



Land off the A363 White Horse Business Park

Trowbridge

**DESIGN AND ACCESS STATEMENT
ADDENDUM**

January 2022

Turley

Foreword

This Design and Access Statement (DAS) addendum document has been produced for Castlewood Property Ltd by Turley. It supports the revisions to the outline planning application for the proposed development on Land off the A363 White Horse Development Park (Application reference: 20/03641/OUT).

It has been produced in conjunction with a wider project team of environmental and technical consultants.

The document describes the proposals of the masterplan in response to the various site specific considerations undertaken by the wider consultant team, through post submission conversations with Wiltshire Council.

This Addendum should also be read in conjunction with the original DAS, Planning Statement, and other associated specialist reports and drawings which were submitted in support of the planning application.

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Date of issue

January 2022

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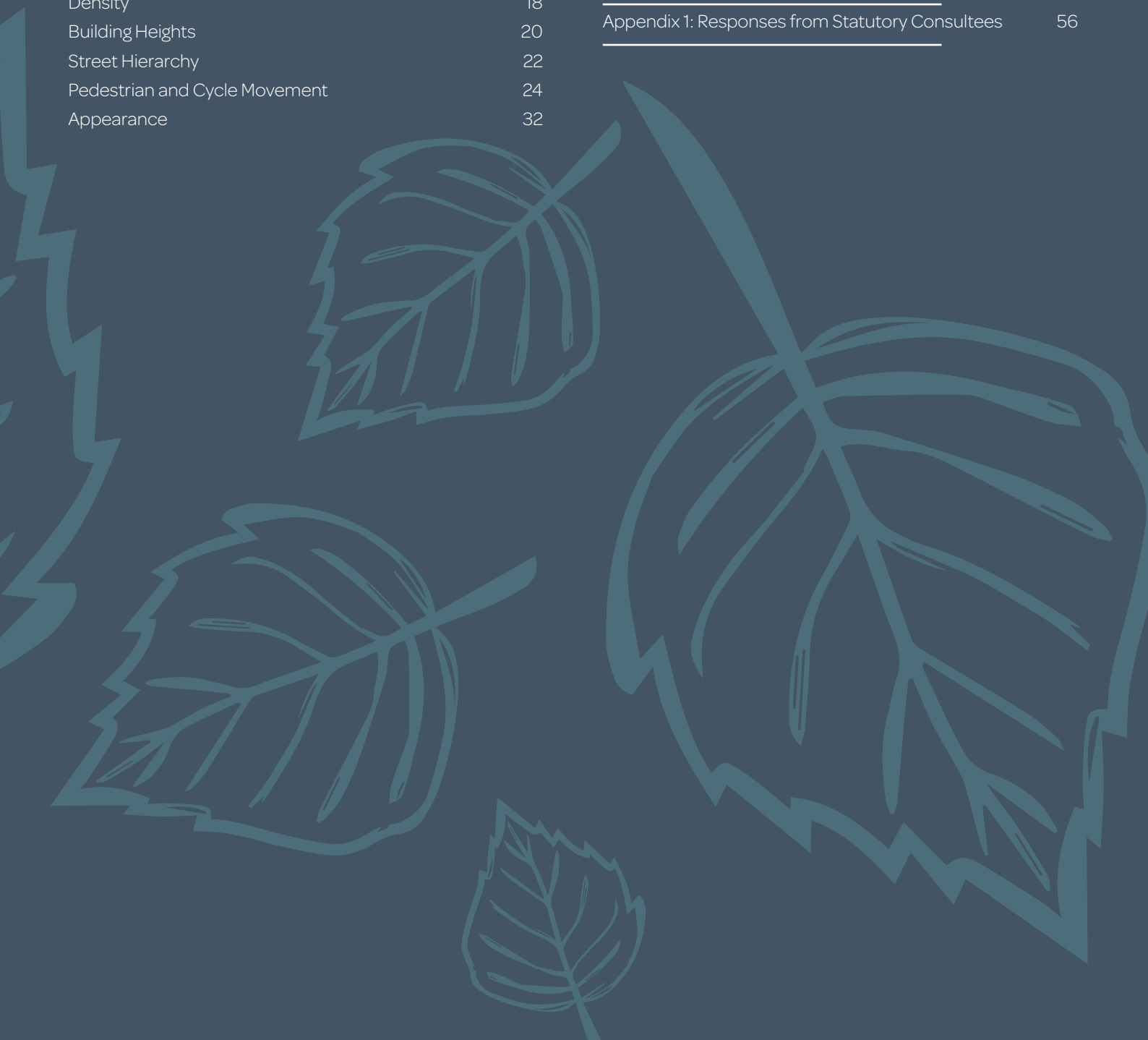
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Issue Record		
date	Dec 2021	Jan 2022
revision		A
author	JB	JB
authorised	NH	NH

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01

Introduction

The Wider Site

The wider site, extending from Bradley Road to Westbury Road is allocated in the Wiltshire Housing Site Allocations Plan (adopted February 2020) for development 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 of Trowbridge. 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 Trowbridge 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.

This DAS addendum will focus on Castlewood Property land (and will be referred to as 'The Site').



Bradley Road (A363)

White Horse Business
Park

Baptist Burial
Ground

Hitachi
Capital Vehicle
Solutions

Site Constraints & Opportunities

The site assessment undertaken between both sites has identified site specific constraints and opportunities that will underpin the design elements for both Castlewood Properties land and Vistry Group land. Key considerations include:

- Myotis bat flight paths located across the site should be retained and enhanced with additional tree planting and dark corridors.
- Retain areas of higher landscape and visual sensitivity as public open space.
- The woodland belts associated with the White Horse Business Park and the network of mature hedgerows and trees should be retained, where possible, 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 an area of open space between the village and the development.
- New highway access via A363 Bradley Road that would connect through Castlewood Land into Vistry Group Land and onto Woodmarsh via Little Common.
- Connection point between developments to create a clear through route in the site allocation land.
- 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 Site.
- Make connections between the wider allocation site and existing Public Rights of Way (PROWs).
- There is potential for a crossing point along Woodmarsh in order to provide improved pedestrian connectivity to Trowbridge.
- Attenuation features for capturing surface water runoff should be incorporated within the site, preferably at the lowest topographical point of the site.
- Ensure no development takes place within the easement of the existing water main that crosses the allocation site.

