

# Innox Mills

## Design and Access Statement

August 2021



# Foreword

This Design and Access Statement explains the outline proposals for the urban regeneration project Innox Mills, Trowbridge.

The proposal has a mix of uses including residential, retail, food & beverage, employment, leisure, car parking, a variety of different public and private open spaces and pedestrian links.

To ensure a sustainable development is delivered, it is crucial that a range of uses are provided for this important town centre site.

The proposals have been designed to be appropriate to setting and balance the environmental, ecological, and urban requirements for the site. It has been informed by consultation with key stakeholders and the local community.

The redevelopment proposals will significantly enhance the surrounding area and be an attractive asset to Trowbridge and beyond.

## Document Structure

This document has been prepared as part of the planning application for the redevelopment. The contents of this document have been informed by wider technical analysis from a number of different consultants and provides a broad overview of the strategy and design issues.

The information in this document should be read in conjunction with the other technical reports as part of the overall application.

The basis of this document covers the key elements of the application and outlines the design strategy.

The document is split into 9 sections:

1. The Site
2. Existing Character Analysis
3. Existing Buildings
4. Design Evolution
5. Design Strategy and Proposal
6. Character and Appearance
7. Landscape
8. Detailed Application - The Gateway Building
9. Detailed Application - The Old Chapel

The information within this document gives an indication of what is proposed for the site and has been prepared for indicative purposes only.

The specific details of the development proposals are indicated in the parameter plans that form part of this application.

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- 1.2 The Site
- 1.3 Site Constraints Summary
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- Conclusion

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# Contents



# 1. The Site

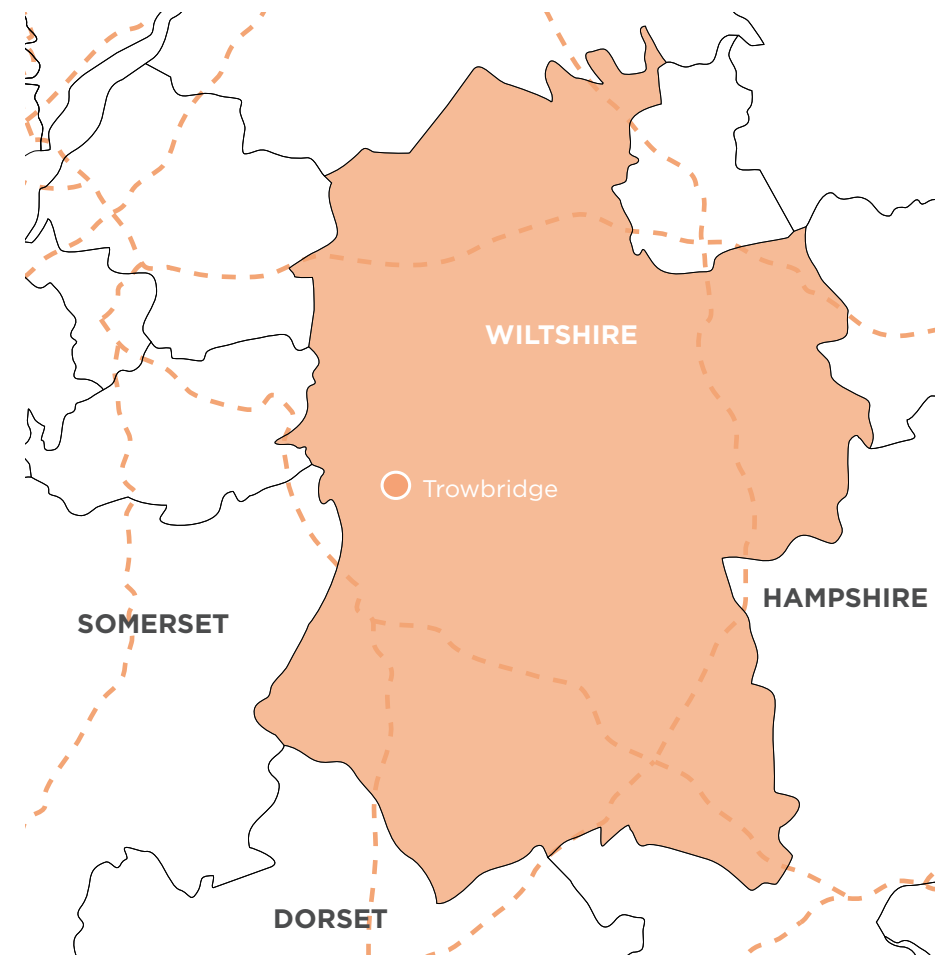
- 1.1 The Site Location
- 1.2 The Site
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## 1.1 The Site Location

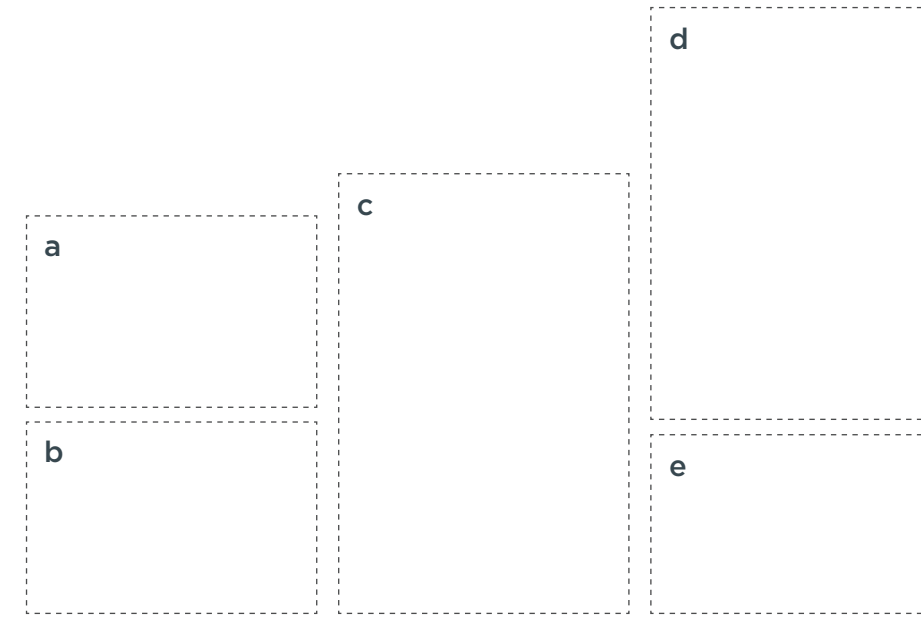
The application site, Innox Mills, is located in Trowbridge, the county town of Wiltshire.

Historically the site was of great importance in terms of the industry within Trowbridge, and has at various times housed various small and larger businesses that represented at the time, the three main industries in Trowbridge: wool, brewing, and pork.

The site was historically known as Innox Mills after a large 19th Century woollen mill, the word Innox being derived from a local dialect work 'Enox', meaning a field near a farmstead.



Site Location Within Trowbridge



- a. Buildings in the Centre of Trowbridge on Fore Street.
- b. View Along Silver Street Looking Towards the Town Hall.
- c. Signage Along Market Street.
- d. View Towards Market Street from Trowbridge Town Park.
- e. View of the Trowbridge War Memorial and Bandstand in the Trowbridge Town Park.



## 1.2 The Site

The site area is 4.07ha and is located adjacent to Trowbridge Station. It currently houses a number of historic buildings linked to the industrial history of Trowbridge.

The most recent use of the site was for the production of meat by Bowyers. The site has been derelict since 2008.



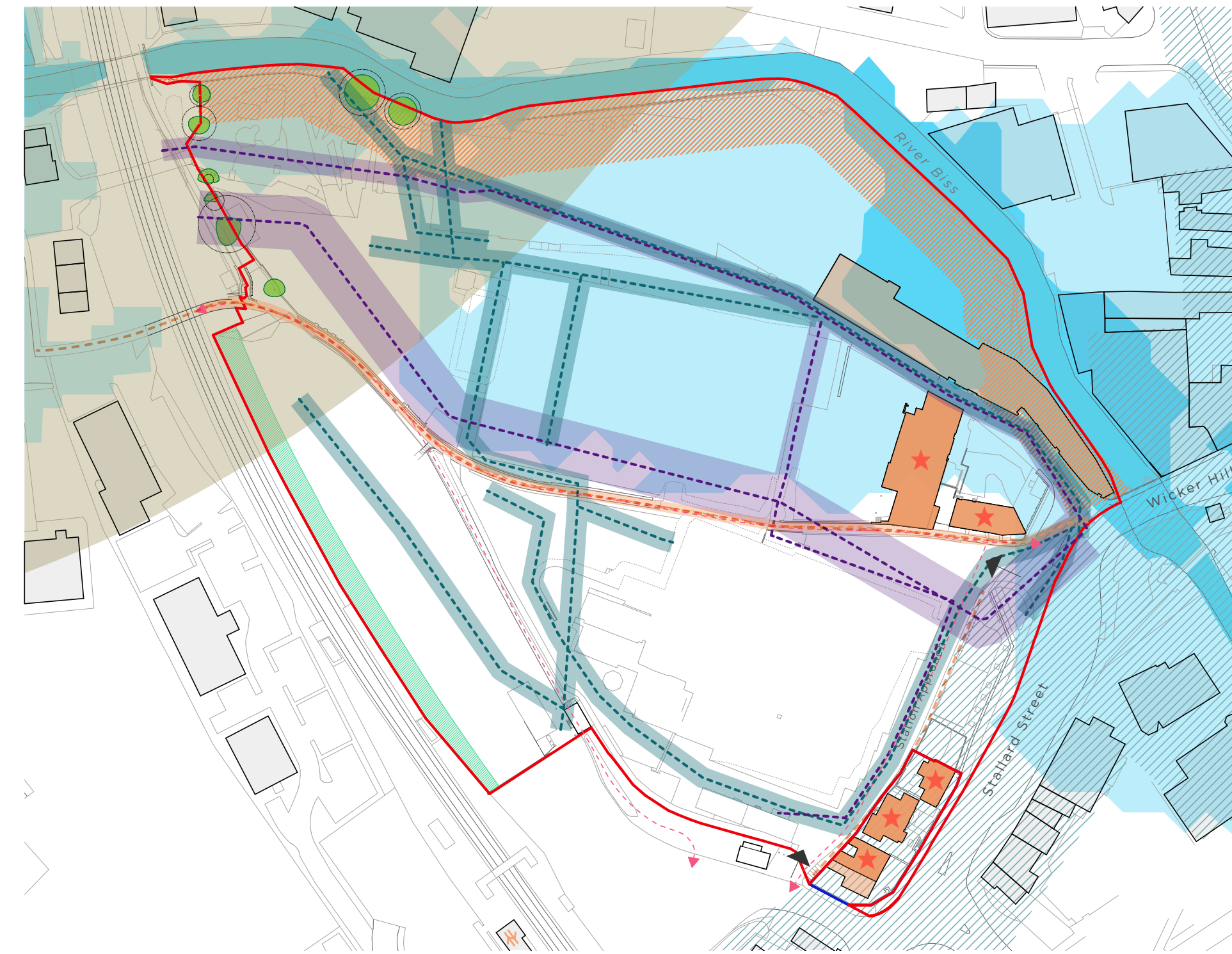
Site Location Plan

## 1.3 Site Constraints Summary

The site has a number of constraints as follows:

1. River Biss along northern boundary. Consideration is required for river access, ecology and flooding.
2. A number of heritage assets including the Innox Mills building. Part of the site is in a Conservation Area.
3. Public Rights of Way across the site
4. Existing underground sewers with associated easements
5. A handful of trees to the north west part of the site
6. Railway line to western boundary

Key			
	Application Boundary		Surface Water Sewer
	Ownership Boundary		Surface Water Sewer Easement
	Existing Listed Buildings on Site		Foul Water Sewer
	Non-designated Heritage Assets		Foul Water Sewer Easement
	Public Footpath		High Voltage Underground 11kva
	Conservation Area		High Voltage UG 11kva Easement
	Odour Consultation Zone		Flood Zone 2
	Railway Easement		Flood Zone 3
	Existing Trees		
	Root Protection Area		
	Exclusion Zone Between River and Development		



Constraints Summary

## 1.4 Site Access

Vehicular access is limited to the site due to the River Biss to the north and railway line to the west. The main site access is from Stallard Street on the eastern boundary.

Pedestrian access is provided through the site from the west under the railway track.

Opportunities for improved pedestrian access exist on the site including connectivity to the train station and river edge.



- Key**
- Application Boundary
  - Ownership Boundary
  - ▲ Existing Access (Vehicular)
  - Public Right of Way
  - Diverted Public Right of Way
  - Public Right of Way (Not In Use)



Existing Access

## 1.5 Existing Buildings On Site

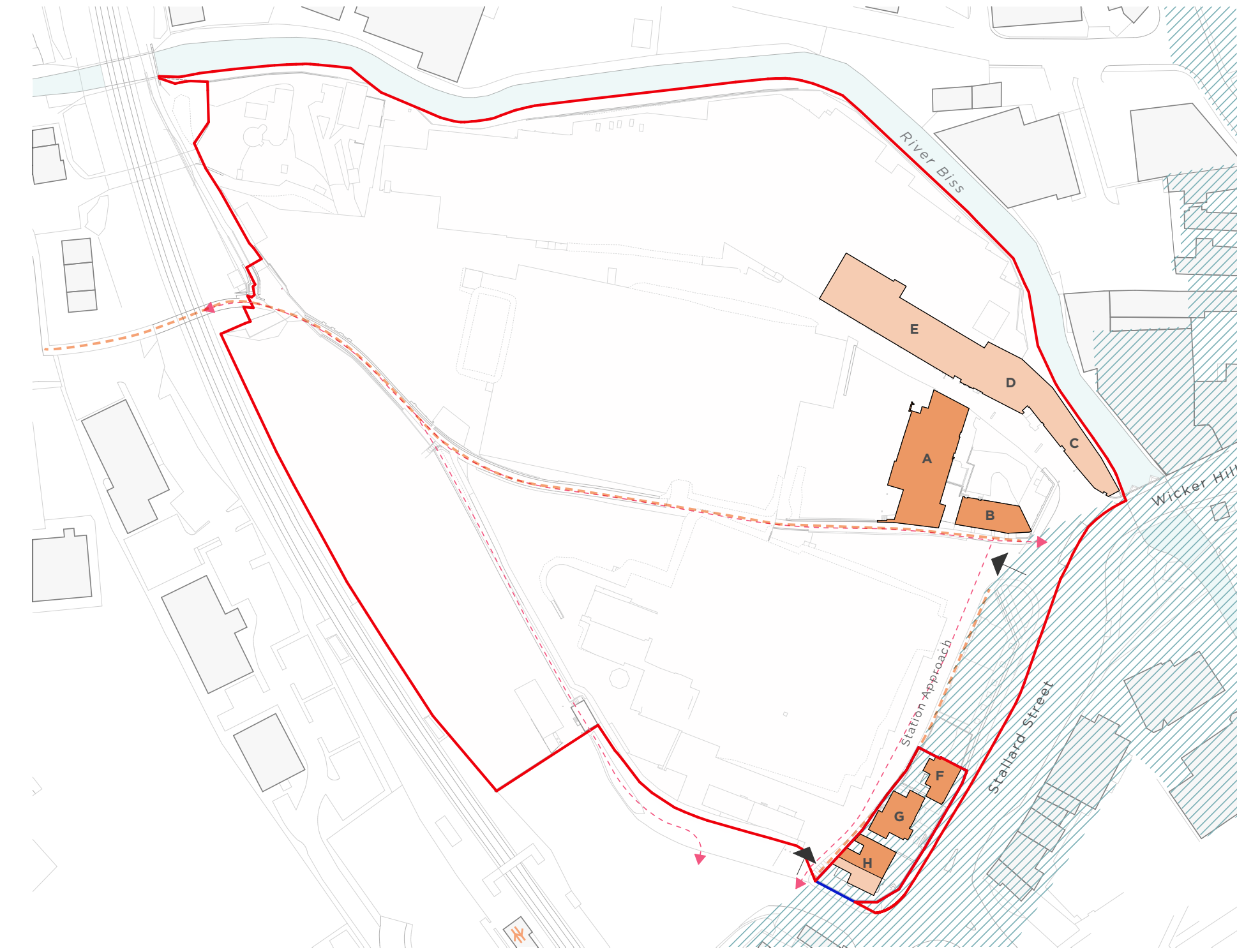
The majority of the existing factory building on the site have been demolished.

A number of building remain on the site as indicated. Innox Mills and Innox Place are Grade 2 listed. The other remaining buildings are non-designated heritage assets.

The listed buildings provide pointers for the scale and appearance of new buildings for the site. These important listed buildings will be respected and can act as a focus for development on the site



- Application Boundary
  - Ownership Boundary
  - Existing Listed Buildings on Site
  - Non-designated Heritage Assets
  - - - Public Footpath
  - Conservation Area
- |          |  |
|----------|--|
| <b>A</b> | Innox Wool Mill, 1875                  |
| <b>B</b> | Innox Place, 1860s                     |
| <b>C</b> | Dyehouse, rebuilt in 1943              |
| <b>D</b> | Brewery, altered in 1927               |
| <b>E</b> | Cloth Factory, 1919                    |
| <b>F</b> | No. 5 Stallard Street, 1824-1835       |
| <b>G</b> | No. 6 Stallard Street, 1824-1835       |
| <b>H</b> | No.7 - NO.9 Stallard Street, 1824-1835 |



Existing Buildings on Site

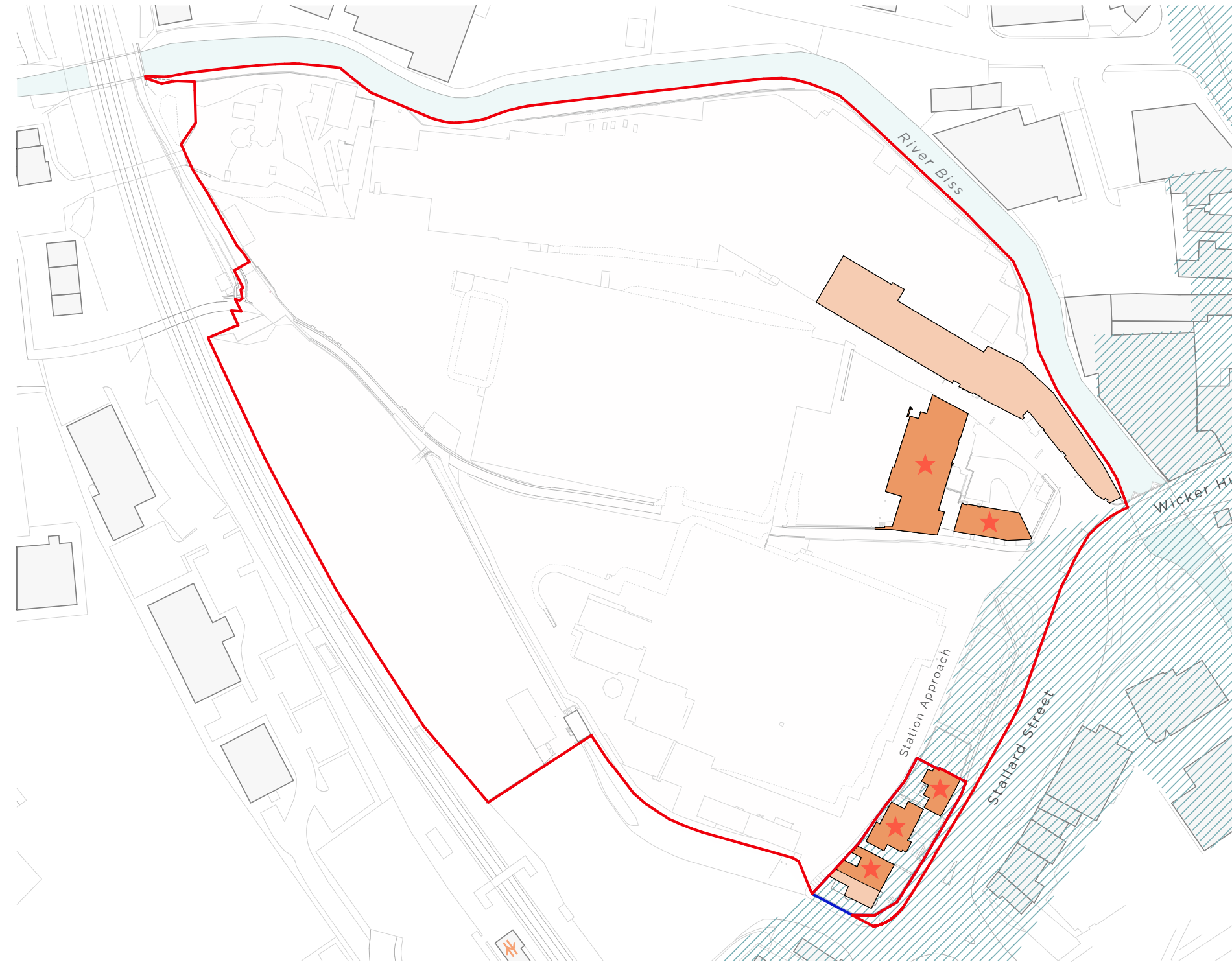
## 1.6 Heritage

The site houses a number of existing buildings, whose historic value is discussed within this document in chapter 3. The two Listed buildings within the application are Innox Wool Mill and Innox Place. The Stallard Street properties are also Listed; however, are outside of this application boundary.

