economic benefits during the construction phase and long term as a result of the employment opportunities associated with the commercial use. The new dwellings would also be a social benefit. The proposal will therefore result in an element of social, economic and environmental public benefits which would outweigh the less than substantial harm. The proposal is therefore considered to meet the balancing exercise required by paragraph 202 of the NPPF.

The proposed development can therefore be supported from an historic environment perspective subject to the submission and approval of precise design details, as requested by the Conservation Officer, via conditions of any permissions that may be granted.

3. Flood Risk

In addition to the consideration of the potential impact of any new build development on the setting of heritage assets, the flood risk impact is another key material planning consideration because parts of the site fall within Flood Zones 2 and 3. The NPPF advises that “inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere” (par 100).

In order to establish whether a site within flood zones 2 and 3 should be developed the Sequential Test and Exception Test need to be applied. The NPPF goes on to advise:

“101. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

102. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and

- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted”.

In terms of local policy, Core Policy 67 ‘Flood Risk’ of the WCS is relevant and requires developments proposed within flood zones 2 and 3 to undertake a sequential test in line with the requirements of national policy and established best practice. There is a clear policy presumption against new development within flood zones 2 and 3 and the Council’s Drainage Engineer has highlighted that Wiltshire Council maintain a standing objection to residential development in these flood zones. The supporting text for Core Policy 67 highlights that “proposals put forward in areas of higher risk (Flood Zones 2 and 3) will need to be supported by clear evidence that no lower risk alternative sites are available”.

The Environment Agency highlighted during the previous application that the proposal involves the provision of “new more vulnerable development in areas below the design flood level. The applicant has not used the sequential approach to locating the development in areas at lower risk of flooding. The applicant should review their development proposal to ensure the sequential approach to locating development is adhered to.” The Design and Access Statement submitted in support of the original application does however consider the sequential test and possible other brownfield sites within the town that could be developed to accommodate the proposed uses following a review of the Council latest SHELAA. It is concluded that “there are no sequentially preferable sites that are reasonably available and appropriate for the proposed development, in areas with a lower risk of flooding” (par 7.54). Furthermore, it is argued that there are sustainability benefits for redeveloping the site as proposed and “in order to secure the investment required to refurbish and convert the building and facilitate its new use ... a necessary modest element of residential development has been incorporated at rear of the site, so as not to impinge on the setting of the listed building.” (par 7.57).

The Council is of the opinion that the provision of the new build dwellings in isolation from the conversion of the listed building would not be policy compliant and there would be no overriding need or justification to allow their construction within flood zone 2. However, the need to deliver the units to ensure the scheme as a whole is economically viable is a key material consideration which lends support and justifies the need for the dwellings. The heritage benefit cannot however outweigh harm to public health and safety of the future occupiers, so the development must be safe and in line with the Exception Test.

The Environment Agency originally objected at the beginning of the previous application because the FRA does not adequately address the flood risks posed by the development. The EA listed seven areas of concern:-

1. The proposed finished floor levels need to be reviewed and amended;
2. The proposed floodplain compensatory storage area needs to be reviewed and amended;
3. The proximity of the development i.e. Dwelling H5 to the river needs to be reviewed and amended;
4. The type and proximity of the foundations of the dwellings next to the river needs to be clarified and amended to take account of point 3 above;
5. The type and condition of the riverside bank is required and details of any measures to reinforce the bank as part of the development;
6. The proximity of the development needs to be reviewed and amended to take account and protect local biodiversity, no building should be within 8m of the top of the river bank.
7. The existing ecological appraisal will need to be updated and a risk assessment carried out to assess the impact on species and habitats of the river corridor.

The site-specific Flood Risk Assessment, as amended, demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. The flood compensation scheme and mitigation strategy were updated following discussions with the Environment Agency, including the finished floor levels of the proposed dwellings and soft landscaping scheme and ecology mitigation and enhancement measures. The Environment Agency were then in a position to be able to support the application subject to conditions (as detailed within their letter dated 24th August 2020). The conditions are:

- The need for an 8m wide buffer zone from the River Kennett free from built development;
- The removal of permitted development right for development within the buffer zone;
- The need for a Construction Environmental Management Plan (CEMP);
- The need for the development to be carried out in accordance with the final approved Flood Risk Assessment.

The development was amended to ensure the proposed dwellings are set back 8m from the river and a 2m wide buffer secured along the riverbank. The planning permission was then conditioned to ensure there would be no buildings within 8m by the removal of permitted development rights.

The other recommended conditions were also imposed on the planning permission to secure a CEMP to prevent pollution and protect the ecology of the site and river during the construction phase, and to ensure the measures detailed within the flood risk assessment are implemented in the interest of public health and safety and manage flood risk.

Notwithstanding the above, the Environment Agency has objected to this current application because it was stated the development would encroach on a watercourse and involves building works within 8 metres of the River Kennet. The EA said that “In line with the Thames River Basin Management Plan, we recommend that the proposed development is used as an opportunity to restore more natural processes to the watercourse. Currently we do not believe sufficient natural buffer zone is provided for the river which should be free from built development including, lighting, formal landscaping and private gardens. We recommend that the planning application is refused on this basis”.

The EA highlighted that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. “In this case inadequate evidence has been provided to demonstrate how the impact of the proposed development would be managed through the provision of a suitable river buffer zone corridor. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected and enhanced when the opportunity arises”.

The concern of the EA is the proximity of the development to the river. The extract below from the proposed site plan shows that the buildings would be set back at least 8m from the top of the riverbank and a 2m wide buffer provided edge of the river the development. Furthermore, there would be no structures within these areas. It is recognised that the EA’s recommendation is to exclude all parts of the development from within 8m of the riverbank, however it must be recognised that the site is already partly developed with hard surfaces forming the former playgrounds and the scheme would not be deliverable without the inclusion of these areas. The areas of development are set back further than adjoining properties and the amended scheme has sought to address the requirements as best as possible whilst also delivering a viable scheme. It is not considered that the current proposal would result in harmful impact on the ecology of the river over and above the current use and layout of the site and the scheme will seek to deliver enhancements to the riverbank. As such, on balance, it is considered that with the conditions detailed above, the refusal of planning permission on this ground alone would not be reasonable.

In terms of the flood risk posed from surface water, the proposed strategy to dispose of surface water has previously been subject to detailed scrutiny by the Lead Local Flood Authority. As a result, an update scheme was submitted to take account of the high groundwater levels within the site. The Council's Drainage Engineer, on behalf of the LLFA, advised that the amended scheme was acceptable in principle, but full details would need to be submitted via a condition of any planning permission. The updated FRA and Drainage Statement propose the same surface water and flood risk mitigation measures and therefore the same approach will be taken for this current application. Any permission will be subject to a condition to secure full and final details of the proposed scheme to be approved by the LLFA.

Principle of Development Conclusion

The conversion of the listed building to mixture of commercial and residential uses and the erection of new build dwellings would be in general conformity with the Settlement Strategy and policies of the WCS and MANP. The proposed commercial / residential use of the listed building will secure the long-term viability of the heritage asset and whilst the development will result in less than substantial harm to the heritage asset, as a result of physical alterations and development within its setting, the scheme will generate public benefits that will outweigh the harm. Furthermore, it is accepted the amount of new build dwellings is the minimum required to secure an economically viable scheme that will enable the listed building to be restored and re-used, which would justify their position within Flood Zone 2.

The fact that conversion works and new build elements are interlinked, and the new build dwellings could not be supported in isolation, any future permission will have to ensure the dwellings are not delivered/occupied prior to the completion of the works to the listed building.

Design & Impact on Neighbour Amenity

The current proposal for the dwellings to the rear are unchanged from the approved scheme and the assessment previously provided remains relevant which is as follows: -

The proposed development has been re-designed to address a number of consultee comments and address flooding and ecology matters by pulling the development away from the river. The Conservation Officer advised that “The proposed development is slightly at odds with the usual grain of historic development within this area of Marlborough (in terms of these being designed as substantial and high status buildings in a backland location where development is most often most often reducing in both scale and status) but the well contained nature of the site means that it will not be prominent from outside the site with views only really visible above the roofs of the ropeworks from Kennet Place and from the entrance to the site and within the site itself. The Arts and Crafts style proposed for the new development (subject to the minor issues discussed on site and listed below) is attractive and generally reflective of building traditions within Marlborough and is unlikely to cause confusion in the interpretation of the school group.”

The Council's Urban Design Officer originally requested various updates to improve the overall design of the proposal and is able to support the revised scheme. The Officer also highlighted that the 2 bed houses are without gardens; they would effectively function like ‘flats’ and considering the town centre location and the proximity of a variety of green, open spaces, this seems reasonable and an efficient use of the space.

In light of the density of the development and proximity of the new dwellings to the river, listed building and neighbouring properties it is considered reasonable to remove permitted development rights to prevent the overdevelopment of the site, and protect neighbour amenity, the setting of the listed building and the river.

The scheme has been re-designed to reduce the impact on the residents of neighbouring properties, in particular by pulling the new dwellings away from the river to avoid an unacceptable overlooking impact of the properties on the south side of the river (Town Mill Retirement Estate). The separation distance does fall below industry standard in certain places but due to the context of the site and design of the development it is considered that the relationship is sufficient due to mitigating factors i.e. the angle of the properties and proposed landscaping along the boundary within the ecology buffer zone.

The scheme has also been amended by changing the position / design of the velux windows in the western roof slopes to avoid overlooking of the Old Ropeworks site. The windows will be at 1.7m above the floor level which will provide occupiers a view out and up at the sky rather than down towards neighbouring buildings and properties.

The current application is supported by a 'Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment' (March 2021 Rev.A) by WHLandscape which identifies the trees to be retained along with measures for their protection during the construction phase. A soft landscaping scheme has also been provided by WHLandscape to mitigate against the loss of certain trees and contribute towards an attractive development. The recommendations of the Tree Survey and implementation of the soft landscaping scheme can be secured via conditions of any permission.

Impact on Highway Safety

Core Policy 61 'Transport and New Development' of the WCS seeks to ensure that applications demonstrate that the scheme proposed has given consideration to the needs of all transport users and that the proposal is capable of being served by safe access to the highway network.

The Transport Statement explains that "The safe and efficient vehicular access is proposed via a new access to The Parade and via a revised and restricted (in terms of vehicle movements) access to London Road; an arrangement that remains the same as that evolved through discussions with the local highway authority and subsequently approved as part of the previous application. This reduces pressure on London Road, which is a busy road by allowing traffic for the majority of residential properties to enter and exit via The Parade. Servicing vehicle can enter the site easily via The Parade and then exit via London Road, as previously agreed with the local Highway Authority".

The Highway Development Control Engineer expressed concerns with the original access proposals within the previous application but the scheme was updated and it was explained that "the existing access would be proposed as one-way (exit only) with powered gates controlled by a keypad. The existing access would therefore be used as an exit point for selected users only, limited to refuse collectors, occasional delivery drivers (to either the hotel or dwellings) and residents of the proposed dwellings. Given that residents would also have the option of using the proposed access to The Parade".

The proposed new access onto the Parade was also altered to ensure no net loss of on-street parking spaces and an adequate visibility splay. The technical note explained that "The access would be used as an entry point and occasional exit point (the latter given the availability of the gated existing access) for all residential dwellings and would accommodate all guest traffic associated with the hotel. It would also serve as the entry point for servicing vehicles. There would be no restaurant parking on-site (refer to Section 3,0 of this Report), and therefore overall, the proposed access would be relatively lightly trafficked, particularly mindful that the use of the hotel may be seasonal". In terms of the on-street parking, the report says "The proposed works and

amended Traffic Regulation Orders (TROs), to be funded by the applicant, provide seven spaces and therefore there will be no loss of on-street parking provision following development of the site. Even if on occasion more than seven cars can currently park along the site frontage (small cars, for example), in this scenario the net loss would still only be one or two parking spaces, which is not considered to have a 'severe' impact in the context of the National Planning Policy Framework (NPPF).

It is now proposed to move the access to the north slightly, to reduce conflict with the pedestrian crossing identified by the highways officer as far as practicable.”

In terms of the internal layout, the technical note provides swept path analysis to show a refuse vehicle can safely travel through the site and explains that car and cycle parking will be provided in accordance with Wiltshire Council's Car Parking and cycling strategies.

The Council Highways Officer was satisfied with the revised layout and the explanation provided within the technical note. The following assessment was made: -

“I am happy that the internal layout (which will not be adopted) allows for two way movements of vehicles associated with both the hotel and the residential units. Both the Hotel and the houses have been provided with parking in line with the adopted parking policies, including visitor parking. Refuse bin storage and a location for cycle storage.

The applicant has confirmed that refuse collection will be via a private collection lorry which will enter the site from The Parade and exit onto London Road. There will be no vehicle movements into the site from London road, this being controlled by the gated access. They have provided a tracking diagram which shows that a refuse vehicle can successful navigate the site layout.

The design means that the number of vehicle movements on London Road should equate to those which could have potentially been generated by the previously extant staff parking area. There will be an increase in vehicle movements over The Parade, however I am minded that at this location vehicle speeds are low and that the movements associated with the site can be accommodated amongst the movements associated with the car park. Drawing 6903/204(A) in the Transport Statement shows that an acceptable splay of 2m x 13m & 2m x 9m can be achieved if the parking bays are relocated and extra waiting restrictions introduced. I am happy that the proposed re-located parking spaces are satisfactory in terms of access and safety . I am also satisfied that the speeds of vehicles in the vicinity of the access make a splay of 17m acceptable.

I am satisfied that the existing junction of London Road and The Parade can accommodate an increase in movements. The applicant will need to apply for and fund a Traffic Regulation Order to accommodate the proposed changes.

Due to the restrictions in terms of visibility and potential pedestrian /vehicle conflict due to the proximity of the zebra crossing at the London Road access, the applicant has agreed to gate the access and make it an exit only for the refuse collection lorry and the residential properties as discussed in detail and agreed at pre-application stage. There is a note on drawing 1410/P/06 REVISION P5 which states that the access will be exit only. The applicant proposes to ensure that restricted access is maintained by issuing keys/codes to only the residents and the bin company. It is imperative that the restriction is fully recognised and conditioned so it can be monitored and any breaches enforced upon. Patrons of the Hotel will not have access to the key/codes and will be expected to only enter and leave via The Parade.

In summary I am minded to accept the design as proposed in drawing 1410/P/06 REVISION P5 , however I will require conditions in relation to the access arrangements and provision of the Traffic Regulation Orders”.

The Highways Officer has now reviewed the proposal afresh and indicated that “the proposed changes will not have a negative impact on the previously approved access arrangements. I advise that the parking and access arrangements are conditioned by the application of the previous conditions on the 2019 application . Specifically conditions : 16,17,18,19 and 20 . I also advised the previous informative referring to additional permission from the Highway authority for changes to the accesses and in relation to the requirement for a TRO for the changes to The Parade access is also re-applied to this application”.