NOTE: Constraints information for Vistry Land taken from submitted DAS (Application REF: 20/05805/OUT)



- Castlewood Land ('The Site')
- Vistry Land
- - - Site allocation H2.2
- - - 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

Bradley Road (A363)

White Horse Business
Park

Baptist Burial
Ground

- 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
- Views into the site
- Existing water main with 3m easements
- Running Water
- Indicative landscape buffer
- 1m Contours
- Slope of Land



02

Design

The Revised Proposals

The original submitted outline planning application was for the development of 92 dwellings, a 64 bed care home and associated landscaping and infrastructure. Through a process of consultation with the Local Authority and Statutory Consultees, the development proposals have been revised.

The revised scheme now demonstrates 91 dwellings and the removal of the care home to the north of the site, which has been replaced with open green space, which will contribute to the site's biodiversity. There is opportunity to propose up to 100 units to maximise the efficient use of land. This will however be subject to a Reserved Matters application.

A thorough landscape strategy has been provided. This demonstrates the landscape and ecological contributions the proposal could deliver to achieve a 100% mitigation for all greenfield habitat loss within the site.

The revised proposals also demonstrate effective use of the site providing shared amenity space as well as play spaces and how they could be integrated within the landscape, as requested by the Case Officer.





The Proposals

The masterplan, on the next page, sets out the broad areas of land use, landscape connections and accessibility.

Design Evolution



Submitted Framework Masterplan

The masterplan has undergone an iterative design evolution involving the various technical assessments associated with the site to ensure a fully resolved masterplan is outlined.

The revised masterplan seeks to demonstrate the delivery of a high quality, landscape-led scheme, providing a biodiversity enhancements within the site and reducing adverse impact to existing habitats and species within the site.

-  Site Boundary
 -  Retained Trees and/or hedgerow
 -  Public Open Space
 -  Wildflower Meadow Planting
 -  Proposed Tree Planting
 -  Proposed Road
 -  Residential Area
 -  LAP
- 1 Primary access point via a new junction on Bradley Road.
 - 2 Access into Vistry Land
 - 3 Pedestrian access to Woodmarsh
 - 4 Proposed Pedestrian routes around the site
 - 5 Existing trees and hedges to be retained, where possible
 - 6 New tree and copse planting to implement a green buffer between the proposed masterplan and the existing development at North Bradley.
 - 7 Existing established tree to become focal a focal point of central green spaces
 - 8 New tree planting within landscape buffers
 - 9 Proposed Orchard
 - 10 A series of flood attenuation features proposed within the lower parts of the site and could contribute to the ecological ad biodiversity enhancement of the development proposals
 - 11 Proposed Pumping Station
 - 12 Local Area for Play

Fig. 1: Framework Masterplan



Bradley Road (A363)

Woodmarsh

Land Use

The gross development site area is 8.37ha (20.68ac). 2.56ha (6.32ac) of this land is proposed to be residential use for approximately 91 homes at an average net density of roughly 35dph. There is opportunity to allow up to 100 homes at an average net density of 40dph. This will however, be subject to Reserved Matters.

The scheme provide a range of housetypes of varying sizes and tenure to ensure the delivery of a varied residential community.

Up to 30% of the total number of dwellings will be affordable homes in line with Wiltshire Council Core Strategy policy. Affordable housing will be dispersed throughout the proposal to encourage integration and social cohesion.

5.81ha (12.35ac) of the site will be classified as green infrastructure. This equates to 69% of the overall site area. This will include both formal and informal play areas, informal play areas, on-site attenuation features and landscape planting.

Housetype	Number
2 Bed FOG	2
2 Bed Home	31
3 Bed Home	51
4 Bed Home	7
Total	91



Fig. 2: Land Use Plan



Bradley Road (A363)

Woodmarsh

Density

The development will provide a mix of densities to promote a varied development. For the purposes of the outline application, up to 40dph has been outlined on the plan.

This will generally be graded from highest along the primary road to the lowest along the park edges that front onto public open space. These characteristics are outlined in more detail within the street hierarchy section.

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.

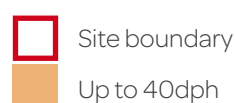


Fig. 3: Density Plan



Bradley Road (A363)

Woodmarsh

Building Heights

The majority of the proposal will predominantly be 2 storey with key nodes being up to 2.5 storey. These nodal spaces will be identified as key locations within the masterplan, such as gateways and key vista points. These will help to enclose spaces and terminate views to create an identifiable and legible development.

Development along the green edges will predominantly be 2 storey to respond to its open landscape character.

Varying ridge and eaves heights, as well as gables and architectural details such as chimneys can also be used to break up the visual appearance of a street scene and create visual interest, , enrich, and add variation in the streetscape.



