



Land off the A363 White Horse Business Park

Trowbridge

DESIGN AND ACCESS STATEMENT

APRIL 2020

Turley

Forward

This document has been produced for Castlewood Properties Ventures Ltd by Turley Design in conjunction with a wider project team of environmental and technical consultants. This statement is being submitted to accompany an outline planning application for the proposed development of up to 100 new homes, a care home and associated landscape and infrastructure on Land off the A363 White Horse Development Park.

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01

Introduction



01. Introduction

This Design and Access Statement (DAS) has been prepared by Turley Design in conjunction with a wider project team on behalf of the applicant Castlewood Properties Ventures Ltd, in support of an outline planning application for Land off White Horse Business Park.

By way of introduction, Land off White Horse Business Park is allocated in the Wiltshire Housing Site Allocations Plan: adopted plan under reference H2.2. The allocation comprises of 18.96ha.

This Design and Access Statement focuses on the northern most parcel of land within the proposed allocation, being promoted by Castlewood, in context of the wider allocation. This parcel of land is referred to as the site and comprises 8.37ha.

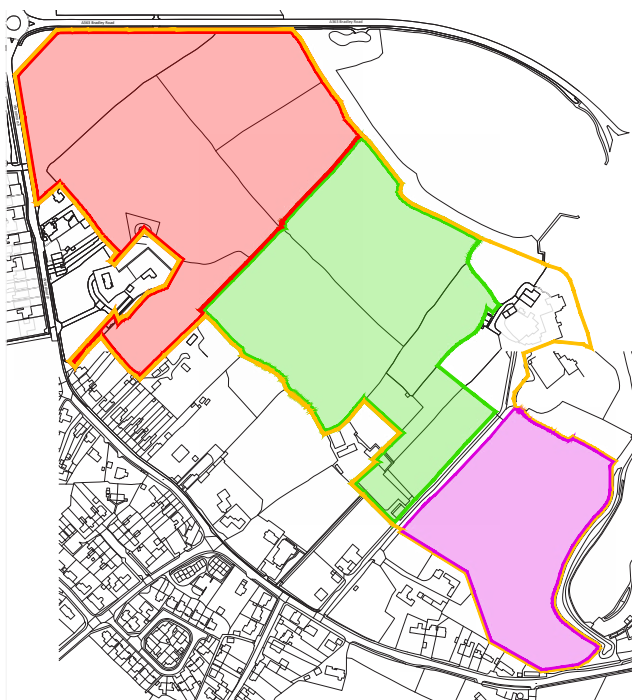
The two other parcels of the proposed allocation (the wider site) are being promoted by Linden Homes and Backhouse and are subject to separate planning applications. These applications are submitted by others and do not form part of the Castlewood proposals. However discussions have been held between the promoters of land within the allocation in relation to its masterplanning and design.

This application is submitted in outline for up to 100 dwellings, a care home of up to 64 beds (up to 3,750 sqm) and public open space with approval sought for use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval.

Purpose of the Document

The purpose of this DAS is to provide a summary of the assessment undertaken and how it has led to the scheme design. Parameters for the development proposals have been established and will provide the basis for reserved matters to come forward in the future, once the planning application is approved.

This DAS should be read in conjunction with supporting technical consultants reports that provide a full robust understanding of the site.



-  Site Allocation
-  Land under Castlewood Ventures Properties Ltd control
-  Land under Linden Homes control
-  Land under Backhouse control

Fig. 1: Proposed housing site allocation plan

Structure of the Document

The statement has been structured to reflect the sequence of key stages which have been undertaken as part of the design process for this outline application. The structure of this document is therefore broken down into a number of topic areas to discuss the following details of the proposal:



02. Planning Policy

A review of relevant national and local planning and design policy and guidance which relate to the design and development of the site proposals.



03. Context

Identifies Blunsdon within its wider strategic setting and describes the context of the site in terms of townscape, landscape and movement. This section also focuses on the immediate site context, setting out how the site's constraints and opportunities will shape the development area.



04. Involvement and Evolution

Sets out a summary of design evolution and early sketches to the final design proposals.



05. Design

Explores and establishes general design principles, which have been informed by the previous chapters in this Design and Access Statement, to establish the illustrative masterplan.



06. Summary

A review of the key findings established through the Design and Access Statement, summarising the key elements which make up the proposed development.

Site Location

The site is situated within the administrative boundary of Wiltshire Council and lies on the southern edge of Trowbridge.

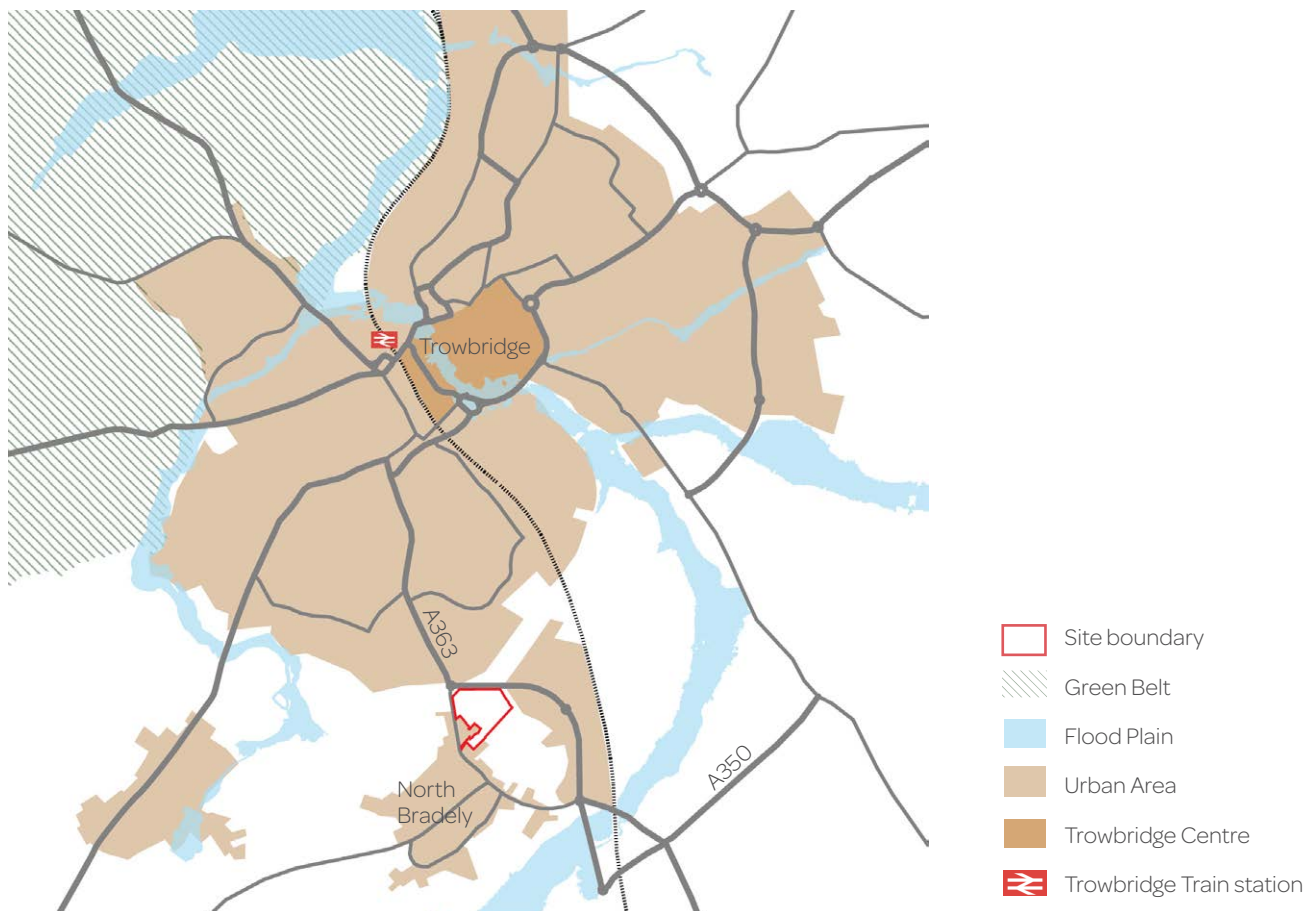
Trowbridge is a Principal Settlement, situated within the Trowbridge Community Area and located in the North and West Wiltshire Housing Market Area (HMA). It should be noted that the growth of Trowbridge is constrained, in particular, with Green Belt and Flood Zone designations to the north and west of Trowbridge.

The relationship between White Horse Business Park, the Allocation (ref 298) to the SW and allocation 'Elm Grove Farm' (ref 613/248) to the SE is demonstrated opposite. The Site is ideally placed to provide improvements to walking and cycling routes through to Trowbridge. The Allocation would therefore provide a cohesive and logical extension to Trowbridge. In addition, the Site would be directly connected to the settlement to the north and east.

Site Description

The site is 8.37ha (20.68ac) in size and comprises of fields of pasture located adjacent to the southern boundary of Trowbridge.

The site is bounded to the north by the A363 (Bradley Road) which connects Trowbridge to White Horse Business Park. The western boundary is predominately rear gardens associated with residential dwellings. Mature hedge boundaries provide buffer planting. The southern boundary consists of an existing hedgerow and the site is bound to the east by a tree belt that encloses the White Horse Business Park.





Trowbridge

Bradley Road

Retail Park

Elm Grove
Farm Site

A363

Woodmarsh

White Horse
Business Park

A363

North Bradley

Westbury Road

Southwick Road

-  Site boundary
-  Elm Grove Farm Allocation area
-  Land off White Horse Business Park allocation area



02 Context



02. Context

Planning Policy

National Planning Policy

At a national level, the National Planning Policy Framework (NPPF) 2019 sets out that the government's planning policies for England and how they are expected to be applied. This is supported by the Planning Practice Guidance (2014) which includes guidance on character and visual matters within its design category section.

Local Planning Policy

At a local level, the Assessment Site falls within Wiltshire Council which covers the whole of Wiltshire, excluding Swindon. Planning Policy for the County is set out in the West Wiltshire Local Plan. Furthermore, the Council are currently progressing their Wiltshire Housing Site Allocations Plan which has now consulted on its Further Main Modifications following the Examination in Public in April 2019.

Wiltshire Core Strategy

The Wiltshire Core Strategy Development Plan Document was adopted on the 20th January 2015. Within this document the Assessment Site lies within the Trowbridge Community Area and the strategy for this area includes recognition that the villages surrounding Trowbridge (including North Bradley) have separate distinct identities as villages and that open countryside should be maintained in order to protect this separate character and identity.

Wiltshire Housing Site Allocations Plan: Adopted February 2020

The wider site, extending from Bradley Road to Westbury Road is allocated in the draft plan for development on the Policies map under Policy H2.2 Land off the A363 at White Horse Business Park. Residential development on the site is therefore supported in principle.

The development of this site for housing would result in a logical extension to the settlement and would not result in any detrimental impacts. Policy H2.2 states the following objectives for the development of the site:

- Core bat habitat will be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and the Trowbridge Bat Mitigation Strategy (TBMS);
- Appropriate mitigation to protect bats, including financial contributions towards management, monitoring and any off-site measures as necessary, as informed by the TBMS;
- Retention and enhancement of existing hedgerows and trees as part of wider landscaping and green infrastructure requirements,
- Incorporating open space provision. Development will be expected to enhance a key gateway approach to the town and retain visual separation between the town and North Bradley;
- Sensitive design and layout, which ensures the significance of heritage assets and their settings are not subject to unacceptable harm. This shall be informed by appropriate heritage and archaeological assessments. Development proposals will make a positive contribution towards conserving and enhancing the significance of the Baptist burial ground, its gateway and its setting; and
- A Flood Risk Assessment (incorporating an assessment of the predicted effects of climate change) and comprehensive drainage strategy to inform site layout and design so that surface water is controlled and does not exacerbate flooding off-site.

For further detail and the policies discussed in this chapter, please refer to the Planning Statement which accompanies this planning application.