Ecological Impact

Core Policy 50 ‘Biodiversity & Geodiversity’ of the WCS outlines that all development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Furthermore, the policy requires all developments to seek opportunities to enhance biodiversity.

The River Kennet runs along the southern boundary of the site and is a County Wildlife Site (CWS) at this location. Local species records include those associated with the river corridor at southern boundary (otter, water vole, kingfisher), plus various species of bat, bird. The original application was therefore supported by a Protected Species Survey & Mitigation Strategy (31st July 2019) by Malford Environmental Consulting Ltd. The Council's Ecologist reviewed the submitted ecological appraisal and indicated there was a lack of information and survey work in relation to the presence of water voles in the bank and stretch of river next to the site. It was recommended that water vole surveys be carried out and, if necessary, mitigation measures introduced and submitted in support of the application. It was also recommended that the proposal results in biodiversity net gain, in particular ecological enhancements along the river bank. An Ecological Appraisal Addendum (March 2020) by Malford Environmental Consulting Ltd was subsequently submitted.

The Council Ecologist was satisfied with the submitted Ecological Appraisal Addendum in respect of the assessment for water voles and otters subject to a condition to secure the precautionary working practices detailed within the report. The Ecologist did however request that all of the biodiversity enhancement measures detailed within the submitted reports be shown on the application plans. The recommendation in respect of the wildlife buffer along the riverbank ties in with the recommendation of the Environment Agency regarding the improvement to the treatment and profile of the riverside bank. As a result, updated plans were submitted showing the ecological enhancement measures. The Council Ecologist supported the application subject to conditions to secure Construction Environment Management Plan (CEMP), Landscape and Ecology Management Plan (LEMP), and to ensure the ecological mitigation and enhancement measures detailed within the approved ecology appraisal are implemented.

The conditions recommended by the Council Ecologist were imposed on the planning permission. This current application is supported by an updated Protected Species Survey & Mitigation Strategy (10 March 2021) by Malford Environmental Consulting Ltd. The recommendations in relation to ecological mitigation and enhancement measures will again be a condition of any planning permission that may be granted.

Archaeological Impact

In terms of below ground heritage assets, the Council's Archaeologist has highlighted that the Wiltshire and Swindon Historic Environment Record and Extensive Urban Survey for Marlborough shows that the proposed development is in an area of archaeological interest as detailed within the consultation response. It is recognised that archaeological evaluation already recorded post medieval structural evidence and significant made-ground deposits which may have been laid down to reclaim the formally marshy land. The evaluation report concludes that there is potential for well-preserved earlier archaeological deposits to exist within the deeper waterlogged deposits.

The Council's Archaeologist therefore recommends that further archaeological investigation will be required. It can be secured via a condition of any planning permission to ensure no detriment or harm to below ground heritage assets as a result of the development.

Waste Management & Environmental Impact

The Waste Core Strategy for Wiltshire and Swindon sets out the strategic planning policy framework for waste management. The Waste Core Strategy forms one element of the Wiltshire and Swindon Minerals and Waste Development Framework. Policy WCS6 'Waste Reduction and Auditing' of the adopted Waste Core Strategy outlines that and major developments will be required to design and provide facilities for occupiers of the development to recycle / compost waste and / or facilities within or groups of properties or premises for the source separation and storage of different types of waste for recycling and / or composting.

The Council Waste Officer previously advised that the Council has "a statutory obligation to collect waste from residents at the point where their property meets the closest adopted highway; we also advise that the maximum carry-distance should be no further than 30 meters. For this development some of the properties are over 50 meters from the closest highway (London Road or The Parade). The developer has recognised this as they have indicated that refuse would need to be collected by a private company rather than by Wiltshire Council. Furthermore, the applicant's previous agent stated that "Due to the nature and mixed use of the site there will be a private management company in relation to the road, parking areas and refuse collection. This will be funded by the hotel and the occupants of the dwellings in perpetuity. I consider that an acceptable way of controlling this issue would be a planning condition requiring the details of the management company and its role in perpetuity to be submitted and agreed with the LPA prior to first occupation of the dwellings." Such a condition will be imposed on the planning permission to secure details of how the private waste collection scheme will be funded and who would be responsible for its future management. This approach remains acceptable to the Council Waste Officer but it was highlighted that the applicant will need to take full responsibility of Waste Collections and complaints that arise from missed collections, and all other queries.

The Council's Public Protection Officer previously requested further information / and updates to the Air Quality Assessment to assess the impact upon existing air quality monitoring sites in the locality and AQMA itself prior to the determination of the application. It was also requested that EV charging points are provided as part of the development to reduce vehicle emissions from the development. The Officer also recommended a series of conditions which would require further details in relation to potential noise and air pollution impacts on existing residents during the construction and operational phases of the development. These measures can be secured within a condition which requires the submission and approval of a Construction Management Plan. The details of any plant and equipment to be installed can also be secured via condition to ensure no

detriment to neighbour amenity as a result of noise during the operation of the commercial floorspace.

The author of the Air Quality Assessment subsequently discussed the development with the Council's Public Protection Officer who in turn accepted the conclusion of the assessment subject to the installation of Electric Vehicle Charging points at the accommodation units proposed. These can be secured via a condition of any planning permission.

Planning Obligations & Development Viability

Core Policy 3 'Infrastructure Requirements' of the WCS outlines that all new development will be required to provide the necessary on-site and, where appropriate off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and / or through an appropriate financial contribution prior to, or in conjunction, with the new development. In the event of competing demands for infrastructure provision, essential infrastructure will be afforded the highest priority.

In line with Core Policy 3 and Core Policy 43 'Providing Affordable Housing' of the WCS the proposed development generates a need to provide 40% on site affordable housing.

The Council's Housing Enabling team indicated that because the application "is proposing 15 new homes the on-site affordable housing requirement would be 6 homes from which we would seek 60% as affordable rented homes i.e. 4 homes and 40% as shared ownership homes i.e. 2 homes". The affordable units will have to be secured via a section 106 agreement should planning permission be granted. It was however subsequently confirmed that because the proposal involves the re-use of a vacant building, to comply with national policy, the developer should be offered a financial credit equivalent to the existing gross floorspace of the vacant building when the affordable housing contribution is calculated. This would reduce the affordable housing requirement to 2 dwellings.

The application is supported by an Affordable Housing Viability Assessment (April 2021) by BNP Paribas Real Estate which details that the proposed development would not be viable with any planning obligations. The report comes to the following conclusion – "Our appraisal results demonstrate that the proposed Development is unable to viably provide any affordable housing. The economics of the Development would be compromised by the introduction of affordable housing units or a commuted sum payment. This would considerably delay the development of

much needed housing in the area. The introduction of affordable housing would mean that the likelihood that a developer would take on the risk of delivering the scheme would be substantially reduced” (p18).

The Town Council has raised concerns with the inability of the development to deliver the required level of affordable housing. The NPPF advises that “Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available” (par 58).

The submitted Viability Assessment has therefore been reviewed by a third party. The Council commissioned Bruton Knowles (Commercial Valuer) and Gleeds (Quantity Surveyor) to assess the Viability Assessment. Despite extensive discussions the parties have failed to reach an agreement on all aspects of the scheme viability. However, within the applicant’s final response on the 15th March 2022 it was stated that by taking a mid-point costs scenario between both parties, the economics of the development would not be compromised by the introduction of affordable housing units or a commuted sum in payment. It was however also noted that there are economic and scheme specific circumstances that mean on-site affordable housing provision is not feasible.

The Council’s Housing Enabling team has sought to secure on-site provision but recognise the barriers to delivery, in particular the difficulty in securing a re-design that delivers a viable scheme whilst respecting the design vision and setting of the listed building, the low quantum of units and thus the difficulty in securing a Registered Provider, and the cost of the units on this particular site. The off-site contribution figure of £107,165.30 is regrettably considered to be the most feasible option and would ensure the scheme meets the requirements of the affordable housing policy.

CONCLUSION

The applications seek full planning permission (app ref PL/2021/03930) and listed building consent (app ref PL/2021/05599) to convert the former school building and the conversion and

extension of outbuildings to provide residential (use class C3) and commercial (use class E) floorspace. The proposal also involves the construction of 7 new-build dwellings, together with parking and associated works. It is accepted that the construction of new build dwellings is required to achieve a viable scheme which will enable the conversion of the listed building and secure its future use. The proposed commercial use will contribute towards the viability of the town centre and the scheme as a whole will deliver a combination of social, environmental and economic benefits. The current scheme is a further update to an approved scheme previously amended to take account of site-specific constraints and the views of the local community and consultees. It is considered that the development currently proposed accords with the policies of the development plan and with suitable conditions and a legal agreement to secure the policy compliant affordable housing contribution it is recommended that planning permission and listed building consent be granted.

RECOMMENDATION: Approve full planning permission (app ref PL/2021/03930) and listed building consent (app ref PL/2021/05599) subject to conditions.

Conditions: (30)

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved documents and plans:

Document. Architect's Statement (Issue P2 / January 2022) by the Architecture Practice, received 02.02.22.

Document. Transport Statement (Issue 6 / April 2021)) by Cole Easdon Consultants, received 15.05.21;

Document. Protected Species Survey & Mitigation Strategy (10 March 2021) by Malford Environmental Consulting Ltd, received 15.05.21;

Document. Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment (March 2021) by WHLandscape, received 15.05.21;

Document. Drainage Statement Technical Note (Issue 5 / April 2021) by Cole Easdon

Consultants, received 15.05.21;

Document. Flood Risk Assessment (Version 4 Revised Final Report May 2020) by Hydro-GIS Ltd, received 27.05.20;

Document. Technical Note - Flood Risk Assessment Addendum (2) (April 2021) by Hydro-GIS Ltd, Cole Easdon Consultants, received 15.05.21;

Document. Technical Note (13651/EO/TN / July 2020) by JCP Consulting Structural and Engineers, received 15.05.21;

Document. Structural Report (14129/EO/RPT/ March 2021) by JCP Consulting Structural and Engineers, received 15.05.21;

Drawing 1427/P/LOC2 rev P3 Location Plan

Drawing 1427/P/CON2 rev P1 Site Constraints Plan

Drawing 1427/P/20 rev P2 Existing Site Plan

Drawing 1427/P/21 rev P1 Existing Plans: Main Building

Drawing 1427/P/22 rev P1 Existing Site Sections

Drawing 1427/P/23 rev P1 Existing Elevations: Main Building

Drawing 1427/P/24 rev P2 Proposed Site Plan: Roofs

Drawing 1427/P/25 rev P2 Proposed Site Plan: Ground Floor

Drawing 1427/P/26 rev P1 Proposed Plans: Main Building (1 of 2)

Drawing 1427/P/27 rev P1 Proposed Plans: Main Building (2 of 2)

Drawing 1427/P/28 rev P1 Proposed Sections: Main Building

Drawing 1427/P/29 rev P2 Proposed Housing Plans: Ground Floor

Drawing 1427/P/30 rev P2 Proposed Housing Plans: First Floor

Drawing 1427/P/31 rev P2 Proposed Housing Plans: Second Floor

Drawing 1427/P/32 rev P1 Proposed Site Sections

Drawing 1427/P/33 rev P1 Proposed Elevations: Main Building

Drawing 1427/P/34 rev P1 Proposed Elevations (1 of 2)

Drawing 1427/P/35 rev P1 Proposed Elevations (2 of 2)

Drawing 1427/P/36 rev P2 Building B (H8): Existing and Proposed

Drawing 1427/P/37 rev P1 Buildings A and C: Existing and Proposed

Drawing 1427/P/38 rev P1 Proposed Details: Main Building

Drawing WHL-1226-01 Rev.A Soft Landscaping Proposals, received 28.06.21;

Drawing WHL-1226-02 Rev.A Detailed Soft Landscaping Proposals (1 of 2), received 28.06.21;

Drawing WHL-1226-03 Rev.A Detailed Soft Landscaping Proposals (2 of 2), received 28.06.21.

REASON: For the avoidance of doubt and in the interests of proper planning.

- 3 No development shall take place on the construction of the new build dwellings hereby approved until a written schedule of repairs to the listed building, along with a timetable for the completion of the schedule of repairs, has been submitted to and approved in writing by the Local Planning Authority. The repairs shall be carried out in accordance with the approved schedule of repairs and associated timetable and the works thereafter inspected and approved in writing by the Local Planning Authority.

REASON: In order to ensure the delivery of the approved residential and commercial uses within the listed building in tandem with the new build residential development scheme, the justification for which is reliant on the conversion and change of use of the listed building to secure its long-term future.

- 4 No new build residential unit on the development hereby approved shall be first occupied until the works to convert the listed building to provide residential (use class C3) and commercial (use class E) floorspace has been carried out and completed, in accordance with the details hereby approved and in accordance with works approved under Listed Building Consent PL/2021/05599, and the works inspected and approved in writing by the Local Planning Authority.

REASON: In order to ensure the delivery of the approved residential and commercial uses within the listed building in tandem with the new build residential development scheme, the justification for which is reliant on the conversion and change of use of the listed building to secure its long-term future.

- 5 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until a sustainable drainage management and maintenance plan for the flood risk mitigation measures hereby approved and final surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, full details of the legal and funding mechanism(s) by which the long-term management and maintenance will be secured by the developer with the management body/ies responsible for its delivery; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system and flood mitigation measures to secure the operation of the surface water drainage scheme and flood mitigation measures throughout its lifetime. The plan shall set out (where the results from monitoring show that the surface water scheme and flood risk mitigation measures are not operating successfully) how contingencies and/or remedial action will be identified, agreed and implemented.

The development shall subsequently be completed, maintained and managed in accordance with the approved sustainable drainage management and maintenance plan in perpetuity.

Reason: To ensure that management arrangements are in place for the sustainable drainage system and flood mitigation measures in order to manage the risk of flooding and pollution during the lifetime of the development.

- 6 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until a scheme for the future management and maintenance of the internal road serving the development hereby approved, as shown on drawing 1427/P/25 rev P1, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of the arrangements for adoption by an appropriate public body or statutory undertaker, or, full details of the legal and funding mechanism(s) by which the long-term management and maintenance will be secured by the developer with the management body/ies responsible for its delivery.

The management and maintenance scheme shall be implemented in full in accordance with the approved details in perpetuity.

REASON: In the interests of highway safety.

- 7 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until details of the scheme for the collection of waste from the development has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of the legal and funding mechanism(s) by which the long-term private waste collection scheme will be secured by the developer with the management body/ies responsible for its delivery.

The private waste collection scheme shall be implemented in full in accordance with the approved details in perpetuity.

REASON: To ensure the safe and efficient collection of waste from the developer from a private waste collection service.