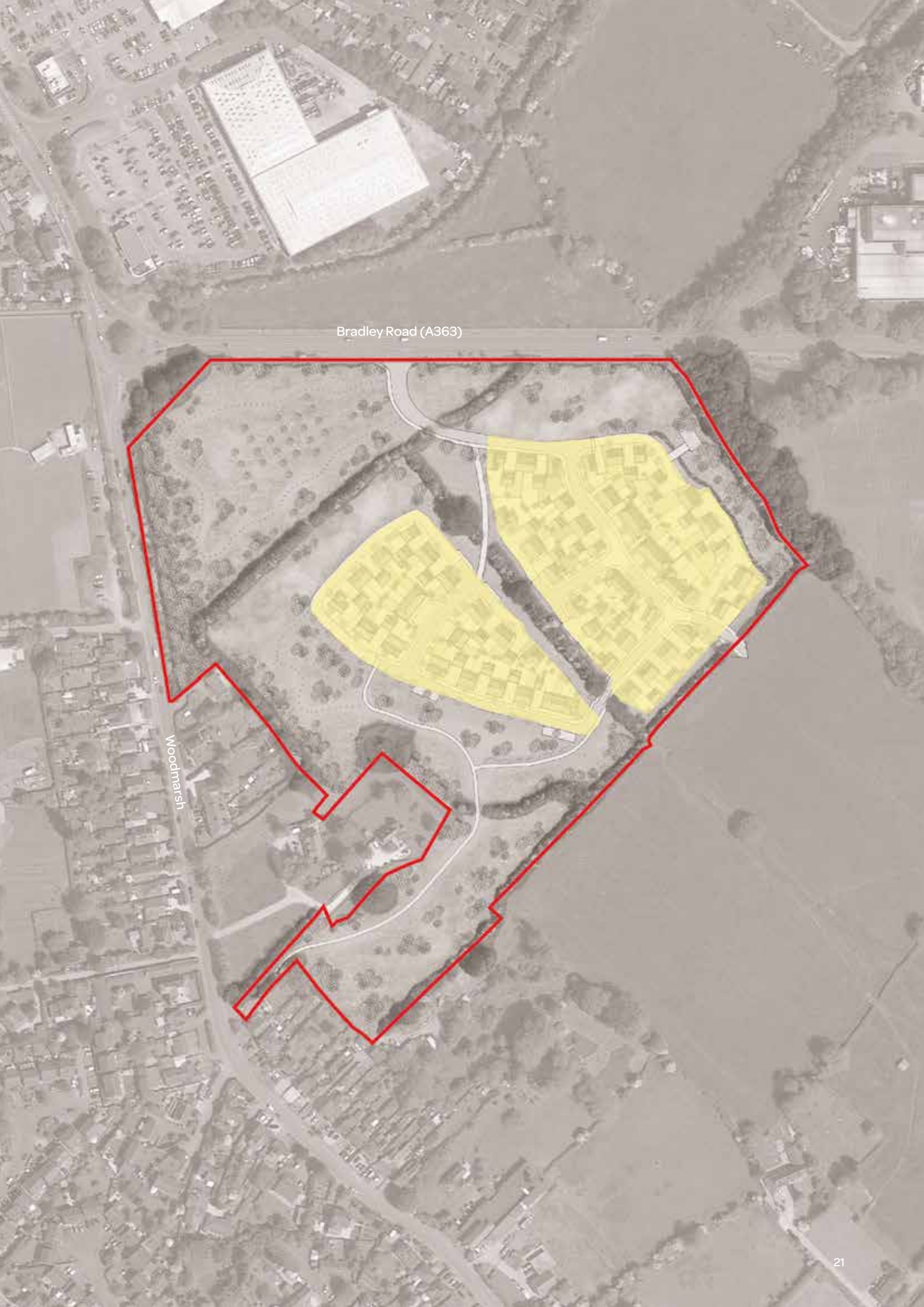
Indicative 2 Storey Development Block
(Semi-detached)



Indicative 2.5 Storey Development Block
(Semi-detached)

-  Site boundary
-  Up to 2.5 storey at key locations

Fig. 4: Building Heights Plan



Bradley Road (A363)

Woodmarsh

Movement

Primary access into the site will be taken from the A363 (Bradley Road). The 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 site. Secondary roads and park edges will connect the remainder of the masterplan.

Pedestrian routes will be integral to the development proposals, creating connections with the wider landscape. The masterplan creates a permeable pedestrian/cycle network, linking to Trowbridge Town Centre, White Horse Business Park and North Bradley. Pedestrian links will be made along streets and through public open space.

Parking provision will be determined at the reserved matters stage. Parking will be provided in accordance with Wiltshire Local Transport Plan, which identifies the following;

- 1 space per 1 bedroom unit
- 2 spaces per 2-3 bedroom unit
- 3 spaces per 4+ bedroom unit

Visitor parking should also be considered at 0.2 spaces per dwelling.

Cycle parking will be provided in accordance with Wiltshire Local Transport Plan, which states the requirement for 1-4 spaces per dwelling, dependant on dwelling size. Secure cycle parking will be provided within garages, sheds or other storage facilities.

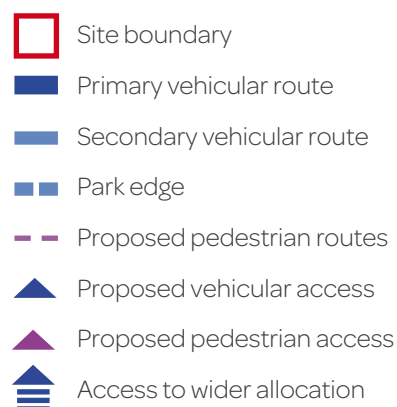


Fig. 5: Proposed Movement Plan



Bradley Road (A363)

Woodmarsh

To Trowbridge

To Yarnbrook

Street Hierarchy

The layout has been designed to provide a clear, simple street hierarchy comprising;

- **Primary Streets** which will serve the heart of the development. This will also connect to the wider allocation to the south.
- **Secondary Streets** will branch off from the primary route and will vary in character slightly from the primary route and;
- **Park Edges** will predominantly be located where development fronts onto public open space and will serve the remainder of the development..

The primary access point is proposed to be taken from the A363 Bradley Road.