The south-eastern edge of the site lies within the Conservation Area, therefore detailed plans for the proposed buildings within this area will be submitted.



- Key**
- Application Boundary
  - Ownership Boundary
  - ★ Listed Buildings on Site
  - Non-designated Heritage Assets
  - Conservation Area



Site Heritage

## 1.7 Historic Zones

The diagram on this page shows the historic zoning of the site, which has informed the design of the layout.

### Zone A - Island Site

The former island in the River Biss. Historically referred to as 'Mill Mead', referring to a meadow susceptible to river flooding.

### Zone B - Riverside Site

The land between Mill Lane and the River Biss. Historically referred to as 'Mill Mead', this land was rapidly developed by industry due to its access to water, both for power and use in the process of textile manufacture.

### Zone C - Mill Site

The early Wool Mill site. Historically referred to as 'Stople Innox', from which the Innox Mill derived its name.

### Zone D - Bowyer's Site

The early Bowyer's site. Historically referred to as 'Corn Innox', suggesting previous use for farming and a possible link to the Innox Corn Mill.

### Zone E - Stallard Site

The Stallard Street residential terrace. Also historically referred to as 'Corn Innox', this land was conveyed in 1824 as Stallard Street began to see ribbon development along the arterial approach to Trowbridge town centre.

### Zone F - Railway Store

**Key**

- Application Boundary
- Ownership Boundary
- Historic Zones



Historic Zones

## 1.8 Ecology and Landscape Features

There are a number of landscape and ecological features that need consideration.

A river exclusion zone is required between development and the River Biss.

The river is a bat foraging habitat and will remain as a 'dark corridor' within the development.

A number of existing trees to the north west corner of the site will be retained and form part of the wider landscape strategy.



- Key**
- Application Boundary
  - Ownership Boundary
  - █ River Biss
  - Existing Trees
  - Root Protection Area
  - Exclusion Zone Between River and Development
  - Lighting around Retained Vegetation needs to be Restricted to Preserve Bat Foraging Habitat
  - No Increase in Artificial Lighting along River Corridor above Baseline Levels to Protect Bat Commuting Route



Ecological Constraints

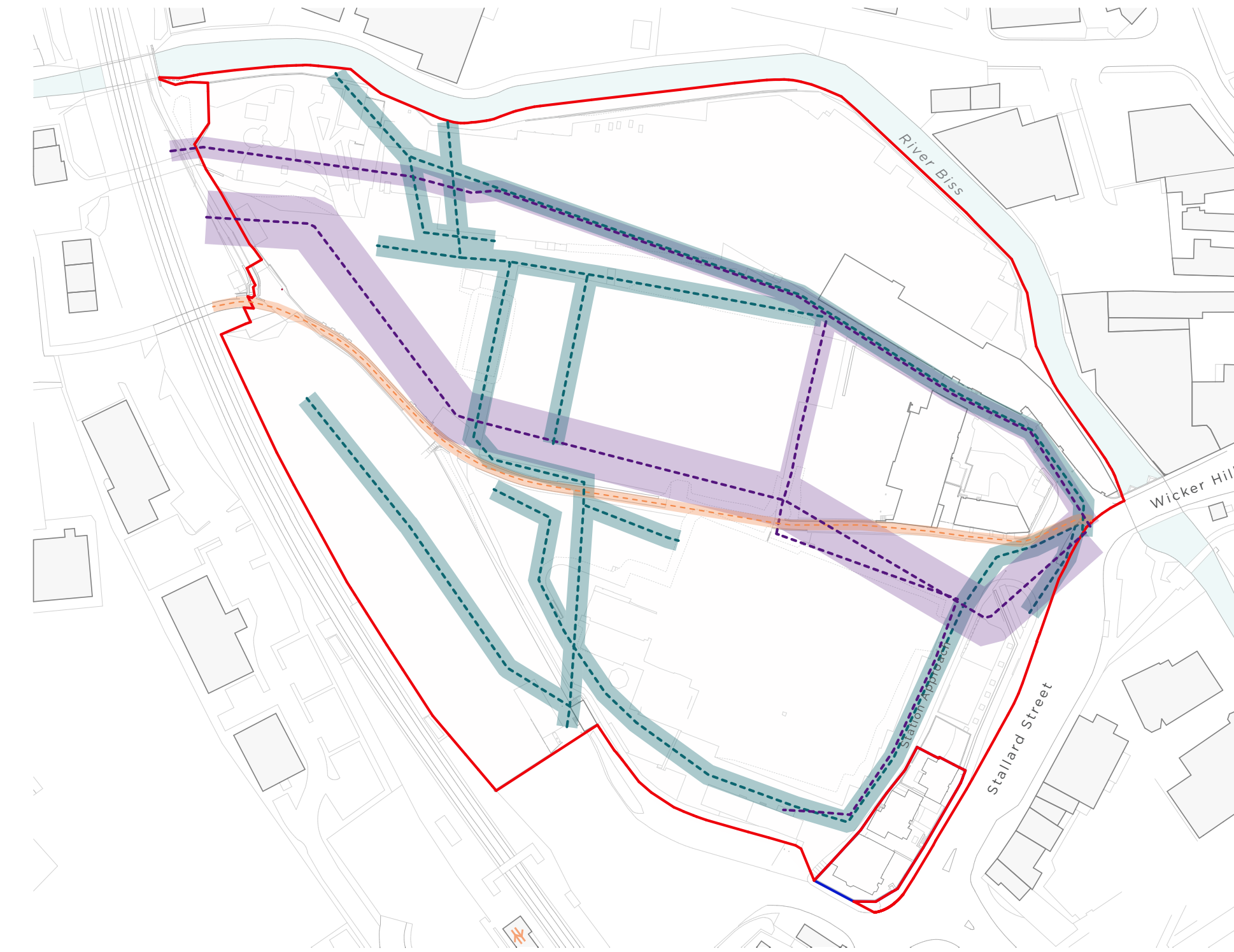
## 1.9 Existing Utilities

There are a number of underground services running across the site including high voltage electrical and foul drainage.

There are some surface water drainage channels that flow from the site into the River Biss.

Consideration has been given to the relocation of services and combining existing easements to provide alternative layouts.

- Key**
- Application Boundary
  - Ownership Boundary
  - - - Surface Water Sewer
  - █ Surface Water Sewer Easement
  - - - Foul Water Sewer
  - █ Foul Water Sewer Easement
  - - - High Voltage Underground 11kva
  - █ High Voltage UG 11kva Easement



Utility Constraints

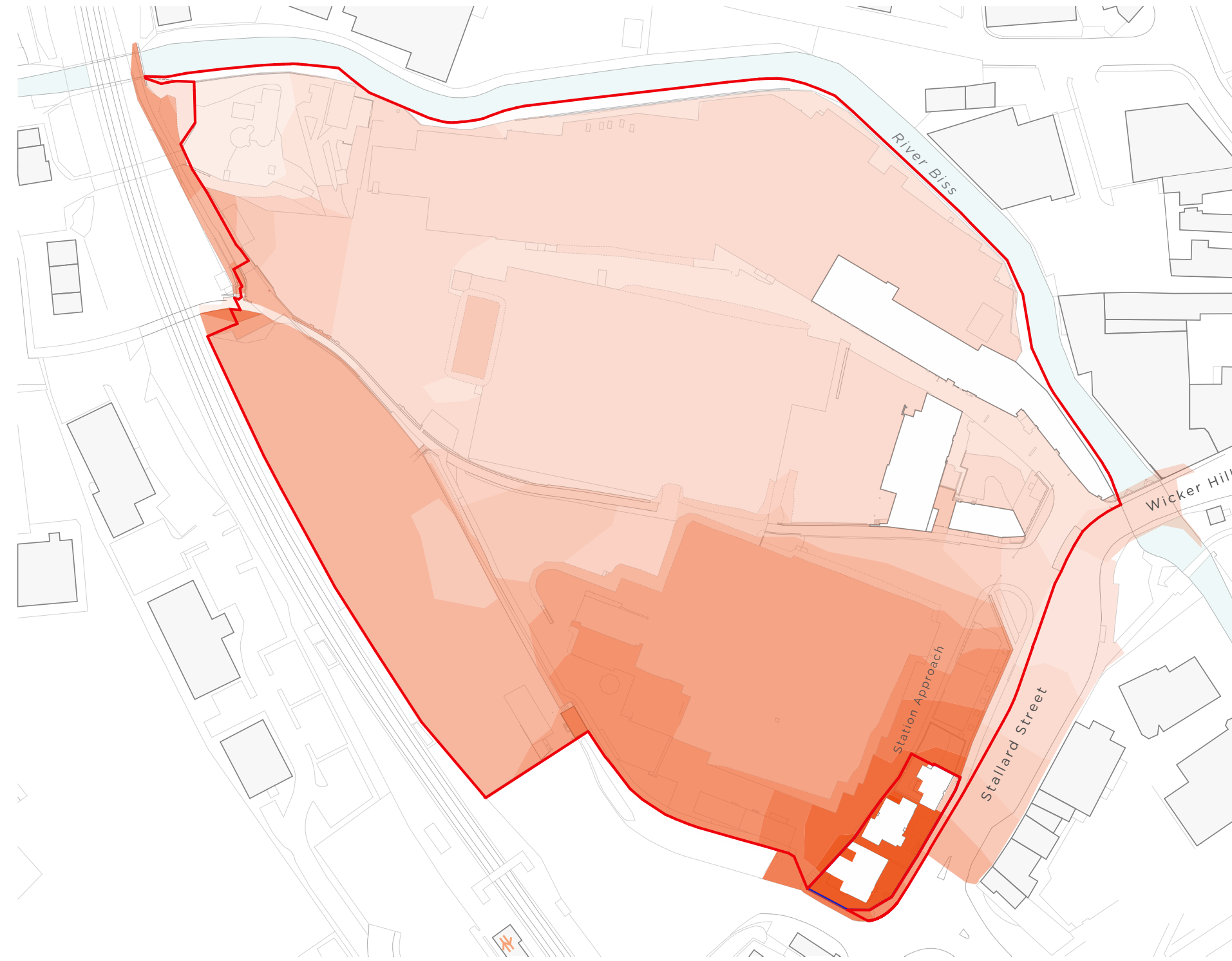


### 1.10 Site Levels

The site generally sits on four plateaus that have been formed by the historic development and use of the site. The plateaus are generally separated by service easements.

There is approximately a six metre change in level across the site from the southern boundary to the northern edge along the River Biss.

The changes in level and plateau characteristics of the site provide suitable development plots and minimise the need for 'cut and fill'.

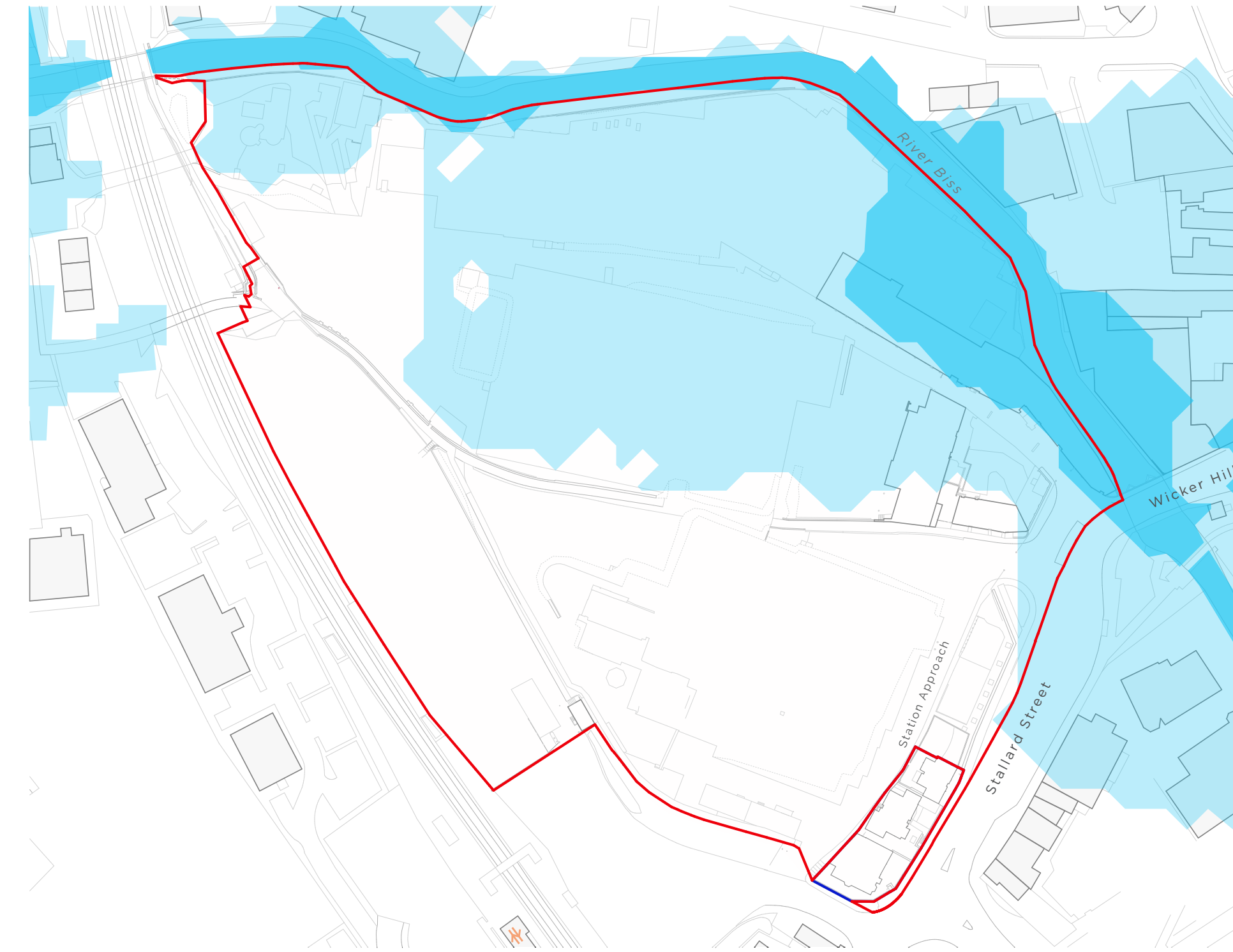


Existing Site Levels

- Key**
- Application Boundary
  - Ownership Boundary
  - Level Change : 33.5-39m (0.5m Intervals)

### 1.11 Hydrology

Part of the site along the River Biss is susceptible to flooding. The diagram illustrates the flood risk on the site. More information can be found in the FRA and Drainage Strategy by Campbell Reith submitted as part of this application.



Flood Risk

- Key**
- Application Boundary
  - Ownership Boundary
  - Flood Zone 2
  - Flood Zone 3

# 1.12 Site Photographs

The following pages illustrate the site as existing, as well as some important views to and from the site.



1 View of site along Stallard Street



2 View of Innox Place and the former Dyehouse



3 The Old Railway Store



4 Innox Mill and Innox Place



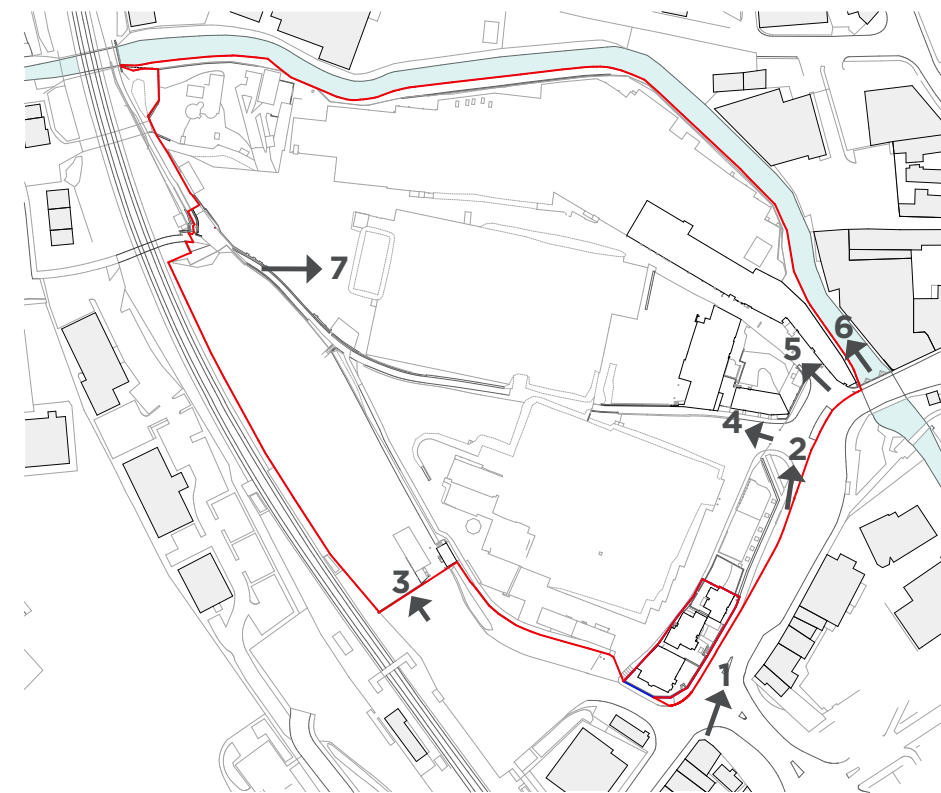
5 View of Innox Mill and the former Dyehouse, Brewery and Cloth Factory



6 The former Dyehouse building siting along the River Biss



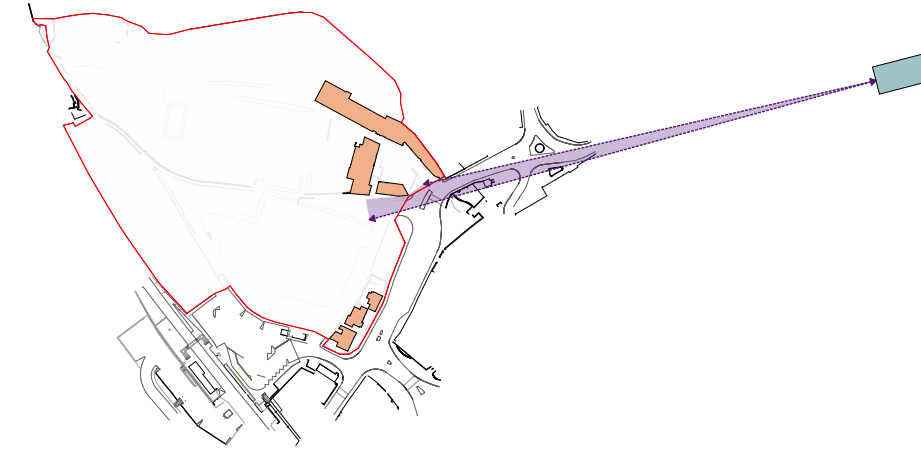
7 View of Innox Mill and the former Cloth Factory



## View of the St. James Church Spire from the Site

An important view from the site is one looking towards the town centre. The spire of St. James Church is prominent in this view, as is the view down Wicker Hill and Fore Street.