- 8 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include, but not necessarily be limited to, the following information:

- a) Description and evaluation of features to be managed;
- b) Landscape and ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled

forward over a 5 year period);

g) Details of the body or organisation responsible for implementation of the plan;

h) Ongoing monitoring and remedial measures;

i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

9 No above ground development shall take place on the construction of the new build dwellings hereby approved until full details of the scheme for the discharge of surface water from the entire site, incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The existing outfalls shall be surveyed by CCTV to determine their size and condition to demonstrate their ability to be used as part of the proposed surface water scheme or the need to be upgraded. No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until the surface water drainage scheme has been constructed in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered in full prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

NOTE: An outline of the proposed surface water scheme is shown within the Drainage Statement Technical Note - 6903 (Issue 5 / April 2021)) by Cole Easdon Consultants and associated drawings reference .6903/501 Rev.E (Drainage Strategy) and 6903/505 Rev.C (Existing & Proposed Impermeable Area Plan). The precise and final details of the surface water scheme will need to be discussed and agreed with the Lead Local Flood Authority, Thames Water and the Environment Agency, where relevant, to enable the discharge of the condition.

- 10 The mitigation measures detailed within the approved Flood Risk Assessment (FRA) Addendum, Technical Note - 6903/05 (Issue no. 1, dated April 2021, ref: 6903), by Cole Easdon Consultants, shall be carried out in full prior to the first occupation of the new build dwellings hereby permitted. The mitigation measures shall thereafter be maintained throughout the lifetime of the development.

REASON: In the interests of flood prevention.

NOTE: The Environment Agency highlights the following mitigation measures detailed within the approved Flood Risk Assessment:-

- Finished floor levels for the new buildings, excluding integral garages, shall be set no lower than 127.06m above Ordnance Datum (AOD) as stated in section 2.4 and shown on drawing no. 6903/503 revision B
- Compensatory storage shall be provided as listed in section 2.5 and shown on drawing no. 6903/503 revision B
- The existing close boarded fence shall be replaced with a post and rail or hit and miss fencing as mentioned in section 2.6 and shown on drawing no. 6903/503 revision B (Flood Mitigation Plan).

- 11 The Mitigation & Enhancement measures detailed within the Protected Species Survey & Mitigation Strategy (10 March 2021) by Malford Environmental Consulting Ltd shall be carried out in full prior to the first bringing into use / occupation of the development and/or in accordance with the approved timetable detailed in the Ecological Assessment.

REASON: To mitigate against the loss of existing biodiversity and nature habitats.

- 12 No below ground development shall commence until:

a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest. The archaeological evaluation already undertaken recorded post medieval structural evidence and significant made-ground deposits which may have been laid down to reclaim the formally marshy land. The evaluation report concludes that there is potential for well-preserved earlier archaeological deposits to exist within the deeper waterlogged deposits.

No above ground development shall take place on the construction of the new build dwellings hereby approved until the exact details and samples of the materials to be used for the external walls and roofs of the new build dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

- 14 No above ground development shall take place on the construction of the new build dwellings hereby approved until a sample wall panel, not less than 1 metre square, showing details of the proposed brickwork bond, pointing mix and method of pointing, has been constructed on site, inspected and approved in writing by the Local Planning Authority. The panel shall then be left in position for comparison whilst the development is carried out. The development shall be carried out in accordance with the approved sample.

REASON: in the interests of visual amenity and the character and appearance of the area

- 15 No works shall be carried out to the vehicular entrances to the site until full construction details for both new vehicular entrances hereby approved, including plans and details of any new walling, new jambs to openings or gate piers and new gates, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

- 16 No above ground development shall take place on the construction of the new build dwellings hereby approved until details of all eaves, verges, windows (including head, sill and window reveal details), doors, rainwater goods, chimneys, dormers and canopies have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

- 17 No external lighting shall be installed within the site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Professionals in their publication "Guidance Notes for the Reduction of Obtrusive Light GN01:2020", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the

approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

- 18 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until the accesses (included the gates on London Road and amended geometry), the 2 x 13m and 2m x 9m visibility (with associated Traffic Regulation Order) on The Parade, relocation of the current parking spaces on The Parade and all parking spaces for both the residential units and commercial floorspace have been completed in accordance with the details shown on the approved plans (1427/P/25 rev P1 and 6903/204 Rev.C). The parking spaces (included garages) shall be maintained for the purposes of only parking at all times thereafter.

REASON: In the interests of highway safety.

- 19 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

Reason: In the interests of highway safety.

- 20 No residential unit on the development hereby approved shall be first occupied and no part of the commercial floorspace shall be brought into use until full details of the scheme to limit the use of the approved access onto London Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of permits and their management and the type of lock/code pad to be used. The access onto London Road shall only be used in accordance with the approved scheme.

REASON: In the interests of highway safety.

- 21 The development hereby permitted shall be carried out in strict accordance with the Construction Management Plan (V2) by Laburnum Associates (received 23.05.22).

REASON: In order to ensure that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

- 22 No part of the commercial floorspace shall be brought into use until details showing ventilation

and extraction equipment within the site (including details of its position, appearance and details of measures to prevent noise emissions), if relevant, have been submitted to and approved in writing by the Local Planning Authority, and the approved ventilation/extraction equipment has been installed in accordance with the approved details. The approved ventilation and extraction equipment shall thereafter be maintained in a serviceable condition in accordance with the approved details.

REASON: In the interests of the amenities of the area.

- 23 No above ground development shall commence on site until full details of the Ultra-Low-Emission Vehicle (ULEV) Infrastructure to be installed for the development e.g. EV charging points at dwellings and the commercial floorspace car park, has been submitted to an approved in writing by the Local Planning Authority. The ULEV Infrastructure shall be installed prior to the occupation of the residential units or first use of the commercial floorspace and retained in perpetuity.

REASON: In order to contribute towards a reduction in vehicle emissions.

- 24 All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation or use of the development hereby permitted or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 25 No above ground development shall take place on the construction of the new build dwellings hereby approved until a scheme of hard landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include all hard-surfacing materials, and all fences, railings and means of enclosure. The hard landscaping scheme shall thereafter be carried out in accordance with the approved details.

REASON: To ensure a satisfactory landscaped setting for the development.

- 26 The works to the existing trees within site shall be carried out in accordance with the Recommendations detailed within Section 5 of the 'Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment' (March 2021 Rev.A) by WHLandscape and shown on drawing no.ARB-1226-01 Rev.A. Furthermore, the development shall be carried out in accordance with the mitigation measures detailed within the Tree Survey, in particular the

installation of the new hard surface within the Root Protection Area of T1 (Willow tree) shall be carried out in accordance with the methodology detailed within the report, and the foundation design of the semi-detached dwellings to ensure the roots of T6 & T7 (Lime Trees) are not damaged.

REASON: In order that the development is undertaken in an acceptable manner, in order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

27 No demolition, site clearance or development shall commence on site, and no equipment, machinery or materials shall be brought on to site for the purpose of development, until tree protective fencing, in accordance with the details shown within the 'Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment' (May 2020) by WHLandscape and in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction -Recommendations", has been erected.

The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work - Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years

REASON: In order that the development is undertaken in an acceptable manner, in order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

28 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no window, dormer window or rooflight, other than those

shown on the approved plans, shall be inserted in the roofslopes of the dwellings hereby permitted.

REASON: In the interests of residential amenity and privacy.

- 29 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations.

- 30 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no buildings or structures, or gate, wall, fence or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere on the site on the approved plans.

REASON: To safeguard the character and appearance of the area, manage the flood risk impact of the proposal, and protect the integrity and wildlife of the River Kennet.

Informatives: (9)

3 INFORMATIVE TO APPLICANT:

- 1 The attention of the applicant is drawn to the terms and conditions of the associated Listed Building C

3 INFORMATIVE TO APPLICANT:

- 2 The consent hereby granted shall not be construed as authority to carry out works on the highway. The part of the highway. The new access at The Parade will require the re-location of parking bays and the

3 INFORMATIVE TO APPLICANT:

- 3 The applicant is requested to note that this permission does not affect any private property rights and such works commence. If you intend carrying out works in the vicinity of the site boundary, you are als

3 INFORMATIVE TO APPLICANT:

- 4 This permission does not permit the display of any advertisements which require consent under the T

advertisements shown on the submitted plans.

3 INFORMATIVE TO APPLICANT:

- 5 The applicant is advised that the development hereby approved may represent chargeable development. Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption planning authority, any CIL exemption or relief will not apply and full payment will be required in full at www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy.

3 INFORMATIVE TO APPLICANT:

- 6 The applicant's attention is drawn to the following advice from the Environment Agency: -

Environmental permit:

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a removal)
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if tidal)

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permitting> granted, and we advise them to consult with us at the earliest opportunity.

3 INFORMATIVE TO APPLICANT:

- 7 The applicant's attention is drawn to the following advice from Thames Water:-

“Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network in the area, Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and

The proposed development is located within 15m of our underground water assets and as such we would like to ensure that we do not cause the assets to fail if appropriate measures are not taken. Please read our guide ‘working near our underground water assets’ at <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2Fguidance/working-near-our-underground-water-assets&data=04%7C01%7CDevelopmentmanagement%40wiltshire.gov.uk%7Cced282703adf44a7b8c11haWwiLCJXVCI6Mn0%3D%7C1000&sdata=Er4j%2F%2Bfpu9G1CBvfSKIHINrqauoanCSXor8M8DA>

3 INFORMATIVE TO APPLICANT:

8 The applicant's attention is drawn to the following advice from the Dorset & Wiltshire Fire and Rescue

“This application falls within the area for which Dorset & Wiltshire Fire and Rescue Service is responsible

Building Regulation Matters

In the event the planning permission is granted for this development, the development would need to ensure that any comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the Building Control Officer.

The assessment of this development proposal in respect of Building Control matters will be made during the course of the development.

- Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010
- Recommendations to improve safety and reduce property loss in the event of fire”.

3 This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990.

9

Élan Cité

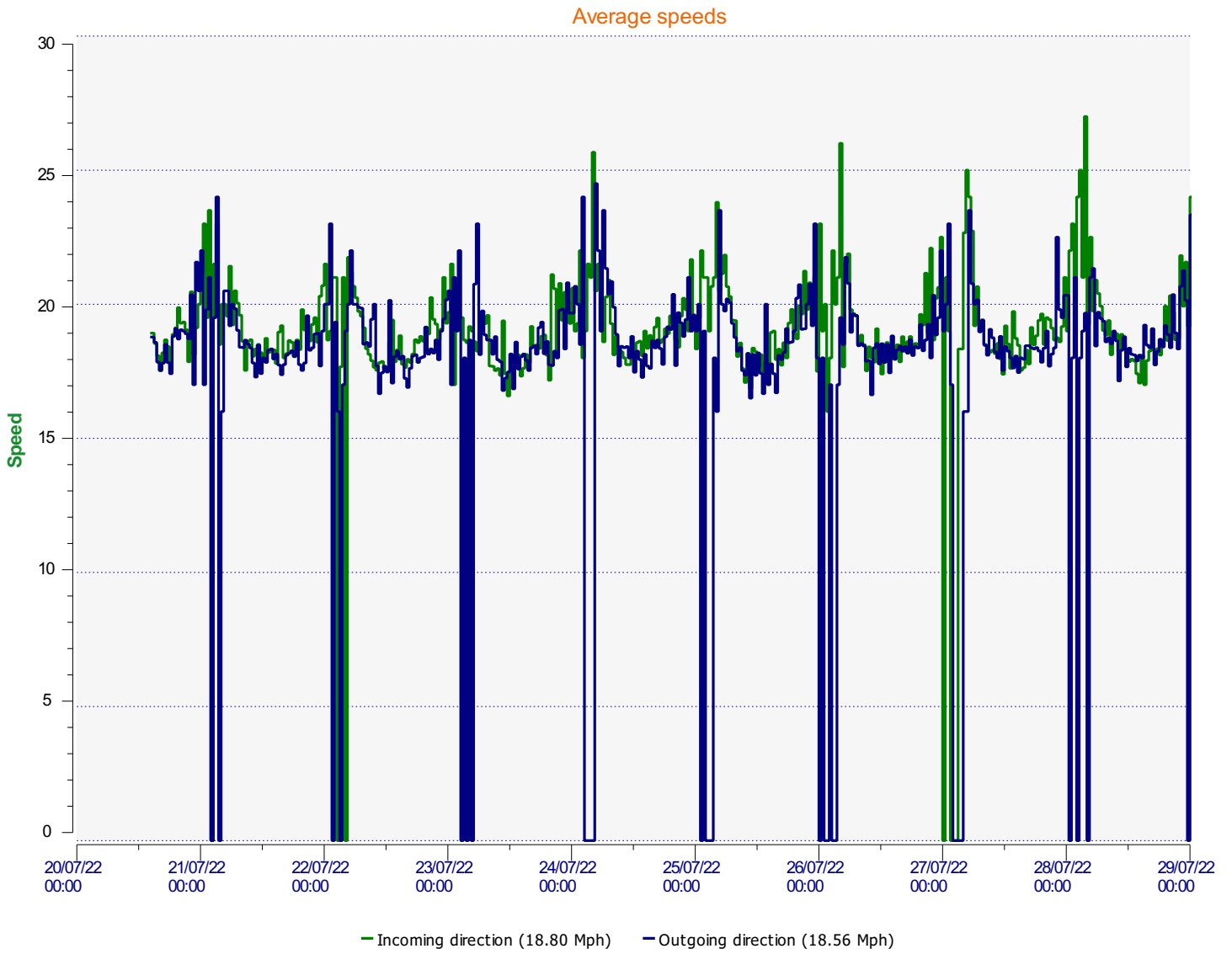
DÉTECTER • INFORMER • SÉCURISER



Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location: [Kingsbury Street - 20mph](#)