All of the roads will be designed to encourage low vehicle speeds, helping to ensure that more vulnerable road users, such as cyclists, feel safe sharing the road with motorised traffic.

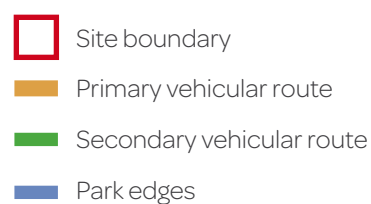


Fig. 6: Street Hierarchy Plan



Bradley Road (A363)

Woodmarsh

Primary Route

The primary street will form a central route through the development, connecting to the wider H2.2 allocation site.

The character of the primary route will be formal in manner with consistent or stepped frontage and will accommodate all traffic passing through the site.

Soft landscaping could be included with hedgerows and medium scale shrubs in front gardens.

Parking will be provided on plot or within dedicated on street parking bays.

Tree planting could be provided along the route to break up the dominance of cars on the streetscape.



Primary Route Design Principles

Total Corridor Width	Up to 13m
Carriageway Width	Up to 5.5m tarmac paved
Design Speed	30mph
Footway	2m footpath
Public Verge	up to 3m single-sided - Intermittent
Private Garden	Up to 2m
Parking Provision	On-plot allocated. Restricted on street parking
Vehicle Swept Path	Refuse Vehicle Passing
Direct Access to Properties	Yes

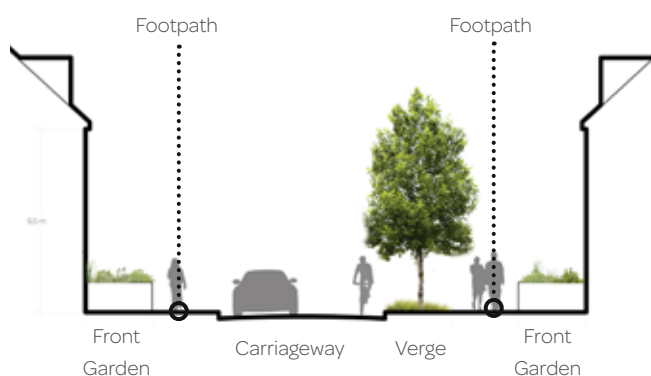


Fig. 7: Indicative Primary Street Section



Secondary Route

The secondary street will consist of reduced carriageway widths in comparison to the primary route and will have additional tree planting.

Parking will be provided either on-plot or within dedicated on street parking bays.

Properties fronting secondary routes will have and a consistent or slightly staggered urban form to define the streetscape.



Secondary Route Design Principles	
Total Corridor Width	Up to 13m
Carriageway Width	Up to 5.5m tarmac paved
Design Speed	20-30mph
Footway	2m footpath/shared surface
Public Verge	up to 3m single sided - Intermittent
Private Garden	Up to 2m
Parking Provision	On-plot allocated. Restricted on street parking
Vehicle Swept Path	Refuse Vehicle Passing
Direct Access to Properties	Yes

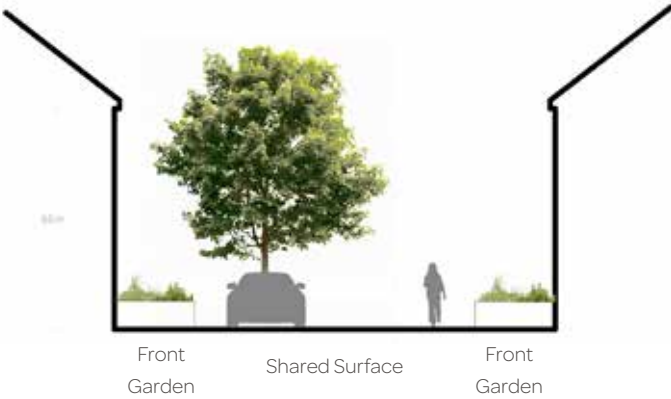


Fig. 8: Indicative Street Section

Park Edges

Private drives and lanes within the scheme will serve a small number of houses, predominantly detached or semi-detached, typically along the green edges.

The lanes will have a shared surface treatment to emphasise pedestrian priority. This change in surface material will help to identify change in street dynamic and further reduce vehicular speeds.

Properties will be more organically arranged along Park Edges/Lanes to provide larger front gardens with generous space for vegetation to soften the outward appearance of the development.

Parking will be predominately on plot with garages and visitor parking set within landscaping.



Park Edge Design Principles

Total Corridor Width	Up to 7m
Carriageway Width	Up to 5.5m tarmac paved
Design Speed	10-20mph
Footway	Up to 4.8m shared surface + 2m service zone
Public Verge	N/A - Optional landscaped parking areas
Private Garden	Up to 3m
Parking Provision	On-plot allocated. Restricted on street parking
Vehicle Swept Path	Refuse Vehicle Passing & Turning Head Provision
Direct Access to Properties	Yes



Fig. 9: Indicative Street Section





Fig. 10: Precedent Street Typologies images

Pedestrian and Cycle Movement

The masterplan will seek to deliver a well considered pedestrian network to maximised the permeability within the site and into Trowbridge.

These key pedestrian routes will seek to promote walking and cycling within the local area and reduce the level of dependency on private car ownership.

The masterplan will deliver a key pedestrian/cycle connection onto Woodmarsh, facilitating quick access to the local bus service that provides direct connections to Trowbridge town centre, Frome, Salisbury and Bath.