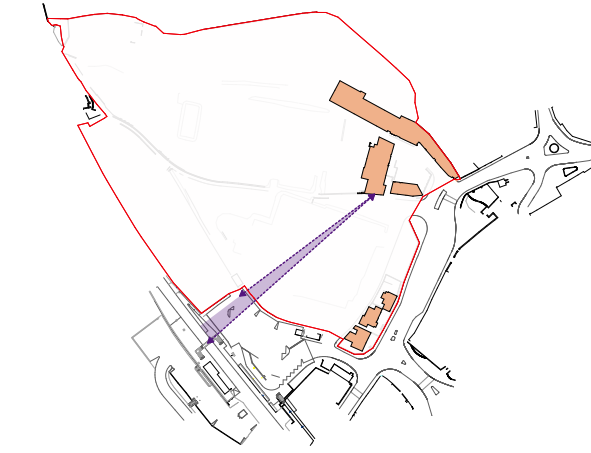
Keeping this vista within the proposed masterplan will be vital for the visual connection into the town.



## View of the Historic Mill Buildings from the Station

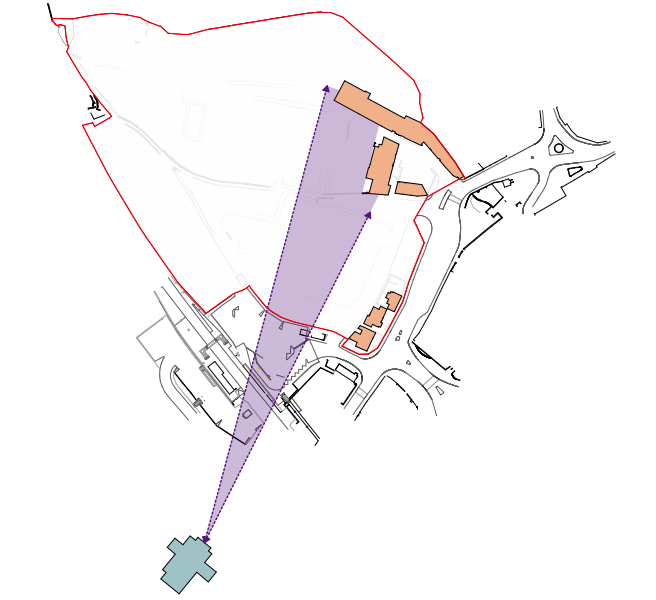
Views of the site from the Railway Station are an important factor when considering pedestrian connection through the site and beyond.

A prominent and nodal building on the site is, and will be, the historic Innox Mill building, which can be seen from the railway bridge, and the station car park. Keeping a route open that leads from the site to the station and vice-versa will be an important aspect of the proposals.



## View of Holy Trinity Church from the Site

An interesting view from the site, is that of the Holy Trinity Church, which sits to the south-west of the site, on an island surrounded by the A363 and Stallard Street. The Church can be seen from various parts of the site.





## 2. Existing Character Analysis

- 2.1 Existing Grain
- 2.2 Bradford Road
- 2.3 Innox Road
- 2.4 Trowbridge Town Centre
- 2.5 Immediate Surrounding

## 2.1 Existing Grain

This section of the Design and Access Statement analyses the existing character of some of the surrounding streets to the site.

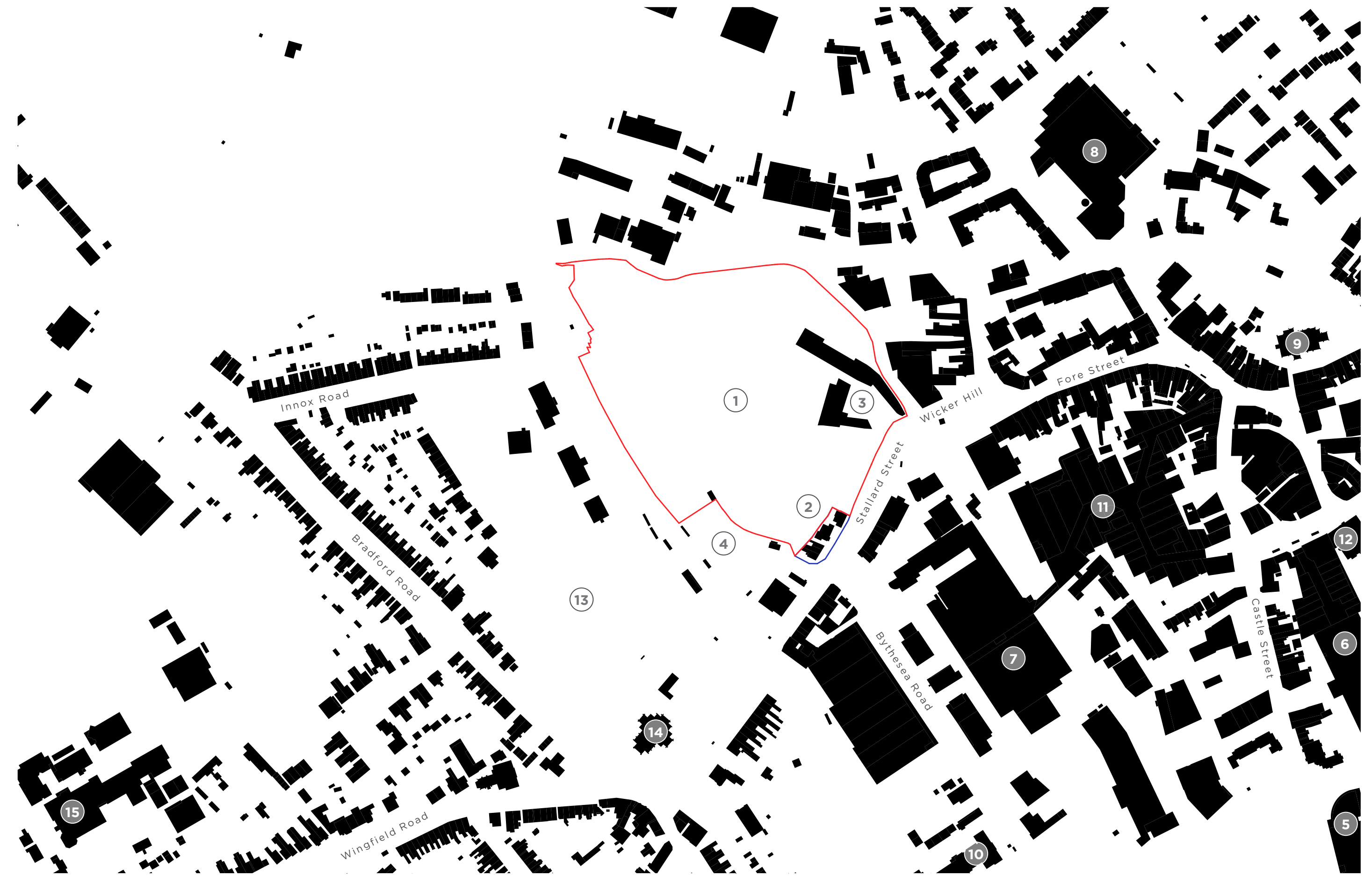
As the majority of the existing buildings on the site have been demolished, there is limited grain context.

The existing factory use for the site provided deep buildings and limited open space which did not relate well to the historic fabric of the town and surrounding area.

Consideration of the surrounding urban fabric can inform the character, scale and layout of the proposed site.

This analysis ensures the proposals knit in well to the context and wider town.

- 1. The Site
- 2. Stallard Street Properties
- 3. Historic Mill Buildings
- 4. Railway Station
- 5. St. Stephen's Place
- 6. St. Stephen's Place Car Park
- 7. ASDA
- 8. Sainsbury's
- 9. St James Church
- 10. Wiltshire Council and Library
- 11. The Shires Shopping Centre
- 12. Trowbridge Town Hall
- 13. Stallard Recreation Fields
- 14. Holy Trinity Church
- 15. St. Augustine's Catholic College



Existing Figure Ground

## 2.2 Bradford Road

Bradford Road is an attractive street to the west of the site with Victorian Terraces and post WW1 semi-detached family housing.

A consistent street frontage is provided with limited gaps between housing. Most buildings have an equal set back from the road.

Houses are partly set back from the street either with small front gardens or some houses with on plot parking accessed from Bradford Road.

Residential car parking is generally provided to the rear of properties to the north side of Bradford Road. Properties to the south have no rear vehicular access and are provided with parking at the front of the properties. There is no on-street parking.

Houses are typically two stories with some accommodation in roof spaces above eaves level that front Bradford Road.

Houses are generally constructed of brick with stone detailing. Roof tiles are typically clay.

Houses have bay windows.

There are a limited number of trees on the street. Some properties have hedges in front gardens.

The road and pavements have a tarmac finish.

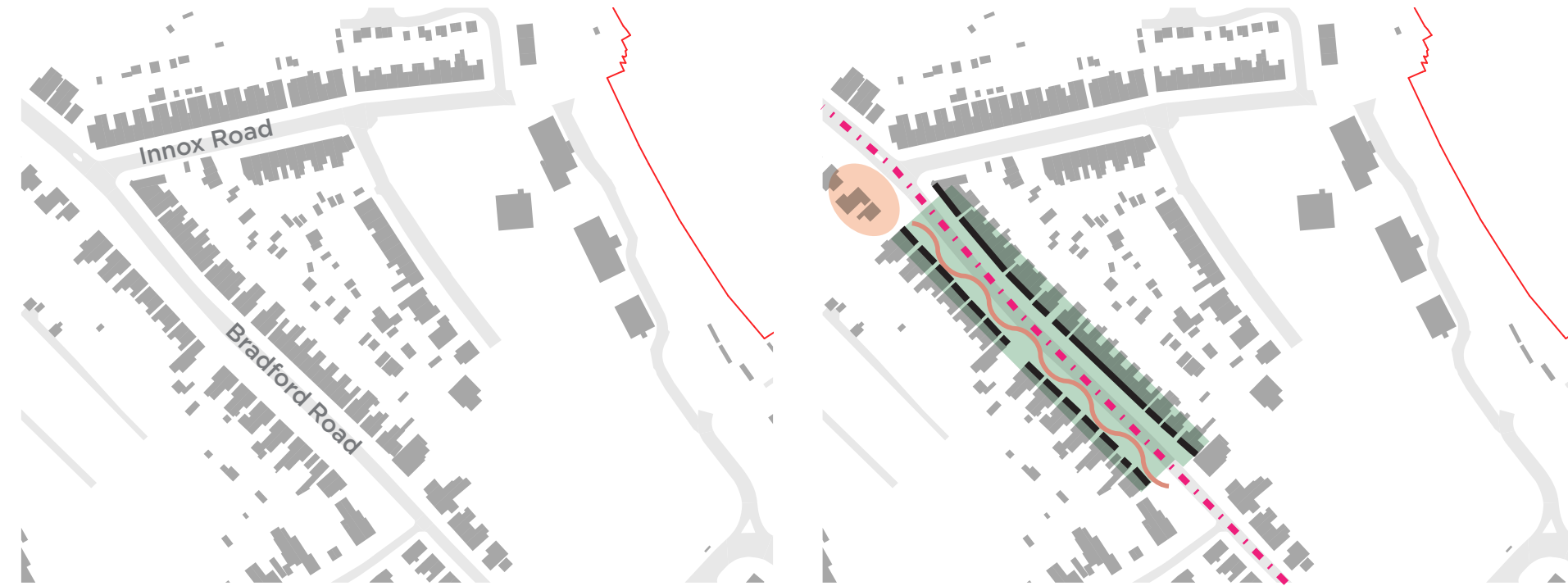
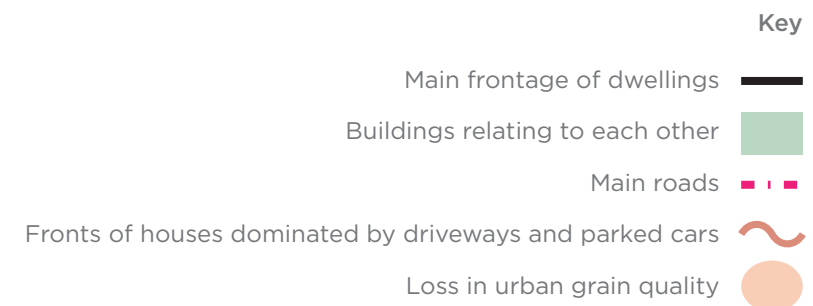


Figure Ground Showing the Grain and Roads

Analysis of Neighbourhood Character



Bradford Road

1. Eaves facing street

2. Low boundary walls and planting along boundary to street

3. Low quality tarmac pavement

4. Main road

5. Buildings set back from road

6. Front driveways

## 2.3 Innox Road

Innox Road has a similar scale to Bradford Road and is provided with Victorian Terraces to either side of the street. Some post war housing is provided to the east end of the street.

The houses are generally smaller and therefore the residential density is greater than Bradford Road.

A good frontage is provided with limited gaps between housing. Houses are partly set back from the street with small front gardens.

Parking is generally provided on street. Some properties have rear garages with on-plot parking.

Houses are typically two stories.

Houses are either brick with stone detailing or ashlar. Roof tiles are typically clay.

Houses have bay windows.

There are a limited number of trees on the street.

The road and pavements have a tarmac finish.

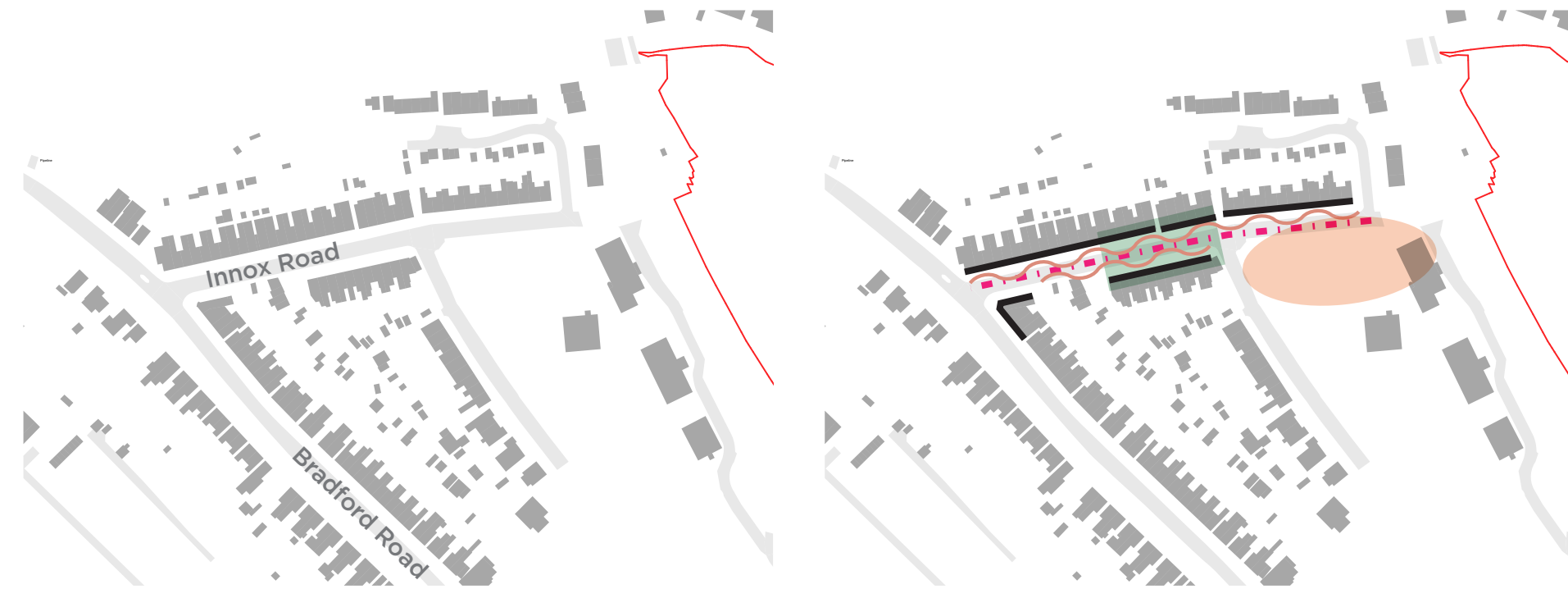
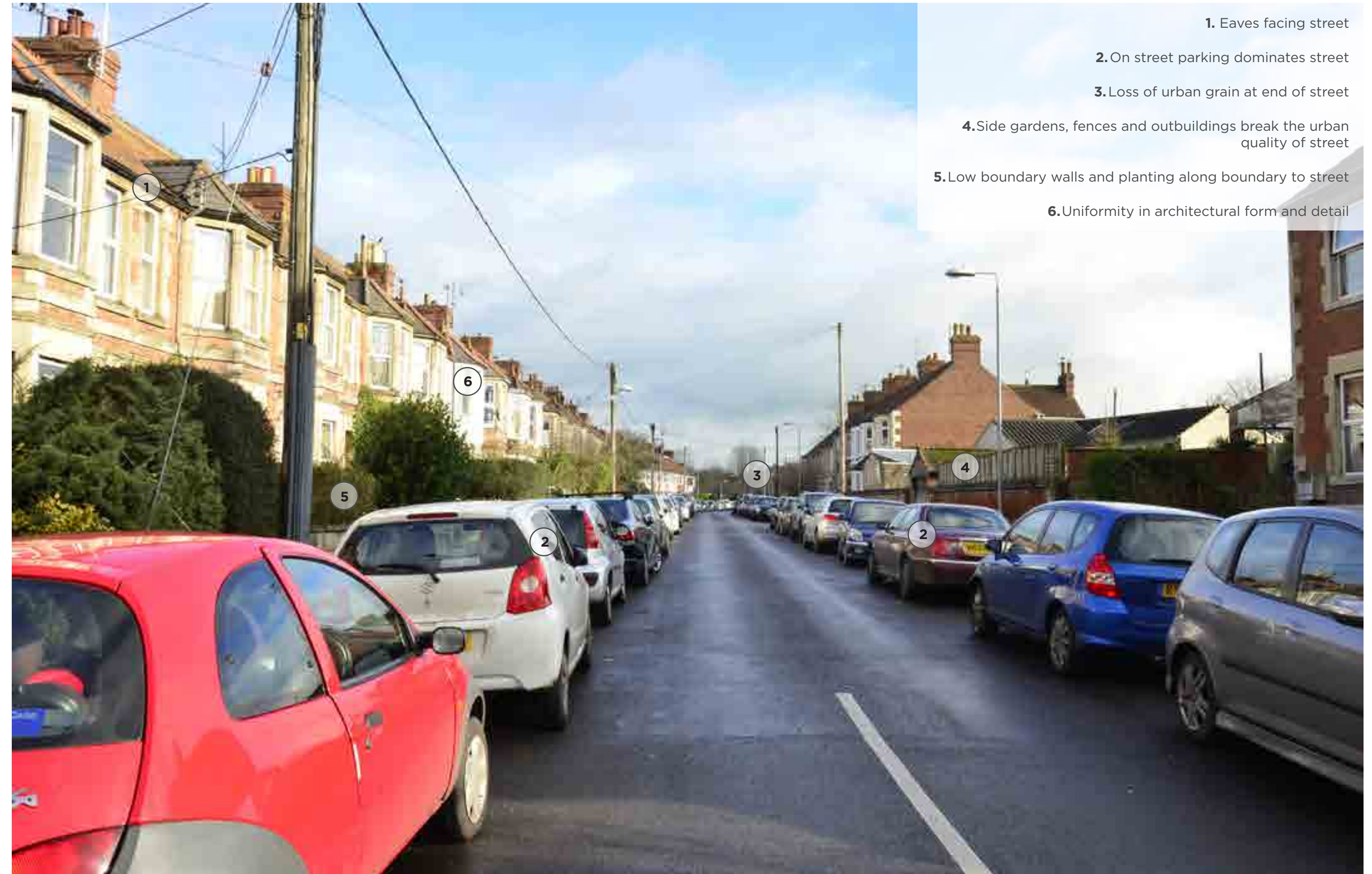
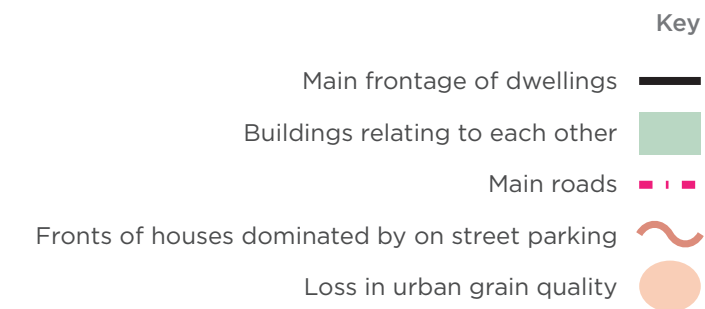


Figure Ground Showing the Grain and Roads

Analysis of Neighbourhood Character



Innox Road

## 2.4 Trowbridge Town Centre

Trowbridge Town Centre has a varied and interesting range of buildings from different periods and with different characteristics.