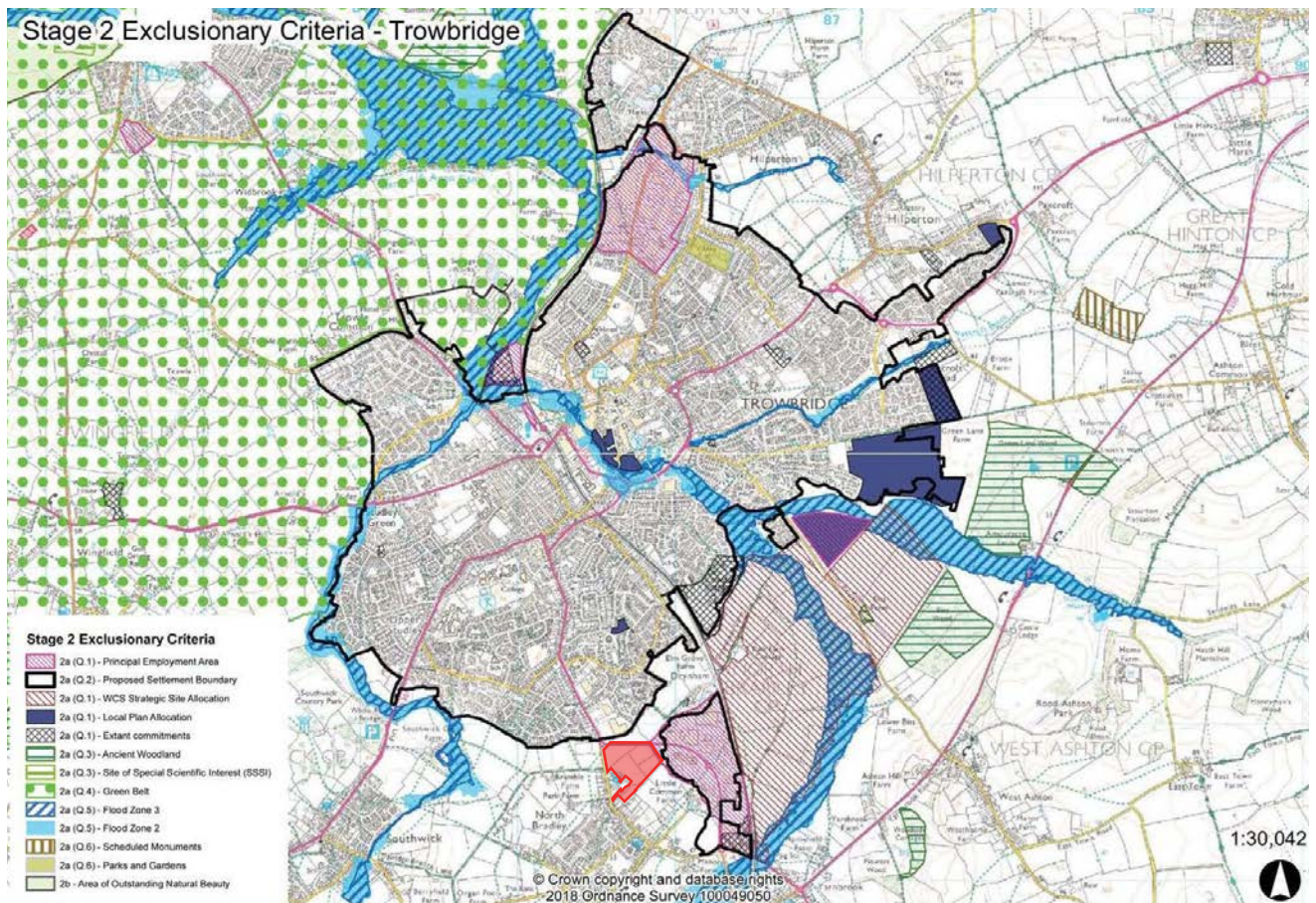


Fig. 3: Trowbridge Community Topic Paper Plan

Local Context and Facilities

Trowbridge has many services and facilities within walking distance of the site, these include; pre-schools, primary schools, secondary schools, a community hospital, food stores, community facilities. The site is within 2 miles from Trowbridge town centre. The plan opposite illustrates the facilities and services within the vicinity of the site.

Trowbridge railway station is located 2.3km from the site, which offers regular services to Chippenham, Swindon, Bristol, Bath Spa and Salisbury as well as connections the wider rail network.

White Horse Business Park is situated to the east of the site, providing office and industrial employment space. Additional employment areas are located on the northern periphery of Trowbridge. A large retail park is situated off the A363 just 170m north of the site. This provides a choice of retail and food and drink uses, including Home Bargains, McDonalds, TKMaxx and Matalan.

Approximately 14.33ha of land at Elm Grove Farm to the north of the site is allocated for the development of a mixed use development including approximately 200 dwellings. This would potentially push the settlement edge of Trowbridge further south to abut the northern boundary of the site.

The village of North Bradley is situated to the south west of the site.

-  Site boundary
-  Bellefield Primary School
-  The Mead Community Primary School
-  Paxcroft Primary School
-  Castle Mead Primary School
-  Oasis Academy Longmeadow
-  Newtown Community Primary School
-  Walwayne Court Primary School
-  St Johns Primary School
-  Studley Green Primary School
-  Holbrook Primary School
-  Grove Primary School
-  Roundstone Nursery School
-  North Bradley C of E Primary School
-  St Austine's College
-  St John of Gaunt School
-  The Clarendon Academy
-  Larkrise School
-  Wiltshire College and University Centre
-  Trowbridge Community Hospital
-  Trowbridge Oaks Care Home
-  Green Belt
-  Flood Plain
-  Town Centre
-  Trowbridge Train station
-  Land off White Horse Business Park allocation area



Fig. 5: Local context and facilities plan

Access & Movement

Vehicular Movement

The A363 (Bradley Road) forms the northern boundary of the site with Woodmarsh forming the western boundary. The A363 is a major highway that serves as a bypass to North Bradley subject to a 40mph speed limit. Woodmarsh is subject to a 30mph speed limit. Woodmarsh leads into Westbury Road and links to a roundabout junction with the A363 to the southeast. Beyond this junction the A363 connects to the A350 primary route.

It is understood that a relief road is planned for part of the A350 between Yambrook and West Ashton that will improve traffic flows in the area and improve opportunities for further development growth in the area.

Public Transport

Both the A363 and Woodmarsh are bus routes. Bus stops are provided on Woodmarsh, associated with Service 67, which is a loop service serving North Bradley and the Trowbridge town centre. Additional bus stops are located within White Horse Business Park connecting Trowbridge with Devizes, Sailsbury and Bath.

Trowbridge railway station is located some 2.3km from the site. This offers regular services to Chippenham, Swindon, Bristol, Bath and Sailsbury as well as services to the wider rail network.

Site Access

The site is accessed via a gate along the northern boundary with The A363 (Bradley Road). A further access point is provided by a farm track from Woodmarsh.

Pedestrian and Cycle Access

A public right of way runs south of the site alongside Little Common in a north-east south-west alignment. A bridleway leads west from Woodmarsh, opposite the site and provides connections with a wider network of public rights of way between North Bradley and Southwick.

There are no dedicated cycle facilities adjacent to the site. Bradley Road and Woodmarsh however provide low traffic flows with cyclists safely accommodated within the existing carriageway. A network of quiet streets are also recommended for cycle use including a direct route to the town centre and railway station via Drynham Land and Dursley Road.



Fig. 6: View of site from Woodmarsh Road

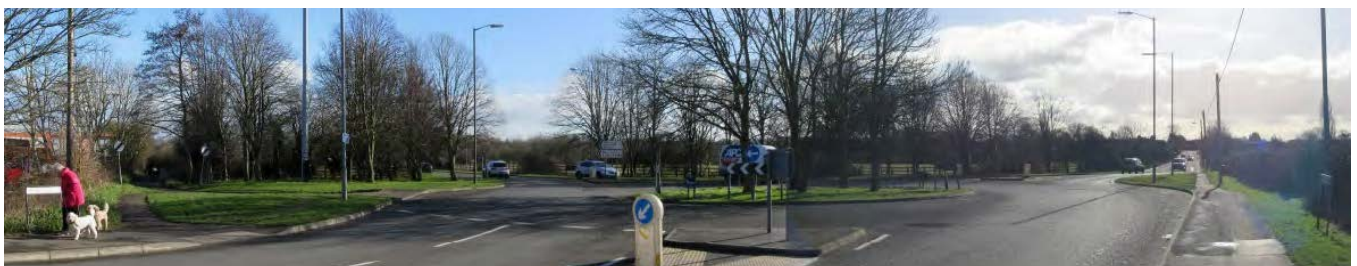


Fig. 7: View from Bradley Road at the round about with Woodmarsh

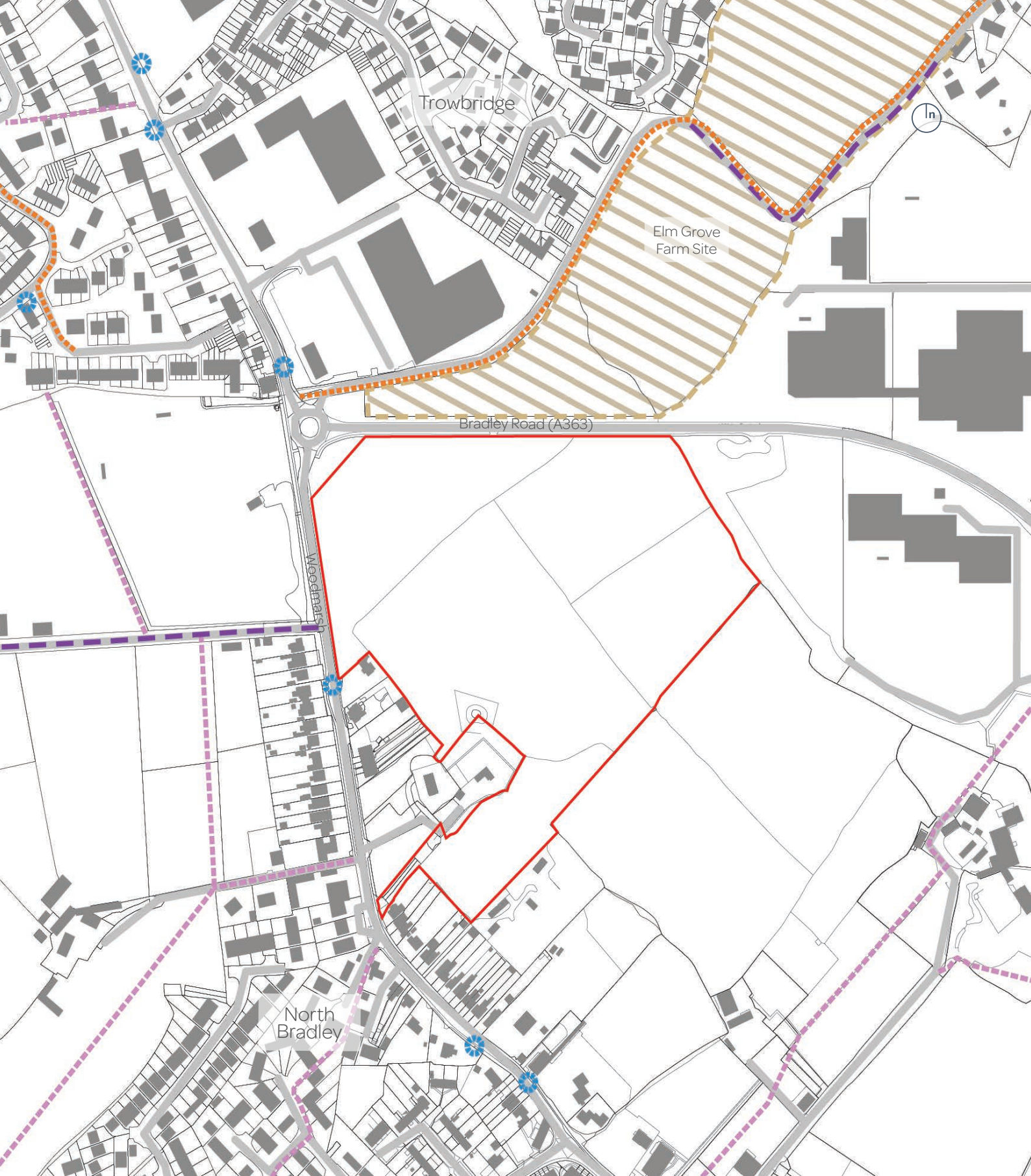


Fig. 8: Existing movement plan

- | | | | |
|---|-------------------------------------|---|-------------------------------|
|  | Site boundary |  | Recommended on road cyclepath |
|  | Existing Public Right of Way (PROW) |  | Existing bus stops |
|  | Existing Bridleway | | |

Landscape & Visual Impact

Turley LVIA have undertaken a landscape and visual assessment in respect of the site. The key findings within the report are as follows:

- The site is influenced by large scale development in Trowbridge and the White Horse Business Park which is recognised in the character assessment as resulting in areas that are less rural and tranquil.
- The existing hedgerow structure should be preserved where possible.
- Development would need to be set back from Woodmarsh with a substantial buffer from the eastern edge of North Bradley to preserve a degree of visual amenity and retain the separate character of the village. The field immediately to the east of Woodmarsh could provide opportunities for public open space and recreation whilst preserving this open break.
- The visibility of the site is limited to occasional short distance views from immediate visual receptors. In the wider surrounding landscape, the cumulative effect of field boundary hedgerows and the flat low lying topography provide visual containment. Although, the site is likely to be glimpsed from raised land to the southeast, the intervening distance will prevent its features being discernible.