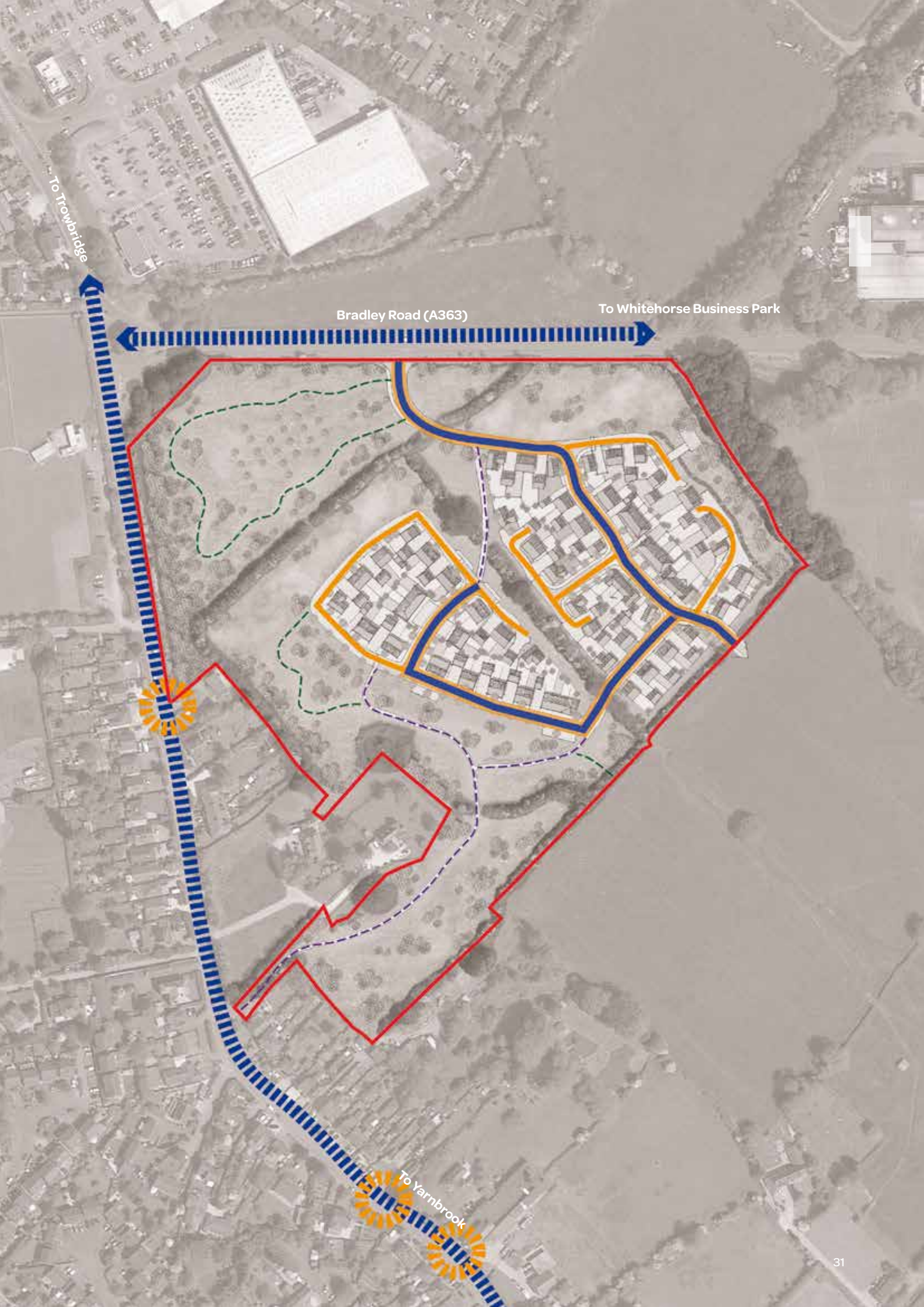
Pedestrian/cycle access points on both Woodmarsh and A363 Bradley Road will allow for increased access into the immediate context promoting more sustainable travel to work, school and local facilities and services such as Trowbridge main centre to the north and White Horse Business Park to the east.

Within the site the masterplan will deliver informal meandering pedestrian routes to allow for recreational activity such as dog walking, running and spaces to relax within the scheme, helping to promote a more active community and positively impact both mental and physical well-being.

All roads will be designed to encourage low vehicle speeds around the site, so that vulnerable road users, such as cyclists, feel safer sharing the space with motorised traffic.



Fig. 11: Proposed Movement Plan



To Trowbridge

Bradley Road (A363)

To Whitehorse Business Park

To Yarnbrook

Appearance

A palette of materials will reflect the local character and take into consideration the context character appraisal undertaken in the original DAS. The appearance of the housetypes will reference local precedents to be respectful, sympathetic and fits in to the local area. A sample of local precedents the material palette could draw on are found below.

Materials will be determined at the reserved matters stage of the application. The palette will include brick and render. Roof tiles could either be recon slate or a red/brown tile.

The proposed houses will predominately be 2 storey in height, with some variation in roof heights to create a dynamic roofscape. There will be architectural changes in key locations such as nodal points and at end of street vistas. These could be in the form of 2.5 storey dwellings or with subtle architectural differences such as bay windows or chimney's.

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.







03

Landscape
& Ecology
Strategy

Landscape Summary

The submitted proposal includes 5ha of green infrastructure. The layout retains and enhances existing trees and hedgerows that characterised the site. The landscape throughout the site has been designed as a legible network of formal and informal spaces providing an attractive environment for people to live.

The revised masterplan builds on this approach to green infrastructure and demonstrates further landscape-led strategies enhancing the proposal. This masterplan incorporates an integrated ecological strategy that works harmoniously with the landscape. Planting retention and additional habitat improvements have been carefully considered to contribute to biodiversity enhancements within the site.

North Bradley Buffer

A green corridor is proposed along the south western boundary in order to create visual separation between North Bradley and the proposed development. This could support a range of informal facilities, including footpaths and a trim trail play space. Existing trees and hedgerows will be retained and enhanced with additional planting.

Central Green

The previous masterplan proposed a central green corridor which would provide an area open space in the heart of the development. Existing trees were to be retained and a substantial offset was provided in order to allow the existing tree to mature and create a feature of its own right.