The town's important heritage can be seen through the buildings and the historic wealth and significance is still apparent.

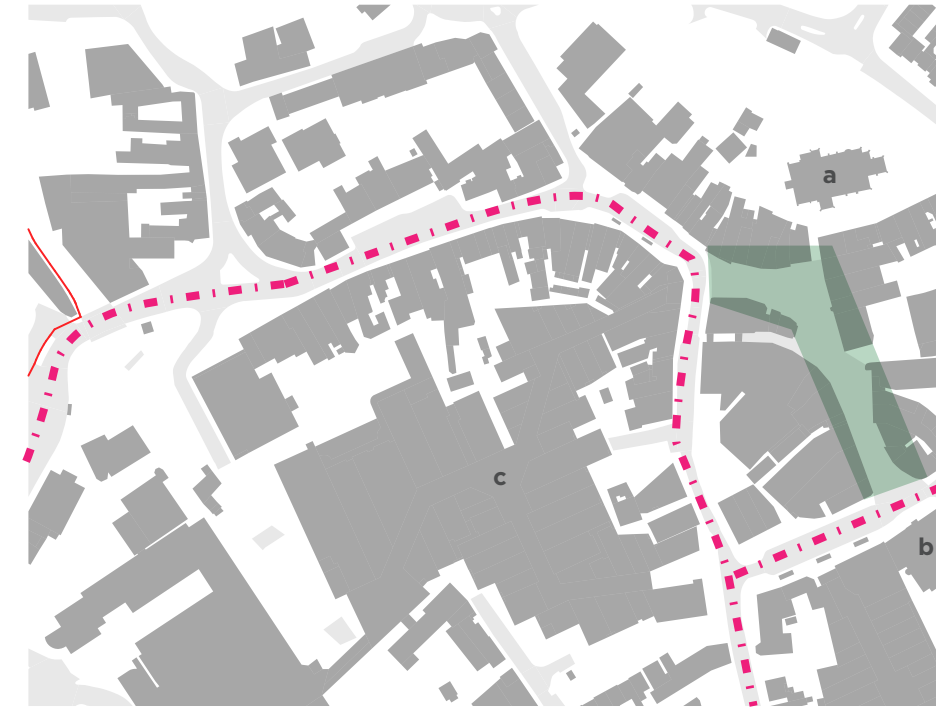
The town is vibrant and popular with a range of activities that encourage pedestrian uses.

Many buildings in the town centre have active street frontages and relate well to the immediate pedestrian environment.

The variety of building forms and styles increase the interest and attractiveness of the pedestrian environment within the town centre.

On-street parking is limited and there are pedestrian area only to the east of the site towards the centre of town.

Good opportunities exist to improve the pedestrian connectivity from the station towards the town centre.



Urban Grain of Town Centre

Key	
Pedestrianised Fore Street	
Main roads	
St James Church	<b>a</b>
Trowbridge Town Hall	<b>b</b>
The Shires	<b>c</b>



View Towards St. James Church, from Fore Street



View Towards Pedestrianised Fore Street



View of Trowbridge Town Hall from Pedestrianised Fore Street

## 2.5 Immediate Surrounding

The immediate urban context of the site is varied and fragmented.

The characteristics of the site are dominated by vehicular activity along Stallard Street and the junction to Bythesea Road.

Stallard Street is relatively hostile in comparison to the more attractive pedestrian areas to the north eastern link the town.

There area a number of attractive buildings facing Stallard Street.

Positive opportunities exist within the development to enhance the environment in this area by the introduction of new street fronting buildings that relate to the existing buildings and better pedestrian connectivity from the station towards the town centre and wider town to the west.



Key

- Main roads ———
- Trowbridge Station a
- Stallard Recreation Fields b
- Holy Trinity Church c
- The Shires d
- The Gateway Trowbridge e
- Asda f



Stallard Recreation Fields



Buildings along Stallard Street looking southwest, station entrance to the right



View of Holy Trinity Church situated on island site surrounded by the A363



Buildings along Stallard Street looking northeast





## 3. Existing Buildings

- 3.1 The Existing Buildings
- 3.2 Site History
- 3.3 Innox Wool Mill
- 3.4 Innox Place
- 3.5 The Dyehouse and Brewery

### 3.1 The Existing Buildings

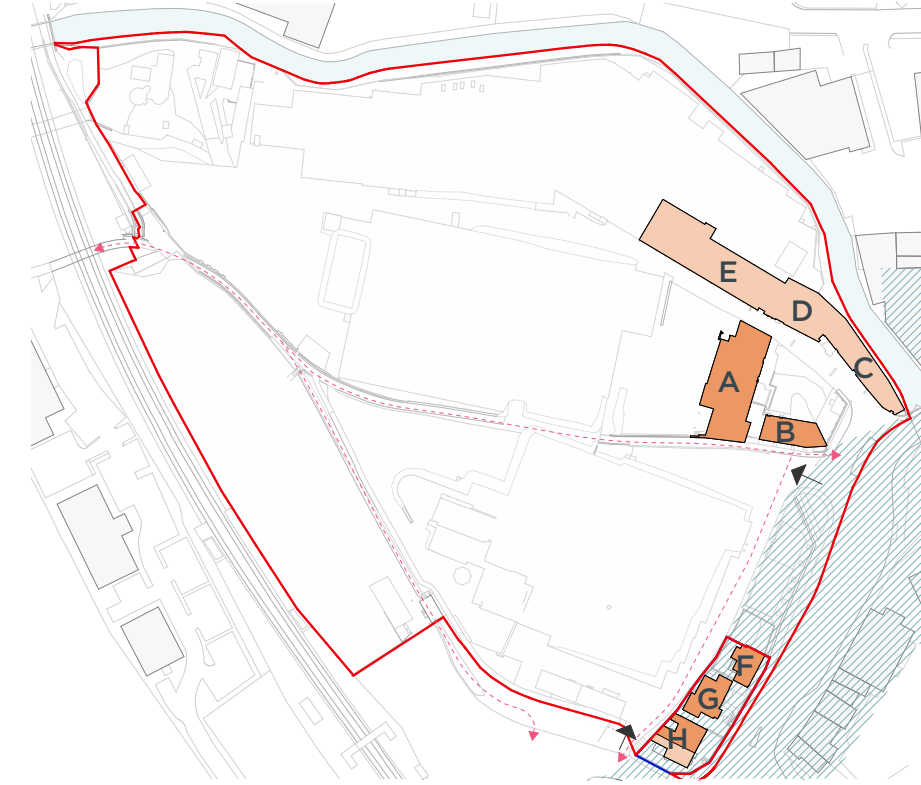
This chapter of the document analyses the existing historic buildings on the site, as well as the site's history.



View from Stallard Street towards the site. No 5 Stallard Street can be seen behind the stone wall, with the Dyehouse visible further down Stallard Street.



Innex Place viewed from within the site. The view looks up Wicker Hill and Fore Street.



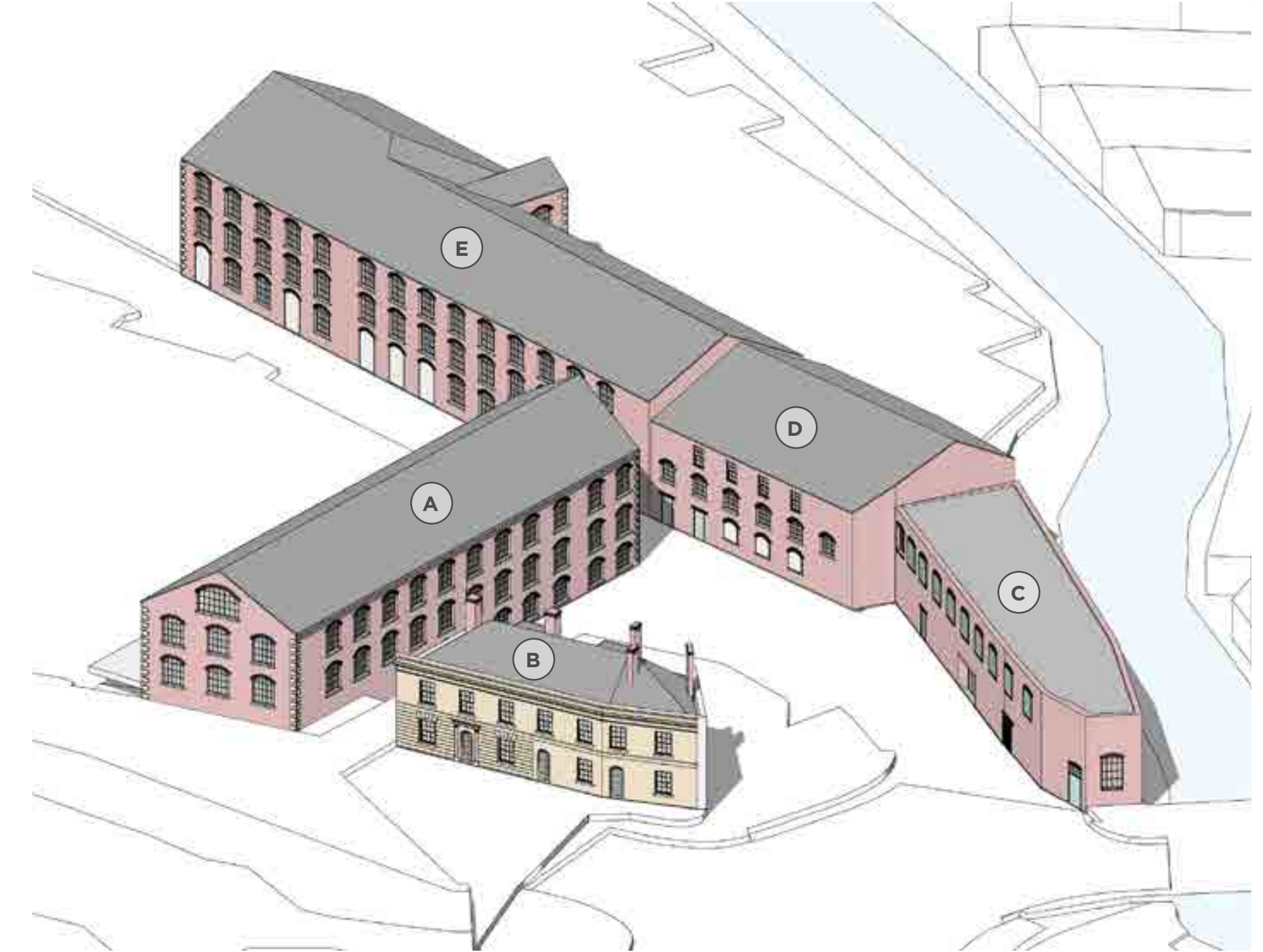
- Key**
- Site Boundary
  - Existing Listed Buildings on Site
  - Non-designated Heritage Assets
  - Conservation Area
  - A** Innex Wool Mill, 1875
  - B** Innex Place, 1860s
  - C** Dyehouse, rebuilt in 1943
  - D** Brewery, altered in 1927
  - E** Cloth Factory, 1919
  - F** No. 5 Stallard Street, 1824-1835
  - G** No. 6 Stallard Street, 1824-1835
  - H** No.7 - No.9 Stallard Street, 1824-1835



View of the Cloth Factory from within the site.



View of the Cloth Factory and the rear of Innex Wool Mill from within the site.



Existing Buildings on Site

## 3.2 Site History

1868

N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Innox Wool Mill
River Biss	<b>B</b> Innox Place
Existing Buildings	<b>C</b> Chapel
Buildings added	<b>D</b> Dyehouse and Brewery
Buildings removed	<b>E</b> Oil and Grease Works
	<b>F</b> Saw Mill
	<b>G</b> Goods Shed
	<b>H</b> Bacon Factory
	<b>I</b> Flour Mill and Timber Yard
	<b>J</b> Bear Inn
	<b>K</b> No. 5 Stallard Street
	<b>L</b> No. 6 Stallard Street
	<b>M</b> No.7 - No.9 Stallard Street

1901

N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Innox Wool Mill
River Biss	<b>B</b> Innox Place
Existing Buildings	<b>C</b> Dyehouse and Brewery
Buildings added	<b>D</b> Oil and Grease Works
Buildings removed	<b>E</b> Saw Mill demolished
	<b>F</b> Goods Shed
	<b>G</b> Bacon Factory
	<b>H</b> Flour Mill and Timber Yard
	<b>I</b> Bear Inn
	<b>J</b> No. 5 Stallard Street
	<b>K</b> No. 6 Stallard Street
	<b>L</b> No.7 - No.9 Stallard Street

1924

N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Innox Wool Mill
River Biss	<b>B</b> Innox Place
Existing Buildings	<b>C</b> Dyehouse and Brewery
Buildings added	<b>D</b> Cloth Factory
Buildings removed	<b>E</b> Oil and Grease Works
	<b>F</b> Goods Shed
	<b>G</b> Bacon Factory
	<b>H</b> Carriage Works
	<b>I</b> No. 5 Stallard Street
	<b>J</b> No. 6 Stallard Street
	<b>K</b> No.7 - No.9 Stallard Street
	<b>L</b> Industrial Yard infill

1936

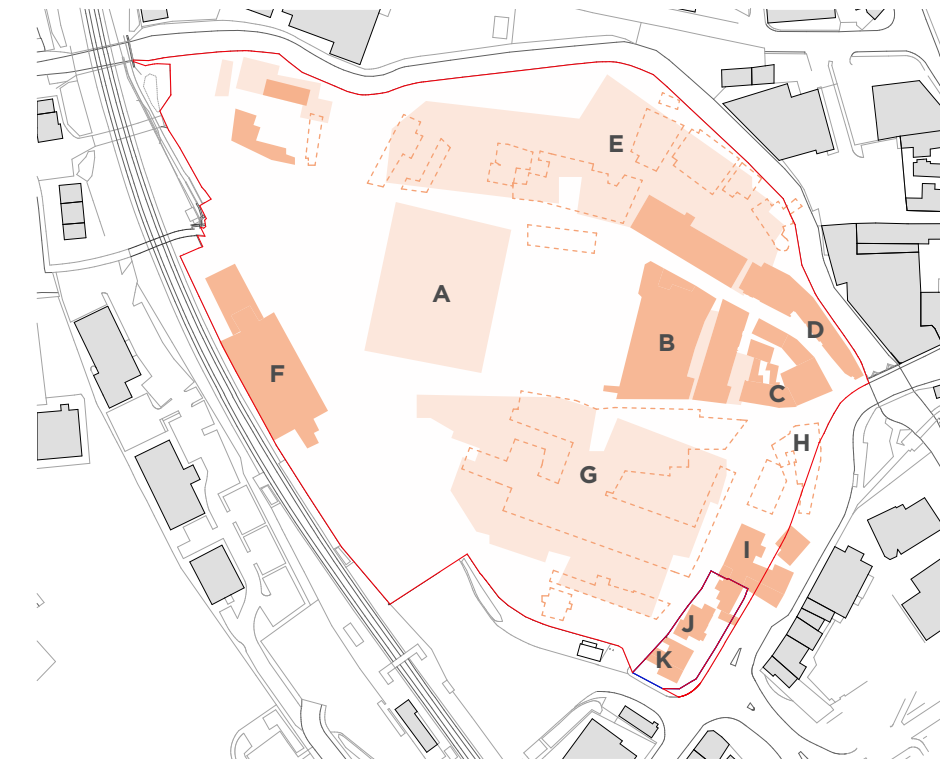
N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Innox Wool Mill
River Biss	<b>B</b> Innox Place
Existing Buildings	<b>C</b> Dyehouse
Buildings added	<b>D</b> Cloth Factory
Buildings removed	<b>E</b> Goods Shed
	<b>F</b> Extensions to Bowyers Site
	<b>G</b> Carriage Works
	<b>H</b> No. 5 Stallard Street
	<b>I</b> No. 6 Stallard Street
	<b>J</b> No.7 - No.9 Stallard Street

1968

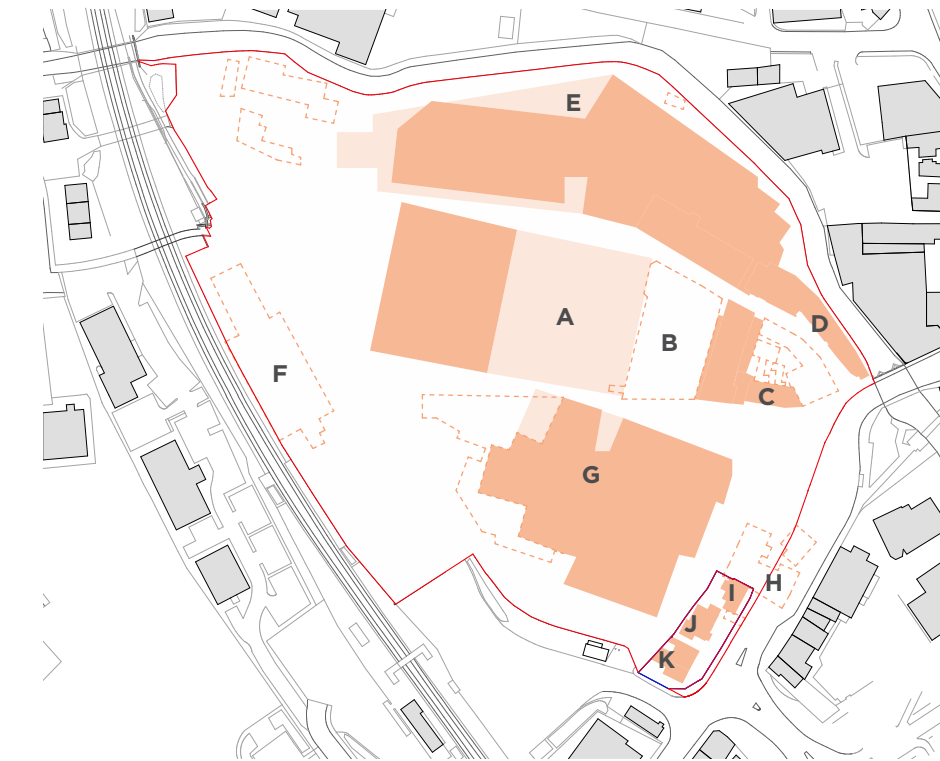
N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Bowyer's Production Shed
River Biss	<b>B</b> Infill works to Innox Wool Mill
Existing Buildings	<b>C</b> Innox Place
Buildings added	<b>D</b> Dyehouse (rebuilt)
Buildings removed	<b>E</b> Infill to Bowyer's Factories
	<b>F</b> Goods Shed
	<b>G</b> Bowyer's Factory demolished and replaced
	<b>H</b> Carriage Works demolished
	<b>I</b> No. 5 Stallard Street
	<b>J</b> No. 6 Stallard Street
	<b>K</b> No.7 - No.9 Stallard Street

1993

N.B. surrounding buildings and roads shown as current



<b>Key</b>	
Site Boundary	<b>A</b> Bowyer's Production Shed extended
River Biss	<b>B</b> Demolition of Innox Mill
Existing Buildings	<b>C</b> Innox Place (Chapel Demolished)
Buildings added	<b>D</b> Dyehouse
Buildings removed	<b>E</b> Bowyer's Factories extended
	<b>F</b> Goods Shed demolished
	<b>G</b> Bowyer's Factory extended, altered and infilled
	<b>H</b> Parts of No. 5 demolished
	<b>I</b> No. 5 Stallard Street
	<b>J</b> No. 6 Stallard Street
	<b>K</b> No.7 - No.9 Stallard Street

### 3.3 Innox Wool Mill

#### Innox Mill 1875

This mill, originally built by James Parsons Cogswell in 1875 to replace factory space lost in a large fire, remains one of the oldest industrial buildings on the site, and also one of the least altered.