Topography

The site is relatively flat in nature. The lowest part of the site is where the site meets Bradley Road to the north east. The AOD is 40m. The site broadly rises to 50AOD in the south west alongside the settlement edge with North Bradley.

Heritage Assessment

A heritage assessment has been prepared by Cotswold Archaeology, assessing the impacts of the proposals upon the significance of heritage assets within the proximity of the site.

Heritage Designations

The site contains no heritage constraints, listed buildings or listed monuments. Two Grade II listed monuments associated with a former Baptist Chapel, are located within the wider allocation site.

There are two listed buildings located 170m north west of the site along Bradley Road. The development will need to respect the setting of these heritage assets by sympathetic design choices within the proposals.

It was concluded that any development will not have an adverse effect on the setting of the heritage assets in the vicinity. The character and fabric of North Bradley and its associated features will be preserved, in line with the Wiltshire Core Strategy (2015).

Archaeology

There are no known archaeological remains within the site. The use of the site for agricultural purposes is likely to have resulted in the damage to or loss of an archaeological remains. Should any underground remains be found in deeper levels they would be of archaeological interest due to North Bradley's heritage.



Fig. 9: View from little common looking north towards the site



Fig. 10: Landscape and features plan

-  Site boundary
-  Elm Grove Farm draft mixed use allocation (H2.1)
-  Existing trees and hedgerow structure to be retained where possible and enhanced with existing breaks utilised as appropriate
-  Category A trees to be preserved within public open space
-  Maintain visual and physical break between North Bradley and Trowbridge
-  1m contours
-  Areas of higher landscape and visual sensitivity to be kept generally open where possible:
 - (A) (A) potential for recreation / open space
 - (B) (B) retained as pasture or to provide community facilities for North Bradley
-  Existing views into/out of the site
-  Potential new planting to maintain visual separation between the new development and North Bradley
-  Listed buildings or monuments

Boundary Description

Northern Boundary

The northern boundary is predominately defined by a timber post and rail fencing with direct views to the A363 to the north. Along the western part of this boundary there is a cluster of trees which shield the site from the existing roundabout to the north west.

A post and rail fence delineates part of the northern boundary which allows open views to the adjacent stretch of Bradley Road A363.

Eastern Boundary

Dense woodland planting buffers the site from Whitehorse Business Park to the east.

Southern Boundary

The southern boundary is defined by mature hedgerows. Although currently agricultural land, the fields beyond this boundary sit within the Proposed Allocation H2.2 and therefore the nature of these hedgerows are likely to change in the future.

Western Boundary

To the north the boundary is defined by well established hedgerows along Woodmarsh. Further south the boundary abuts residential back gardens, these are screened by existing hedgerows and mature trees.

Part of the central western boundary does not follow any specific on the ground boundary and is defined by land ownership.

The low maintained hedgerows and fencing to the rear garden plots of residential properties associated with Woodmarsh also allow views to the upper storeys of these adjacent dwellings.



Fig. 11: Northern boundary - View towards Bradley Road (A363)



Fig. 12: Eastern boundary - Woodland planting abutting White Horse Business Park



Fig. 15: Site boundary plan showing named views



Fig. 13: Southern boundary - Existing mature hedgerow planting



Fig. 14: Western boundary - View towards existing rear gardens along Woodmarsh

Drainage and Flood Risk

Abley Letchford Partnership Ltd has assessed the flood risk/surface water drainage constraints and opportunities of the site.

The site lies entirely within Flood Zone 1, this zone comprises land where flooding from rivers and the sea (fluvial) is very unlikely.

There are a series of drainage channels associated with field boundaries within the site and a small pond is located to the north of the former Woodmarsh Farm. The site is affected by surface water flooding, particularly in the northwest corner alongside Bradley Road and surrounding Little Common Farm.

The proposed drainage scheme will be designed to incorporate sustainable drainage (SUDs). Sustainable water management measure should be used to control the surface water runoff from the proposed development site therefore managing the flood risk to the site and the surrounding areas from surface water runoff.

Utilities

A utilities study was undertaken in support of this application. There is a trunk water main which runs north east to south west diagonally through the site. A 6m easement either side of the main will be required if retained.

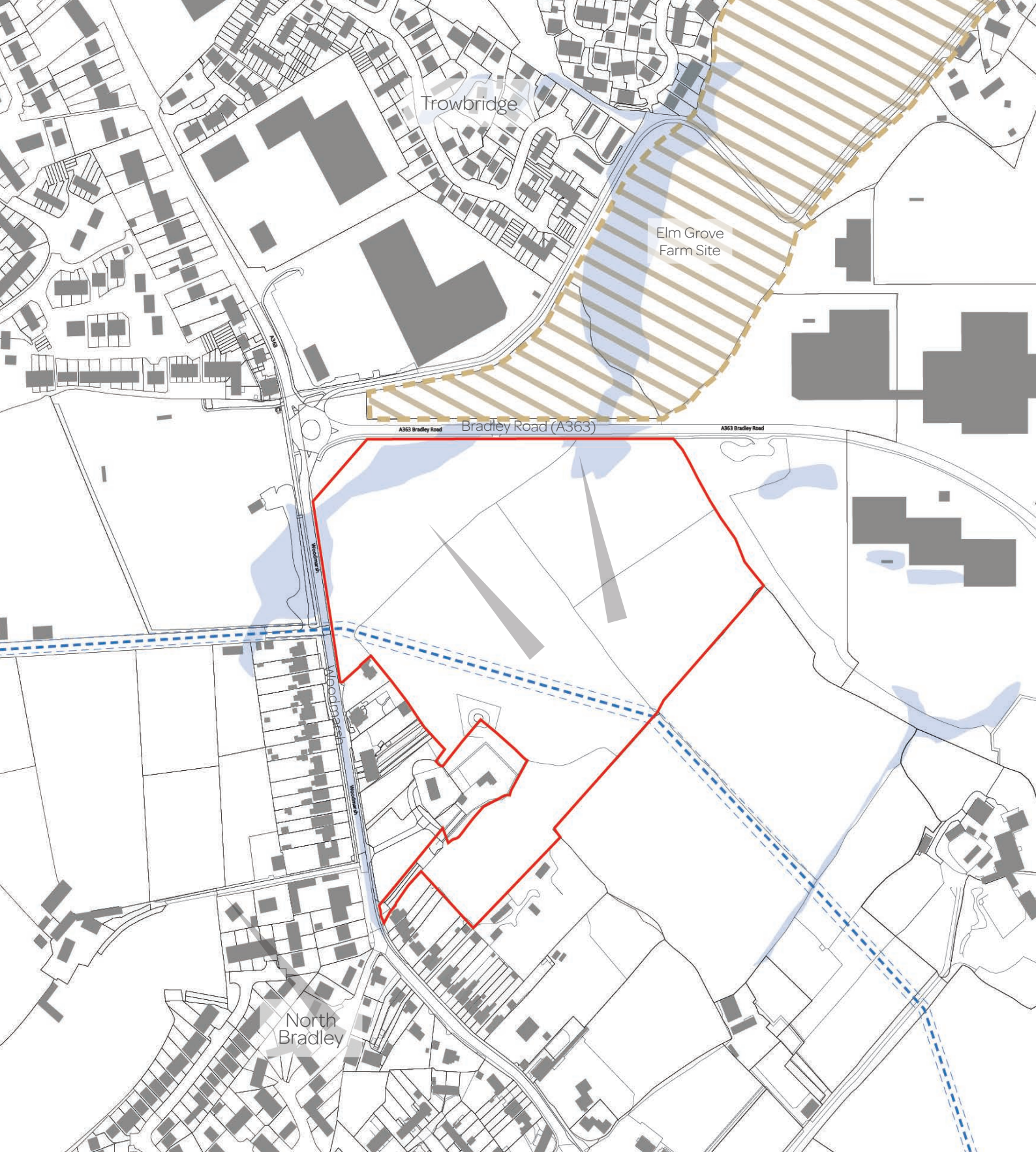


Fig. 16: Drainage and Utilities Plan

- Site boundary
- Direction of the slope
- Surface water flood zone
- Existing water pipe with 6m easement required if retained.

Ecology

An ecological assessment has been undertaken by Nicholas Pearson Associates (NPA).

The main findings are as follows:

- Great Crested Newts - Several records were returned for the presence of Great Crested Newts found within the wider site allocation. These results were mainly located in the White Horse Business Park and not on site.
- Bats - The site survey recorded the presence of at least nine different species of bats, these include Bechstein's bats, Greater Horseshoe bats and Lesser Horseshoe bats. Greatest activity was recorded along the hedgerows and woodland edge.
- Birds - A variety of birds use the site for foraging. Nearby buildings, along Woodmarsh Road also provide nesting sites for use by House Sparrows and House Martins. The proposal will need to manage and mitigate the impact on these birds.
- Badgers - There were no records of badgers on site.
- Dormouse - No evidence of dormouse were found.

Trees

Vegetation is restricted to field hedgerows and scattered hedgerow trees (mainly oak) and occasional blocks of scrub. The historic field pattern is well-defined by mature hedgerows that are overgrown in parts. A dense tree belt containing mature trees and shrubs encloses the White Horse Business Park to the northeast. There are three mature trees within the Assessment Site that are subject to a TPO. Two are located along the central hedgerow which runs in a northwest southeast direction, and the third is located in the southernmost field to the south of Woodmarsh Farm Cottage.



Fig. 17: Ecological and tree survey plan

- | | | | |
|---|---|---|---|
|  | Site boundary |  | Category A trees to be preserved within public open space |
|  | Elm Grove Farm draft mixed use allocation (H2.1) |  | 15m dark corridors to be implemented for bat mitigation |
|  | Existing trees and hedgerow structure to be retained where possible and enhanced with existing breaks utilised as appropriate |  | 15m buffer to dark corridors |

Constraints & Opportunities

The site assessment has identified site constraints and opportunities and helped to establish the principles for the development of this site. Key considerations include:

- A new highway access via Bradley Road for a possible access into the site
- Three mature trees that are subject to a TPO. These should be retained within public open space to provide opportunities for maintenance.
- The woodland belts associated with the White Horse Business Park and the network of mature hedgerows and tress should be retained to allow continued or future habitat use including Bechstein's bats.
- The separation between North Bradley and Trowbridge should be respected and protected with a landscaped offset to provide a transition space from development.
- Maintaining privacy and security to rear garden boundaries of existing properties backing onto the site.
- The draft allocation for mixed use development at Elm Grove Farm to the north would potentially push the settlement edge of Trowbridge further south to abut the northern boundary of the Assessment Site.
- Make connections between the wider allocation site and existing Public Rights of Way (PROWs)
- There is potential for a pedestrian crossing point along Woodmarsh in order to provide pedestrian connectivity to Trowbridge.
- Attenuation features for capturing surface water runoff should be incorporated within the site, preferably along the northern edge at the lowest point of the site. These are a consequence of both proposed development and existing surface water flooding.
- Myotis bat flight paths located across the site should be retained and enhanced with additional tree planting
- Retain areas of higher landscape and visual sensitivity as public open space

-  Site boundary
-  Existing Public Right of Way (PROW)
-  Existing Bridleway
-  Recommended on road cyclepath
-  Existing bus stops
-  Elm Grove Farm draft mixed use allocation (H2.1)
-  Potential site access point
-  Existing trees and hedgerow structure to be retained and enhanced with existing breaks utilised where possible
-  Category A trees to be preserved within public open space
-  Maintain visual and physical break between North Bradley and Trowbridge
-  Areas of higher landscape and visual sensitivity to be kept generally open where possible
-  15m dark corridors to be implemented for bat mitigation
-  15m buffer to dark corridors
-  Surface water flooding
-  Potential attenuation feature location
-  Listed buildings or monuments
-  Key views into the site
-  Existing water main with 3m easements



Fig. 18: Constraints and Opportunities Plan

Character & Heritage

Evolution of Trowbridge

Trowbridge is the county town of Wiltshire and has a historical evolution over a period of 3000 years. Records show an origin of a Anglo-Saxon village, probably located due to its rich farming location and its proximity to the River Biss.