The revised masterplan has enhanced this feature further, by providing a central green corridor with a buffer that now runs the length of the residential blocks. The hedgerow has been provided with a buffer that does not include rear gardens. This emphasises the hedgerow as a feature, allows it to be enjoyed by the public and means it is better able to be maintained.

Play Spaces

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



-  Site boundary
-  Proposed public open space
-  Existing trees/hedgerows to be enhanced as appropriate
-  Proposed trees
-  Attenuation features
-  Proposed pedestrian routes
-  Proposed LAP Location
-  Minimum 30m Landscape Buffer

Fig. 12: Landscape Plan



Bradley Road (A363)

Woodmarsh



Landscape Strategy

This Landscape Strategy is informed by the Ecological Impact Assessment undertaken by Nicholas Pearson Associates and the Landscape and Visual Impact Appraisal undertaken by Turley Landscape and VIA. It means the development proposals are landscape led, appropriate to the local landscape character context and conserve and, where possible, improve the biodiversity of the Site. Essentially, it optimises opportunities for landscape enhancement. The design objectives and principles below collectively form a cohesive Landscape Strategy for the Site.

Objectives

Conservation and enhancement of existing natural assets within and surrounding the Site is the primary objective of this landscape strategy. This is to protect and increase the ecological value of the retained habitats and biodiversity across the Site, to preserve the sense of the Site's semi-rural character and to visually integrate the proposed development. This coincides with the strategy for the Rolling Clay Lowland landscape type as set out in the Wiltshire Landscape Character Assessment.

The secondary objective is to establish a strong green infrastructure network of new and existing areas of high quality, multi-functional green space and other green features as an integral part of the development including public open spaces and habitat areas to meet the needs of species present. A key role of this green infrastructure network would be to retain visual and physical separation between the proposed development and North Bradley, preserving a gap with open characteristics between the two distinct areas of settlement.

Principles

Landscape Separation Zone

1. The overriding approach to the proposal is to ensure this development is fundamentally an urban extension of Trowbridge and prevents the coalescence with North Bradley. A key part of this separate character to the village of North Bradley is the sense of leaving Trowbridge and arriving into North Bradley when travelling along Woodmarsh road which is contributed to by the roadside vegetation and open fields to either side. Two areas of higher landscape and visual sensitivity to the eastern side of Woodmarsh were identified by the Landscape and Visual Impact Assessment. The proposal will retain these areas and integrate them within the Landscape Separation Zone. These areas would be kept generally open where possible.
2. Built form will be set back from Woodmarsh road, and the residential properties that line it, thus establishing a substantial buffer from the eastern extent of North Bradley. A Landscape Separation Zone along the entirety of the western boundary would preserve visual separation between the settlements and physical separation through the provision of an area of open space. This would contribute positively to the visual amenity experienced by residents of North Bradley and retain an open character to the landscape enclosing North Bradley. At its narrowest point, there is a c.55m gap between the proposed dwellings and the rear garden fence line of properties on Woodmarsh. Whereas, at its largest there is a gap of c.250m between the proposed dwellings and Woodmarsh.
3. The Landscape Separation Zone would include a new area of woodland belt planting to maintain a degree of visual separation between the proposed development and North Bradley. The woodland belt would be mix of native species and be 25-30m in depth which would ebb and flow along its length. Proposed tree species could include: Common Oak, Beech, Common Alder, Hornbeam, Silver Birch, Rowan, Aspen, Grey Willow and shrubs Hazel, Spindleberry and Hawthorn.
4. Woodland extension planting would run alongside the proposed woodland belt to provide a defensive barrier to the woodland belt and ensure the woodland appears natural in form. Woodland extension planting would comprise of scattered, native small copses and dense under-storey planting set in swathes of long grassland and wildflower meadow. This area of ecotone would provide a species rich habitat. The mix of open areas of grassland and woodland copse would also retain an open character to the landscape that provides the setting to North Bradley that will be perceived by local residents as opposed to a dense visual screen.



Bradley Road (A363)

Woodmarsh

5. Open planting would maintain privacy and security to rear garden boundaries of existing properties backing onto the Site whilst preserving an open aspect to views.

Boundaries

6. The Site benefits from a strong boundary framework of mature hedgerows and a woodland belt associated with the White Horse Business Park along the eastern boundary. These are landscape and ecological assets which this proposal looks to retain and improve where possible.
7. To ensure the proposed development would be considered an extension of Trowbridge, visual connections into the proposed development will be founded from Bradley Road. To achieve this, boundary vegetation would be kept open and light yet sufficient enough to establish an entrance feature and sense of arrival. Proposed boundary planting would replace the post and rail timber fence and would be a native, species-rich hedgerow laid using traditional hedge-laying techniques and maintained at a low height. Proposed species to include: Blackthorn, Dog Rose, Field Maple, Hawthorn, Hazel and Holly. Additional native trees with attractive multi-seasonal qualities would be arranged in clusters within and adjacent to the hedgerow.
8. Retaining the existing and implementing additional boundary planting would help reinforce the existing landscape structure and soften the influence of built development. It would also retain and provide additional ecological habitat corridors connecting the proposed areas of open space with the adjacent countryside – a vital network for wildlife.

Hedgerows

9. The existing hedgerows typically contain a mix of native species and semi-mature trees where the species have grown out. These hedgerows show signs of intermittent management to control their lateral growth into the fields but are allowed to grow tall with most being of at least 3m in height. At some point along their length, each hedgerow has at least one break, allowing connectivity into the adjacent fields.

10. Breaks no longer required and gappy sections would be infilled with native, species-rich planting and all hedgerows would be enhanced and reinforced from their current composition through a sensitive management regime.