Externally the style is red brick with dressed ashlar quoins and window details. Internally, the structure is timber beams and iron columns, with a timber truss roof: both of which survived the concrete and steel modernisation works that claimed the interiors of all the historic buildings north of Mill Lane. The twenty pane single glazed arch sash windows appear to be original.

A ground floor extension running along the north west elevation built by Bowyer's after 1956 remains today, and would originally have connected the mill to the adjacent weaving shed that was demolished between 1979 and 1993. Its most recent use appears to be as a service yard and entrance, and is currently in bad condition, detracting heavily from the historically significant 1875 brickwork. 20th Century alterations of a low quality have also marred the south east elevation that overlooks the existing car park. These include single storey ground floor lean-to elements, fire escape stairs and blocking up windows.



View of the South Elevation Facing the Railway



View Inside Innox Mill

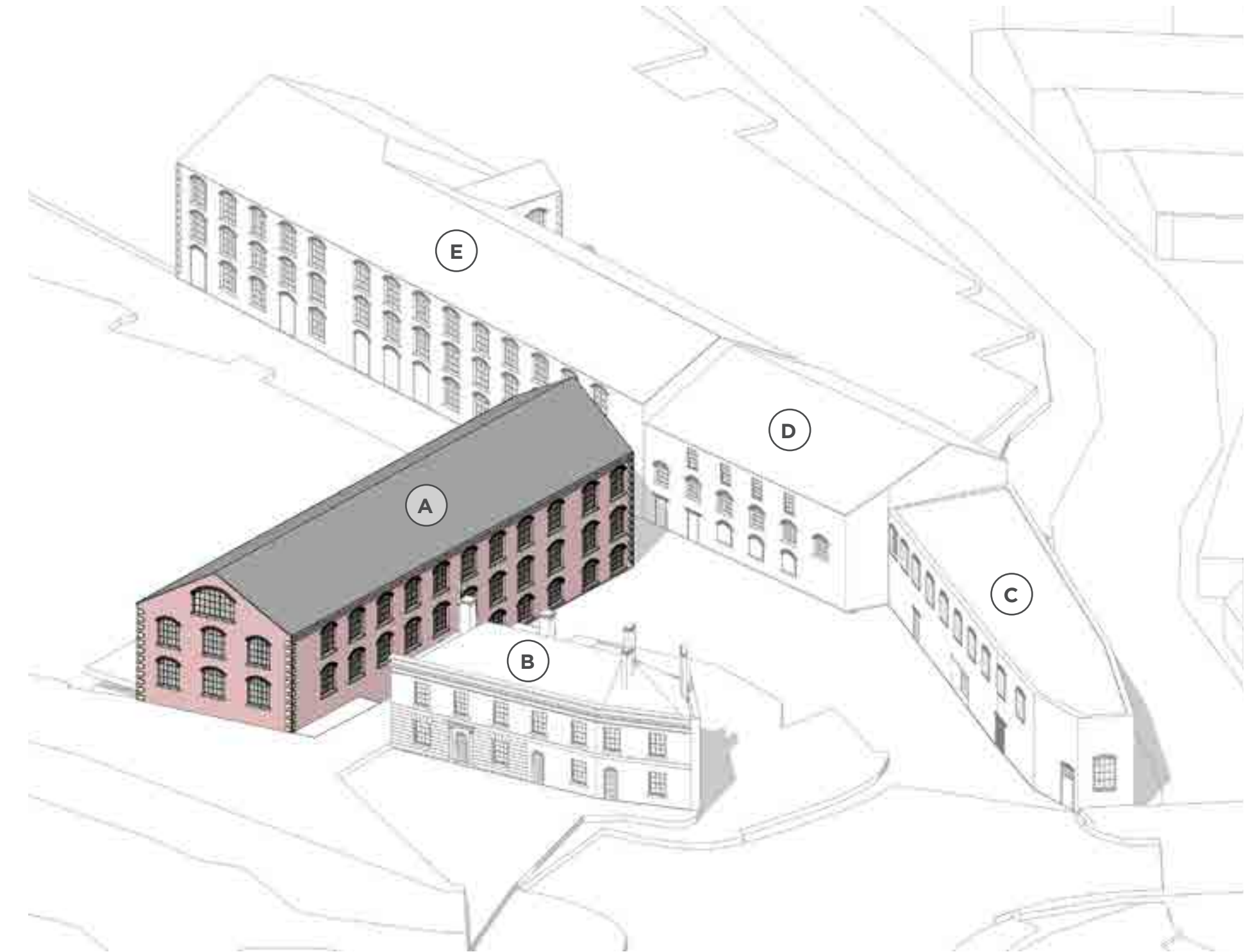


View of West Elevation with the Single Storey Element



#### Key

- A Innox Wool Mill, 1875
- B Innox Place, 1860s
- C Dyehouse, rebuilt in 1943
- D Brewery, altered in 1927
- E Cloth Factory, 1919



Existing Buildings on Site - Innox Wool Mill

### 3.4 Innox Place

**Innox Place 1856-1862**

Innox Place was originally built as residences. The building has been in the ownership of the Mill since it's construction.

At some point (exact date unknown) the building's use changed to offices and administration space for the companies that operated on site and occupied the mills.

The southern elevation that faces the railway is largely unaltered. The stone facade is subdivided into three distinct terraced properties.

The rear elevation that faces onto the yard, is rendered and not as grand. The yard used to be a working forecourt and had various buildings, subdivisions and alterations, most recently being used as a car park. The elevations has undergone much alteration, including the addition of a fire escape, and numerous external service runs.

Internal alterations to the building are extensive: in order to convert the building into office use, significant features such as fireplaces and historic doors would have been removed, and newer features such as stairs and floors would have been added.

However large sections of the original residential party walls remain and the building can still be read as a terrace of three distinct properties.

Although little of historic value remains at the back and internally, this building remains a good example of a Trowbridge cloth merchant's dwelling, built in an era when the mill owners began to accumulate wealth.



View of the North Elevation Facing into the Yard



View of Yard from Within Innox Place

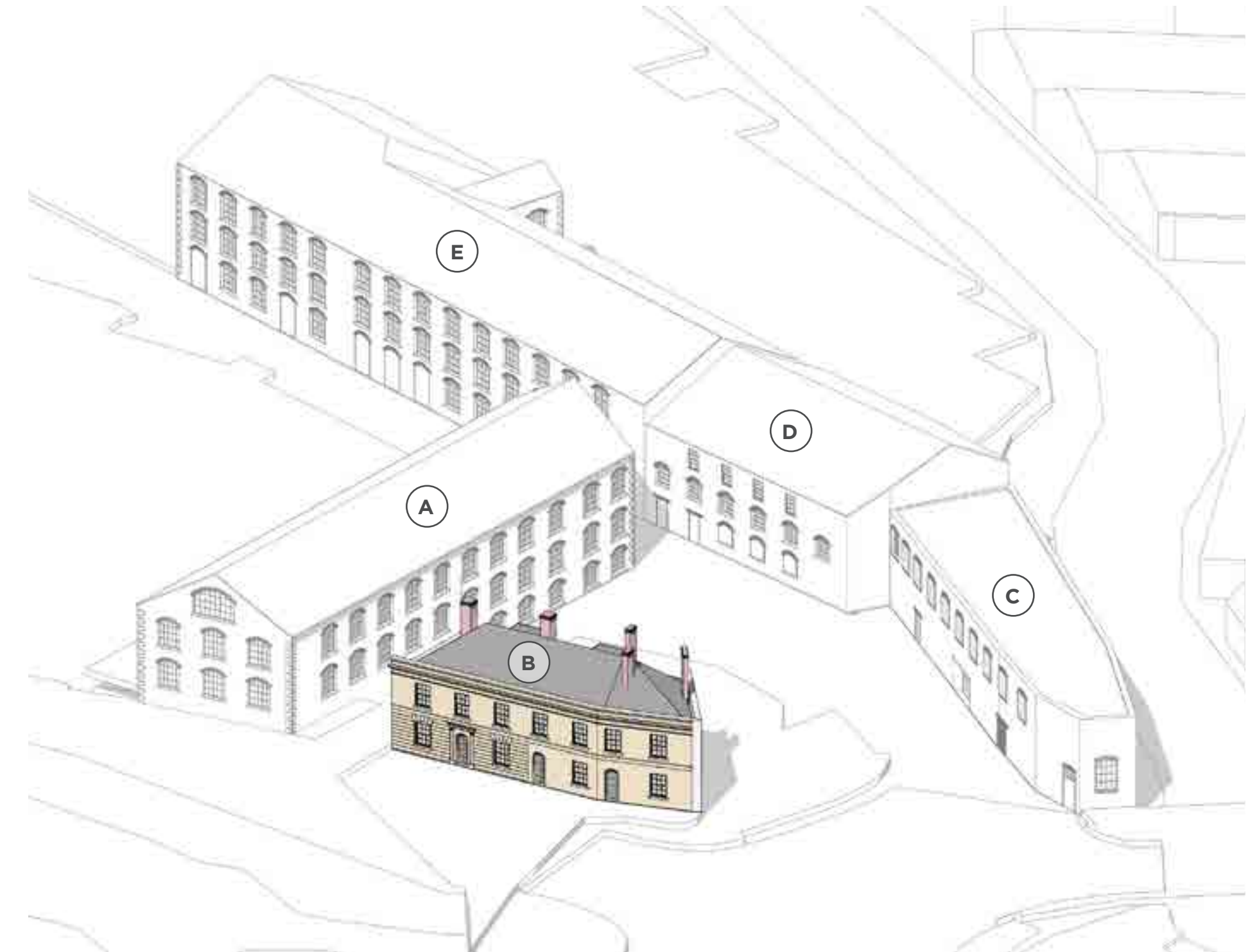


View of the South Elevation Facing the Railway



**Key**

- A Innox Wool Mill, 1875
- B Innox Place, 1860s
- C Dyehouse, rebuilt in 1943
- D Brewery, altered in 1927
- E Cloth Factory, 1919



Existing Buildings on Site

### 3.5 The Dyehouse and Brewery

**Dyehouse 1943**

A dye house has stood in this current location, alongside the River Biss since the last quarter of the 18th Century. The current building was a reconstruction following heavy bomb damage. The reconstruction took place in 1943 by Kemp & Hewitt. It is possible that some of the original historic brickwork and windows may have been retained in the construction of the river side wall.

The 1943 drawings indicate that the original roof was pitched, however the new post war rebuild proposed a flat roof finish. Some further amendments to this building were undertaken, most probably to coincide with the Bowyer's take over. These include the infill of various ground floor windows facing the yard, as well as new access doors.

**Brewery Mill 1927**

This site was also initially developed in the late 18th Century when Watton & Timbrell constructed a brewery. The original exterior was altered in 1927, when Kemp & Hewitt converted the site into a Spinning Factory for their textile business, likely building directly upwards off existing material to the ground floor. The building as it exists today is a large square four storey building with 6 bays of windows facing onto the yard to the southwest and onto the Biss to the northeast. A deep pitched roof falls to a cranked eaves line on the north elevation. Details of the windows support a suggested construction date of pre 1930s.

The differences in the brickwork between the yard elevation and the Biss elevation clearly show two different phases of construction, and annotation on the original submitted floor plans proves that the ground floor brickwork pre-dates the 1927 work, and the new brickwork is built directly off the more historic masonry. It is more difficult to ascertain the age of the ground floor brickwork, although it is unlikely that it dates back to the original Watton & Timbrell brewery of 1799. The yard elevation retains the iron patress plates that historically secured the internal timber beams at first and second floor level; however the internal timber structure has since been removed and replaced with concrete floors, most likely

executed following Bowyer's acquisition of the property and conversion from Spinning Factory into food production plant.

Two and a half second floor southwest facing windows have been bricked in at some point in the latter half of the 20th Century, one and a half of which are attributed to the infilling of the historic island access alleyway, and structure linking site B2 to site B3. The southwest elevation that remains shows three very separate groups of window treatments; The ground floor windows have all been blocked in and finished in a white render, the first floor windows are the most historic and may well date to the 1927 works, and finally the second floor windows, which were replaced with white plastic windows toward the end of the 20th Century.

The Biss elevation has been partially enveloped by a large post war ground floor extension to the north on the former island site, and the cranked façade has been heavily amended with window upgrades and flue and chimney extrusions, presenting a very 20th Century industrial aspect to the river.



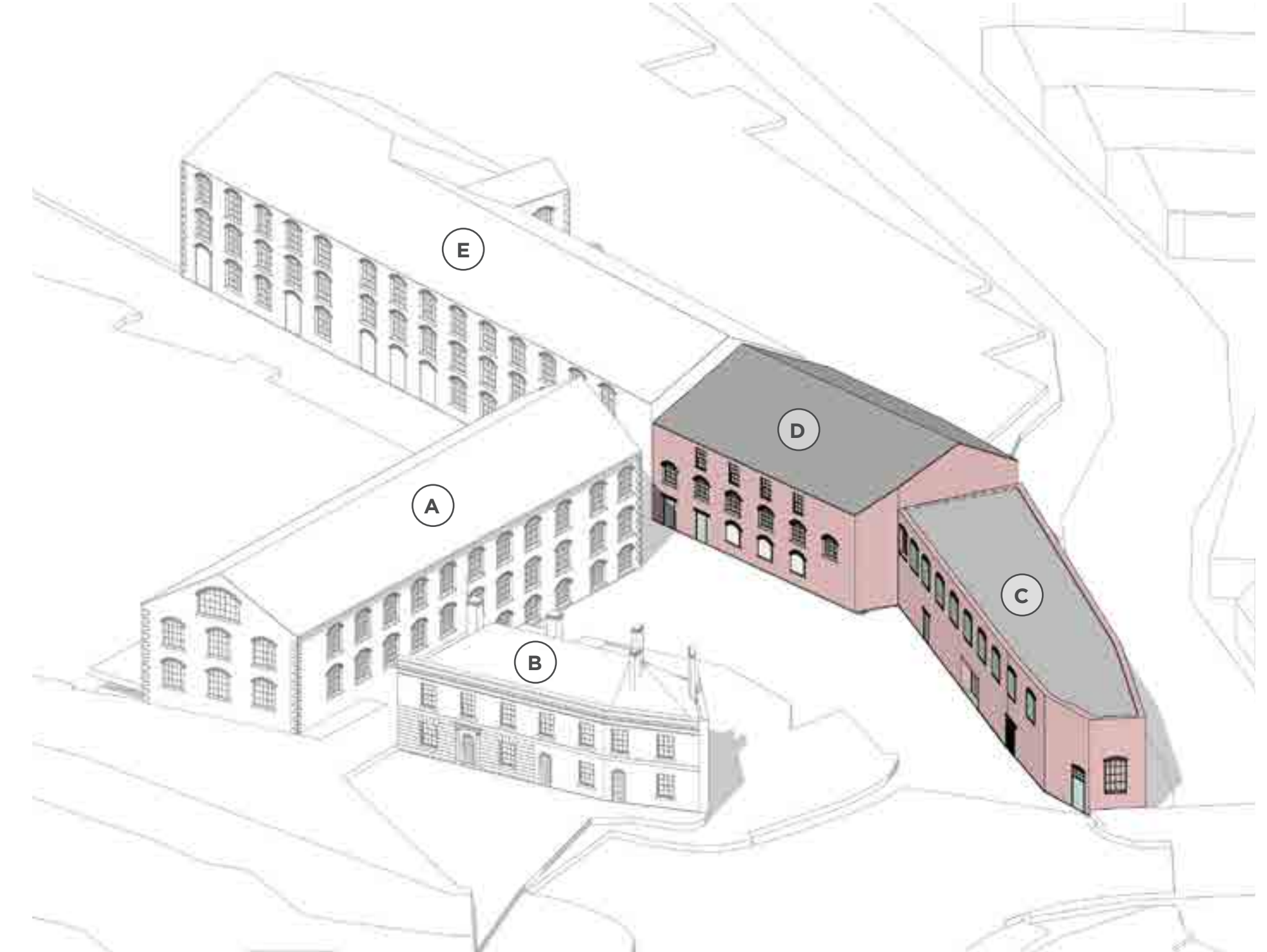
North Elevation of the Dyehouse facing the River Biss



View of the North Elevation of the Brewery and Cloth Factory



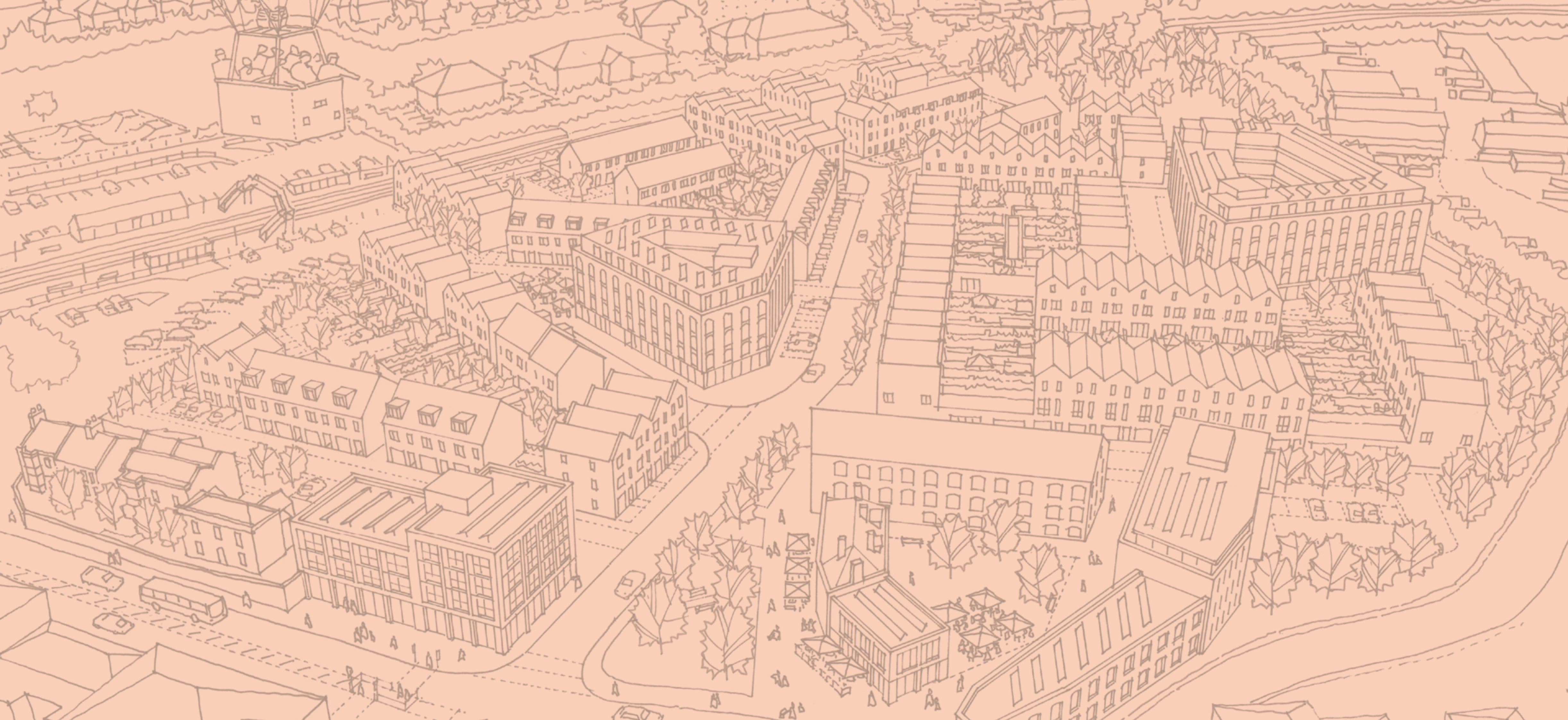
View of the South Elevation of the Brewery and Cloth Factory



Existing Buildings on Site

**Key**

- A Innox Wool Mill, 1875
- B Innox Place, 1860s
- C Dyehouse, rebuilt in 1943
- D Brewery, altered in 1927
- E Cloth Factory, 1919



## 4. Design Evolution

4.1 Community Involvement  
4.2 Design Evolution

# 4.1 Community Involvement

A public consultation was held on the 18th September 2019 at the Trowbridge Civic Centre. The following pages show some of the consultation boards presented.