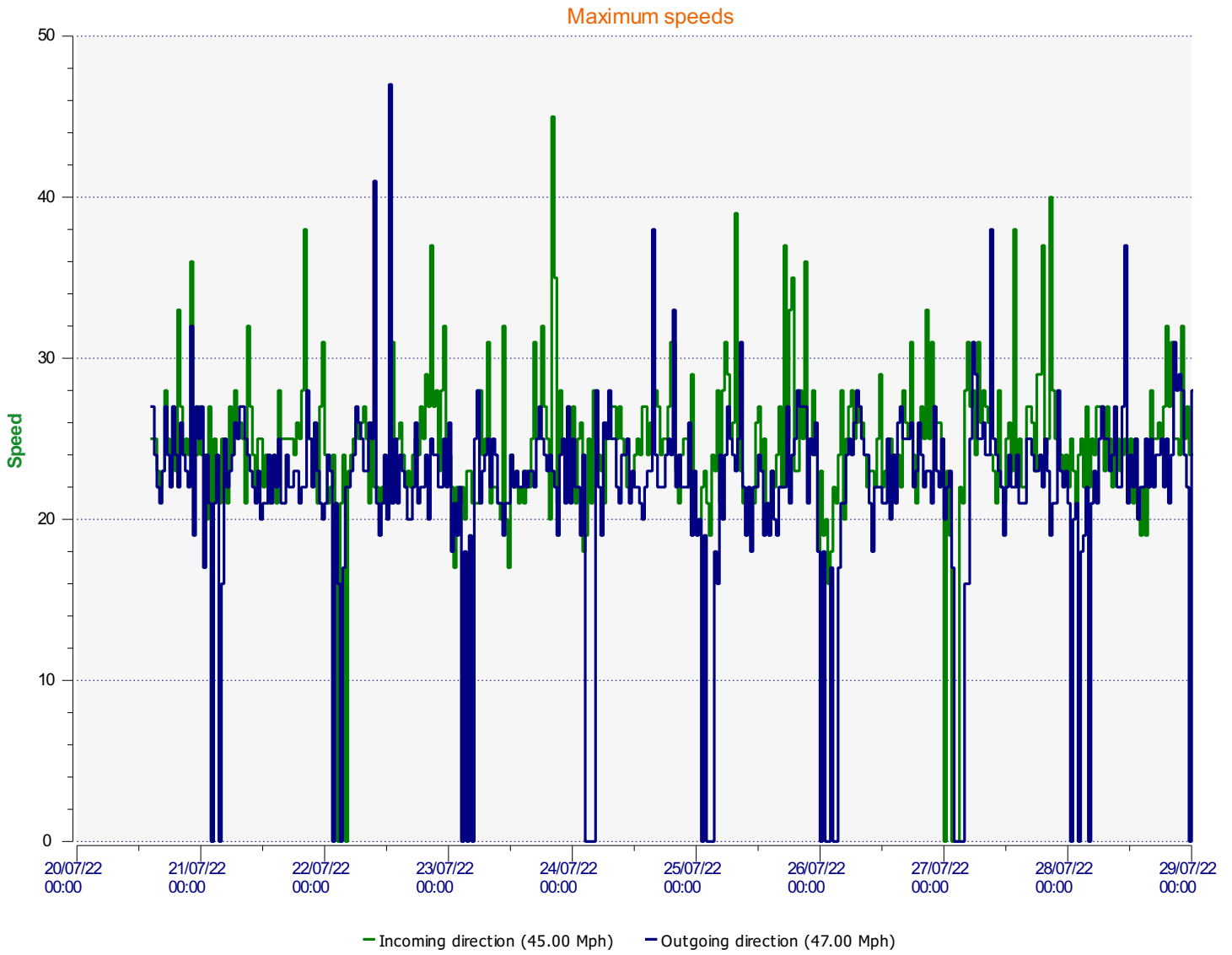
Comments:



Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location:

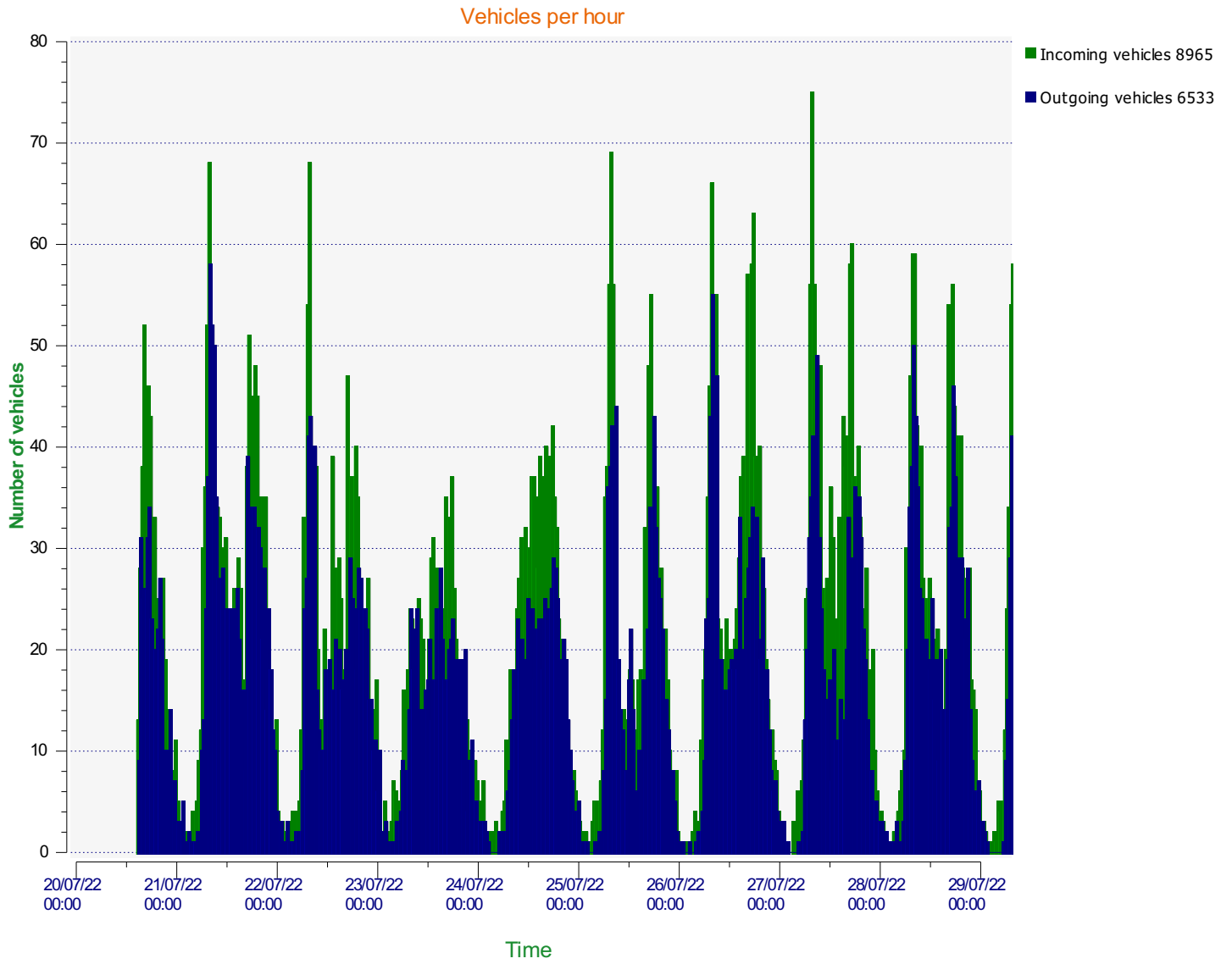
Comments:



Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location:

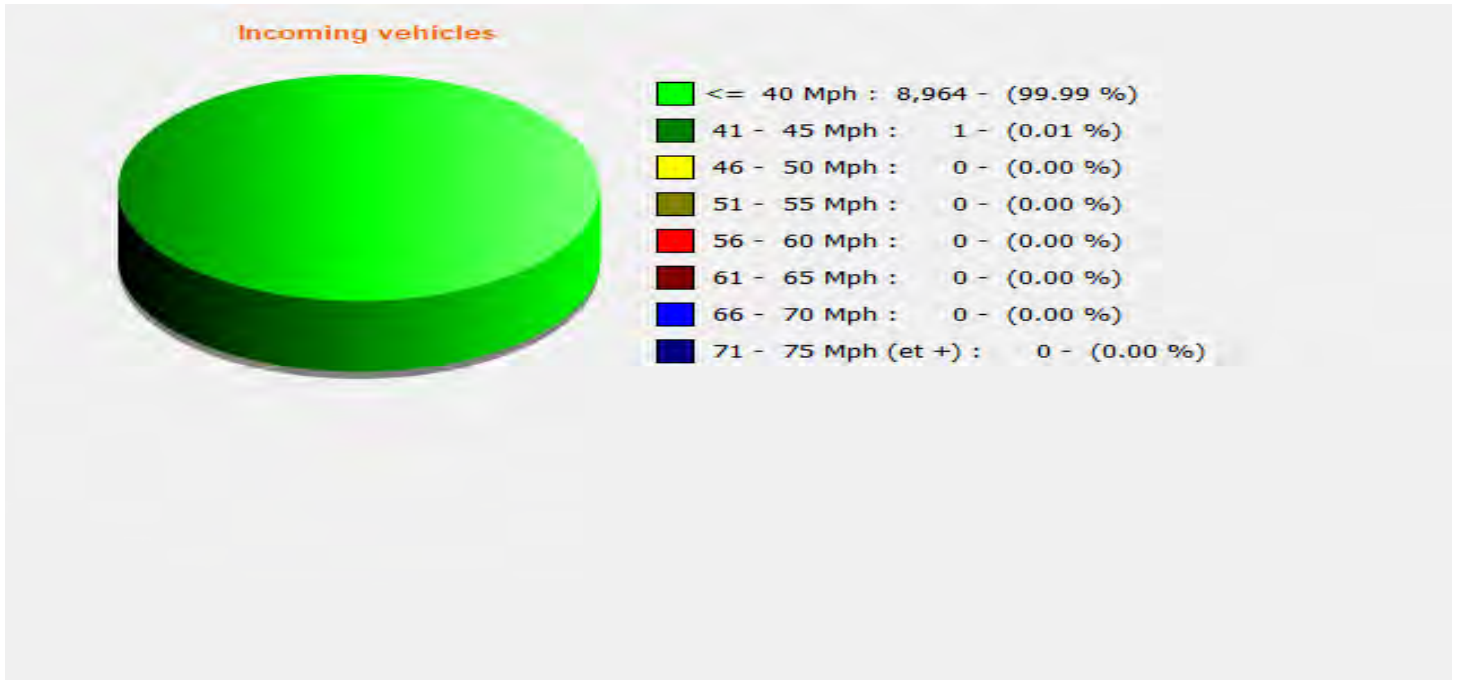
Comments:



Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location:

Comments:



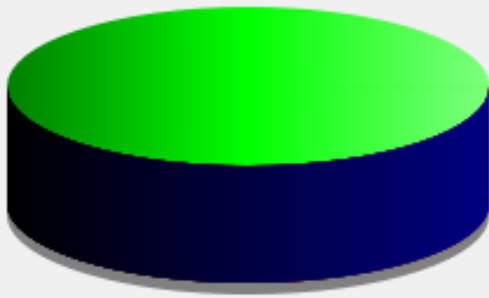
Start date: Wednesday, July 20, 2022 2:30 PM







End date: Friday, July 29, 2022 12:30 PM

Location:

Comments:

Outgoing vehicles

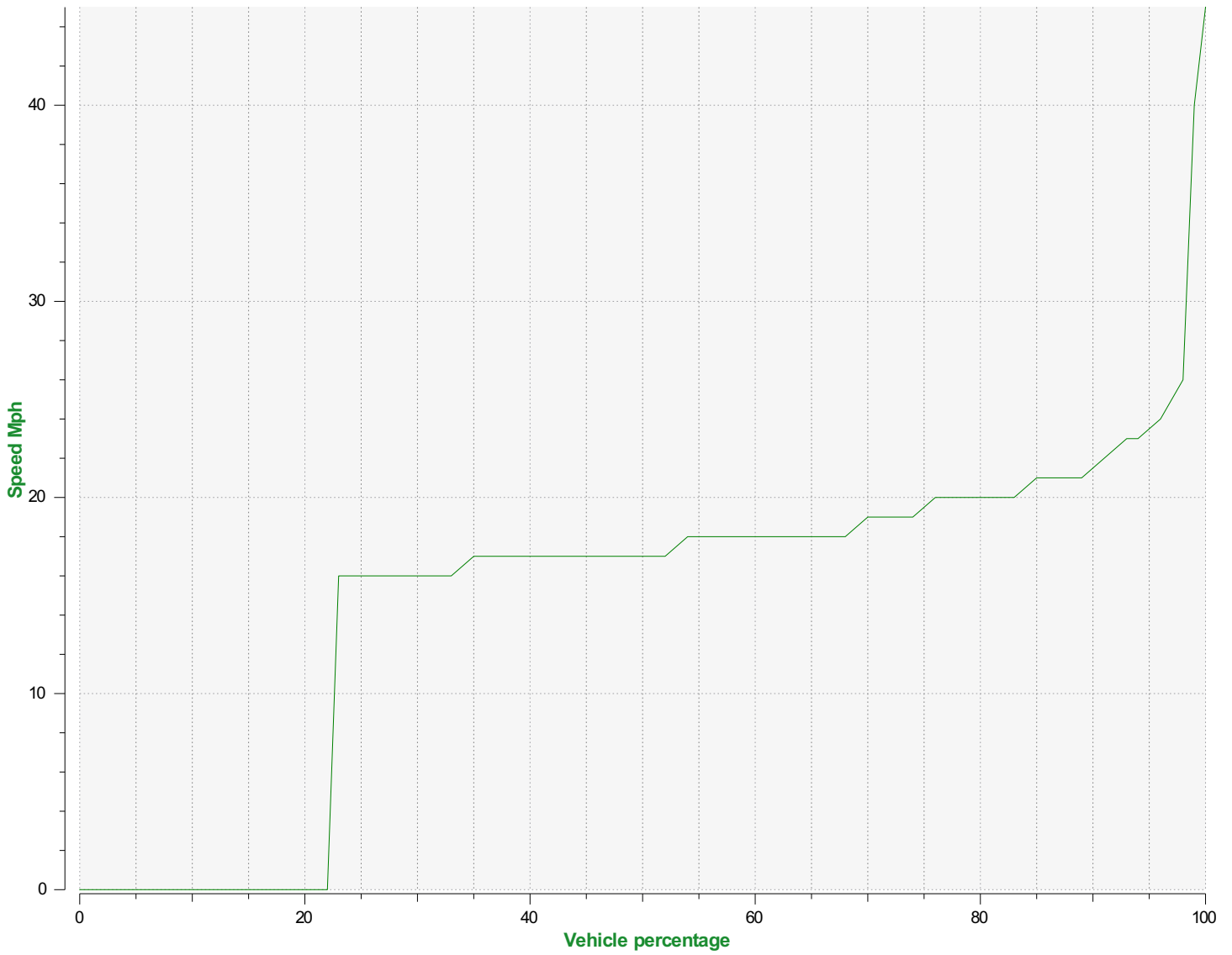


	<= 40 Mph : 6,531 - (99.97 %)
	41 - 45 Mph : 1 - (0.02 %)
	46 - 50 Mph : 1 - (0.02 %)
	51 - 55 Mph : 0 - (0.00 %)
	56 - 60 Mph : 0 - (0.00 %)
	61 - 65 Mph : 0 - (0.00 %)

Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location:

Comments:



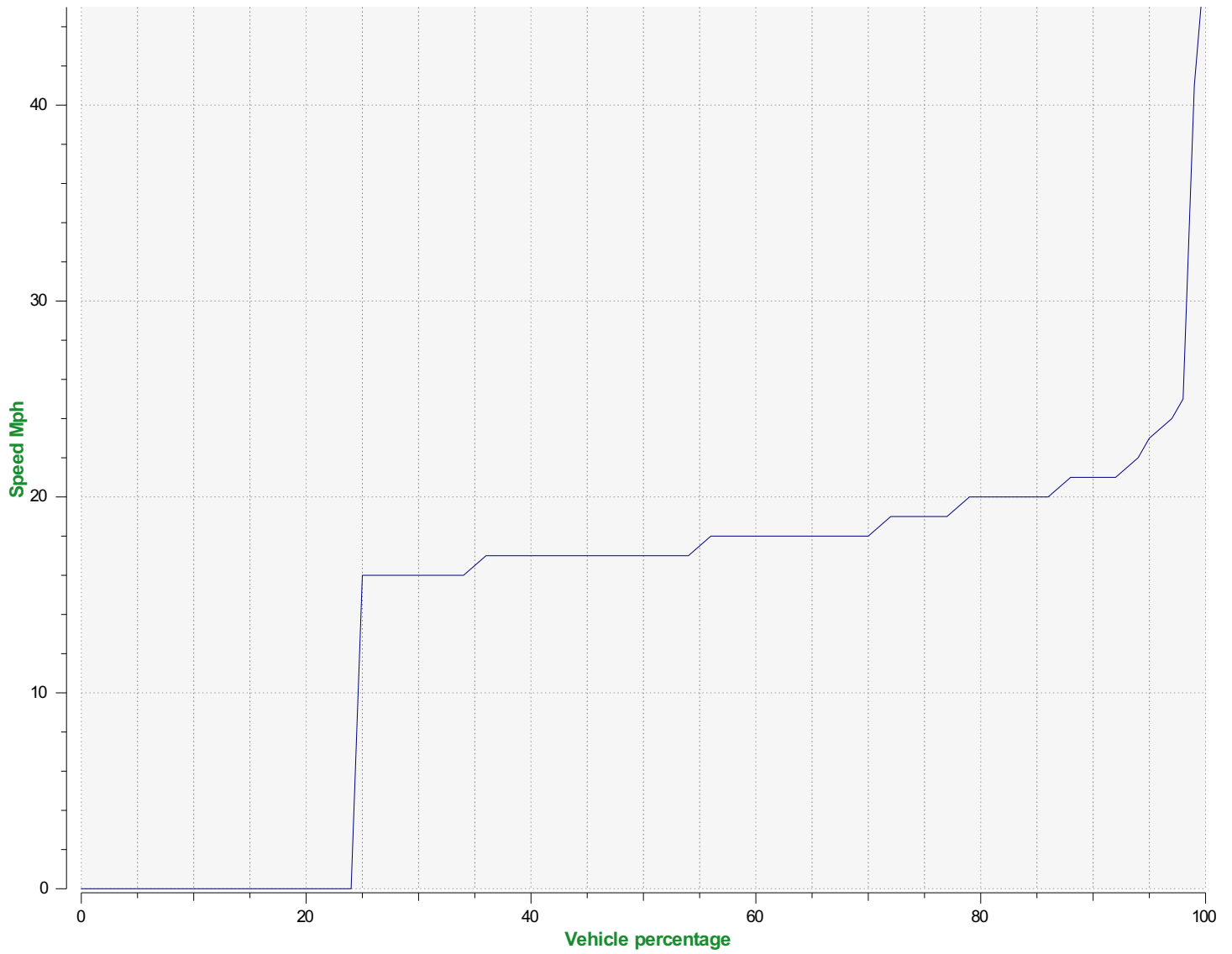
Speed percentiles (incoming)

V30: 16.00Mph **V50:** 17.00Mph **V85:** 21.00Mph

Start date: Wednesday, July 20, 2022 2:30 PM
End date: Friday, July 29, 2022 12:30 PM

Location:

Comments:



Speed percentile(outgoing)

V30: 16.00Mph **V50:** 17.00Mph **V85:** 20.00Mph

Start date: Wednesday, July 20, 2022 2:30 PM

End date: Friday, July 29, 2022 12:30 PM

Location:

Comments:

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
29/07/2022 12:30	1	1	16.00	16.00	Incoming
29/07/2022 12:30	2	2	19.00	22.00	Outgoing
29/07/2022 12:00	26	26	17.81	24.00	Incoming
29/07/2022 12:00	10	10	17.40	22.00	Outgoing
29/07/2022 11:30	3	3	23.00	27.00	Incoming
29/07/2022 11:30	4	4	19.25	22.00	Outgoing
29/07/2022 11:00	1	1	16.00	16.00	Outgoing
29/07/2022 10:30	2	2	16.00	16.00	Incoming
29/07/2022 10:30	1	1	16.00	16.00	Outgoing
29/07/2022 10:00	2	2	16.00	16.00	Incoming
29/07/2022 10:00	4	4	16.75	18.00	Outgoing
29/07/2022 09:30	3	3	20.67	25.00	Outgoing
29/07/2022 09:00	4	4	18.75	27.00	Incoming
29/07/2022 09:00	5	5	17.60	19.00	Outgoing
29/07/2022 08:30	21	21	17.76	21.00	Incoming
29/07/2022 08:30	10	10	17.40	21.00	Outgoing
29/07/2022 08:00	39	39	18.51	25.00	Incoming
29/07/2022 08:00	27	27	17.93	25.00	Outgoing
29/07/2022 07:30	58	58	19.14	32.00	Incoming
29/07/2022 07:30	23	23	17.91	24.00	Outgoing
29/07/2022 07:00	54	54	20.26	36.00	Incoming
29/07/2022 07:00	41	41	19.59	24.00	Outgoing
29/07/2022 06:30	34	34	19.79	25.00	Incoming
29/07/2022 06:30	29	29	19.90	25.00	Outgoing
29/07/2022 06:00	24	24	19.58	25.00	Incoming
29/07/2022 06:00	15	15	20.87	25.00	Outgoing
29/07/2022 05:30	12	12	19.92	32.00	Incoming
29/07/2022 05:30	9	9	19.78	23.00	Outgoing
29/07/2022 05:00	5	5	21.60	25.00	Incoming
29/07/2022 05:00	1	1	22.00	22.00	Outgoing
29/07/2022 04:30	4	4	20.00	25.00	Incoming
29/07/2022 04:00	5	5	18.60	24.00	Incoming
29/07/2022 03:30	1	1	18.00	18.00	Incoming
29/07/2022 03:00	2	2	21.50	25.00	Incoming
29/07/2022 02:00	1	1	22.00	22.00	Incoming
29/07/2022 01:00	1	1	22.00	22.00	Outgoing
29/07/2022 01:00	2	2	18.00	20.00	Incoming
29/07/2022 00:30	3	3	17.00	19.00	Incoming
29/07/2022 00:30	2	2	20.50	22.00	Outgoing
29/07/2022 00:00	1	1	24.00	24.00	Incoming
29/07/2022 00:00	3	3	23.33	28.00	Outgoing
28/07/2022 23:30	6	6	19.17	24.00	Incoming
28/07/2022 23:00	7	7	20.14	22.00	Outgoing
28/07/2022 23:00	7	7	21.57	27.00	Incoming
28/07/2022 22:30	14	14	19.93	25.00	Incoming
28/07/2022 22:30	4	4	21.25	24.00	Outgoing
28/07/2022 22:00	16	16	21.81	32.00	Incoming
28/07/2022 22:00	6	6	20.67	28.00	Outgoing
28/07/2022 21:30	17	17	18.71	24.00	Incoming
28/07/2022 21:30	9	9	18.33	29.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
28/07/2022 21:00	28	28	18.68	25.00	Incoming
28/07/2022 21:00	14	14	18.93	28.00	Outgoing
28/07/2022 20:30	27	27	19.70	25.00	Incoming
28/07/2022 20:30	28	28	20.36	31.00	Outgoing
28/07/2022 20:00	25	25	20.32	31.00	Incoming
28/07/2022 20:00	21	21	18.38	24.00	Outgoing
28/07/2022 19:30	28	28	18.64	27.00	Incoming
28/07/2022 19:30	23	23	18.87	21.00	Outgoing
28/07/2022 19:00	41	41	19.93	32.00	Incoming
28/07/2022 19:00	29	29	19.21	25.00	Outgoing
28/07/2022 18:30	41	41	18.41	27.00	Incoming
28/07/2022 18:30	29	29	18.41	22.00	Outgoing
28/07/2022 18:00	37	37	18.11	25.00	Incoming
28/07/2022 18:00	26	26	18.69	25.00	Outgoing
28/07/2022 17:30	44	44	18.34	26.00	Incoming
28/07/2022 17:30	37	37	18.24	24.00	Outgoing
28/07/2022 17:00	56	56	18.27	25.00	Incoming
28/07/2022 17:00	46	46	17.74	24.00	Outgoing
28/07/2022 16:30	51	51	18.51	25.00	Incoming
28/07/2022 16:30	34	34	19.09	22.00	Outgoing
28/07/2022 16:00	54	54	18.26	28.00	Incoming
28/07/2022 16:00	32	32	18.38	25.00	Outgoing
28/07/2022 15:30	20	20	17.90	22.00	Incoming
28/07/2022 15:30	19	19	18.47	22.00	Outgoing
28/07/2022 15:00	13	13	17.00	19.00	Incoming
28/07/2022 15:00	9	9	19.22	25.00	Outgoing
28/07/2022 14:30	11	11	18.09	22.00	Incoming
28/07/2022 14:30	14	14	18.00	22.00	Outgoing
28/07/2022 14:00	16	16	17.06	19.00	Incoming
28/07/2022 14:00	20	20	18.10	22.00	Outgoing
28/07/2022 13:30	22	22	17.41	20.00	Incoming
28/07/2022 13:30	9	9	17.89	20.00	Outgoing
28/07/2022 13:00	17	17	17.88	25.00	Incoming
28/07/2022 13:00	19	19	18.11	25.00	Outgoing
28/07/2022 12:30	21	21	17.95	21.00	Incoming
28/07/2022 12:30	15	15	18.13	22.00	Outgoing
28/07/2022 12:00	22	22	17.86	25.00	Incoming
28/07/2022 12:00	25	25	18.36	24.00	Outgoing
28/07/2022 11:30	27	27	17.96	24.00	Incoming
28/07/2022 11:30	18	18	17.67	21.00	Outgoing
28/07/2022 11:00	25	25	18.52	25.00	Incoming
28/07/2022 11:00	19	19	18.79	37.00	Outgoing
28/07/2022 10:30	16	16	18.88	24.00	Incoming
28/07/2022 10:30	21	21	18.29	27.00	Outgoing
28/07/2022 10:00	27	27	18.22	23.00	Incoming
28/07/2022 10:00	14	14	17.14	22.00	Outgoing
28/07/2022 09:30	40	40	18.90	25.00	Incoming
28/07/2022 09:30	25	25	18.64	22.00	Outgoing
28/07/2022 09:00	31	31	18.71	24.00	Incoming
28/07/2022 09:00	26	26	19.00	27.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
28/07/2022 08:30	42	42	18.12	22.00	Incoming
28/07/2022 08:30	36	36	18.53	24.00	Outgoing
28/07/2022 08:00	59	59	19.39	25.00	Incoming
28/07/2022 08:00	43	43	18.74	23.00	Outgoing
28/07/2022 07:30	59	59	18.85	27.00	Incoming
28/07/2022 07:30	50	50	18.60	25.00	Outgoing
28/07/2022 07:00	47	47	19.02	23.00	Incoming
28/07/2022 07:00	38	38	19.37	25.00	Outgoing
28/07/2022 06:30	28	28	19.93	27.00	Incoming
28/07/2022 06:30	34	34	19.47	27.00	Outgoing
28/07/2022 06:00	30	30	20.40	27.00	Incoming
28/07/2022 06:00	20	20	19.70	25.00	Outgoing
28/07/2022 05:30	10	10	20.90	27.00	Incoming
28/07/2022 05:30	9	9	18.44	21.00	Outgoing
28/07/2022 05:00	8	8	19.75	24.00	Incoming
28/07/2022 05:00	3	3	21.33	23.00	Outgoing
28/07/2022 04:30	6	6	22.50	25.00	Incoming
28/07/2022 04:30	1	1	21.00	21.00	Outgoing
28/07/2022 04:00	4	4	19.25	22.00	Incoming
28/07/2022 03:30	3	3	19.67	22.00	Outgoing
28/07/2022 03:30	1	1	27.00	27.00	Incoming
28/07/2022 03:00	2	2	21.00	22.00	Incoming
28/07/2022 03:00	1	1	19.00	19.00	Outgoing
28/07/2022 02:30	1	1	25.00	25.00	Incoming
28/07/2022 02:30	1	1	18.00	18.00	Outgoing
28/07/2022 02:00	1	1	24.00	24.00	Incoming
28/07/2022 01:30	1	1	21.00	21.00	Outgoing
28/07/2022 01:30	1	1	21.00	21.00	Incoming
28/07/2022 01:00	1	1	23.00	23.00	Incoming
28/07/2022 01:00	2	2	18.00	20.00	Outgoing
28/07/2022 00:30	3	3	22.00	25.00	Incoming
28/07/2022 00:00	3	3	20.33	21.00	Outgoing
28/07/2022 00:00	4	4	19.00	22.00	Incoming
27/07/2022 23:30	3	3	21.00	24.00	Incoming
27/07/2022 23:30	3	3	20.33	23.00	Outgoing
27/07/2022 23:00	6	6	19.17	23.00	Incoming
27/07/2022 23:00	2	2	19.50	22.00	Outgoing
27/07/2022 22:30	10	10	18.60	24.00	Incoming
27/07/2022 22:30	5	5	19.80	23.00	Outgoing
27/07/2022 22:00	20	20	18.75	25.00	Incoming
27/07/2022 22:00	4	4	22.50	28.00	Outgoing
27/07/2022 21:30	15	15	18.67	25.00	Incoming
27/07/2022 21:30	8	8	18.38	21.00	Outgoing
27/07/2022 21:00	18	18	19.11	28.00	Incoming
27/07/2022 21:00	7	7	18.14	21.00	Outgoing
27/07/2022 20:30	28	28	19.43	40.00	Incoming
27/07/2022 20:30	13	13	17.69	19.00	Outgoing
27/07/2022 20:00	24	24	19.50	25.00	Incoming
27/07/2022 20:00	19	19	19.00	23.00	Outgoing
27/07/2022 19:30	18	18	18.50	24.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
27/07/2022 19:30	22	22	18.36	25.00	Outgoing
27/07/2022 19:00	33	33	19.64	37.00	Incoming
27/07/2022 19:00	31	31	17.84	22.00	Outgoing
27/07/2022 18:30	40	40	19.40	29.00	Incoming
27/07/2022 18:30	35	35	18.26	24.00	Outgoing
27/07/2022 18:00	34	34	18.82	29.00	Incoming
27/07/2022 18:00	34	34	18.38	23.00	Outgoing
27/07/2022 17:30	37	37	18.49	23.00	Incoming
27/07/2022 17:30	36	36	18.33	23.00	Outgoing
27/07/2022 17:00	60	60	19.13	26.00	Incoming
27/07/2022 17:00	29	29	18.38	24.00	Outgoing
27/07/2022 16:30	58	58	17.78	27.00	Incoming
27/07/2022 16:30	22	22	18.45	25.00	Outgoing
27/07/2022 16:00	41	41	18.29	27.00	Incoming
27/07/2022 16:00	33	33	18.45	25.00	Outgoing
27/07/2022 15:30	38	38	17.63	22.00	Incoming
27/07/2022 15:30	20	20	17.95	21.00	Outgoing
27/07/2022 15:00	43	43	17.53	22.00	Incoming
27/07/2022 15:00	13	13	18.00	21.00	Outgoing
27/07/2022 14:30	30	30	18.47	25.00	Incoming
27/07/2022 14:30	11	11	17.45	21.00	Outgoing
27/07/2022 14:00	33	33	18.73	22.00	Incoming
27/07/2022 14:00	15	15	18.07	24.00	Outgoing
27/07/2022 13:30	22	22	19.73	38.00	Incoming
27/07/2022 13:30	8	8	17.62	22.00	Outgoing
27/07/2022 13:00	23	23	17.61	23.00	Incoming
27/07/2022 13:00	11	11	18.00	22.00	Outgoing
27/07/2022 12:30	31	31	18.52	26.00	Incoming
27/07/2022 12:30	20	20	18.25	24.00	Outgoing
27/07/2022 12:00	36	36	19.19	25.00	Incoming
27/07/2022 12:00	7	7	18.43	22.00	Outgoing
27/07/2022 11:30	23	23	17.39	21.00	Incoming
27/07/2022 11:30	17	17	17.53	19.00	Outgoing
27/07/2022 11:00	27	27	17.96	22.00	Incoming
27/07/2022 11:00	15	15	18.80	22.00	Outgoing
27/07/2022 10:30	26	26	18.54	28.00	Incoming
27/07/2022 10:30	8	8	18.00	23.00	Outgoing
27/07/2022 10:00	19	19	18.16	21.00	Incoming
27/07/2022 10:00	18	18	18.22	24.00	Outgoing
27/07/2022 09:30	48	48	18.29	23.00	Incoming
27/07/2022 09:30	24	24	18.75	25.00	Outgoing
27/07/2022 09:00	28	28	18.21	24.00	Incoming
27/07/2022 09:00	31	31	19.06	38.00	Outgoing
27/07/2022 08:30	44	44	18.45	26.00	Incoming
27/07/2022 08:30	49	49	18.10	24.00	Outgoing
27/07/2022 08:00	56	56	18.50	27.00	Incoming
27/07/2022 08:00	36	36	18.47	24.00	Outgoing
27/07/2022 07:30	75	75	19.37	28.00	Incoming
27/07/2022 07:30	41	41	19.41	26.00	Outgoing
27/07/2022 07:00	56	56	19.27	26.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
27/07/2022 07:00	35	35	18.97	25.00	Outgoing
27/07/2022 06:30	26	26	20.65	31.00	Incoming
27/07/2022 06:30	31	31	20.16	25.00	Outgoing
27/07/2022 06:00	25	25	19.20	24.00	Incoming
27/07/2022 06:00	20	20	20.00	29.00	Outgoing
27/07/2022 05:30	11	11	22.73	28.00	Incoming
27/07/2022 05:30	13	13	20.77	31.00	Outgoing
27/07/2022 05:00	7	7	24.00	27.00	Incoming
27/07/2022 05:00	2	2	23.50	25.00	Outgoing
27/07/2022 04:30	2	2	25.00	31.00	Incoming
27/07/2022 04:30	1	1	16.00	16.00	Outgoing
27/07/2022 04:00	6	6	22.67	28.00	Incoming
27/07/2022 04:00	1	1	16.00	16.00	Outgoing
27/07/2022 03:30	3	3	18.33	21.00	Incoming
27/07/2022 03:00	3	3	18.33	22.00	Incoming
27/07/2022 01:30	1	1	17.00	17.00	Outgoing
27/07/2022 01:00	1	1	19.00	19.00	Incoming
27/07/2022 01:00	1	1	23.00	23.00	Outgoing
27/07/2022 00:30	3	3	21.00	23.00	Incoming
27/07/2022 00:30	3	3	20.00	22.00	Outgoing
27/07/2022 00:00	3	3	19.00	20.00	Outgoing
26/07/2022 23:30	4	4	22.50	25.00	Incoming
26/07/2022 23:30	2	2	22.00	25.00	Outgoing
26/07/2022 23:00	8	8	20.62	26.00	Incoming
26/07/2022 23:00	4	4	19.50	22.00	Outgoing
26/07/2022 22:30	9	9	20.22	26.00	Incoming
26/07/2022 22:30	7	7	18.86	23.00	Outgoing
26/07/2022 22:00	12	12	18.67	27.00	Incoming
26/07/2022 22:00	6	6	20.33	27.00	Outgoing
26/07/2022 21:30	11	11	22.09	31.00	Incoming
26/07/2022 21:30	8	8	18.00	21.00	Outgoing
26/07/2022 21:00	15	15	18.93	25.00	Incoming
26/07/2022 21:00	12	12	19.25	23.00	Outgoing
26/07/2022 20:30	19	19	21.16	33.00	Incoming
26/07/2022 20:30	18	18	18.67	23.00	Outgoing
26/07/2022 20:00	26	26	19.23	25.00	Incoming
26/07/2022 20:00	15	15	18.27	22.00	Outgoing
26/07/2022 19:30	29	29	19.62	27.00	Incoming
26/07/2022 19:30	29	29	19.24	24.00	Outgoing
26/07/2022 19:00	40	40	18.50	25.00	Incoming
26/07/2022 19:00	19	19	18.37	26.00	Outgoing
26/07/2022 18:30	28	28	18.54	21.00	Incoming
26/07/2022 18:30	21	21	18.43	23.00	Outgoing
26/07/2022 18:00	39	39	18.28	24.00	Incoming
26/07/2022 18:00	33	33	18.09	22.00	Outgoing
26/07/2022 17:30	63	63	18.79	31.00	Incoming
26/07/2022 17:30	28	28	18.68	26.00	Outgoing
26/07/2022 17:00	58	58	18.60	25.00	Incoming
26/07/2022 17:00	34	34	18.18	25.00	Outgoing
26/07/2022 16:30	56	56	18.25	26.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
26/07/2022 16:30	31	31	18.42	25.00	Outgoing
26/07/2022 16:00	57	57	18.79	28.00	Incoming
26/07/2022 16:00	28	28	18.25	25.00	Outgoing
26/07/2022 15:30	34	34	17.85	22.00	Incoming
26/07/2022 15:30	25	25	18.44	27.00	Outgoing
26/07/2022 15:00	39	39	18.49	24.00	Incoming
26/07/2022 15:00	20	20	18.30	26.00	Outgoing
26/07/2022 14:30	37	37	18.19	24.00	Incoming
26/07/2022 14:30	19	19	17.95	21.00	Outgoing
26/07/2022 14:00	29	29	18.41	22.00	Incoming
26/07/2022 14:00	33	33	18.82	24.00	Outgoing
26/07/2022 13:30	24	24	17.92	25.00	Incoming
26/07/2022 13:30	18	18	17.44	20.00	Outgoing
26/07/2022 13:00	21	21	18.57	25.00	Incoming
26/07/2022 13:00	20	20	18.50	25.00	Outgoing
26/07/2022 12:30	13	13	18.38	23.00	Incoming
26/07/2022 12:30	18	18	17.83	21.00	Outgoing
26/07/2022 12:00	20	20	17.40	22.00	Incoming
26/07/2022 12:00	19	19	18.53	21.00	Outgoing
26/07/2022 11:30	16	16	18.19	29.00	Incoming