Trowbridge developed as a centre for woollen cloth production during the 14th century and flourished as a market town through the medieval period. The growth continued beyond into the 16th and 17th century. In the

19th century amenities in Trowbridge improved. The railway reached Trowbridge in 1848 and the first hospital was opened in 1870. By the late 20th century Trowbridge had grown rapidly. Today Trowbridge still contains areas of original street patterns and urban grain, with historical buildings around Fore Street at its core.

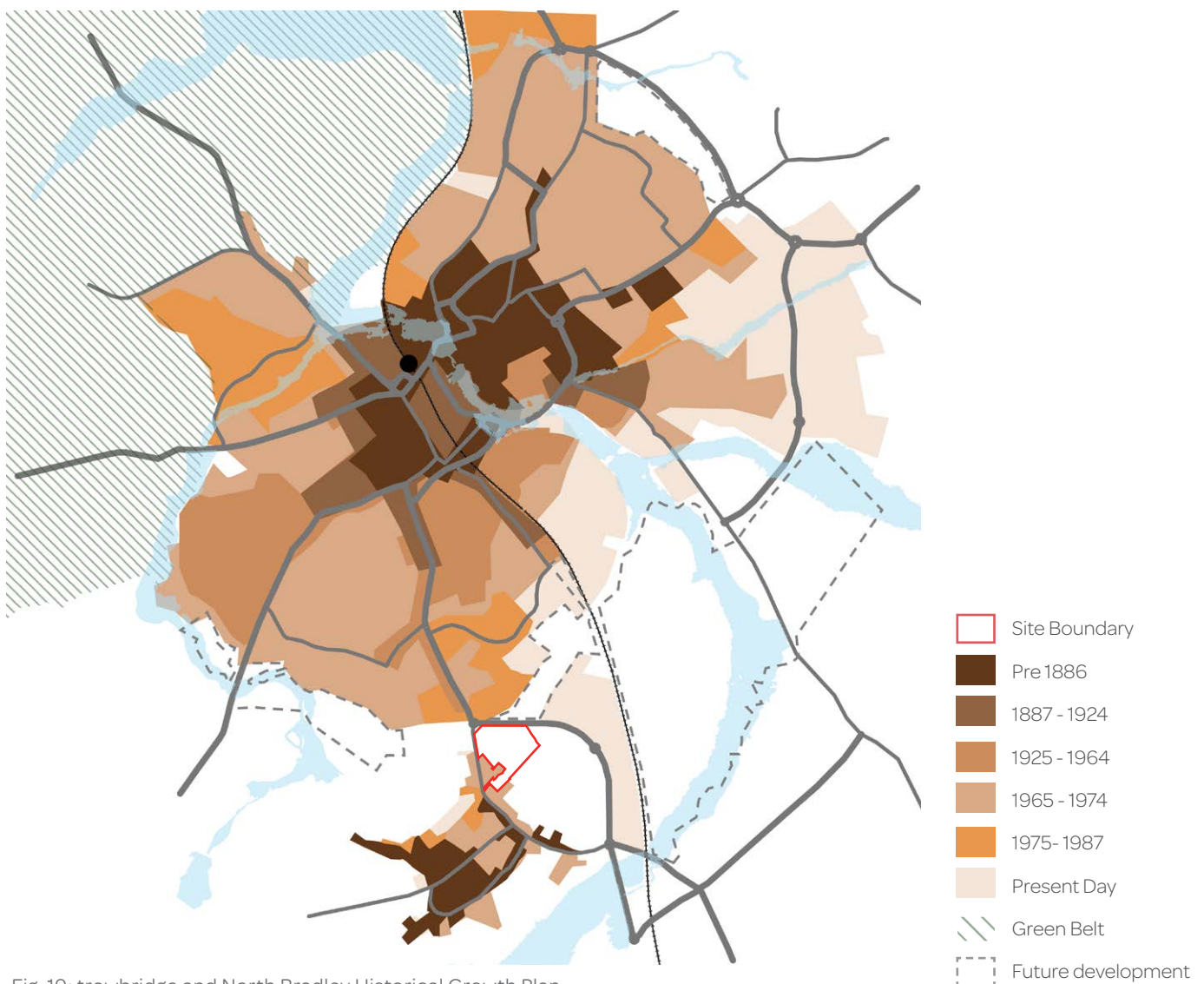


Fig. 19: trowbridge and North Bradley Historical Growth Plan

Trowbridge Local Character

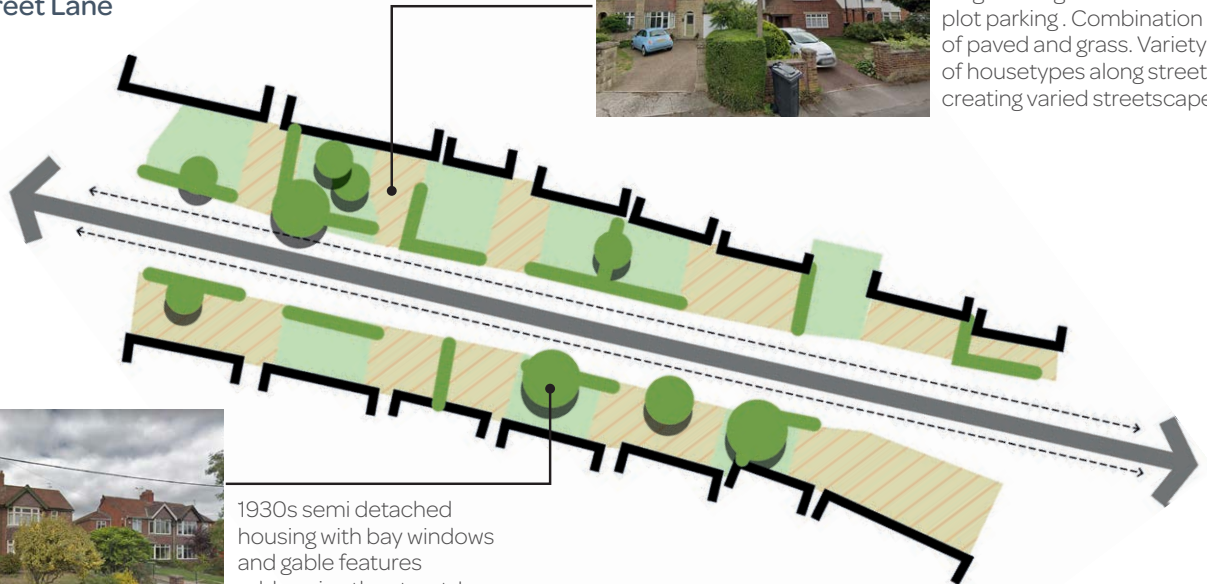
Silver Street Lane



Large front gardens with on plot parking. Combination of paved and grass. Variety of housetypes along street creating varied streetscape.



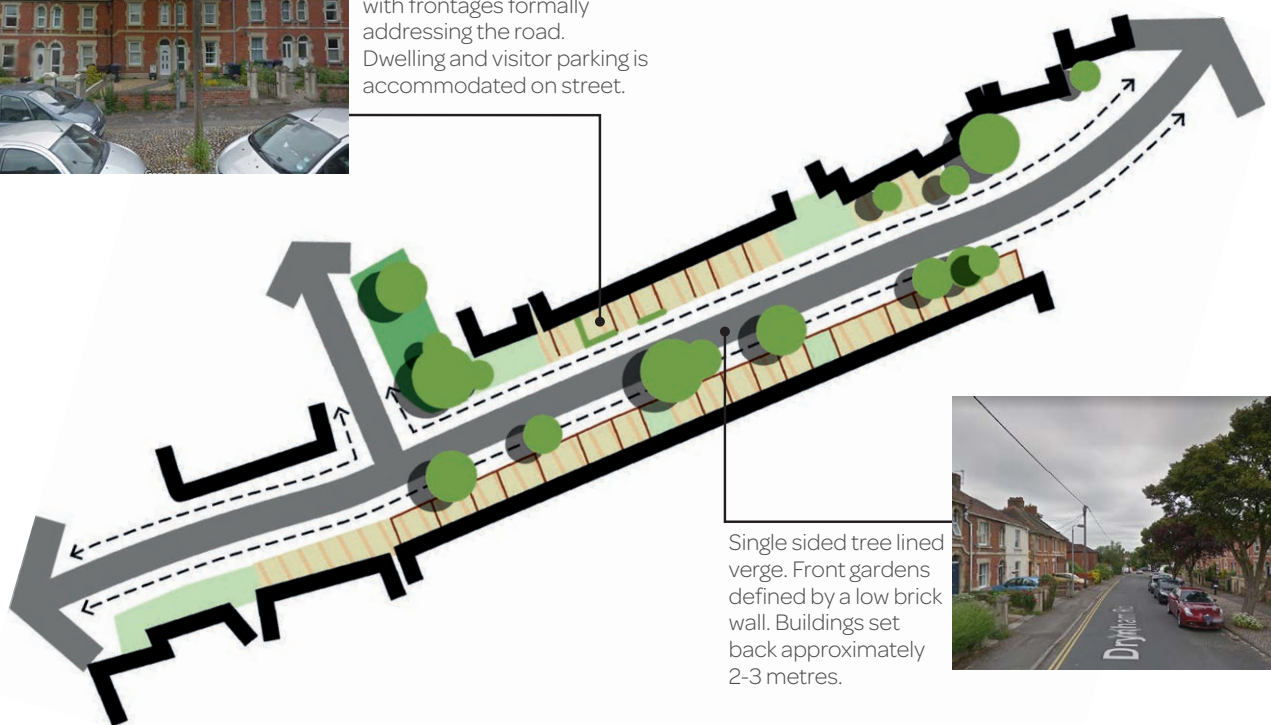
1930s semi detached housing with bay windows and gable features addressing the street. Large landscaped gardens



Drynham Road



Continuous build line with frontages formally addressing the road. Dwelling and visitor parking is accommodated on street.



Single sided tree lined verge. Front gardens defined by a low brick wall. Buildings set back approximately 2-3 metres.



North Bradley Local Character

The historical core of North Bradley has an essentially traditional built character, which is of a varied rural village vernacular. The settlement has been expanded during the 20th century, so giving rise to a varied context with 21st century in-fill.

Church Lane



Westbury Road



Local Materials

Whilst the facades and houses in Trowbridge and North Bradley are widely varied as a whole, there are a number of materials and details that are consistent throughout. These include:

- Stone buildings at key locations
- Plain or red tile roofs
- Brick facades (red in colour)
- Bay windows and gable details
- Stone or brick lintels
- Front door porches, both lean to and gable





03

Involvement
and Evolution



03. Involvement and Evolution

Engagement

A Statement of Community Involvement (SCI) is submitted with this application and sets out the details of consultation undertaken with various stakeholders in the preparation of the development proposals for the site.

The applicant has been proactive in engaging with Wiltshire Council, statutory consultees, Trowbridge Parish council and members of the public prior to the submission of this application.

Further details is covered in the SCI.

Public consultation

A public consultation event was held on the 10th January 2020 at North Bradley Progressive Hall between 4.30pm and 8pm. The event was advertised via a leaflet drop and a website (www.homesforwiltshire.co.uk) was set up for the event. The event was a joint public exhibition between Castlewood Commercial Properties Ltd and Linden Homes.

Approximately 144 residents attended the event and 58 people provided feedback either by the feedback form, the project website or by email.

The table opposite summarises the key issues raised during the consultation process and now the proposals have responded.

The masterplan

Castlewood proposals
Proposals for this part of the site include:

- Up to 99 new homes
- A range of housing options including 1 and 2 bedroom flats, and 2, 3 and 4 bedroom homes
- A new care home, with up to 64 beds
- Vehicular access from the A303, along with connection road through to the neighbouring Linden site
- New planting and landscaping throughout the site
- Around 8ha of green infrastructure, including sufficient public open space between the proposed residential properties and North Bradley
- Sustainable drainage features to the north-west of the site
- Pedestrian and cycle links to connect to neighbouring site, Trowbridge and North Bradley

Providing much needed elderly care
The population of Wiltshire residents aged 65 and over is projected to grow by almost two thirds over the next 20 years, continuing a long term trend which has seen older residents become an increasingly large component of the Wiltshire population.

National guidance encourages the delivery of a mix of housing to meet the needs of different groups within the community, including the elderly. The care home is proposed to accommodate for this mixed housing need.

Linden proposals
Proposals for this part of the site include:

- Up to 110 new homes
- A range of housing options including 1, 2, 3, 4 and 5 bedroom homes
- Vehicular access from Little Common, along with connection road through to the neighbouring Castlewood site
- New planting and landscaping throughout the site
- The creation of public open space including 1000
- Sustainable drainage features to the south-west of the site
- Pedestrian and cycle links to connect to neighbouring site and North Bradley

Design
The project is at the outline planning stage, where the principle of development would be agreed with the Council. Following this, further detail such as housing design and layout will be progressed in reserved matters applications.