11. The number of proposed roads and footpaths passing through the existing hedgerows have been kept to a minimum. A maximum gap of 9.5m in width would be implemented for roads with trees planted either side of the break to minimise the gap by canopy spread.
12. A tall grass field margin with flowering species would run along the base of the hedgerows to increase their offering as habitat for wildlife.

Bats & Dark Habitat Corridors

13. The existing woodland edge and hedgerows currently offer suitable habitat for roosting, commuting and foraging bats, foraging and breeding habitat for nesting birds and suitable foraging and basking areas for reptiles. The tree belts and hedgerows also have excellent connectivity to nearby off-site habitats. This proposal looks to retain, safeguard and improve these natural assets to deliver improved biodiversity.
14. A number of bat flight paths have been identified across the site with the greatest activity recorded along the hedgerows and the woodland edge along the eastern boundary. To allow for continued flight lines post development a 15m wide substantial dark habitat corridor would be implemented along these ecological assets for bat mitigation. An additional 15m buffer either side of the corridors would also be implemented where buildings are prohibited and street lighting is excluded. Please refer to the constraints plan on pages 8 and 9 for the location of the dark habitat corridors.
15. In addition to the dark habitat corridors, generous buffers have been applied to the north-south hedgerow and the hedgerow on the southern boundary to create distance between the natural features and the proposed development to establish further bat corridors.



New area of woodland belt planting



Woodland extension planting and light screening



Mixed species-rich hedgerows with long grass margins



Informal mown paths through areas of green space



Species-rich grassland to attract a range of fauna



Bat boxes to be tree mounted or within external walls

Central Green Corridor

16. There are three mature trees within the Site that are subject to a Tree Preservation Order (TPO). Two are located along the central hedgerow which runs in a northwest to southeast direction, and the third is located in the southernmost field to the south of Woodmarsh Farm Cottage. In order to preserve these trees and hedgerow, a landscape buffer would be applied either side of the hedgerow thus creating a central green corridor running through the development.
17. The attractive central green corridor would help to establish the identity and sense of place of the proposals. The central green corridor will offer the first glimpse of the new neighbourhood when arriving from the primary access off Bradley Road, as such, a high quality landscape is to be expected. The maturing northern TPO tree would provide a prominent arrival landscape feature to the development.

Hydrology

18. To manage rainwater runoff from the development, a drainage strategy has been developed that routes surface water runoff via a sustainable drainage system (SuDS) and the Site's natural topography into attenuation basins. One attenuation basin would retain a low water presence throughout the year and have wetland planting upon its banks alongside water's edge pebble arrangements to allow access for wildlife. The attenuation basin would create an additional wet habitat which would encourage and support wildlife living within or passing through the Site. A water presence would contribute to the wider green infrastructure network and increase biodiversity.
19. The attenuation basins within the Site will provide suitable breeding habitat for Great Crested Newts. To support newts further, planting around the basins would be rough tussocky grassland and scrubby native species with wood piles. Warm ponds are favourable for amphibian growth and development. The existing hedgerow a few metres to the north of a pond would act as a windbreak that creates a warm microclimate around the pond.
20. A newt crossing point would be implemented along the entrance road aiding their movement.

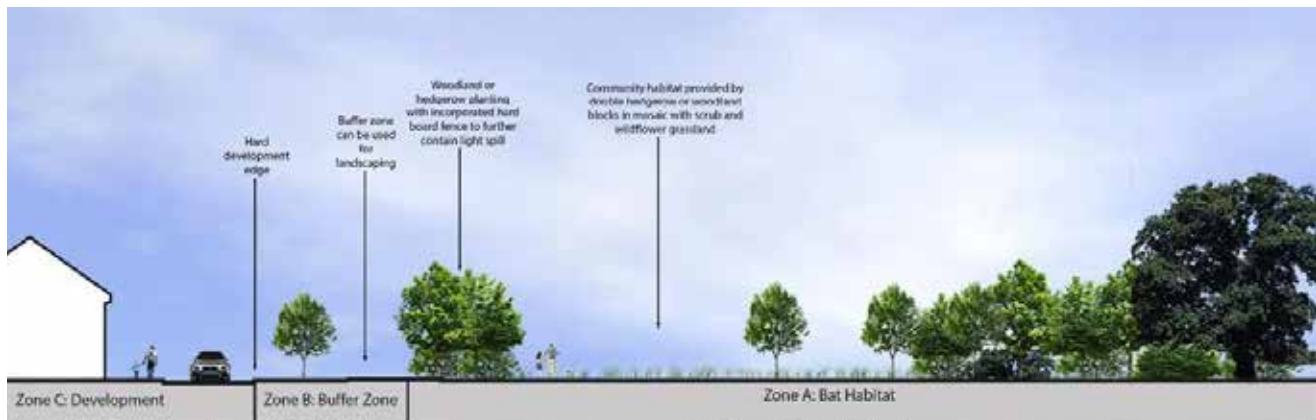


Fig. 13: Indicative Dark Corridor Section



Central green corridor with retained mature tree



Foot and cycle path connection North Bradley



Children's play equipment made from natural materials



Play equipment to form a linear trim trail along path



Wet meadow planting within attenuation basins



Attenuation basins to be attractive landscape features

Additional Ecological Enhancements

21. Bird and bat boxes would be tree mounted at appropriate locations to increase bird nesting and bat roosting provision in the area. Logpiles of dead and decaying wood would provide essential habitats for wildlife by providing a home and source of food for many animals, a shelter for hibernating small mammals and insects and an ideal environment for mosses, lichens and fungi to grow. To further accommodate bats the proposal would avoid direct illumination of boundary vegetation and establish dark habitat corridors. These interventions would increase species diversity, improve habitat structure and raise the biodiversity value of the Site.
22. Additional enhancement throughout the site would be delivered through the inclusion of species rich grassland and additional native and wildlife beneficial tree planting in open spaces. This would increase foraging and shelter opportunities for a range of species including bats and reptiles.