It was clear from the community engagement that this important site had to balance a number of factors. Generally the scheme that was presented was well supported by the attendees of the consultation and the proposed strategy of providing a residential led, mixed use development was generally acceptable.

The community has also been kept informed of the scheme via a website [www.innoxmills.co.uk](http://www.innoxmills.co.uk)

For further details on community and stakeholder engagement, please see the Statement of Community Involvement prepared by Cadence PR.



Public Consultation Held at the Trowbridge Civic Centre

Board 1

## Welcome to Our Consultation

**Illustrative Masterplan**

- 1. convenience store with apartments above
- 2. gym with apartments above
- 3. public open space
- 4. riverside walk

**Thank you for taking the time to come and view our proposals for this important site.**

Our vision is to create a vibrant new residential-led mixed-use quarter with around 300 new homes, a mix of food, leisure and employment; a convenience store, gym and potentially street markets and pop up stalls; places for families and friends to meet and enjoy, workspace, quality public realm and improved links connecting Trowbridge.

Over the last three years we've been listening to local feedback, talking to potential users, exploring opportunities, carrying out site investigation works, responding to the changing retail and economic situation and developing these high-level proposals.

These are not the definitive plans and could well change as the scheme evolves. Today is about giving you and the wider community the opportunity to review, discuss and feed into the proposals at an appropriate early stage.

2016	2017-2019	2019	2020	2021
acquired site preliminary consultation	surveys and assessments, plus pre-application consultation with Wiltshire Council	June - meetings with Trowbridge Town Council Sept - public exhibition	submit application	phase one starts

Logos: Wiltshire Council, RPS, BERKHAUS, Keep, Wiltshire Council, planning sphere, Wiltshire Council

Consultation Boards

Board 2

## The Vision for the Site

**Quality New Homes · Cafes, Bars and Restaurants · Entertainment and Leisure · Workspace · A Convenience Store and New Gym · Public Open Space · Green Streets · New Cycle and Pedestrian Routes · Improved Connectivity · Investment in Local Infrastructure**

**Innox Mills is a fantastic regeneration opportunity at a town centre brownfield site that has been dormant since 2009. The site is close to the town centre and railway station and, as such, has potential to create a positive legacy for Trowbridge.**

**Our Placemaking Principles:**

- Collaborative approach
- High quality bespoke design
- Mixed-use including retail and leisure
- Homes for all ages
- Improved connectivity
- Investment in infrastructure
- Low carbon
- Inspiring public realm
- Attention to detail

New homes	Residential courtyards	Employment
Food and beverage	Landscaped public areas	Outdoor food and beverage
Entertainment and Leisure	Natural play areas	Connectivity

Logos: Wiltshire Council, RPS, BERKHAUS, Keep, Wiltshire Council, planning sphere, Wiltshire Council

Board 6

## New Homes and Employment

**There is a significant need for new housing in the UK and Innox Mills provides an excellent opportunity to deliver housing in a very sustainable location.**

Housing here reduces the pressure of building on green fields or in less sustainable locations and helps support the town centre.

Car and cycle parking will be provided at a level that is appropriate for an edge of town centre site.

Various residential tenures will be provided from apartments to family homes, starter to downsizer homes.

Workspace will be included, strengthening the Trowbridge economy and reducing the need for people to commute.

**Do you agree with the need for housing?**

**What sort of housing is needed?**

Logos: Wiltshire Council, RPS, BERKHAUS, Keep, Wiltshire Council, planning sphere, Wiltshire Council



## 4.2 Design Evolution

**JULY 2016**

The initial scheme that was presented to the Council in July 2016 illustrated a variety of uses on the site as well as some lower density housing.



Presentation to the Council July 2016

**FEBRUARY 2019**

The scheme underwent a number of iterations after the Council presentation, exploring different uses. Further site investigations were carried out, as well as extensive market research. It was found that the use that would be appropriate for the site was mainly housing with other complimentary uses that would mainly be housed in the historic mill buildings.



Scheme Evolution February 2019

**SEPTEMBER 2019**

The scheme presented at the public consultation in September 2019 illustrated a vibrant new residential-led mixed-use quarter with around 300 new homes, a mix of food, leisure and employment; a convenience store, gym and potentially street markets and pop up stalls; a place for families and friends to meet and enjoy, workspace, quality public realm and improved links connecting Trowbridge.



Masterplan Presented at the Public Consultation - September 2019

**DECEMBER 2020**

The scheme evolved since the consultation mainly to take into account further site constraints such as acoustics, flood risk, drainage, and access.



Masterplan Evolution - December 2020



# 5. Design Strategy and Proposal

- 5.1 Vision
- 5.2 Design Strategy
- 5.3 Development Principles
- 5.4 National Design Guide
- 5.5 The Masterplan
- 5.6 Applications
- 5.7 Land Use
- 5.8 Building Heights
- 5.9 Phasing
- 5.10 Access Strategy
- 5.11 Parking Strategy
- 5.12 Energy and Sustainability
- 5.13 Security

## 5.1 Vision

The site at Innox Mills provides an excellent opportunity for a comprehensive and sustainable mixed use development that will enhance the character and improve the environment and vibrancy of the immediate context and wider town of Trowbridge.

This significant and major urban regeneration site provides the opportunity to provide much needed new homes in a sustainable location. The site will act as a new focus for the area and will reconnect and establish new urban realm, environmental corridors and improved townscape in Trowbridge.

This new vision for the site will be underpinned by the introduction of new high quality housing that will promote the town centre as an attractive place for urban living. A range of homes will be provided with high quality urban spaces, active frontages at street level and individual private gardens. Car parking and servicing requirements will be carefully considered and will be balanced with the need to provide a strong sense of place for the residents and wider community of Trowbridge.

A range of tenures and architectural styles will be provided within the overall development to meet and exceed the current housing demand.

An appropriate balance of suitably designed new homes and other building uses that promote reduced energy use that fit into the historic character of the area will be provided. The new buildings will be well built with natural materials that match the historic context, scale, proportion and typology of the surrounding architecture.

The site has excellent connectivity to Bath, Bristol and The South Coast and is adjacent to the vibrant town centre. The location along with the proposed mixed use for the site and facilities will encourage more sustainable and less carbon intensive choices including train travel, cycling and walking.

The vision for the site will promote healthy lifestyles for residents and the existing community and encourage the adoption of more environmentally and socially acceptable decisions including WFH (Work From Home), Live/Work, reduced car ownership, car sharing, cycling and designated electric vehicle hook up points.

The overall vision of the development proposals will very much enhance the wider character of the town well beyond the application boundary.



## 5.2 Design Strategy



### 1. Zones

The division of the site and layout of the urban blocks has a specific character that is informed by historic reference and the immediate context. The character zones as shown in the diagram above are:

- A. Riverside Park
- B. The Mill Quarter
- C. The Sidings
- D. Innox Square and The Old Chapel
- E. Stallard Street
- F. Bowyers Place
- G. The Cloth House



### 2. Residential Blocks and Frontages

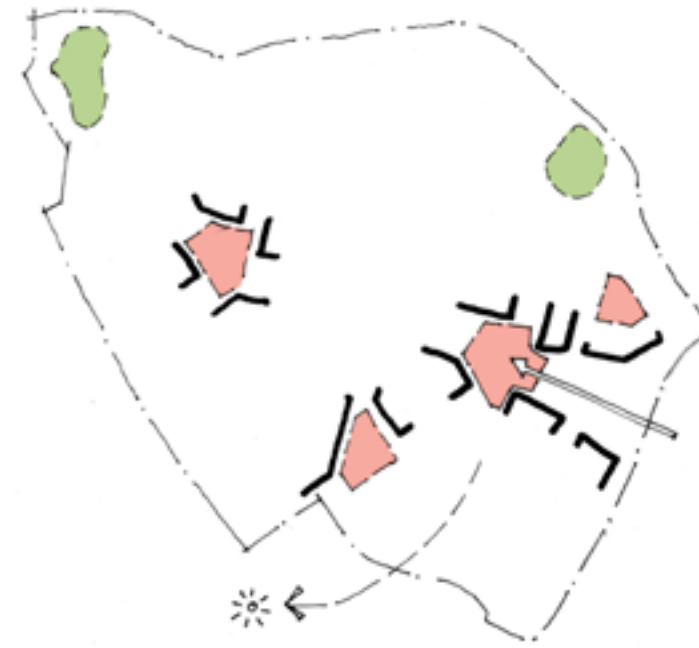
The general residential character of the site will adopt a traditional typology of houses fronting streets with defensible space associated to each property at the front along with rear private gardens. The well established and successful architectural language will relate to the wider urban context of residential streets around the site.

Residential plots are designed to be typically twenty metres deep with a 'back to back' arrangement and minimal overlooking.

The majority of car parking will be managed by allocated parking areas. Controlled parking will ensure an attractive and desirable environment is maintained within the development.

The majority of housing is efficiently laid out in terrace blocks. End and corner dwellings will be provided with enhanced features including side windows, bays and other architecture elements. Apartment blocks will relate well to the terrace housing and wider architectural context. A range of housing and apartment styles are proposed for the site to ensure sufficient variety and interest.

- Key**
- Existing buildings
  - Development at varying densities



### 3. Urban Spaces

A number of new urban spaces are provided. These spaces will be similar to the successful pedestrian areas in the town centre in scale and building arrangement.

Enhanced landscaping materials will be used in these areas.

- Key**
- Urban space
  - Play area located within Riverside POS
  - Key frontages



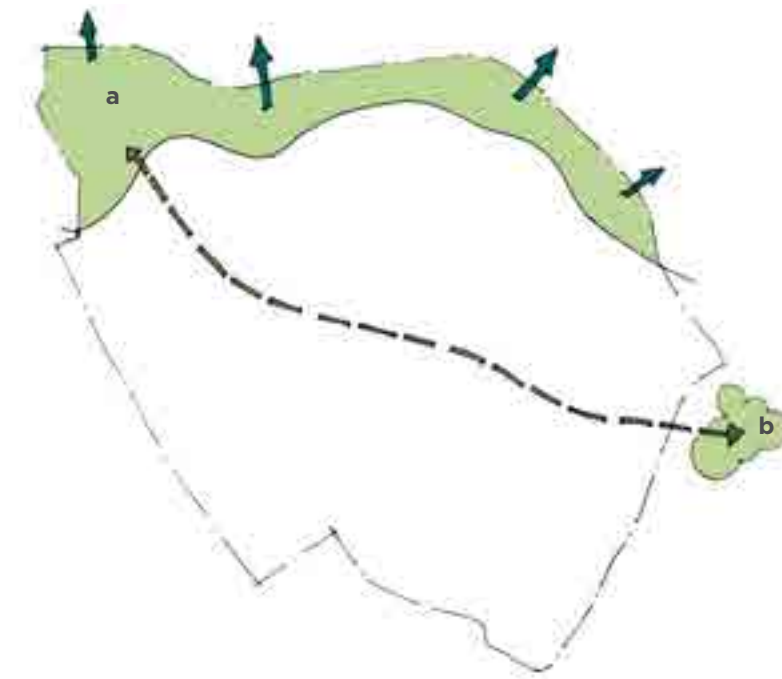
### 4. Pedestrian Routes and Access

Logical and secure pedestrian routes are crucial for successful and attractive urban planning. Pedestrian routes will take priority over vehicular movements on the site to ensure a desirable and vibrant environment is promoted.

A number of key pedestrian routes will be provided on the site that connect the various features of the site. A new pedestrian route connects the station through the site and beyond towards the town centre. A new riverside walk at the northern boundary that runs along the River Biss will be provided. The river is also connected to the station with a new pedestrian route through the centre of the site. The existing public footpath that runs through the site and connects the town centre to Innox Road via the footpath tunnel under the railway will be realigned.

A single vehicular access point is provided from Stallard Street. All vehicular movements into the site will come from this new junction. Vehicular activity on the site will be minimised by this strategy.

- Key**
- Vehicular access
  - Main pedestrian and cycle routes
  - Pedestrian and cycle route through Riverside POS

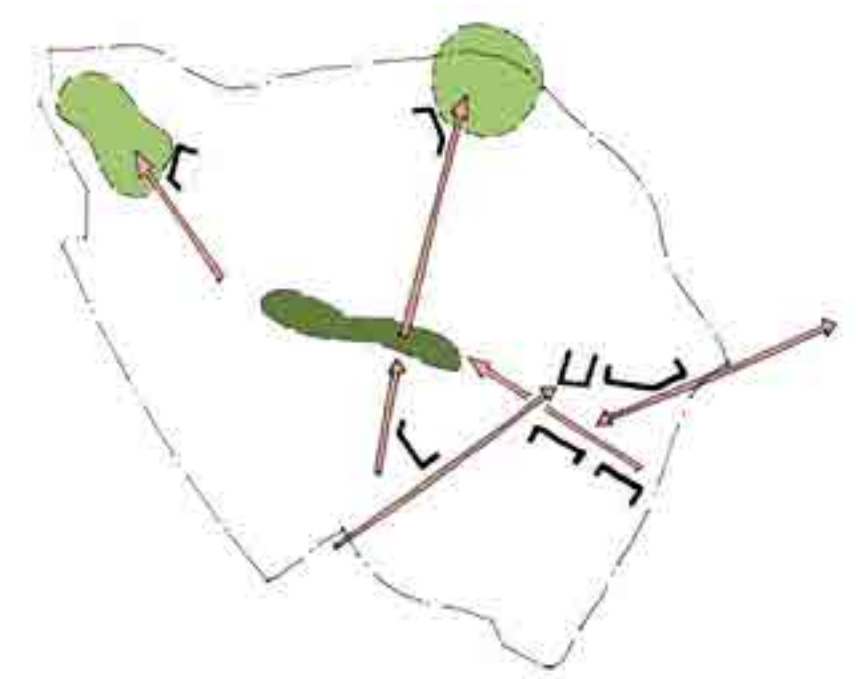


### 5. Soft Landscape and Green Connection

A well considered and attractive landscape vision for the site has been proposed. The overall success and desirability of the development will be underpinned by ensuring an attractive urban landscape is provided. The River Biss is a significant asset for the site and access for residents is crucial.

The introduction of new street trees to the site and green route provides positive connection from Stallard Street toward the designated public open space to the north west of the site.

- Key**
- Riverside POS
  - Connection to the River Biss
  - Existing trees
  - Green connection through street trees and rain-gardens



### 6. Nodes and Vistas

A sense of place is achieved on the site by providing visual connection to specific urban features and landscape with appropriate scale and identity. The Innox Mills building will be clearly visible from a number of key routes through the site. Furthermore new buildings will be given special treatment when they feature as part of important views. Where appropriate, these 'nodal' buildings will be given active frontages at ground floor.

Views through the site to the town beyond and river edge will be established. Some views will be enhanced with street trees.

- Key**
- Visual connections
  - Key frontages
  - View enhanced through street trees
  - Key POS areas

## 5.3 Development Principles

The development proposals reflect current government guidance on creating high quality development and improving the design quality of the urban environment and in particular draw upon guidance within the following documents:

- National Planning Policy Framework (2019)
- National Planning Practice Guidelines
- National Design Guide (2021)
- By Design (2000) CABE
- Manual for Streets (2007)
- Manual for Streets 2 (2010)
- Car Parking - What Works Where - English Partnerships (2006)
- Building for Life 12 (2015)
- Guidance for Outdoor Sports and Play - Fields in Trust (2020)
- Urban Design Compendium 1 and 2 - Homes and Communities Agency (2013)
- Secured by Design Homes 2019

The above documents set out objectives to create sustainable and well-designed efficient development, planned to respond positively to its context and promote environmentally friendly activity patterns. To this end an opportunity exists to produce a unique proposal. The scheme must respect its setting and strive for quality in design of the built environment. Design of the public realm will be paramount, creating a sense of place that reinforces civic pride and promotes a community spirit.

The principal points to be achieved in meeting these objectives are:

- 1. Identity:** Creating an environment that has its own sense of identity whilst retaining positive characteristics of its local environment.
- 2. Legibility:** Making a place that people can understand and negotiate with ease.
- 3. Permeability:** Creating sustainable connections within the development and to the wider area.
- 4. Sustainable Transport:** Encouraging walking and cycling and providing access to public transport links to reduce social exclusion.
- 5. Energy Conservation:** Scheme to be designed to reduce resource consumption and promote the use of environmentally friendly materials.
- 6. Landscape Enhancement:** Safeguarding and enhancing the existing landscape framework and mitigating the impact upon existing wildlife.
- 7. Sustainable Drainage:** Provision of SUDS features designed to blend in with the existing landscape features.
- 8. Green Infrastructure:** Retention of landscape features and functions, retention and enhancement of ecological habitats, integration of SUDS.

How these principles have been addressed should be demonstrated in the Reserved Matters Design Proposals.



## 5.4 National Design Guide

This chapter explains how to the scheme has adhered to the National Design Guide. This Design and Access Statement covers the points in the National Design Guide and the relevant chapter are referenced below.

### Context

#### *C1 Understand and relate well to the site, its local and wider context*

The scheme is informed by in-depth site analysis found in section 1. Constraints and opportunities are identified from this analysis and these have helped to shape the proposals.

#### *C2 Value heritage, local history and culture*

The scheme is very much informed by the local context and the site's history. Section 2 analyses the surrounding context, learning from the positive aspects, and implementing them into the scheme. Sections 1 and 3 explains the site's history, namely the historic zoning which very much influenced the proposed layout.

The re-use of this important brownfield site will integrate the heritage aspects into the proposal.

### Identity

#### *I1 Respond to existing local character and identity*

Sections 1 and 2 of the DAS analyse the site and its surrounding. The proposals are informed by this analysis and by the surrounding character as well as the historic character of the site. The local area includes a number of different characters such as the Bradford and Innox Roads which are residential and the town centre with its pedestrianised areas and historic buildings.

#### *I2 Well-designed, high quality and attractive places and buildings*

The proposals are for a mixed-use scheme with a well designed landscape and public realm. Buildings are proposed to use robust building materials found in the surrounding context such as bricks. The design of the streets is a positive aspect of the scheme, allowing for street trees, shared surface areas, pedestrian and cycle connectivity.

The design of the buildings are informed by the local context as well as the historic mill buildings on site, but in the same time create a character that will be specific to this higher density, important, town-centre site.

#### *I3 Create character and identity*

The character of the proposal is informed by the historic aspects of the site, thus the proposed scheme is routed to the site and will allow the new identity for this area to be read coherently with the historic buildings on site. Being a large, town-centre site, with an industrial history, the site proposed a mixed-use scheme of higher density.

The proposed street scenes are appropriate for this location, with the scale and form of buildings adding positive character to this part of town.

### Built Form

#### *B1 Compact form of development*

The scheme proposes a mixed-use neighbourhood, adjacent to the train station, and within walking distance of Trowbridge town centre. The pedestrian and cycle routes proposed provide easy access throughout the site and connect to the surroundings. The proposed density is appropriate for this town centre site, allowing for a vibrant mixed-use neighbourhood to be created whilst being appropriate for Trowbridge.

#### *B2 Appropriate building types and forms*

A mix of building types is proposed, ranging from two storey mews houses to mixed-use blocks housing residential flats and retail units. Different housing typologies are also proposed, ranging from more typical semi-detached and terraced properties to apartments within a higher density block.

Parking is dealt with in a number of ways, ranging from street parking, driveways, small courtyard parking and undercroft parking.

Streets are proposed that cater for pedestrians and cyclists as well as the car. Where possible street trees and rain-gardens soften the streets. Various street types are proposed which provide a hierarchy to the scheme.

Buildings are proposed to always face streets and public spaces so as to provide active frontage. Housing blocks are proposed as back to back so as to ensure main frontages face the streets.

#### *B3 Destinations*

There are many opportunities for destinations in this scheme. Innox Square which sits surrounded by the historic mill buildings provides an exciting opportunity for the local community to use for a multitude of activities ranging from outdoor markets, food and beverage, events etc.