The images below show examples of existing Linden homes, which provide an idea of how the site could be developed.

Site context and technical considerations

A series of technical assessments have been undertaken to consider the constraints and opportunities across the whole development site. These surveys have informed the design process to create a positive development for Wiltshire.

Some of the key technical considerations are summarised below:

Ecology
Initial ecological assessments have been undertaken as part of the planning process. There are no bat roosts on site, however, a range of bat species have been seen to travel and forage across the site. This activity was predominantly along the field boundaries, which has been taken into account through the sensitive design of proposals.

Flooding and drainage
The sites lie within Flood Zone 1, meaning there is a very low risk of flooding. There are areas of the western site that experience overland surface water flooding. A sustainable drainage system has been designed to overcome this, as shown on the illustrative masterplan on display today.

Heritage
A number of local heritage assets, including Two Grade II listed monuments associated with a former Baptist Chapel, are located along the southern boundary. The development would need to be sensitively designed to take into account, and respect, these local heritage assets.

Highways
Local highways were considered by Wiltshire Council in their assessment of the site, prior to including it as an allocation for residential use development in the draft Local Plan. In addition to this, Linden and Castlewood have undertaken their own surveys to consider matters such as local road use and the impact of the development on the highway network. This analysis will be submitted within Transport Assessment documents that will accompany each planning application.

Landscape
The proposed layout has been carefully thought through to take into account existing residents of North Bradley and Trowbridge. Proposals include the retention and/or enhancement of the majority of existing boundary hedgerows, along with extensive planting and additional landscaping to further soften development boundaries and provide a buffer between new and the existing homes.

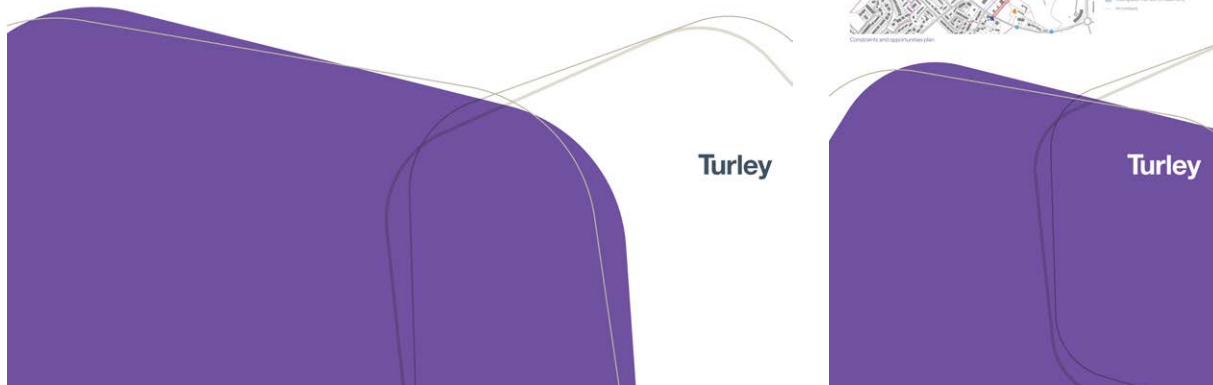
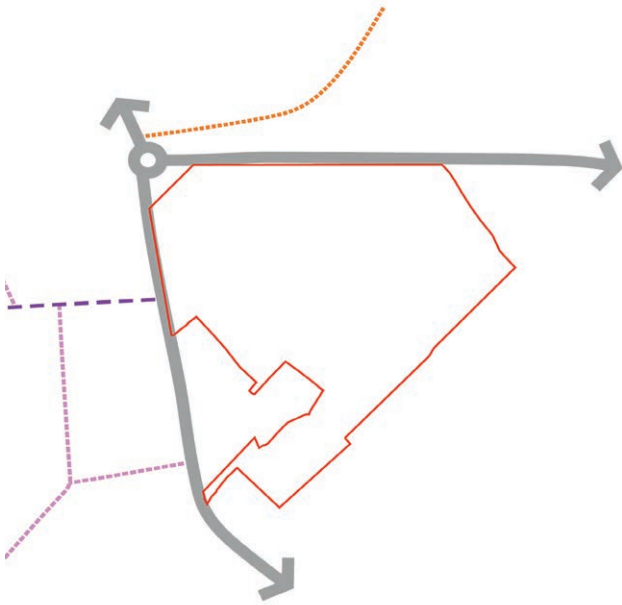


Fig. 20: Selection of consultation boards at the event

Concern	Issue Raised	Response
Access	Concern over the various access points to the site and the visibility of the access from the A363 and for residents leaving the site. Traffic calming measures would be required along Woodmarsh Lane.	An assessment has been undertaken by transport engineers to ensure an appropriate access strategy is proposed for the site, ensuring visibility and safety is sufficient
Scale	Too many homes were being proposed, which exceeded the number as set out in the draft allocation plan (175) . There was concern that the higher number would negatively impact the local character and the village feel of the area.	The emerging Local Plan has not prescribed an exact quantum of development for the site, instead referring to an approximate capacity of 175 dwellings across the whole site. Therefore, the quantum proposed has been informed by technical reports and assessments, prepared to support the application, which have demonstrated that this is a suitable and deliverable quantum of development.
Ecology	A request for green and sustainable infrastructure to reduce the impacts on local wildlife. There was concern over specific species in the local area (deer, buzzards, swallows, badger, fox and rabbits).	An ecological assessment has been undertaken to ensure that the on site ecology and wildlife has minimal impact. 15m Bat Corridors and a 15m buffer has been provided within the scheme to mitigate against any adverse effects the development may have.
Landscaping	Residents wanted to ensure that there was a clear separation between the development and North Bradley. They felt that existing buffers needed to be increased further to be in accordance with the councils core strategy that refers to the 'open countryside'. There was also suggestion for wildflower meadows could be incorporated, with longer grass in certain areas to benefit local wildlife.	The masterplan provides a minimum of 41m buffer to create sufficient separation between North Bradley and the proposed development. This increases to over 150m in places. The landscape strategy will propose wildflower meadows and areas of taller grass to help benefit local wildlife.
Distances from Neighboring Dwellings	There are concerns over the impact of views onto the neighbouring development	Sufficient spacing between the development and the existing settlement is provided within the proposal.
Flooding	Concerns over the long term maintenance of the attenuation features. There was worry that the proposed attenuation would not be sufficient in the future.	Appropriate measures have been undertaken to ensure that both existing and flooding as a result of the proposed development is mitigated against plus 40% for climate change.
Facilities & Services	There were concerns over the capacity of local facilities and services and the new development would adversely impact this, including jobs.	The site is within close proximity to Trowbridge, and can easily be reached by foot and cycle, where there are a number of facilities and services available to those who will live on site. The proposed Care home will also provide additional jobs.
Planning Process	Concern about their being two different developers and if this would cause inconsistency in the masterplan	Castlewood Properties Ltd are working closely with Linden Homes to ensure consistency and the creation of a holistic masterplan.

Design Principles

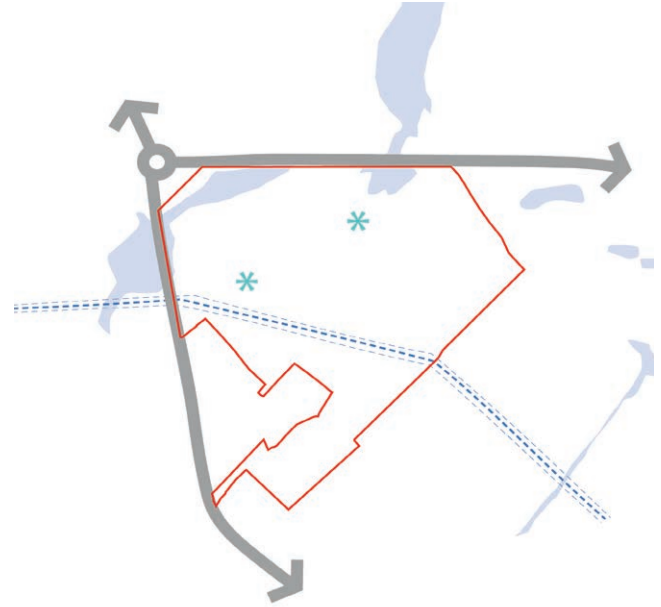
Movement



The site is in a good location for wider connections into Trowbridge. It is bound by Bradley Road to the north and Woodmarsh Road to the west. There is an opportunity to provide access to the site via Bradley Road.

There are PROWs which surround the site and have opportunity to integrate within the green infrastructure networks of the masterplan.

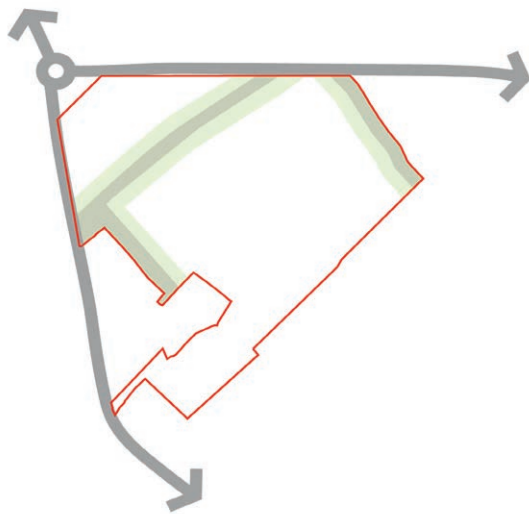
Surface Water Flooding



The site is subject to surface water flooding, meaning that additional measures will need to be taken to mitigate against this, and any additional risks from surface water runoff as a result of the development.

The water main that runs through the site will remain in-situ

Ecology Assets



There are existing ecology assets located within the site. 15m dark corridors will be implemented for bat mitigation. An additional 15m buffer to these dark corridors will exclude residential development. Extra planting will be provided in the site to mitigate against any ecological impacts.

Landscape/Visual Impact



Existing hedgerows will be retained where possible and integrated into the masterplan's green infrastructure strategy. Significant trees will be retained and incorporated into public open space.

There are areas of high landscape value and sensitivity within the masterplan. The proposal will retain these features and incorporate them into the proposed green infrastructure network and help to create green buffers from the surrounding urban settlements.

Design Evolution



Initial Draft Sketch

The context of the existing access network, landscape and ecology provide a structure for the proposed masterplan. This structure is then strengthened through the retention of existing trees and hedgerows withing a green setting.



Initial Masterplan

An extensive buffer planting infrastructure along the eastern boundary has been produced to prevent coalescence with North Bradley. buffer planting surrounding White Horse Business Park will be reinforced to produce a woodland feature.

Residential development is proposed adjacent to Bradley Road.



Layout Evolution

Detailed attenuation was designed through discussions with the drainage engineers.

Development was pulled further away from both the eastern and western boundaries to ensure sufficient ecological corridors are provided.

The existing water main is retained in-situ and the development amended accordingly.



Public Consultation

A sketch layout was produced for the public consultation. Pedestrian connections were highlighted.



04 Design



04. Design

The masterplan opposite has been produced to establish how development could be set out within the site, providing the broad areas of land use, landscape connections and accessibility for the development.

- 1 Primary access point via a new junction on Bradley Road.
- 2 Pedestrian access to Woodmarsh
- 3 Access point to neighbouring development
- 4 Existing trees and hedges to be retained and enhanced where possible
- 5 New tree and copse planting to implement a green buffer between the proposed masterplan and the existing development at North Bradley and Listed Buildings located within the context of the site
- 6 Existing established trees to become a focal point of central green spaces
- 7 New tree planting within landscape buffers
- 8 A series of flood attenuation features proposed within the lower parts of the site and could contribute to the ecological and biodiversity enhancement of the development proposals.
- 9 Proposed Care Home

-  Site boundary
-  Shared surface treatment
-  Proposed public open space
-  Existing trees/hedgerows to be enhanced as appropriate
-  Proposed trees
-  Proposed primary vehicular street
-  Attenuation features
-  Proposed pedestrian routes

Fig. 21: Framework Masterplan



Bradley Road (A363)

Woodmarsh

Land Use

The gross development site area is 8.37ha (20.68ac). 2.67ha (6.60ac) of this land is proposed to be residential use for up to 100 homes. This will provide a range of housetypes of varying sizes and tenures to ensure the delivery of a varied residential community. Up to 30% of the total number of dwellings will be affordable homes in accordance with Wiltshire Council Core Strategy Policy. Affordable housing will be located throughout the proposal to encourage integration and social cohesion.

The parcel located adjacent to Bradley Road will be developed as a care home of up to 64 beds (up to 3,750 sqm).