26/07/2022 11:30	18	18	17.78	22.00	Outgoing
26/07/2022 11:00	23	23	19.09	25.00	Incoming
26/07/2022 11:00	15	15	18.53	22.00	Outgoing
26/07/2022 10:30	19	19	17.84	22.00	Incoming
26/07/2022 10:30	16	16	18.38	22.00	Outgoing
26/07/2022 10:00	19	19	18.00	23.00	Incoming
26/07/2022 10:00	8	8	16.62	18.00	Outgoing
26/07/2022 09:30	22	22	18.41	23.00	Incoming
26/07/2022 09:30	19	19	17.89	21.00	Outgoing
26/07/2022 09:00	23	23	17.52	22.00	Incoming
26/07/2022 09:00	8	8	17.88	24.00	Outgoing
26/07/2022 08:30	55	55	18.49	24.00	Incoming
26/07/2022 08:30	47	47	18.45	24.00	Outgoing
26/07/2022 08:00	46	46	18.85	26.00	Incoming
26/07/2022 08:00	26	26	18.54	25.00	Outgoing
26/07/2022 07:30	66	66	18.52	27.00	Incoming
26/07/2022 07:30	55	55	18.45	27.00	Outgoing
26/07/2022 07:00	46	46	19.57	26.00	Incoming
26/07/2022 07:00	43	43	19.58	28.00	Outgoing
26/07/2022 06:30	35	35	19.57	25.00	Incoming
26/07/2022 06:30	25	25	19.64	26.00	Outgoing
26/07/2022 06:00	20	20	19.80	28.00	Incoming
26/07/2022 06:00	23	23	18.96	24.00	Outgoing
26/07/2022 05:30	17	17	21.88	27.00	Incoming
26/07/2022 05:30	9	9	20.78	25.00	Outgoing
26/07/2022 05:00	11	11	21.55	25.00	Incoming
26/07/2022 05:00	4	4	21.75	24.00	Outgoing
26/07/2022 04:30	3	3	17.67	20.00	Incoming
26/07/2022 04:30	2	2	18.50	21.00	Outgoing
26/07/2022 04:00	2	2	26.00	28.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
26/07/2022 04:00	2	2	19.50	21.00	Outgoing
26/07/2022 03:30	4	4	21.00	24.00	Incoming
26/07/2022 03:30	1	1	17.00	17.00	Outgoing
26/07/2022 03:00	2	2	20.00	21.00	Incoming
26/07/2022 02:30	1	1	22.00	22.00	Incoming
26/07/2022 02:00	1	1	17.00	17.00	Outgoing
26/07/2022 02:00	1	1	18.00	18.00	Incoming
26/07/2022 01:30	1	1	16.00	16.00	Incoming
26/07/2022 01:00	1	1	20.00	20.00	Incoming
26/07/2022 00:30	1	1	18.00	18.00	Outgoing
26/07/2022 00:30	1	1	19.00	19.00	Incoming
26/07/2022 00:00	1	1	23.00	23.00	Incoming
25/07/2022 23:30	1	1	18.00	18.00	Outgoing
25/07/2022 23:30	2	2	17.50	18.00	Incoming
25/07/2022 23:00	8	8	21.00	24.00	Incoming
25/07/2022 23:00	2	2	23.00	26.00	Outgoing
25/07/2022 22:30	5	5	19.40	28.00	Incoming
25/07/2022 22:30	5	5	19.20	24.00	Outgoing
25/07/2022 22:00	5	5	20.80	25.00	Incoming
25/07/2022 22:00	8	8	20.75	25.00	Outgoing
25/07/2022 21:30	10	10	19.80	25.00	Incoming
25/07/2022 21:30	4	4	20.00	21.00	Outgoing
25/07/2022 21:00	17	17	21.24	36.00	Incoming
25/07/2022 21:00	12	12	19.08	27.00	Outgoing
25/07/2022 20:30	22	22	19.64	25.00	Incoming
25/07/2022 20:30	15	15	19.07	27.00	Outgoing
25/07/2022 20:00	19	19	19.95	28.00	Incoming
25/07/2022 20:00	11	11	20.73	27.00	Outgoing
25/07/2022 19:30	28	28	18.71	23.00	Incoming
25/07/2022 19:30	22	22	20.23	28.00	Outgoing
25/07/2022 19:00	26	26	18.92	23.00	Incoming
25/07/2022 19:00	25	25	19.00	25.00	Outgoing
25/07/2022 18:30	36	36	19.81	35.00	Incoming
25/07/2022 18:30	27	27	18.59	24.00	Outgoing
25/07/2022 18:00	30	30	19.30	33.00	Incoming
25/07/2022 18:00	32	32	18.56	21.00	Outgoing
25/07/2022 17:30	35	35	18.00	25.00	Incoming
25/07/2022 17:30	43	43	19.09	27.00	Outgoing
25/07/2022 17:00	55	55	18.56	37.00	Incoming
25/07/2022 17:00	24	24	18.21	22.00	Outgoing
25/07/2022 16:30	48	48	17.73	22.00	Incoming
25/07/2022 16:30	34	34	17.94	22.00	Outgoing
25/07/2022 16:00	31	31	18.32	27.00	Incoming
25/07/2022 16:00	22	22	18.09	22.00	Outgoing
25/07/2022 15:30	32	32	17.94	24.00	Incoming
25/07/2022 15:30	10	10	16.70	19.00	Outgoing
25/07/2022 15:00	10	10	19.00	22.00	Incoming
25/07/2022 15:00	17	17	17.41	20.00	Outgoing
25/07/2022 14:30	18	18	18.94	23.00	Incoming
25/07/2022 14:30	9	9	17.78	23.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
25/07/2022 14:00	17	17	17.71	21.00	Incoming
25/07/2022 14:00	10	10	17.00	19.00	Outgoing
25/07/2022 13:30	12	12	17.83	20.00	Incoming
25/07/2022 13:30	2	2	20.00	21.00	Outgoing
25/07/2022 13:00	12	12	17.50	25.00	Incoming
25/07/2022 13:00	6	6	16.67	19.00	Outgoing
25/07/2022 12:30	17	17	18.12	23.00	Incoming
25/07/2022 12:30	14	14	17.43	23.00	Outgoing
25/07/2022 12:00	18	18	17.67	27.00	Incoming
25/07/2022 12:00	22	22	18.18	24.00	Outgoing
25/07/2022 11:30	13	13	18.23	26.00	Incoming
25/07/2022 11:30	17	17	17.35	22.00	Outgoing
25/07/2022 11:00	11	11	18.36	21.00	Incoming
25/07/2022 11:00	8	8	18.12	22.00	Outgoing
25/07/2022 10:30	14	14	16.86	21.00	Incoming
25/07/2022 10:30	6	6	16.50	18.00	Outgoing
25/07/2022 10:00	14	14	17.50	20.00	Incoming
25/07/2022 10:00	12	12	18.17	22.00	Outgoing
25/07/2022 09:30	12	12	17.08	21.00	Incoming
25/07/2022 09:30	14	14	17.36	19.00	Outgoing
25/07/2022 09:00	15	15	17.60	21.00	Incoming
25/07/2022 09:00	19	19	17.53	22.00	Outgoing
25/07/2022 08:30	38	38	18.55	23.00	Incoming
25/07/2022 08:30	44	44	18.39	31.00	Outgoing
25/07/2022 08:00	56	56	18.05	25.00	Incoming
25/07/2022 08:00	36	36	18.25	25.00	Outgoing
25/07/2022 07:30	69	69	19.39	39.00	Incoming
25/07/2022 07:30	42	42	18.76	23.00	Outgoing
25/07/2022 07:00	56	56	19.41	26.00	Incoming
25/07/2022 07:00	38	38	19.29	24.00	Outgoing
25/07/2022 06:30	38	38	20.29	25.00	Incoming
25/07/2022 06:30	36	36	20.06	25.00	Outgoing
25/07/2022 06:00	35	35	20.66	29.00	Incoming
25/07/2022 06:00	15	15	20.20	27.00	Outgoing
25/07/2022 05:30	12	12	21.83	31.00	Incoming
25/07/2022 05:30	8	8	19.75	24.00	Outgoing
25/07/2022 05:00	7	7	21.14	28.00	Incoming
25/07/2022 05:00	1	1	20.00	20.00	Outgoing
25/07/2022 04:30	2	2	20.50	21.00	Incoming
25/07/2022 04:30	2	2	23.50	24.00	Outgoing
25/07/2022 04:00	5	5	23.80	28.00	Incoming
25/07/2022 04:00	1	1	16.00	16.00	Outgoing
25/07/2022 03:30	5	5	21.00	23.00	Incoming
25/07/2022 03:30	1	1	18.00	18.00	Outgoing
25/07/2022 03:00	3	3	20.67	24.00	Incoming
25/07/2022 02:30	1	1	19.00	19.00	Incoming
25/07/2022 02:00	1	1	21.00	21.00	Incoming
25/07/2022 01:30	1	1	19.00	19.00	Outgoing
25/07/2022 01:30	2	2	21.00	23.00	Incoming
25/07/2022 01:00	1	1	22.00	22.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
25/07/2022 00:30	1	1	20.00	20.00	Outgoing
25/07/2022 00:30	2	2	19.50	20.00	Incoming
25/07/2022 00:00	3	3	18.33	20.00	Incoming
25/07/2022 00:00	1	1	19.00	19.00	Outgoing
24/07/2022 23:30	2	2	19.50	20.00	Incoming
24/07/2022 23:30	5	5	19.60	23.00	Outgoing
24/07/2022 23:00	6	6	21.67	29.00	Incoming
24/07/2022 23:00	2	2	19.00	19.00	Outgoing
24/07/2022 22:30	8	8	19.00	22.00	Incoming
24/07/2022 22:30	4	4	21.00	26.00	Outgoing
24/07/2022 22:00	5	5	19.80	25.00	Incoming
24/07/2022 22:00	7	7	19.43	22.00	Outgoing
24/07/2022 21:30	9	9	20.22	25.00	Incoming
24/07/2022 21:30	10	10	18.80	22.00	Outgoing
24/07/2022 21:00	9	9	19.56	24.00	Incoming
24/07/2022 21:00	13	13	19.31	22.00	Outgoing
24/07/2022 20:30	15	15	18.40	21.00	Incoming
24/07/2022 20:30	19	19	19.68	24.00	Outgoing
24/07/2022 20:00	19	19	18.68	23.00	Incoming
24/07/2022 20:00	21	21	17.71	22.00	Outgoing
24/07/2022 19:30	21	21	19.29	31.00	Incoming
24/07/2022 19:30	19	19	20.37	33.00	Outgoing
24/07/2022 19:00	23	23	19.57	31.00	Incoming
24/07/2022 19:00	17	17	19.06	24.00	Outgoing
24/07/2022 18:30	32	32	18.91	27.00	Incoming
24/07/2022 18:30	25	25	19.16	25.00	Outgoing
24/07/2022 18:00	35	35	19.09	25.00	Incoming
24/07/2022 18:00	28	28	18.79	24.00	Outgoing
24/07/2022 17:30	42	42	18.69	25.00	Incoming
24/07/2022 17:30	29	29	17.76	22.00	Outgoing
24/07/2022 17:00	39	39	18.56	24.00	Incoming
24/07/2022 17:00	26	26	18.35	22.00	Outgoing
24/07/2022 16:30	37	37	19.49	27.00	Incoming
24/07/2022 16:30	15	15	18.67	22.00	Outgoing
24/07/2022 16:00	40	40	19.15	28.00	Incoming
24/07/2022 16:00	24	24	18.38	24.00	Outgoing
24/07/2022 15:30	34	34	18.53	27.00	Incoming
24/07/2022 15:30	25	25	18.64	38.00	Outgoing
24/07/2022 15:00	37	37	18.84	26.00	Incoming
24/07/2022 15:00	18	18	17.61	23.00	Outgoing
24/07/2022 14:30	39	39	18.36	24.00	Incoming
24/07/2022 14:30	23	23	17.70	23.00	Outgoing
24/07/2022 14:00	28	28	19.00	27.00	Incoming
24/07/2022 14:00	23	23	18.13	22.00	Outgoing
24/07/2022 13:30	35	35	18.09	27.00	Incoming
24/07/2022 13:30	22	22	17.27	20.00	Outgoing
24/07/2022 13:00	37	37	18.62	24.00	Incoming
24/07/2022 13:00	17	17	17.94	21.00	Outgoing
24/07/2022 12:30	37	37	18.57	25.00	Incoming
24/07/2022 12:30	24	24	18.25	22.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
24/07/2022 12:00	30	30	17.93	24.00	Incoming
24/07/2022 12:00	15	15	17.47	22.00	Outgoing
24/07/2022 11:30	26	26	18.19	22.00	Incoming
24/07/2022 11:30	25	25	18.80	23.00	Outgoing
24/07/2022 11:00	32	32	17.75	22.00	Incoming
24/07/2022 11:00	16	16	18.00	21.00	Outgoing
24/07/2022 10:30	24	24	17.75	22.00	Incoming
24/07/2022 10:30	19	19	18.42	25.00	Outgoing
24/07/2022 10:00	31	31	18.00	24.00	Incoming
24/07/2022 10:00	21	21	18.38	24.00	Outgoing
24/07/2022 09:30	27	27	18.22	25.00	Incoming
24/07/2022 09:30	21	21	18.43	24.00	Outgoing
24/07/2022 09:00	24	24	18.42	27.00	Incoming
24/07/2022 09:00	23	23	17.70	21.00	Outgoing
24/07/2022 08:30	16	16	18.81	25.00	Incoming
24/07/2022 08:30	16	16	18.88	22.00	Outgoing
24/07/2022 08:00	17	17	18.12	27.00	Incoming
24/07/2022 08:00	18	18	19.89	25.00	Outgoing
24/07/2022 07:30	18	18	19.28	27.00	Incoming
24/07/2022 07:30	13	13	20.85	25.00	Outgoing
24/07/2022 07:00	10	10	20.90	25.00	Incoming
24/07/2022 07:00	8	8	20.38	28.00	Outgoing
24/07/2022 06:30	11	11	20.27	26.00	Incoming
24/07/2022 06:30	6	6	21.33	25.00	Outgoing
24/07/2022 06:00	5	5	18.60	21.00	Incoming
24/07/2022 06:00	2	2	23.50	26.00	Outgoing
24/07/2022 05:30	4	4	21.25	23.00	Incoming
24/07/2022 05:30	2	2	19.00	19.00	Outgoing
24/07/2022 05:00	2	2	21.50	24.00	Incoming
24/07/2022 05:00	1	1	22.00	22.00	Outgoing
24/07/2022 04:30	2	2	20.50	25.00	Incoming
24/07/2022 04:30	2	2	24.50	28.00	Outgoing
24/07/2022 04:00	3	3	25.67	28.00	Incoming
24/07/2022 03:30	1	1	21.00	21.00	Incoming
24/07/2022 03:00	2	2	21.50	25.00	Incoming
24/07/2022 02:30	1	1	19.00	19.00	Incoming
24/07/2022 02:00	1	1	24.00	24.00	Outgoing
24/07/2022 02:00	2	2	18.00	18.00	Incoming
24/07/2022 01:30	2	2	22.00	26.00	Incoming
24/07/2022 01:30	2	2	18.50	19.00	Outgoing
24/07/2022 01:00	7	7	19.29	25.00	Incoming
24/07/2022 01:00	3	3	20.00	22.00	Outgoing
24/07/2022 00:30	3	3	19.00	21.00	Incoming
24/07/2022 00:30	3	3	20.67	22.00	Outgoing
24/07/2022 00:00	5	5	20.60	27.00	Incoming
24/07/2022 00:00	3	3	19.67	25.00	Outgoing
23/07/2022 23:30	7	7	19.29	25.00	Incoming
23/07/2022 23:30	3	3	19.67	21.00	Outgoing
23/07/2022 23:00	9	9	20.11	27.00	Incoming
23/07/2022 23:00	5	5	20.80	27.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
23/07/2022 22:30	9	9	20.44	24.00	Incoming
23/07/2022 22:30	3	3	18.33	21.00	Outgoing
23/07/2022 22:00	10	10	19.40	25.00	Incoming
23/07/2022 22:00	11	11	19.82	25.00	Outgoing
23/07/2022 21:30	9	9	20.78	28.00	Incoming
23/07/2022 21:30	9	9	19.78	24.00	Outgoing
23/07/2022 21:00	13	13	18.23	21.00	Incoming
23/07/2022 21:00	4	4	18.00	19.00	Outgoing
23/07/2022 20:30	19	19	20.58	35.00	Incoming
23/07/2022 20:30	20	20	18.25	22.00	Outgoing
23/07/2022 20:00	19	19	21.11	45.00	Incoming
23/07/2022 20:00	14	14	17.71	23.00	Outgoing
23/07/2022 19:30	12	12	17.17	20.00	Incoming
23/07/2022 19:30	19	19	17.74	24.00	Outgoing
23/07/2022 19:00	19	19	18.11	25.00	Incoming
23/07/2022 19:00	18	18	18.61	23.00	Outgoing
23/07/2022 18:30	21	21	18.86	27.00	Incoming
23/07/2022 18:30	19	19	18.16	24.00	Outgoing
23/07/2022 18:00	26	26	18.81	32.00	Incoming
23/07/2022 18:00	15	15	19.33	25.00	Outgoing
23/07/2022 17:30	37	37	18.35	25.00	Incoming
23/07/2022 17:30	23	23	19.13	27.00	Outgoing
23/07/2022 17:00	33	33	18.48	25.00	Incoming
23/07/2022 17:00	21	21	18.14	25.00	Outgoing
23/07/2022 16:30	30	30	18.43	31.00	Incoming
23/07/2022 16:30	20	20	18.45	22.00	Outgoing
23/07/2022 16:00	35	35	19.17	25.00	Incoming
23/07/2022 16:00	16	16	18.38	23.00	Outgoing
23/07/2022 15:30	17	17	17.82	22.00	Incoming
23/07/2022 15:30	17	17	17.53	23.00	Outgoing
23/07/2022 15:00	24	24	18.12	23.00	Incoming
23/07/2022 15:00	21	21	17.90	22.00	Outgoing
23/07/2022 14:30	26	26	17.62	21.00	Incoming
23/07/2022 14:30	28	28	18.14	23.00	Outgoing
23/07/2022 14:00	28	28	17.32	22.00	Incoming
23/07/2022 14:00	23	23	18.04	22.00	Outgoing
23/07/2022 13:30	19	19	18.11	21.00	Incoming
23/07/2022 13:30	24	24	17.58	22.00	Outgoing
23/07/2022 13:00	31	31	17.97	22.00	Incoming
23/07/2022 13:00	17	17	18.59	23.00	Outgoing
23/07/2022 12:30	29	29	18.00	22.00	Incoming
23/07/2022 12:30	13	13	16.85	22.00	Outgoing