The mixed-use buildings (Block A, Block B, and Block C), as well as the spaces around them allow for people to meet.

### Movement

#### *M1 A connected network of routes for all modes of transport*

The site is located next to the train station and a short walking distance to the town centre. Within the site, pedestrian and cycle access is designed into the scheme allowing for easy access throughout all areas of the site and connecting to the surrounding areas.

#### *M2 Active travel*

Safe routes are proposed for pedestrians and cyclists, allowing easy movement within the site. The network of routes connects to existing public rights of way and routes outside the site. Routes are also provided within the Riverside POS which can be used for recreational purposes.

#### *M3 Well-considered parking, servicing and utilities infrastructure for all users*

The details of the parking, servicing and utility infrastructure will be dealt with at Reserved Matters stage; however in this outline application, provision has been made for an appropriate level of parking for this town centre site which is located next to a train station. A number of parking strategies are proposed as shown in chapter 5.11.

Bike storage should be provided to all properties and should align with the local requirements. The blocks have sufficient space at ground floor for bike storage.

Refuse vehicles are able to reach all properties and the street network has been designed and track tested to allow a refuse vehicle to service the site. Refuse storage should be provided to all properties in line with local requirements. The blocks have sufficient space at ground floor for refuse storage.

There is a network of existing utilities on site which will either be retained or redirected. Sufficient and appropriate utility infrastructure will be designed at RMA stage.

### Nature

#### *N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play*

A variety of landscapes are provided, mainly along the riverside. A Riverside POS incorporates play areas, routes for pedestrians and cyclists, planting, and SUDS features. Existing trees are retained and the landscape is enhanced.

Ecological constraints are taken into account and designed into the scheme. Street trees and planting is proposed wherever possible. Green roofs are proposed to some of the buildings. For more information please see Section 7- Landscape.

#### *N2 Improve and enhance water management*

The landscape and drainage strategy for the site proposes a series of moves to improve and enhance water management. Rain-gardens are proposed throughout the scheme. A SUDS basin is proposed within the Riverside POS.

#### *N3 Support rich and varied biodiversity*

Existing biodiversity is extended and enhanced. The ecological constraints are taken into account and appropriate mitigation is designed into the scheme.

### Public Spaces

#### *P1 Create well-located, high quality and attractive public spaces*

The design of the public spaces is as important as the design of the buildings, creating a positive backdrop for people's daily activities.

The public spaces proposed have a mix of hard landscape and planting.

The public realm and public routes are easily accessible and allow easy connection to the surrounding areas.

#### *P2 Provide well-designed spaces that are safe*

All public spaces proposed are well overlooked by surrounding buildings. Active frontage is provided facing public spaces, and this is vital for spaces to feel safe.

#### *P3 Make sure public spaces support social interaction*

All the public spaces are connected to the pedestrian and cycle routes, and are located in easy access to everyone within the development. There is a variety of public spaces proposed such as the play areas, the public open space along the river, the more urban squares located within the plan and centrally to the historic mill buildings.

### Uses

#### *U1 A mix of uses*

The site is located within walking distance to the town centre and very close to a number of retail places. It is located next to Trowbridge train station. The proposal itself is for a mixed use development which will provide opportunities for employment, food and beverage, retail, as well as housing. The historic mill buildings on site will be reused for a range of uses.

#### *U2 A mix of home tenures, types and sizes*

The proposal is for a range of house types and densities. It includes smaller two bed houses, larger townhouses, and a variety of apartments.

#### *U3 Socially inclusive*

The whole scheme has been designed holistically with all spaces treated with the same importance. The proposal is for a mixed use scheme with a range of housing types and sizes so can accommodate a wide range of society. Social inclusion is vital for a successful scheme.

### Homes and Buildings

#### *H1 Healthy, comfortable and safe internal and external environment*

As this is an Outline Application, the design of the houses is illustrative; however, at this stage all houses have been designed to the Technical Housing Standards- Nationally Described Space Standards.

#### *H2 Well-related to external amenity and public spaces*

The design of the masterplan is such so as to provide mostly back to back housing, which allows for active frontages to face streets and public spaces. All public spaces should be overlooked by the built form so as to provide natural surveillance.

All the houses are designed with gardens, and all the apartments will have use of communal areas as well as the proposed public spaces within the masterplan.

#### *H3 Attention to detail: storage, waste, servicing and utilities*

The masterplan has been designed to take into account waste collection, suitable utilities and storage for bikes. As this is an Outline Application, the detail will be provided at Reserved Matters stage.

### Resources

#### *R1 Follow the energy hierarchy*

The scheme at Reserved Matters stage should propose a design that is energy efficient and uses renewable energy where possible. The scheme illustratively proposes flat roofs on some of the mixed-use blocks so as to allow for PV panels.

The fabric of the buildings should be designed to minimise the use of energy needed for heating and to minimise heat loss.

#### *R2 Careful selection of materials and construction techniques*

The designs at Reserved Matters stage should proposed materials to reduce their environmental impact.

The existing historic mill buildings will be reused and adapted for future use.

#### *R3 Maximise resilience*

The masterplan has been designed taking into account all the site constraints; therefore, works well with the existing environment. The proposed planting and Riverside POS will contribute positively to the existing conditions and improve them significantly. Sustainable drainage solutions are also proposed.

The design of the buildings will be dealt with in detail at Reserved Matters stage, but they should be designed with positive passive design strategies in mind.

### Lifespan

#### *L1 Well-managed and maintained*

The proposals will include a management and maintenance scheme at Reserved Matters stage.

#### *L2 Adaptable to changing needs and evolving technologies*

The current masterplan proposes a variety of house types, including live/work units, houses with gardens, houses with decks, etc. All the houses should allow flexibility so that they can be used as people change their needs.

#### *L3 A sense of ownership*

The design of the masterplan proposes built form that overlooks public spaces and streets. The front, side and back boundaries should be clearly defined with appropriate materials so as to allow for appropriate levels of privacy while ensuring active frontages and natural overlooking is maintained.

## 5.5 The Masterplan

A design strategy that balances the need to respect and enhance the characteristics of the site and Trowbridge whilst providing a mechanism to deliver appropriate and attractive housing will be provided for the site.

The housing will underpin the other mix of uses proposed for the site.

A phased solution that brings the site forward in a number of steps will be adopted. This strategy will ensure that the area becomes active at early stages and remains viable and sustainable.

The initial stages will provide high quality housing that creates a strong sense of place that enhances the town centre. A range of non-residential uses will be introduced to compliment and support the new homes and ensure sufficient vibrancy and interest is provided for residents and wider community. High quality landscaping and public realm will be provided during the initial stages.

As further development comes forward a wider range of house tenures and home typologies are anticipated. These stages will also be provided with additional non-residential uses.

The refurbishment and enhancement of the existing heritage assets (Innox Mills, etc) will provide an additional aspect to the development with work spaces, food and beverage and retail provisions.

This phased design strategy will ensure a sustainable and attractive development is provided for this important town centre site.

The masterplan for the site needs to balance a confident vision and narrative with flexibility that addresses market demands for housing and commercial needs.

The masterplan has been developed with a detailed knowledge of appropriate housing including, starter homes, apartments, family dwellings, empty-nesters, downsizers and retirees. This mix of community is important to the attractiveness and success of the masterplan.

The core characteristic of the masterplan is to deliver high quality, well arranged, higher density, tailored housing that is attractive and has a desirable sense of place in the form of pedestrian streets, identifiable homes and a safe and secure environment.

The masterplan is logical and can easily deliver straightforward and efficient housing in phases with associated landscaping and infrastructure.

- Key**
- Application Boundary
  - Ownership Boundary
  - Existing Trees
  - Proposed Trees
  - Proposed Shrubs
  - Proposed Green Infrastructure
  - Main Road
  - Nodal Areas
  - Hard Landscape
  - Proposed Built Form
  - Existing Built Form
  - Frontage
  - Rain Garden
  - Attenuation Basin
  - Main Pedestrian Route
  - Play Area
  - Parking
  - Vehicular Access into Parking Areas



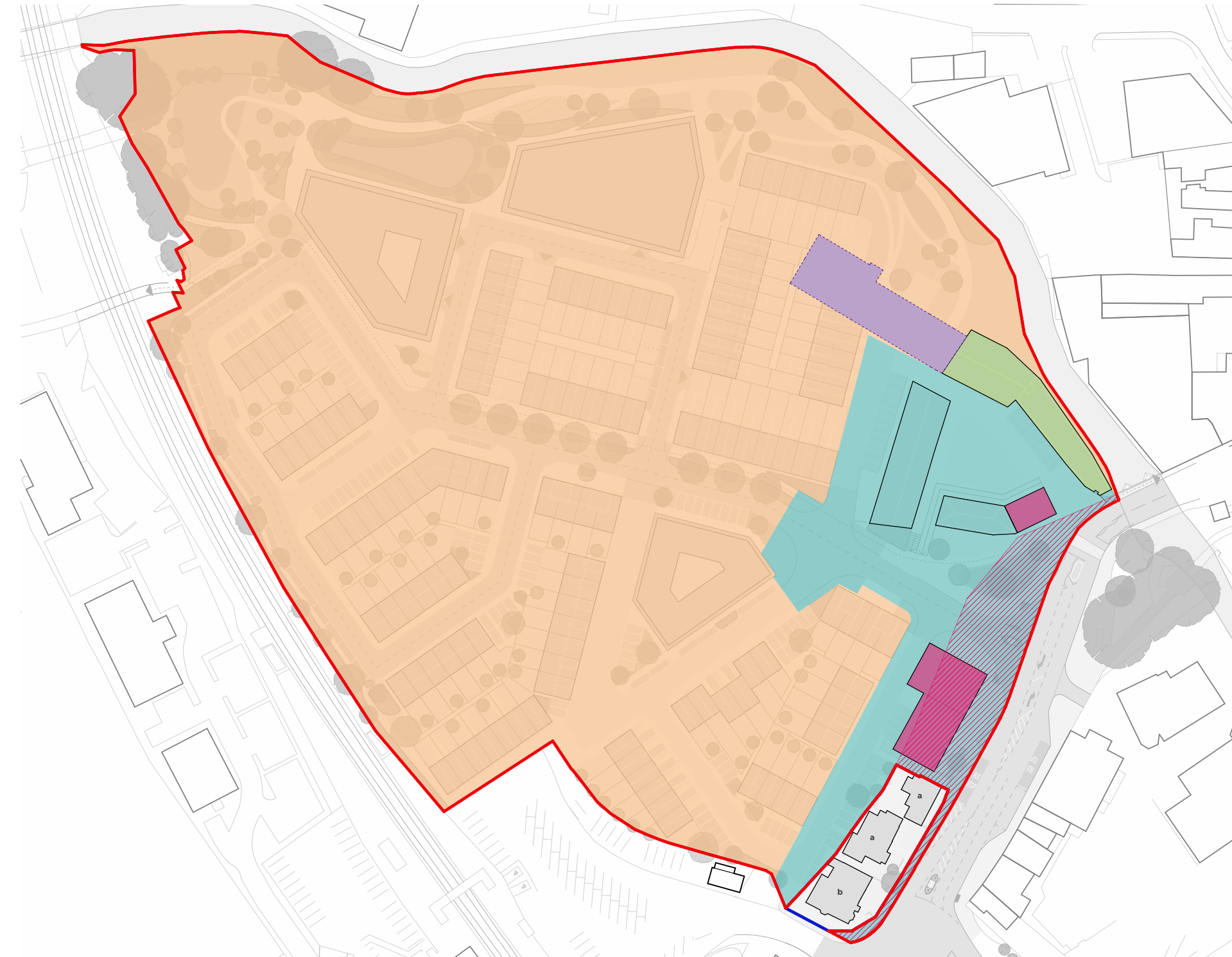
## 5.6 Applications

### Hybrid (full and outline) planning application descriptions:

**Outline planning application:** the erection of up to 284 dwellings, erection of a convenience store (Class E), erection of up to 872 sqm of new commercial floor space (Class E); and associated access, public realm; and landscaping works. Scope of reserved matters to be included at the outline stage: 'access' and 'landscape'

**Full planning application:** Erection of convenience store (333 sqm GIA) and 12 No. apartments, part demolition and external works to Innox Mills and change of use to Class E; external works and extension (180 sqm GIA ) to Innox Place and change of use to (Class E); external works to Dyehouse and Brewery for as bat mitigation and change of use to a dual use internal market/Class E; demolition of former Cloth Factory Building; and associated access, public realm and landscaping work in commercial courtyard and along the Stallard Street frontage.

**Listed Building Consent Application Description:** Internal and external works and part demolition of Innox Mill; internal and external works, and extension to Innox Place.



**Key**

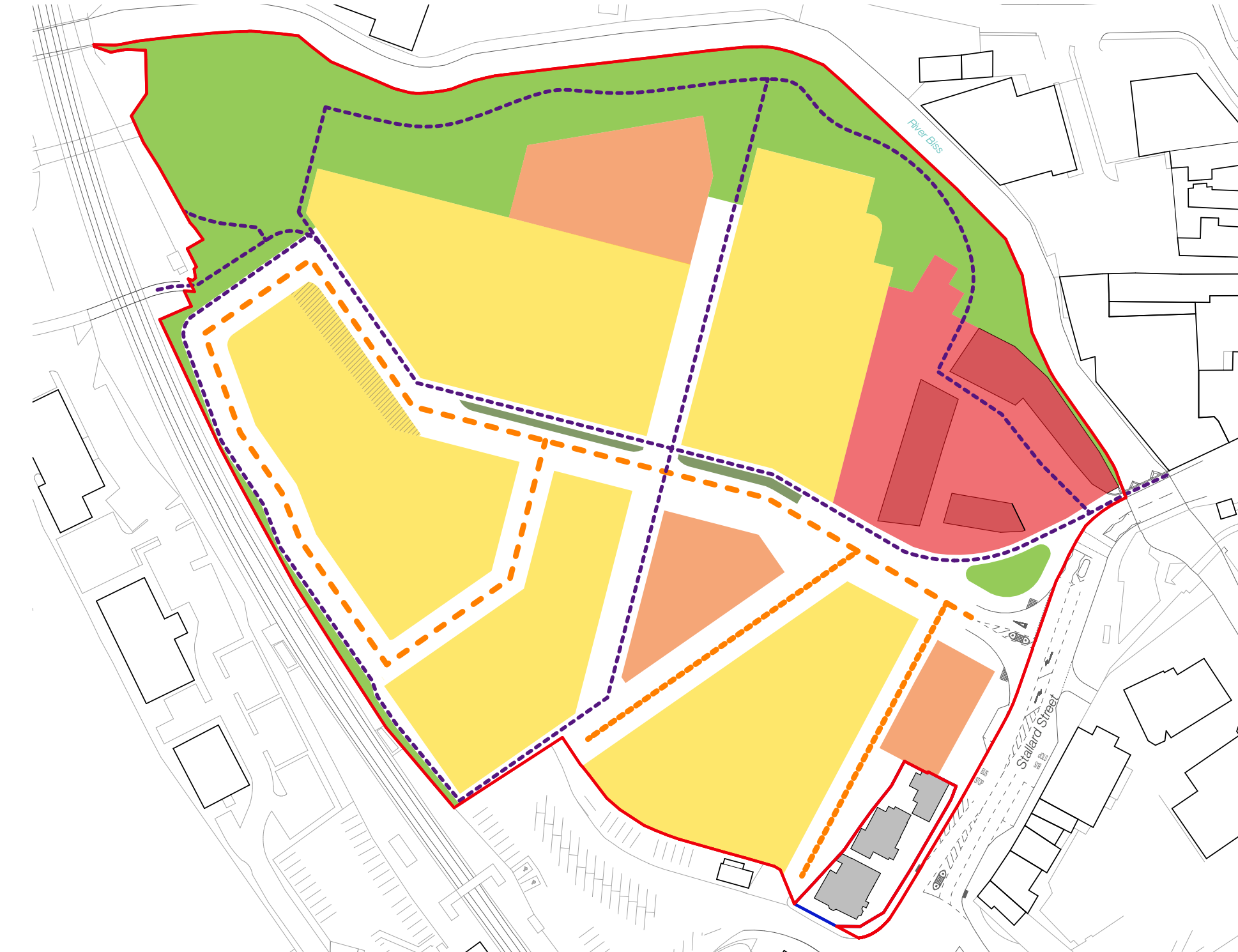
- Application Boundary ———
- Ownership Boundary ———
- Conservation Area [Hatched Box]
- Listed Building Consent [Teal Box]
- Demolition [Purple Box]
- Non-designated Heritage Assets [Green Box]
- Outline Application with all Matters Reserved Except Access [Orange Box]
- Full Plans [Teal Box]
- Full Plans Application (Proposed Buildings Within Setting of Listed Building and Within Conservation Area) [Pink Box]
- 5 & 6 Stallard Street to be Subject of Standalone Planning and Listed Building Consent Application [Red Dashed Line]
- Internal and External Works Approved Under Planning Permission 20/08558/FUL and 20/08980/LBC [Blue Dashed Line]

## 5.7 Land Use

The proposed use for the site is predominantly residential. This residential use is balanced with an appropriate mix of other uses including food and beverage, community facilities, workspace and retail. This land use strategy will ensure a viable and sustainable development is provided for the site.

Mixed uses on the site are typically provided at key nodal locations along primary routes and around the redeveloped Innox Square area. Primary retail will front towards the town centre in the mixed use Entrance Building.

The residential plots are logically arranged with clear fronts and backs for housing and good frontages. The depth and arrangement of each plot has been configured to ensure appropriate and well designed buildings can be provided in the site.



**Key**

- Application Boundary ———
- Ownership Boundary ———
- Residential [Yellow Box]
- Residential Parking Over Sewer Easement [Yellow Box with Diagonal Lines]
- Mixed Use [Orange Box]
- Historic Buildings - Class E Including Landscape, and Access [Red Box]
- Existing Historic Buildings [Dark Red Box]
- Green Infrastructure Including Pedestrian Paths, Play Areas and SUDS [Light Green Box]
- Green Verge Along Main Road to Include Planting and Parking Bays [Dark Green Box]
- Main Road [Dashed Orange Line]
- Secondary Important Access Routes [Dashed Yellow Line]
- Pedestrian Routes [Dashed Purple Line]

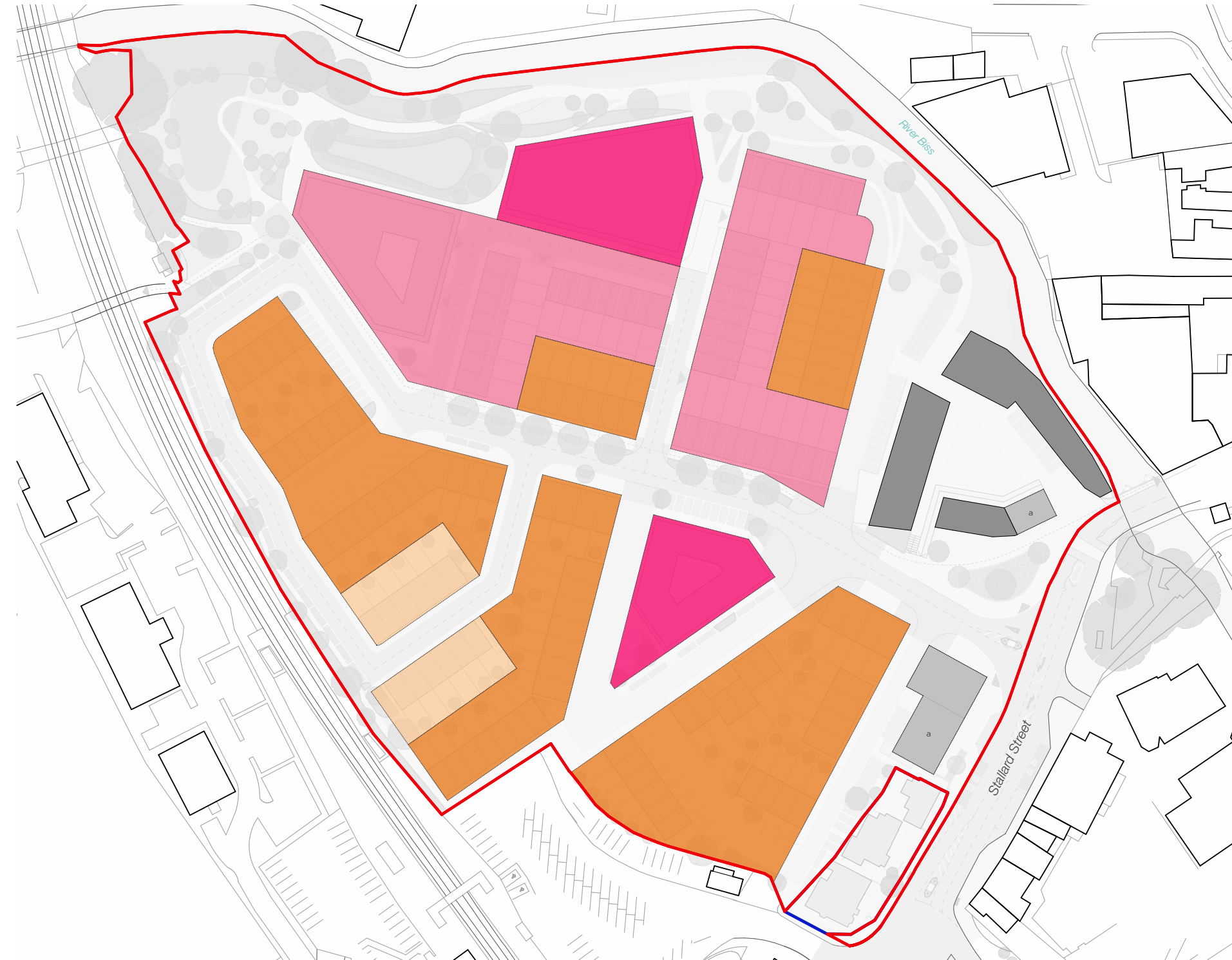


## 5.8 Building Heights

A range of building heights are proposed for the site. This strategy provides interest and variety and ensures suitable consideration is given for existing site assets and the conservation area.