5.00ha (12.35ac) of the site will be classified as green infrastructure. This equates to 60% of the overall site area. This will include both formal and informal play areas, informal play areas, on-site attenuation features and landscape planting.

The table below and the plan opposite sets out the distribution of uses across the site based on the illustrative masterplan.

Developable residential land	2.67ha
Care home	0.64ha
Green Infrastructure	5.00ha
Proposed highways connections	0.06ha
Total	8.37ha



Fig. 22: Land Use Plan



Bradley Road (A363)

Woodmarsh

Density

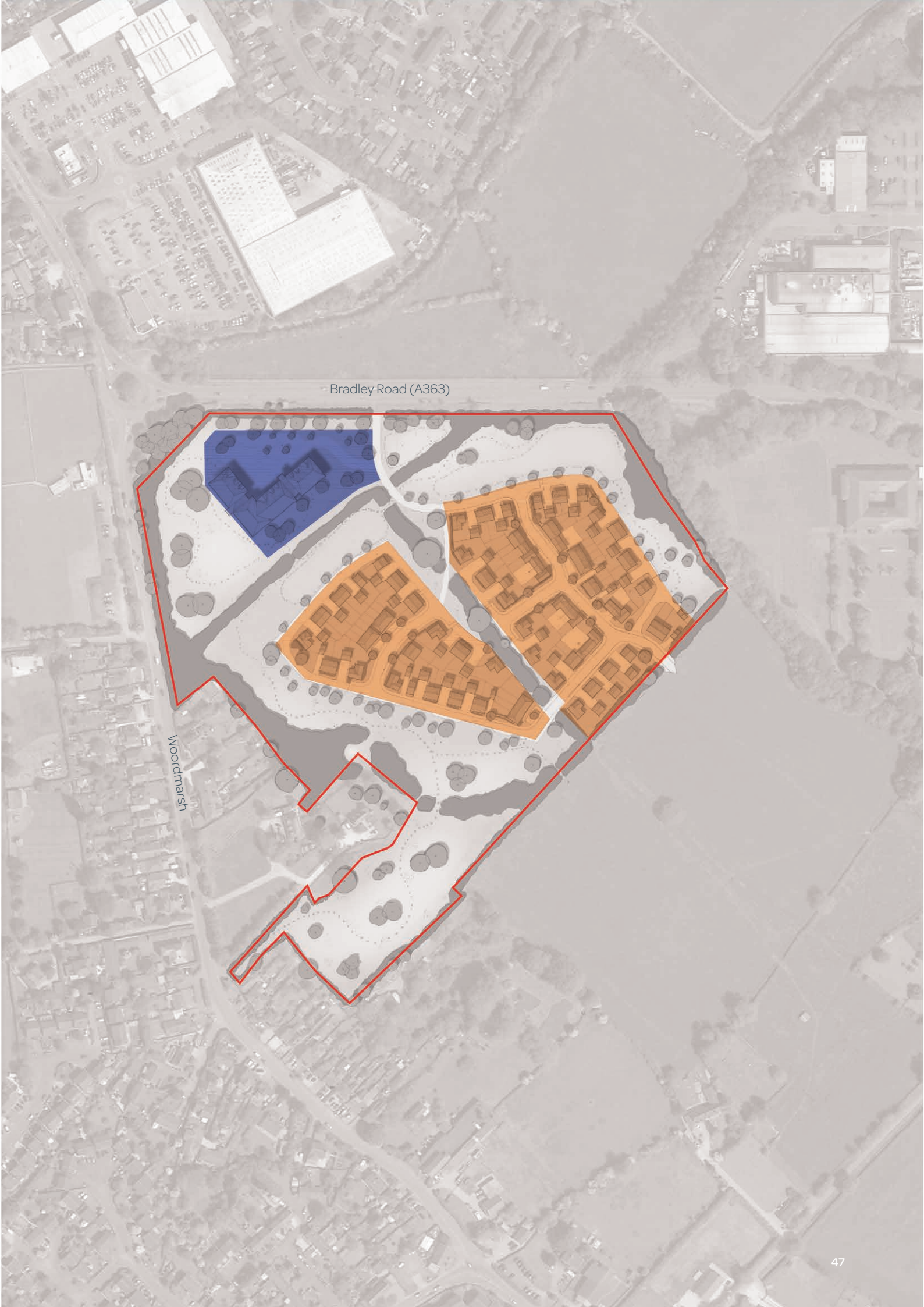
The development will provide a mix of densities to promote a viable and varied community. The density across the site will generally be graded from highest along the primary road to the lowest along the park edges at the interface with the green infrastructure. The density along the western edge will also be reduced due to its proximity to North Bradley, with larger gardens and building footprints.

The density distribution will be reflected within the dwelling typologies and car parking strategies. As well as density architectural style and housetypes will provide a varied streetscape.

The care home will provide a higher density of served apartments for older people, which will be high in quality.



Fig. 23: Density Plan



Bradley Road (A363)

Woodmarsh

Building Heights

The majority of the proposal will be 2 storey with key nodal point to be up to 2.5 storey. Varying heights at key locations particularly gateways and key nodes, will enclose key spaces and create an identifiable and legible development. Development along the green infrastructure edges will more likely be two storey heights to respond to its open landscape character. Varying ridge and eaves heights, as well as gables and chimneys can also be used to break up the visual appearance of a street and create visual interest in the streetscape.

Key buildings will be positioned at nodal points to address corners, terminate local views and add character to the streetscape.

The care home provides potential of up to three storey creating a landmark building set along Bradley Road.

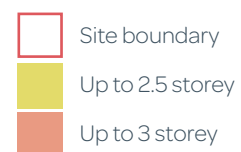
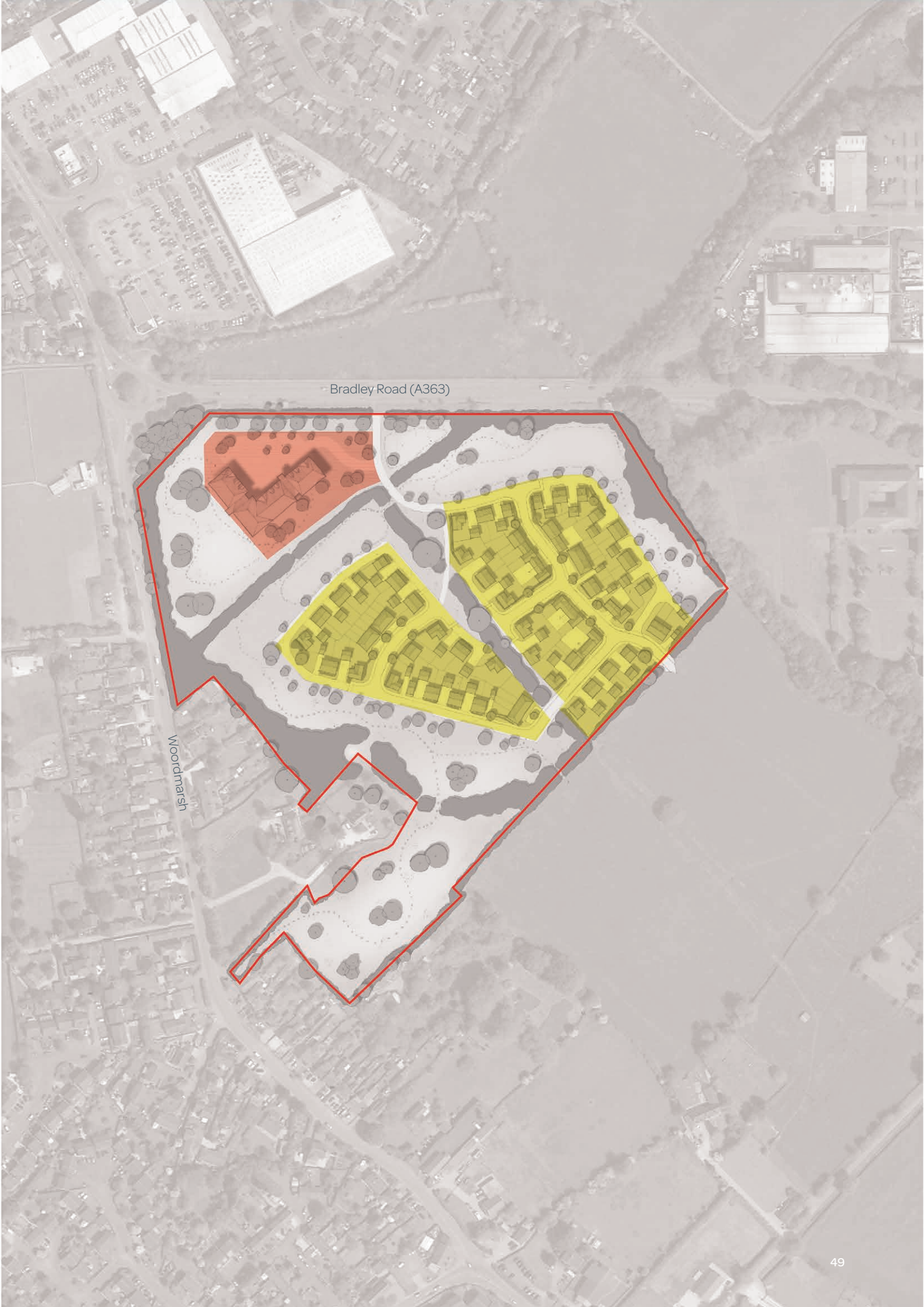


Fig. 24: Building Heights Plan



Bradley Road (A363)

Woodmarsh

Movement

Primary access into the site will be taken from the A363 (Bradley Road), via a priority controlled junction. This will consist of a 5.5m carriageway with 2m footpaths either side. This junction will be designed to facilitate the delivery of the rest of the wider allocation to the south east. The primary road will form part of the wider proposed strategic movement network connecting to the wider allocation.

Secondary and lower hierarchy roads will connect the remainder of the masterplan. Streets will be designed in accordance with the principles of Manual for Streets.

Pedestrian routes will be integral to the development proposals, creating connections with the wider landscape. The masterplan allows for a permeable pedestrian/cycle network, creating opportunities for connectivity with Trowbridge. Pedestrian links will be made along streets and through green corridors.

Parking provision will be determined at the reserved matters stage, however it will be provided in accordance with Wiltshire Local Transport Plan. Cycle parking will also be provided in accordance with Wiltshire Local Transport Plan, which states the requirement for 1-4 spaces per dwelling, dependant on dwelling size. This will be provided either in garages, sheds or other secure storage areas.

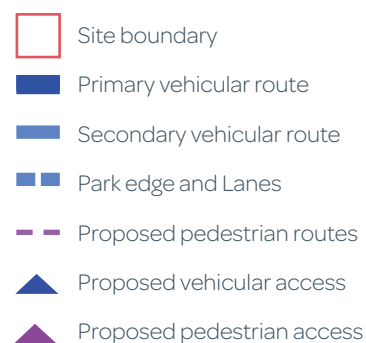
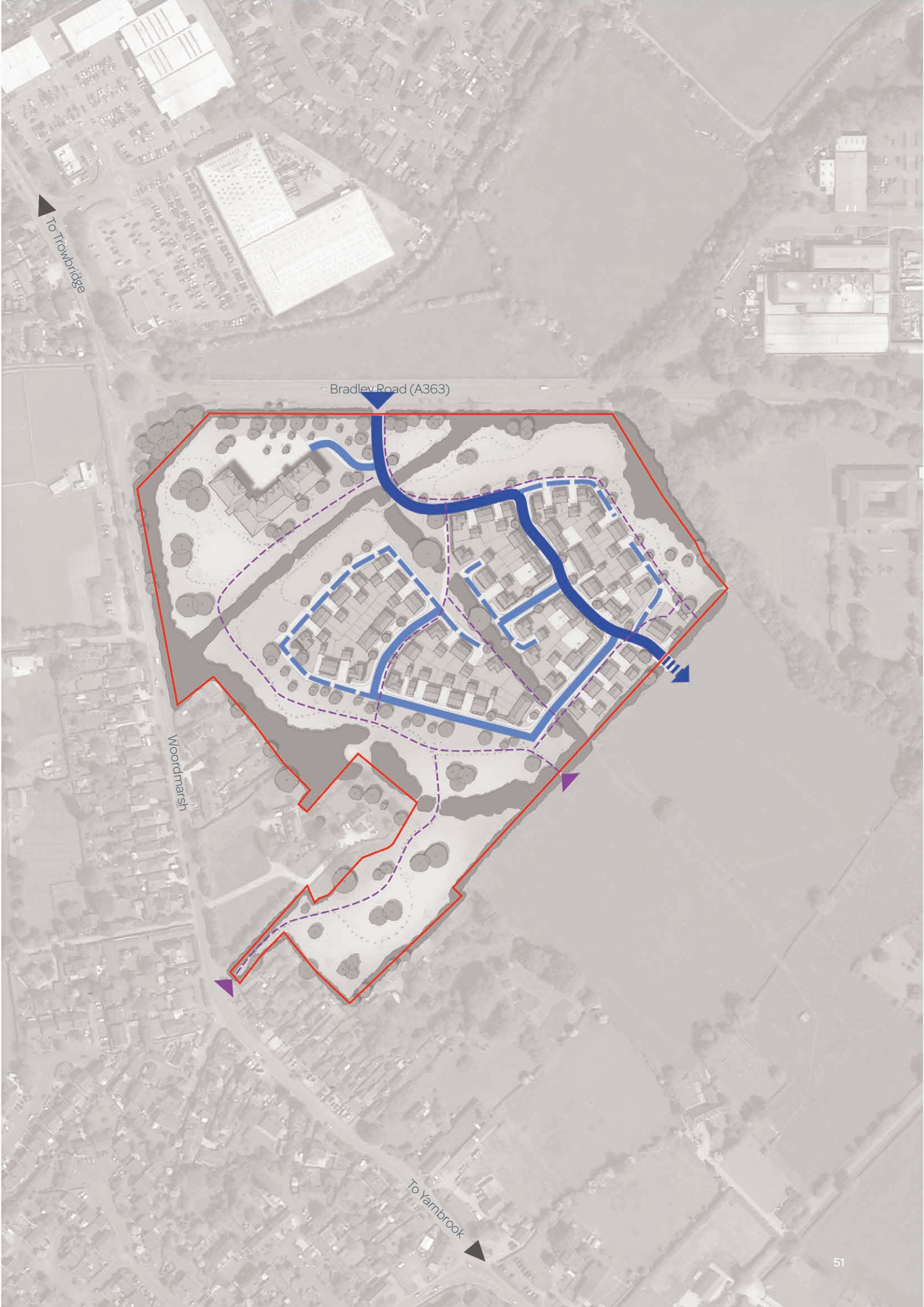