23/07/2022 12:00	21	21	17.52	24.00	Incoming
23/07/2022 12:00	21	21	18.14	24.00	Outgoing
23/07/2022 11:30	12	12	16.58	17.00	Incoming
23/07/2022 11:30	17	17	17.47	21.00	Outgoing
23/07/2022 11:00	10	10	17.40	20.00	Incoming
23/07/2022 11:00	16	16	17.25	21.00	Outgoing
23/07/2022 10:30	21	21	19.38	32.00	Incoming
23/07/2022 10:30	14	14	16.79	19.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
23/07/2022 10:00	23	23	17.35	20.00	Incoming
23/07/2022 10:00	14	14	17.86	21.00	Outgoing
23/07/2022 09:30	25	25	17.60	21.00	Incoming
23/07/2022 09:30	14	14	17.93	21.00	Outgoing
23/07/2022 09:00	17	17	17.53	22.00	Incoming
23/07/2022 09:00	24	24	18.79	24.00	Outgoing
23/07/2022 08:30	19	19	17.68	22.00	Incoming
23/07/2022 08:30	22	22	18.14	25.00	Outgoing
23/07/2022 08:00	23	23	17.70	21.00	Incoming
23/07/2022 08:00	18	18	18.67	22.00	Outgoing
23/07/2022 07:30	24	24	19.58	31.00	Incoming
23/07/2022 07:30	24	24	18.67	25.00	Outgoing
23/07/2022 07:00	18	18	19.28	25.00	Incoming
23/07/2022 07:00	14	14	18.86	24.00	Outgoing
23/07/2022 06:30	16	16	19.56	24.00	Incoming
23/07/2022 06:30	8	8	19.75	23.00	Outgoing
23/07/2022 06:00	16	16	19.00	28.00	Incoming
23/07/2022 06:00	8	8	18.12	21.00	Outgoing
23/07/2022 05:30	8	8	18.25	21.00	Incoming
23/07/2022 05:30	9	9	23.00	28.00	Outgoing
23/07/2022 05:00	5	5	18.60	21.00	Incoming
23/07/2022 05:00	4	4	20.75	25.00	Outgoing
23/07/2022 04:30	2	2	19.00	21.00	Incoming
23/07/2022 04:00	3	3	18.67	19.00	Outgoing
23/07/2022 04:00	6	6	19.17	23.00	Incoming
23/07/2022 03:30	7	7	18.57	23.00	Incoming
23/07/2022 03:00	1	1	18.00	18.00	Outgoing
23/07/2022 03:00	3	3	18.67	20.00	Incoming
23/07/2022 02:30	2	2	19.50	22.00	Incoming
23/07/2022 02:00	1	1	22.00	22.00	Outgoing
23/07/2022 02:00	2	2	19.50	21.00	Incoming
23/07/2022 01:30	5	5	19.60	22.00	Incoming
23/07/2022 01:30	3	3	19.00	19.00	Outgoing
23/07/2022 01:00	1	1	17.00	17.00	Incoming
23/07/2022 01:00	2	2	21.00	21.00	Outgoing
23/07/2022 00:30	2	2	21.50	22.00	Incoming
23/07/2022 00:30	2	2	17.00	18.00	Outgoing
23/07/2022 00:00	10	10	19.70	24.00	Incoming
23/07/2022 00:00	10	10	20.50	26.00	Outgoing
22/07/2022 23:30	17	17	19.29	25.00	Incoming
22/07/2022 23:30	6	6	20.17	22.00	Outgoing
22/07/2022 23:00	10	10	21.00	32.00	Incoming
22/07/2022 23:00	11	11	19.45	25.00	Outgoing
22/07/2022 22:30	14	14	19.07	28.00	Incoming
22/07/2022 22:30	10	10	19.00	22.00	Outgoing
22/07/2022 22:00	10	10	18.70	23.00	Incoming
22/07/2022 22:00	15	15	17.93	22.00	Outgoing
22/07/2022 21:30	27	27	19.26	28.00	Incoming
22/07/2022 21:30	15	15	18.67	24.00	Outgoing
22/07/2022 21:00	16	16	19.44	27.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
22/07/2022 21:00	22	22	18.18	24.00	Outgoing
22/07/2022 20:30	20	20	20.25	37.00	Incoming
22/07/2022 20:30	24	24	18.33	25.00	Outgoing
22/07/2022 20:00	19	19	18.89	27.00	Incoming
22/07/2022 20:00	14	14	18.14	20.00	Outgoing
22/07/2022 19:30	27	27	18.59	29.00	Incoming
22/07/2022 19:30	27	27	19.15	24.00	Outgoing
22/07/2022 19:00	35	35	18.63	25.00	Incoming
22/07/2022 19:00	28	28	18.04	22.00	Outgoing
22/07/2022 18:30	40	40	18.80	27.00	Incoming
22/07/2022 18:30	18	18	18.00	22.00	Outgoing
22/07/2022 18:00	35	35	18.57	24.00	Incoming
22/07/2022 18:00	24	24	17.83	21.00	Outgoing
22/07/2022 17:30	37	37	18.68	25.00	Incoming
22/07/2022 17:30	25	25	18.12	26.00	Outgoing
22/07/2022 17:00	35	35	18.14	24.00	Incoming
22/07/2022 17:00	29	29	18.07	22.00	Outgoing
22/07/2022 16:30	47	47	17.83	22.00	Incoming
22/07/2022 16:30	18	18	17.61	20.00	Outgoing
22/07/2022 16:00	18	18	17.94	23.00	Incoming
22/07/2022 16:00	20	20	16.90	20.00	Outgoing
22/07/2022 15:30	14	14	17.64	22.00	Incoming
22/07/2022 15:30	17	17	17.24	22.00	Outgoing
22/07/2022 15:00	25	25	17.76	24.00	Incoming
22/07/2022 15:00	16	16	18.06	23.00	Outgoing
22/07/2022 14:30	29	29	18.83	26.00	Incoming
22/07/2022 14:30	20	20	17.95	24.00	Outgoing
22/07/2022 14:00	27	27	18.30	25.00	Incoming
22/07/2022 14:00	20	20	18.25	21.00	Outgoing
22/07/2022 13:30	28	28	17.86	24.00	Incoming
22/07/2022 13:30	21	21	18.05	25.00	Outgoing
22/07/2022 13:00	39	39	19.41	31.00	Incoming
22/07/2022 13:00	16	16	17.06	21.00	Outgoing
22/07/2022 12:30	8	8	18.62	21.00	Incoming
22/07/2022 12:30	14	14	20.14	47.00	Outgoing
22/07/2022 12:00	11	11	17.55	21.00	Incoming
22/07/2022 12:00	19	19	17.47	20.00	Outgoing
22/07/2022 11:30	16	16	17.62	21.00	Incoming
22/07/2022 11:30	16	16	17.69	24.00	Outgoing
22/07/2022 11:00	22	22	17.86	22.00	Incoming
22/07/2022 11:00	18	18	17.44	21.00	Outgoing
22/07/2022 10:30	11	11	17.82	21.00	Incoming
22/07/2022 10:30	9	9	16.67	19.00	Outgoing
22/07/2022 10:00	13	13	17.54	22.00	Incoming
22/07/2022 10:00	10	10	17.70	21.00	Outgoing
22/07/2022 09:30	20	20	17.65	22.00	Incoming
22/07/2022 09:30	12	12	20.00	41.00	Outgoing
22/07/2022 09:00	38	38	17.89	26.00	Incoming
22/07/2022 09:00	16	16	19.44	25.00	Outgoing
22/07/2022 08:30	38	38	18.13	21.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
22/07/2022 08:30	40	40	18.43	26.00	Outgoing
22/07/2022 08:00	35	35	18.34	25.00	Incoming
22/07/2022 08:00	28	28	18.57	23.00	Outgoing
22/07/2022 07:30	68	68	19.12	27.00	Incoming
22/07/2022 07:30	43	43	18.51	23.00	Outgoing
22/07/2022 07:00	54	54	19.56	26.00	Incoming
22/07/2022 07:00	41	41	19.85	25.00	Outgoing
22/07/2022 06:30	30	30	19.73	25.00	Incoming
22/07/2022 06:30	27	27	19.89	26.00	Outgoing
22/07/2022 06:00	33	33	20.24	26.00	Incoming
22/07/2022 06:00	24	24	20.00	27.00	Outgoing
22/07/2022 05:30	12	12	20.67	25.00	Incoming
22/07/2022 05:30	8	8	20.00	24.00	Outgoing
22/07/2022 05:00	5	5	21.20	24.00	Incoming
22/07/2022 05:00	2	2	22.00	23.00	Outgoing
22/07/2022 04:30	4	4	21.75	23.00	Incoming
22/07/2022 04:30	2	2	20.00	22.00	Outgoing
22/07/2022 04:00	2	2	19.00	22.00	Outgoing
22/07/2022 03:30	4	4	21.00	24.00	Incoming
22/07/2022 03:30	1	1	17.00	17.00	Outgoing
22/07/2022 03:00	3	3	17.67	21.00	Incoming
22/07/2022 02:30	1	1	16.00	16.00	Outgoing
22/07/2022 02:00	1	1	21.00	21.00	Incoming
22/07/2022 02:00	3	3	19.33	21.00	Outgoing
22/07/2022 01:30	2	2	21.00	24.00	Incoming
22/07/2022 01:00	1	1	23.00	23.00	Outgoing
22/07/2022 01:00	3	3	19.00	22.00	Incoming
22/07/2022 00:30	3	3	18.67	21.00	Incoming
22/07/2022 00:30	3	3	20.00	24.00	Outgoing
22/07/2022 00:00	4	4	21.50	24.00	Incoming
22/07/2022 00:00	2	2	20.00	21.00	Outgoing
21/07/2022 23:30	13	13	20.69	31.00	Incoming
21/07/2022 23:30	4	4	19.00	20.00	Outgoing
21/07/2022 23:00	10	10	20.30	27.00	Incoming
21/07/2022 23:00	10	10	17.70	21.00	Outgoing
21/07/2022 22:30	12	12	18.58	21.00	Incoming
21/07/2022 22:30	12	12	18.92	23.00	Outgoing
21/07/2022 22:00	12	12	19.50	26.00	Incoming
21/07/2022 22:00	18	18	18.89	26.00	Outgoing
21/07/2022 21:30	20	20	19.25	25.00	Incoming
21/07/2022 21:30	24	24	18.38	22.00	Outgoing
21/07/2022 21:00	35	35	18.63	25.00	Incoming
21/07/2022 21:00	14	14	18.29	25.00	Outgoing
21/07/2022 20:30	35	35	19.00	25.00	Incoming
21/07/2022 20:30	28	28	19.57	28.00	Outgoing
21/07/2022 20:00	26	26	19.04	38.00	Incoming
21/07/2022 20:00	21	21	17.81	22.00	Outgoing
21/07/2022 19:30	35	35	19.80	28.00	Incoming
21/07/2022 19:30	30	30	17.53	22.00	Outgoing
21/07/2022 19:00	45	45	18.31	25.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
21/07/2022 19:00	32	32	17.75	21.00	Outgoing
21/07/2022 18:30	48	48	18.67	26.00	Incoming
21/07/2022 18:30	26	26	18.62	23.00	Outgoing
21/07/2022 18:00	45	45	18.04	24.00	Incoming
21/07/2022 18:00	34	34	18.06	23.00	Outgoing
21/07/2022 17:30	38	38	18.58	25.00	Incoming
21/07/2022 17:30	34	34	18.26	22.00	Outgoing
21/07/2022 17:00	51	51	18.65	25.00	Incoming
21/07/2022 17:00	23	23	18.17	22.00	Outgoing
21/07/2022 16:30	38	38	18.16	25.00	Incoming
21/07/2022 16:30	39	39	18.10	24.00	Outgoing
21/07/2022 16:00	17	17	18.00	25.00	Incoming
21/07/2022 16:00	8	8	17.75	21.00	Outgoing
21/07/2022 15:30	10	10	19.20	25.00	Incoming
21/07/2022 15:30	16	16	17.38	21.00	Outgoing
21/07/2022 15:00	26	26	18.96	28.00	Incoming
21/07/2022 15:00	15	15	17.73	25.00	Outgoing
21/07/2022 14:30	29	29	17.79	21.00	Incoming
21/07/2022 14:30	21	21	18.14	22.00	Outgoing
21/07/2022 14:00	20	20	18.30	22.00	Incoming
21/07/2022 14:00	26	26	17.96	24.00	Outgoing
21/07/2022 13:30	26	26	18.31	23.00	Incoming
21/07/2022 13:30	12	12	18.33	21.00	Outgoing
21/07/2022 13:00	20	20	18.20	21.00	Incoming
21/07/2022 13:00	24	24	18.29	24.00	Outgoing
21/07/2022 12:30	22	22	18.73	24.00	Incoming
21/07/2022 12:30	24	24	17.83	21.00	Outgoing
21/07/2022 12:00	14	14	17.93	22.00	Incoming
21/07/2022 12:00	17	17	18.00	21.00	Outgoing
21/07/2022 11:30	31	31	18.19	25.00	Incoming
21/07/2022 11:30	24	24	17.42	20.00	Outgoing
21/07/2022 11:00	30	30	18.50	25.00	Incoming
21/07/2022 11:00	19	19	18.47	23.00	Outgoing
21/07/2022 10:30	24	24	18.33	22.00	Incoming
21/07/2022 10:30	28	28	17.29	21.00	Outgoing
21/07/2022 10:00	33	33	18.06	24.00	Incoming
21/07/2022 10:00	16	16	17.81	22.00	Outgoing
21/07/2022 09:30	34	34	18.68	27.00	Incoming
21/07/2022 09:30	27	27	18.37	23.00	Outgoing
21/07/2022 09:00	31	31	18.61	32.00	Incoming
21/07/2022 09:00	35	35	18.51	24.00	Outgoing
21/07/2022 08:30	28	28	17.54	21.00	Incoming
21/07/2022 08:30	50	50	18.66	25.00	Outgoing
21/07/2022 08:00	52	52	18.62	25.00	Incoming
21/07/2022 08:00	52	52	18.38	27.00	Outgoing
21/07/2022 07:30	68	68	19.59	26.00	Incoming
21/07/2022 07:30	58	58	18.40	27.00	Outgoing
21/07/2022 07:00	52	52	20.04	26.00	Incoming
21/07/2022 07:00	37	37	19.03	25.00	Outgoing
21/07/2022 06:30	36	36	20.50	28.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
21/07/2022 06:30	24	24	19.83	26.00	Outgoing
21/07/2022 06:00	30	30	19.23	24.00	Incoming
21/07/2022 06:00	13	13	20.00	24.00	Outgoing
21/07/2022 05:30	12	12	21.42	27.00	Incoming
21/07/2022 05:30	10	10	19.20	23.00	Outgoing
21/07/2022 05:00	9	9	19.56	21.00	Incoming
21/07/2022 05:00	2	2	20.50	22.00	Outgoing
21/07/2022 04:30	5	5	20.00	22.00	Incoming
21/07/2022 04:30	2	2	20.50	25.00	Outgoing
21/07/2022 04:00	4	4	20.00	25.00	Incoming
21/07/2022 04:00	1	1	16.00	16.00	Outgoing
21/07/2022 03:30	4	4	18.50	21.00	Incoming
21/07/2022 03:00	1	1	24.00	24.00	Outgoing
21/07/2022 03:00	1	1	23.00	23.00	Incoming
21/07/2022 02:30	2	2	21.50	25.00	Incoming
21/07/2022 02:30	2	2	19.50	21.00	Outgoing
21/07/2022 01:30	2	2	23.50	27.00	Incoming
21/07/2022 01:30	1	1	21.00	21.00	Outgoing
21/07/2022 01:00	2	2	19.50	20.00	Incoming
21/07/2022 01:00	5	5	19.80	24.00	Outgoing
21/07/2022 00:30	2	2	23.00	24.00	Incoming
21/07/2022 00:30	1	1	17.00	17.00	Outgoing
21/07/2022 00:00	5	5	21.20	24.00	Incoming
21/07/2022 00:00	3	3	22.00	27.00	Outgoing
20/07/2022 23:30	11	11	20.00	27.00	Incoming
20/07/2022 23:30	2	2	20.50	25.00	Outgoing
20/07/2022 23:00	8	8	19.12	24.00	Incoming
20/07/2022 23:00	7	7	21.57	27.00	Outgoing
20/07/2022 22:30	8	8	18.12	24.00	Incoming
20/07/2022 22:30	6	6	17.00	19.00	Outgoing
20/07/2022 22:00	13	13	20.46	36.00	Incoming
20/07/2022 22:00	14	14	20.36	32.00	Outgoing
20/07/2022 21:30	14	14	17.86	24.00	Incoming
20/07/2022 21:30	7	7	18.71	22.00	Outgoing
20/07/2022 21:00	19	19	19.05	25.00	Incoming
20/07/2022 21:00	10	10	18.90	23.00	Outgoing
20/07/2022 20:30	27	27	19.33	24.00	Incoming
20/07/2022 20:30	10	10	19.00	24.00	Outgoing
20/07/2022 20:00	17	17	19.29	27.00	Incoming
20/07/2022 20:00	21	21	19.05	26.00	Outgoing
20/07/2022 19:30	24	24	19.88	33.00	Incoming
20/07/2022 19:30	27	27	18.70	22.00	Outgoing
20/07/2022 19:00	25	25	19.12	23.00	Incoming
20/07/2022 19:00	22	22	19.09	24.00	Outgoing
20/07/2022 18:30	33	33	18.88	27.00	Incoming
20/07/2022 18:30	20	20	18.80	27.00	Outgoing
20/07/2022 18:00	29	29	17.52	23.00	Incoming
20/07/2022 18:00	17	17	17.41	22.00	Outgoing
20/07/2022 17:30	43	43	18.42	25.00	Incoming
20/07/2022 17:30	23	23	17.83	24.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
20/07/2022 17:00	46	46	18.67	28.00	Incoming
20/07/2022 17:00	34	34	18.50	27.00	Outgoing
20/07/2022 16:30	37	37	18.19	23.00	Incoming
20/07/2022 16:30	31	31	17.81	23.00	Outgoing
20/07/2022 16:00	52	52	17.52	22.00	Incoming
20/07/2022 16:00	26	26	17.54	21.00	Outgoing
20/07/2022 15:30	38	38	18.08	23.00	Incoming
20/07/2022 15:30	25	25	17.84	22.00	Outgoing
20/07/2022 15:00	28	28	18.54	25.00	Incoming
20/07/2022 15:00	31	31	18.58	24.00	Outgoing
20/07/2022 14:30	9	9	18.78	27.00	Outgoing
20/07/2022 14:30	13	13	18.92	25.00	Incoming