Typical building heights are informed by the higher density family housing that is appropriate for this town centre location. Maximum building heights for the apartments consider and relate the adjoining housing.

The building heights strategy will ensure an attractive, well formed and contextual townscape is delivered.



**Key**

Application Boundary — red line

Ownership Boundary — blue line

2 Storeys Residential - maximum 10.5m above proposed FFL — light orange

3 Storeys Residential - maximum 13m above proposed FFL — orange

4 Storeys Residential - maximum 15m above proposed FFL — pink

5 Storeys Mixed Use - maximum 17.5m above proposed FFL — magenta

Full plans submitted for proposed buildings, see detailed drawings for information

Refer to GLA's Drawing '128-005\_P1 Parameter Plan' for Proposed FFL

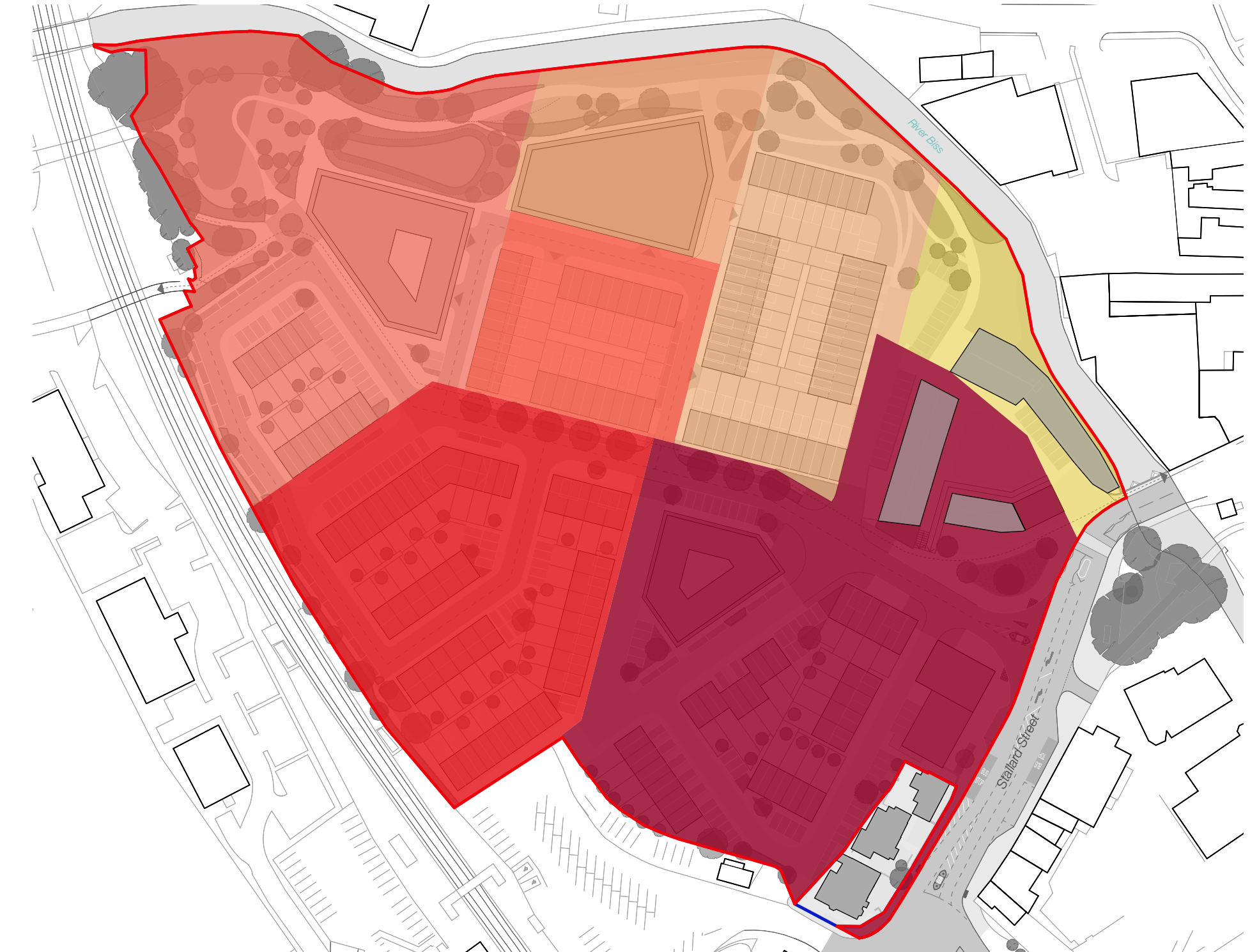
## 5.9 Phasing

The masterplan has been informed by a detailed understanding of how development will come forward over a period of time. Due to economic drivers, it is crucial for the initial stages to be delivered that are commercially independent, easily accessible and attractive to occupiers and residents. The initial phases must also reflect the character and vision of the later phases and masterplan as a whole.

Construction processes should ideally be separated from the new residents' access for safety, marketing and desirability purposes.

Based on the phasing factors, development will begin in the southern area behind the existing properties on Stallard Street with a 'construction access loop' that goes into the site and then passes back out through Innox Square. The new main vehicular access from Stallard Street will be provided in the first phase. This strategy will initially provide traditional terrace housing as part of the first phases at The Sidings followed by the higher density deck housing and apartments at Innox Quarter.

Timescales will be determined by the rate of housing sales in the initial phases. Complimentary commercial uses will come forward as part of each stage and when required by occupiers.



**Key**

Application Boundary — red line

Ownership Boundary — blue line

Existing Historic Buildings — grey

Phase 1 — dark red

Phase 2 — red

Phase 3 — orange-red

Phase 4 — orange

Phase 5 — light orange

Phase 6 — yellow-orange

Phase 7 — yellow

## 5.10 Access Strategy

### Vehicular Access

One vehicular access point is provided for the development. This is located from Stallard Street.

The Central Street is the main route into the site from Stallard Street and runs along the centre of the site and provides access to all areas of the site. This street also provides important pedestrian and cycle access to the existing PRoW in the north-west corner of the site.

Within the site circular routes are provided for servicing and deliveries.

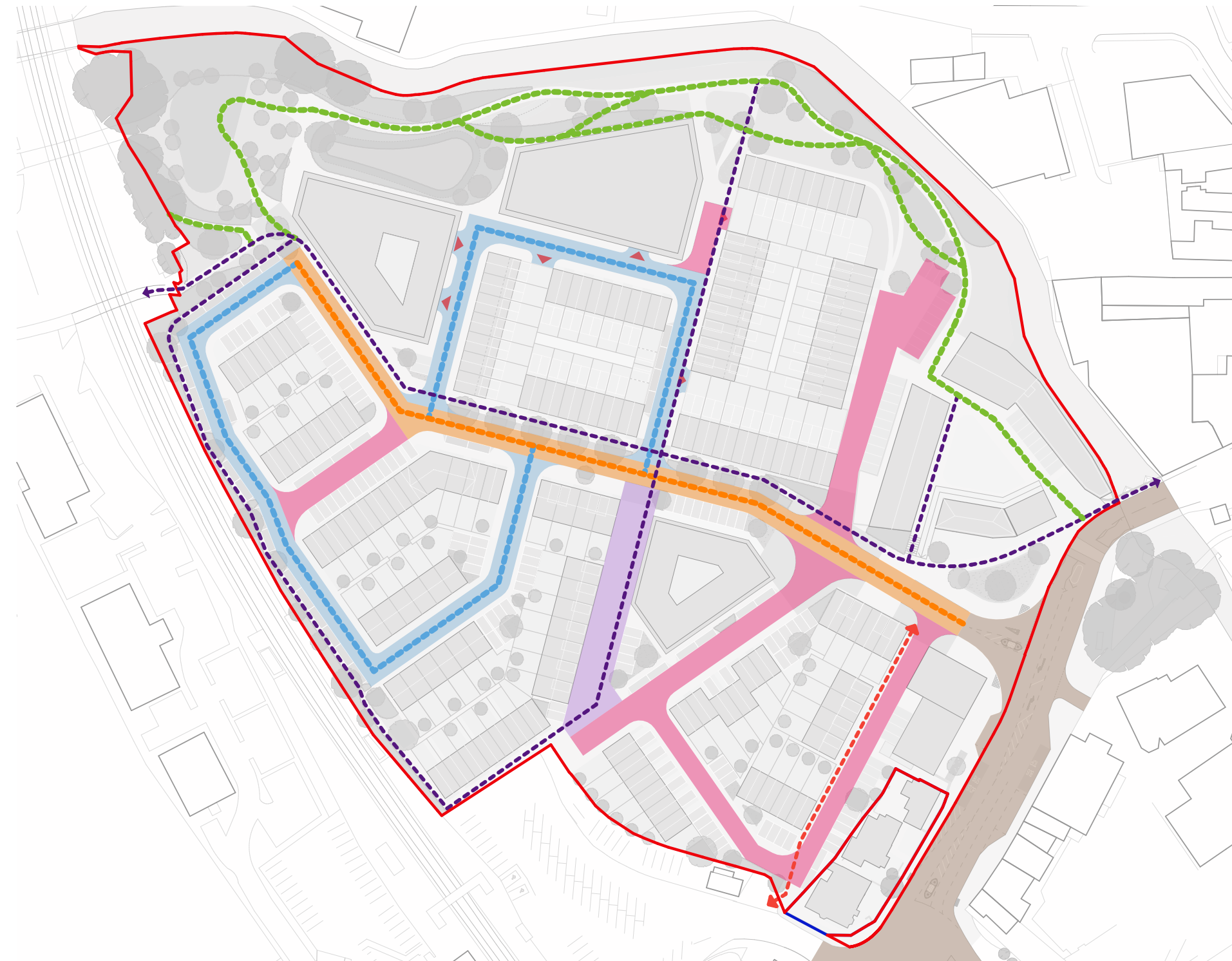
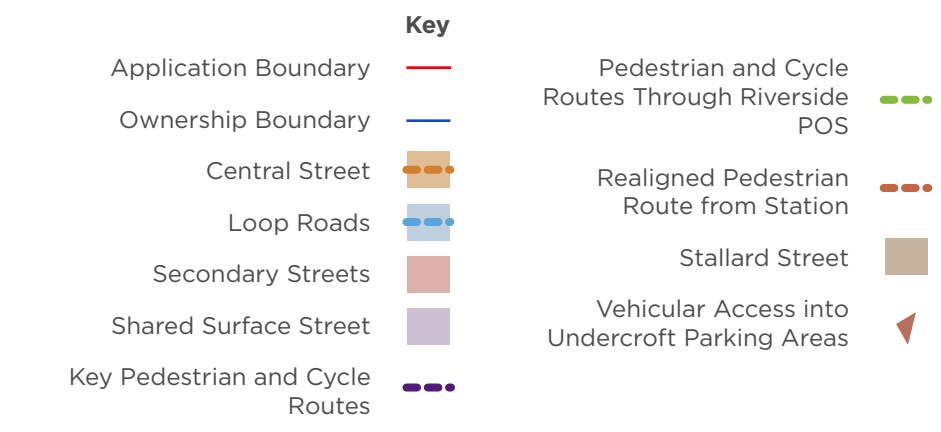
Secondary streets provide access but could be surfaced differently, potentially being shared surfaces, providing mews like streets.

Nodal areas are also produced along the Central Street which could be surfaced differently.

### Pedestrian and Cycle Access

Pedestrian and cycle connectivity is crucial within the site and to connect to existing routes into the centre of town as well as to the station and to the wider areas.

Pedestrian routes are proposed within the site along all the proposed streets, but also throughout the POS spaces along the river.



## 5.11 Parking Strategy

Houses are generally either provided with parking adjacent to residential entrances (to fronts of house or via rear gardens) or in secure allocated parking areas under deck gardens.

Reduced car use will be encouraged with improved pedestrian connectivity to the station and town centre. Car clubs and electric charging points will also be provided.

A total of 252 allocated parking spaces are provided, as well as 60 visitor parking spaces and 41 parking spaces for the E-class uses (including parking for Innox Square).

A range of parking solutions are provided, including integral garages, driveway parking, parking courts, and on street parking.

It is important to have natural surveillance of any parking courts or parking set away from the buildings.



## 5.12 Energy and Sustainability

### Sustainable Development

The following is a list of guidelines for the proposed development. Details portraying how the scheme minimises energy use and deals with sustainability matters will be dealt with in the Reserved Matters Applications. The proposed development will aim to be sustainable in the following ways:

**Economy:** Local jobs will be created by fuelling the local economy through its construction.

**Sustainable Transport:** The scheme incorporates a range of transport measures to reduce impacts from private vehicles. This includes provision of electric vehicle charging, space for the secure storage of cycles and greater pedestrian and cycle permeability. The site is also located near the town centre, and adjacent to a train station allowing for ease of movement.

**Environment:** Green spaces will be provided and these will integrate with the existing wildlife habitats found around the site. As the site is currently a brownfield site with very little landscape features, the proposals will improve the environment and provide usable green space.

**Community:** Shared surface spaces will help to encourage social interaction across the development. Innox Square will provide a space for all to use, and the play areas within the Riverside POS will cater for younger age groups.

### Energy Production and Conservation

All residential dwellings will benefit from energy efficient techniques such as reduced U-values via an enhanced fabric specification, enhanced heating controls and an air tight build. The focus on enhanced fabric energy efficiency is an economically prudent strategy that maintains the maximum carbon dioxide savings over the lifetime of the development. Any buildings with flat roofs can accommodate PV panels as well as green roofs.

### Selection of Materials

The selection of construction materials for all of the new buildings should favour those with the lowest environmental impact over their life-cycle. Efforts should be made to source locally available building materials wherever possible.

### Solar Access and Daylighting

Wherever practicable, windows will be sized to take maximum advantage of natural daylight. This will reduce the heating demand but will also limit the energy demand for electric lighting.

### Water Conservation

Water consumption within all residential dwellings should be minimised by installing water efficient sanitary devices. This will potentially include dual flush WCs, spray/aerated taps, and reduced flow showers. Water meters will be installed in all homes/buildings to encourage future occupants to make maximum water savings. The scheme should also incorporate water efficiency measures to reduce consumption to 110 litres / bedspace / day.

### Sustainable Drainage

Betterment against the existing drainage flow rates will be provided as there will be new outfalls into the River Biss.

An allowance for 40% climate change will be incorporated into drainage proposals ensuring no surface water flooding will occur during a worst case 1 in 100 year rainfall event.

Various shallow Sustainable Drainage methods are to be incorporated on the scheme including a range of permeable paving, blue roofs, shallow swales and underground cellular storage tanks as well as traditional drainage infrastructure.

### Domestic Recycling

Residents of homes will be provided with bin stores, which should include sufficient space to accommodate the local authority refuse and recyclable waste collection service.

### Waste and Resources

To manage the impacts of waste arisings in construction, a Resource Management Plan will be produced to consider options for sustainable material management. It is anticipated that this will form a part of a wider Construction Environmental Management Plan. In operation the scheme will incorporate sufficient waste storage to enable the collection by the local authority.

### Environmental Protection

Noise and air quality have been considered and mitigation put forward to reduce the potential effects in construction. Furthermore, the scheme will be designed to limit light pollution along the river edge.



## 5.13 Security

The design proposals for the scheme are based upon an understanding of best practice guidance and reference has been made to the relevant documents including “Secured by Design” and “Manual for Streets”.

Many of these requirements were reviewed during the early design stages of the layout. The resultant layout provides natural security and safety.

The National Planning Policy Framework states that “Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

*“are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas;” (para.91b)*

When designing new developments, these factors should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.

The planning, design and management of public open space is essential in creating an environment that creates a sense of place and community safety. Well designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets and parking areas, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

The following key points have informed the design, and should be used as guidance for future reserved matters applications:

### Roads

- The street has been designed to connect all dwellings and in turn receive surveillance from the adjacent dwellings.
- A clear street hierarchy has been proposed with different street characters that identify the main road as well as secondary road, shared surface areas, and private parking courts.
- Roads are designed to be direct and overlooked by the surrounding built form.

### Parking

- Natural surveillance of parking areas is promoted wherever possible.
- Where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form.
- Where semi-private parking courtyards are proposed, they should be limited to a smaller number of dwellings, well overlooked, and designed so as to produce a sense of ownership with the residents.

### Layout and Orientation of Dwellings

- Buildings should generally be orientated to overlook streets and public spaces.
- A block of houses should be designed as back to back to ensure rear gardens are not exposed.
- A neighbourhood should consist of a mix of dwellings to enable greater opportunity for homes to be occupied during different times of the day allowing for community interaction and natural surveillance.

### Boundaries

- Boundaries between public and private space needs to be clearly identified.
- Front boundaries should be kept relatively low (1m in height) in order to allow for natural surveillance from the property. Railings, hedges or other permeable fencing should be used if a higher boundary is required.
- Generally, all properties should have some defensible space in front of the dwelling. If this is not possible the security of front doors and windows needs to be upgraded.
- If gates to back gardens are provided, these should be robust, lockable, and at the same height as the fence.
- Where a planted boundary is proposed, plant species need to be carefully considered so as to not overgrow and

impede the natural surveillance.

- Side boundaries should have a minimum height of 1.8m and where they face a public space or street, the material needs to be carefully considered so as to enhance the urban quality.

### Public Open Space and Communal Areas

- All public open space, play areas and communal areas have been carefully designed and located to provide a positive contribution to the scheme.
- Public open spaces, and in particular the children’s play areas, should be well overlooked by the surrounding built form.
- Public spaces and play areas need to have safe routes to and from them.
- The ownerships and responsibilities for external spaces should be clearly identified and the proposals should facilitate easy maintenance and management.
- Play areas need to allow a suitable buffer if located near residential properties to minimise any noise disruption.

### Footpaths

- Public footpaths are design to be overlooked, and not allow access to backs of properties.

### Lighting

- A suitable lighting design will be provided for all areas.
- Where footpaths pass through ecologically sensitive areas, lighting will be minimised.

### Cycle and Bin Storage

- Private and secure cycle and bin storage should be provided where possible.
- Structures used for cycle and bin storage should be located in such a way as to not allow them to be used as a climbing aid.
- Where communal cycle and bin storage is provided, it should be well overlooked by surrounding built form, and well lit.