Fig. 25: Proposed Movement Plan



To Trowbridge

Bradley Road (A363)

Woodmarsh

To Yarnbrook

Street Hierarchy

The layout has been designed to provide a clear, simple street hierarchy comprising primary streets, secondary streets and lanes/park edges.

Primary Route



Fig. 26: Indicative Street Section

- The primary street will form a central route through the development, connecting to the rest of the H2.2 allocation site.
- This primary route will be formal in manner and will accommodate all traffic passing through the site. Parking will be provided on plot or within dedicated on street parking areas.
- Tree planting could be provided along the route to break up the dominance of cars on the streetscape.

Secondary Route



Fig. 27: Indicative Street Section

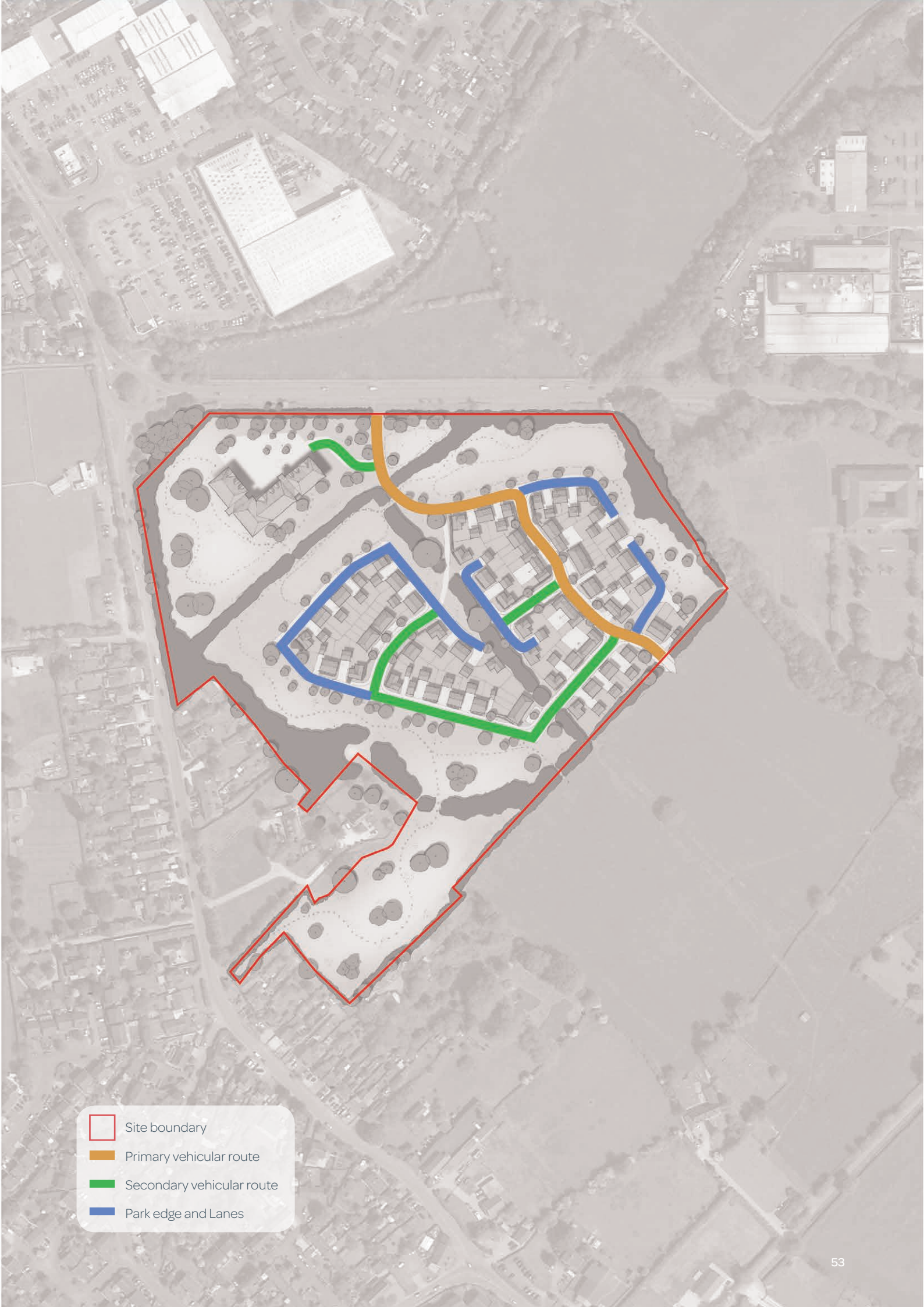
- The secondary street will consist of reduced carriageway widths and additional tree planting. Parking will be provided either on-plot or within dedicated on street bays.

Park Edge



Fig. 28: Indicative Street Section

- The private drives within the scheme will serve a small number of houses, typically along the green edges. These will be shared surface and will have pedestrian priority. Parking will be predominately on plot with visitor parking set within landscaping.



- Site boundary
- Primary vehicular route
- Secondary vehicular route
- Park edge and Lanes

Landscape Strategy

The proposal includes a quantum of 5ha of green infrastructure. The layout has been configured to retain and enhance existing trees and hedgerows that characterise the site. The landscape throughout the site has been designed as a legible network of formal and informal spaces providing an attractive environment in which people will live.

North Bradley Buffer

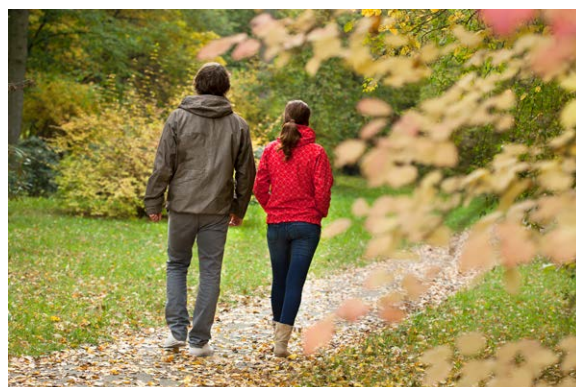
A green corridor is proposed along the south western boundary in order to prevent cohesion between North Bradley and the proposed development. This could include a range of informal activities, including footpaths, trim trails and play spaces. Existing trees and hedgerows will be retained and enhanced with new planting.

Central Green

A central green corridor could provide a piece of open space in the heart of the development. The existing trees will be retained and a substantial offset maintained in order to allow the tree to mature and create a feature of its own right. Viewed from Bradley Road this will produce an entrance space feature to the development.

Play Spaces

The public open space strategy is based upon Wiltshire's Draft Open Space Study 2015 - 2026 policy requirements. A LAP is provided along the southern edge of development. This play space is located within 480 metres or 10 minute walking distance from any dwelling.



-  Site boundary
-  Proposed public open space
-  Existing trees/hedgerows to be enhanced as appropriate
-  Proposed trees
-  Attenuation features
-  Proposed pedestrian routes
-  Proposed LAP Location

Fig. 29: Landscape Plan



Ecological Strategy

A number of mitigation and enhancement measures to safeguard habitats and species are incorporated into the proposed scheme. These include provision of green corridors to aid wildlife movement through the site, creation of new habitats of ecology value, additional planting and appropriate design of lighting. Details of protective measures required during construction will be included within the CEMP.

Bat Mitigation

A number of bat flight paths have been identified across the site. These have been incorporated into the network of green corridors to allow for continued flight lines post development. These green corridors are a minimum of 15m wide, creating substantial dark routes. An additional 15m buffer will also be implemented where buildings are prohibited and street lighting is excluded. Please refer to the Green infrastructure Parameter Plan for further details.

Road crossing points with sensitive lighting will also be introduced where streets cross green corridors.

Great Crested Newts

The SUDs ponds within the site will provide suitable breeding habitat for Great Crested Newts. A newt crossing point is also to be implemented along the entrance road aiding their movement.

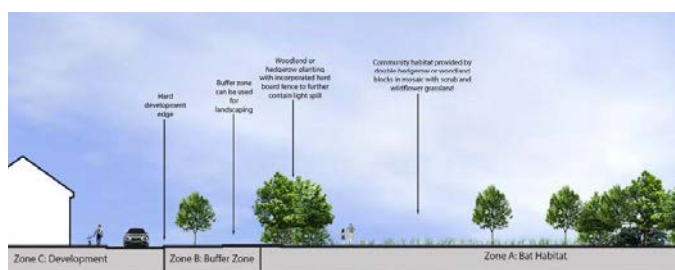
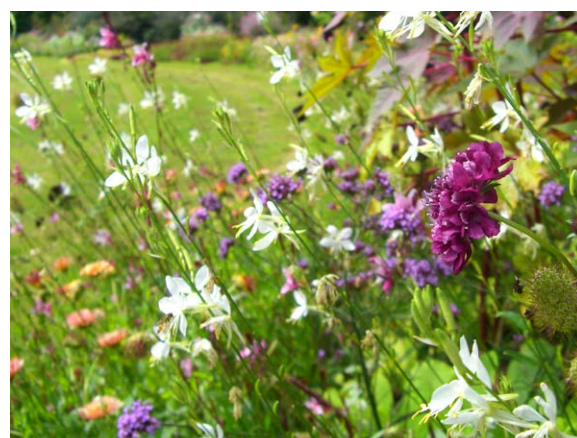
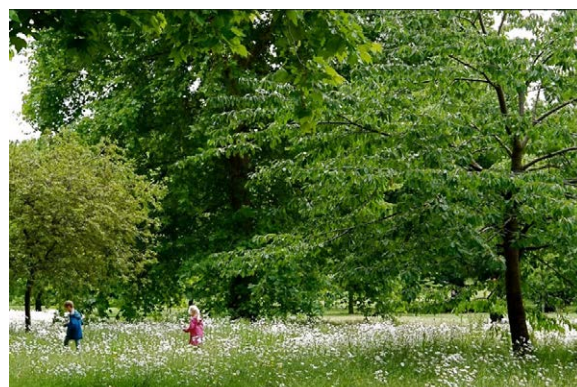


Fig. 30: Indicative Dark Corridor Section

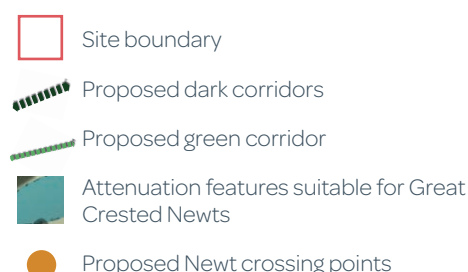


Fig. 31: Ecological Strategy Plan



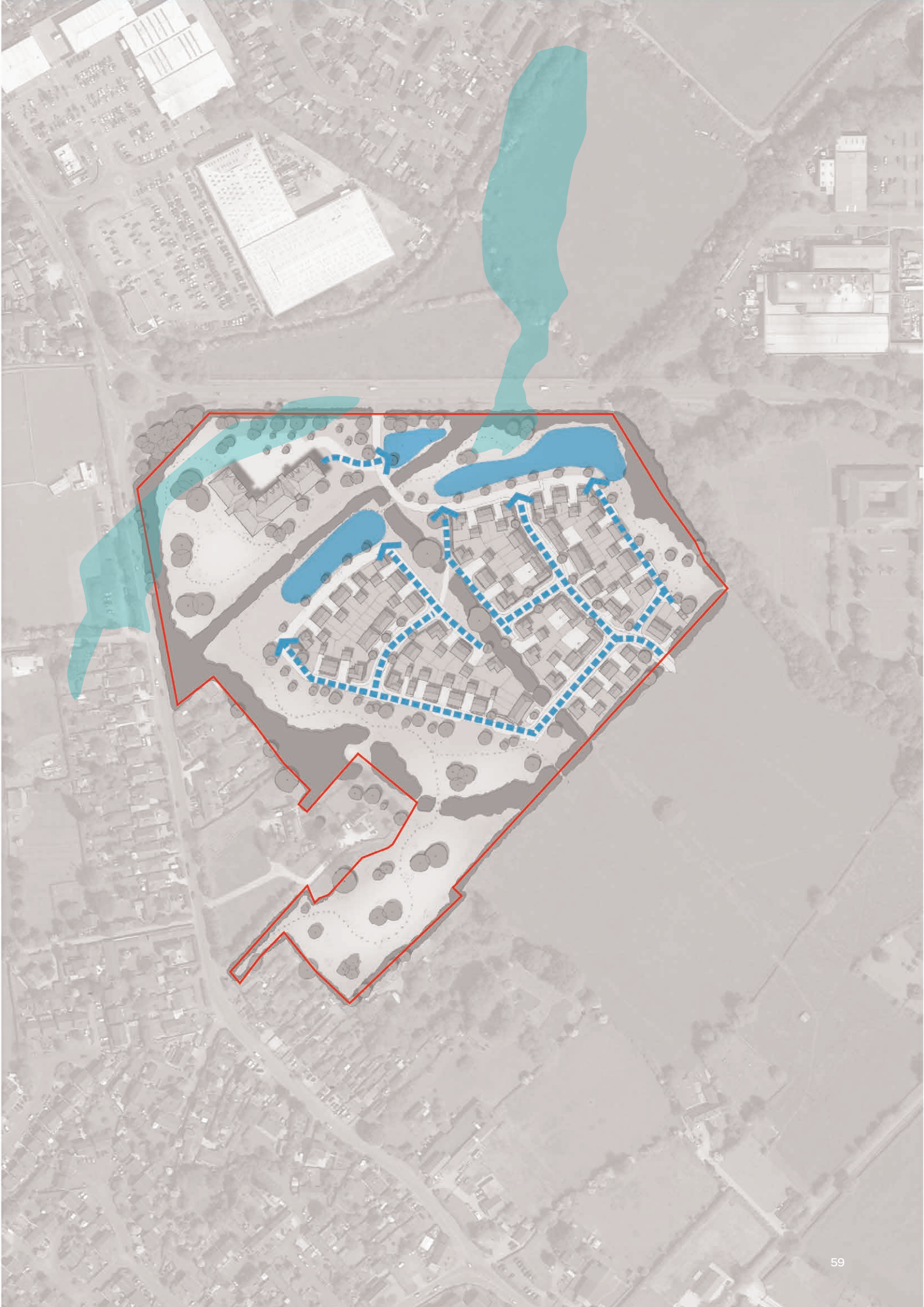
Drainage Strategy

A drainage strategy has been incorporated into the scheme to manage surface water run off as a result of the development. This has been designed to accommodate 1 in a 100 year rainfall event including 40% climate change. This will be done by proposing three new Sustainable Urban Drainage Systems (SuDs).

The attenuation features will be located in the lowest points of the site. The proposed areas of hardstanding surfaces will be directed to the existing watercourses following the existing topography of the site with the attenuation features mimicking the existing drainage situation as closely as practicable. These SuDs features will also capture existing surface water flooding.



Fig. 32: Drainage Strategy Plan



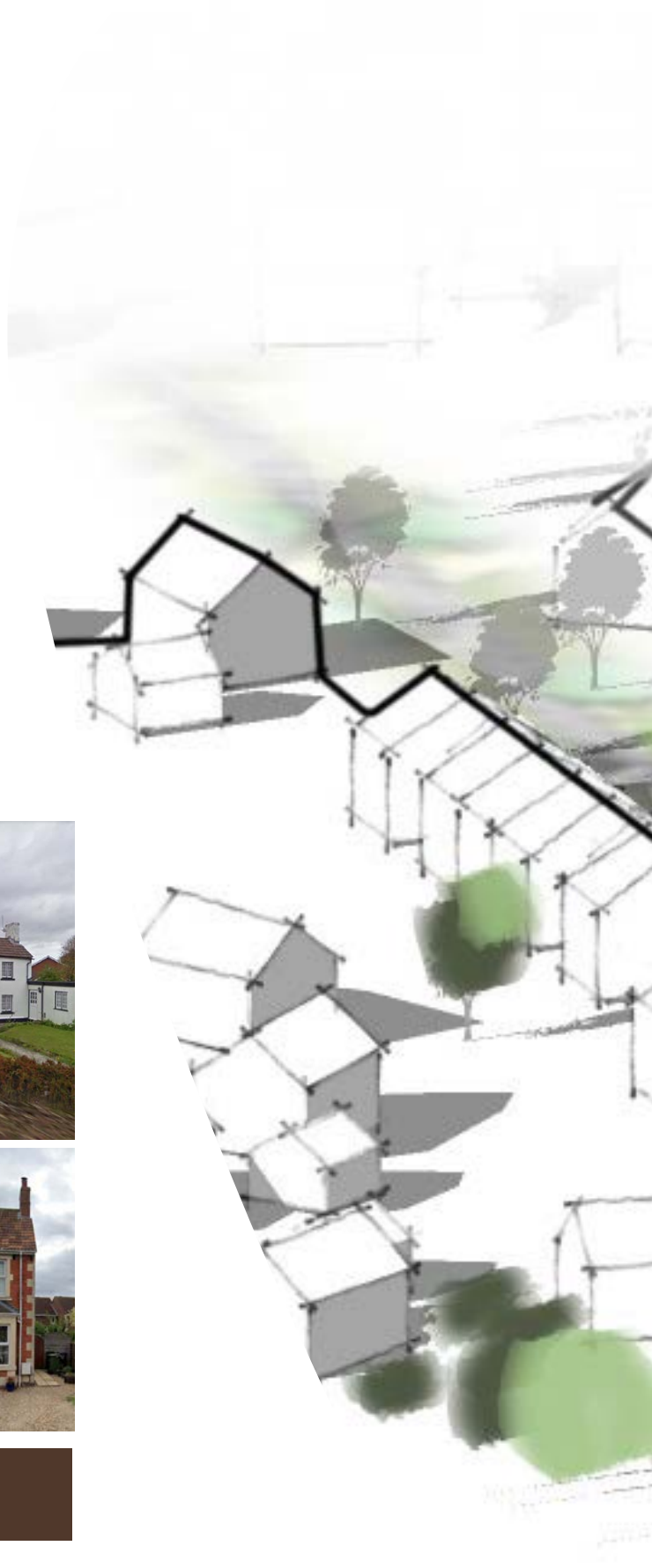
Appearance

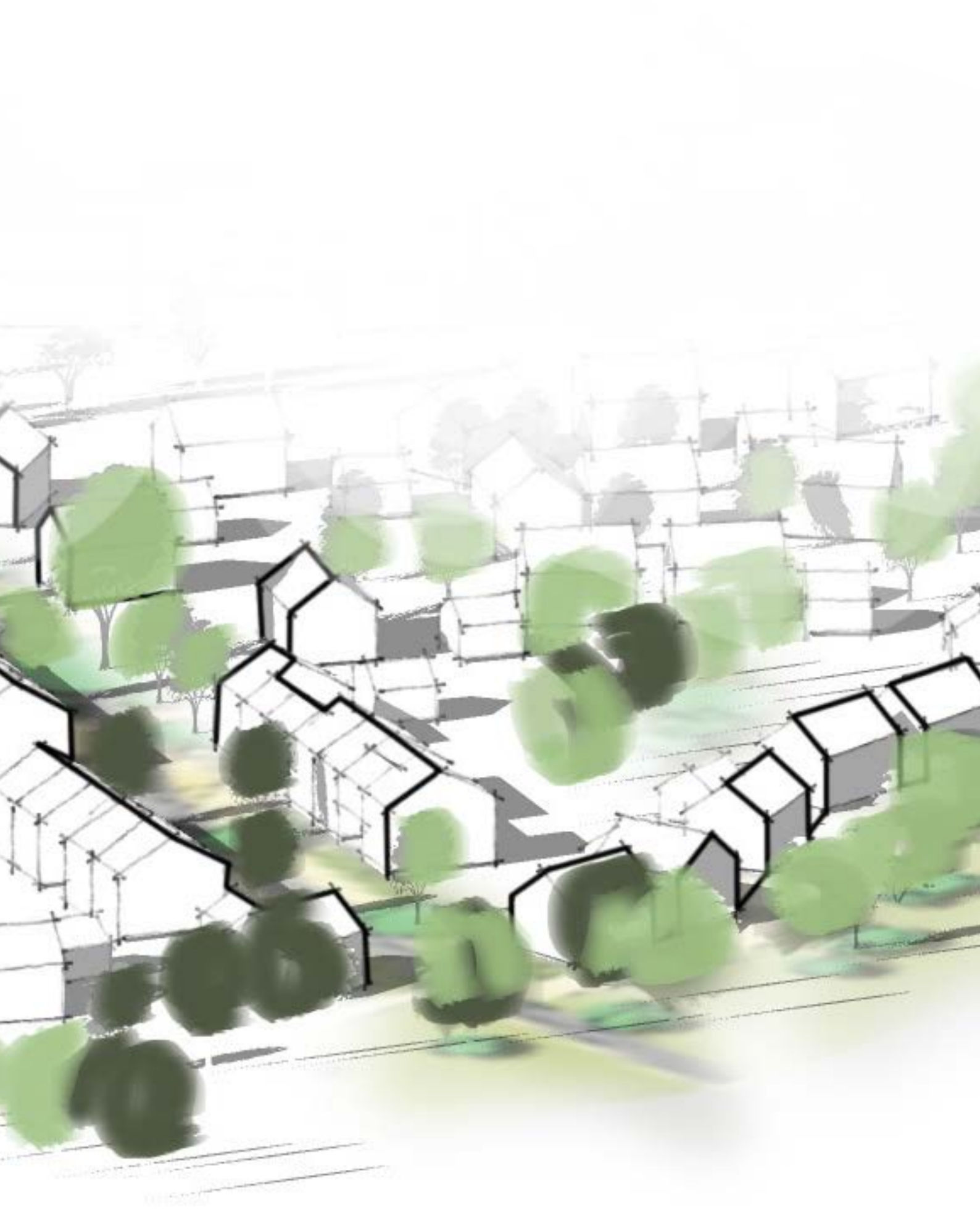
A quality palette of materials will be proposed within the scheme that will reflect the local character and take into consideration the context character appraisal carried out within this DAS.

The proposed houses will generally be 2 storey in height, with some variation with extent of the roof. There will be certain architectural change in key locations such as nodal points and at end of street vistas.

Materials will include brick and render. Roof tiles could either be recon slate or a red/brown tile.

Appropriate boundary treatments will be used within the scheme and will include close board timber fencing on rear boundaries and brick walling where rear boundaries face the public realm. Hedgerow and street trees will be used to delineate public and private spaces.







06 Summary



06. Summary

This document sets out how Land off the A363 White Horse Business Park, Trowbridge could be developed for up to 100 new homes and a care home of up to 64 beds (up to 3,750 sqm).

The development masterplan is supported by landscaping and ecological improvements as well as public open space and pedestrian links to the surrounding area.

Appropriate design measures have been undertaken to ensure the masterplan takes into consideration the various site specific constraints to deliver a viable and sustainable masterplan.

The technical work undertaken as part of this submission pack demonstrates that the site could be brought forward for development. This will help meet the need of both market and affordable housing.

In conclusion, the site provides an opportunity to bring forward, much needed, new housing in a sustainable location.