Bird boxes to support wildlife

Public Open Space

23. Public open spaces are to be kept informal so the landscape appears to flow organically around the site; paths meander, grassland is only lightly managed, wildflowers and bulbs create a carpet of seasonal colour and tree planting is arranged in informal drifts. Generally the space is to be kept open to emulate the current field composition and local landscape character. The public open space would be multi-functional, not only providing for human interests through walking routes and a community space for residents to enjoy the landscape; but also accommodating ecological, hydrological and visual integration.
24. The planting proposals for public open spaces will utilise seasonally interesting, large and medium scale, native trees inclusive of fruit and nut bearing species which are attractive to wildlife. Proposed tree species to include: Crab Apple, Elder, Wild/Bird Cherry and Blackthorn.

Play

25. Play opportunities include a Local Area of Play (LAP) alongside informal recreation opportunities in areas of public open space. Children will engage with and explore nature through play equipment of predominately natural materials including grassed mounds, sand, sculpted wood, logs and stone. The play area will also include planting to enable children to experience natural scent, colour and texture.



Logpiles provide essential habitats for wildlife

Streets & Paths

26. To establish a green and visually attractive scheme, trees, hedgerows and planting would be incorporated within the streetscape and front gardens to soften the built form. These elements would shape the character and sense of place of the proposal, provide focal points and aid orientation within the scheme, would help to integrate the built form into the wider landscape and would soften the appearance in the limited distant views from the surrounding area.
27. A foot and cycle path connection will be made onto Woodmarsh road to increase the schemes permeability and provide direct access to the surrounding PRoW network.
28. Establishment of a footpath network across the Site would provide residents with active recreation opportunities such as walking and running.



Green and visually attractive streetscene

Residential Landscaping

29. The planting proposals for the front of the residential properties will utilise a combination of native and ornamental shrubs, hedges and lawns. Occasional tree planting of small to medium sized species will be used throughout with some larger growing species being included where space is available.
30. Hedgerows throughout the development are to use a common native, species-rich mix to unify and define the street scape.



Use of native and ornamental shrubs, hedges and lawns

Ecology Overview

The original submitted masterplan proposed a number of mitigation and enhancement measures to safeguard habitats and species within the proposed scheme. These included provision of green corridors to aid wildlife movement through the site, creation of new habitats of ecological value, additional planting and appropriate design of lighting. The revised masterplan has ensured that a 15m buffer is provided along the central hedgerow and no longer includes rear gardens.

The revised masterplan and purposes of this section demonstrate further how the masterplan changes and public open space provide enhanced ecological habitats for species found within the site.

Bat Mitigation

The original masterplan identified bat flight paths across the site. These were incorporated into the network of green corridors to continue the flight lines post development. Previously these dark corridors were proposed to be a minimum of 15m wide, creating substantial dark routes. An additional 15m buffer has been added to proposed dark corridors where buildings are prohibited and street lighting is excluded, providing a minimum of a 30m buffer to development.

The revised masterplan has ensured that the 15m green corridor buffer is consistent throughout the scheme and runs through the entirety of the site. This 15m buffer no longer includes rear gardens.

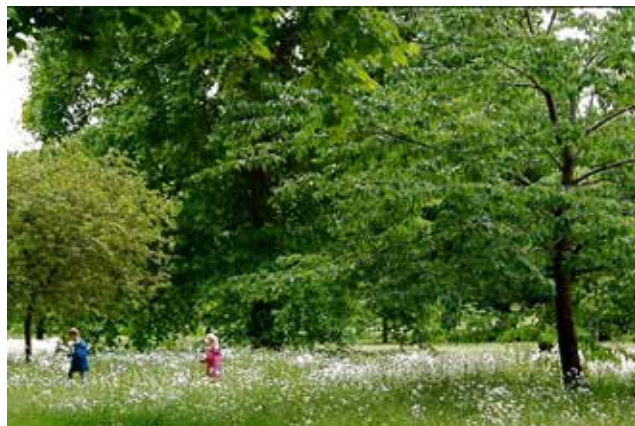
Great Crested Newts

The revised scheme has identified that the SuDS attenuation basins within the site will provide suitable breeding habitat for Great Crested Newts. These will be enhanced to help create biodiverse habitats. A newt crossing point is provided on the entrance road aiding their movement.

Whilst the intention to join the District Level Licensing Scheme the proposals allow for continued use of the Site by GCN.

The proposals allow for:

- Permanent ponds, suitable for GCN breeding, being provided within the SUDs attenuation basins;
- A newt crossing feature along the main access road; and
- Areas of suitable terrestrial habitat (longer grassland and long piles).



Biodiversity Net Gain

The proposed extent of development has been assessed using Natural England's Metric to ensure that in accordance with the Trowbridge Bat Mitigation Strategy it can deliver 100% mitigation for all greenfield habitat loss within the Site.

-  Site boundary
-  Proposed dark corridors
-  Proposed green corridor
-  Attenuation features to have provisional habitats suitable for Great Crested Newts
-  Proposed Newt crossing point

Fig. 14: 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 a 40% allowance for 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.

A pumping station is proposed to the west of the site to manage foul water within the scheme. A buffer of 20m has been applied between the pumping station and new homes.

A larger extent has been outlined for the SuDS. These have been proposed to help support wetland habitats and help to create a more biodiverse scheme.



Dry attenuation basin



Biodiverse attenuation basin

-  Site boundary
-  Proposed attenuation basins
-  Direction of Discharge
-  Extents of surface water flood risk
-  Proposed pumping station



Fig. 15: Illustrative Drainage Strategy Section



Extent of
Surface
Water Flood
Risk



04 Conclusion



Conclusion

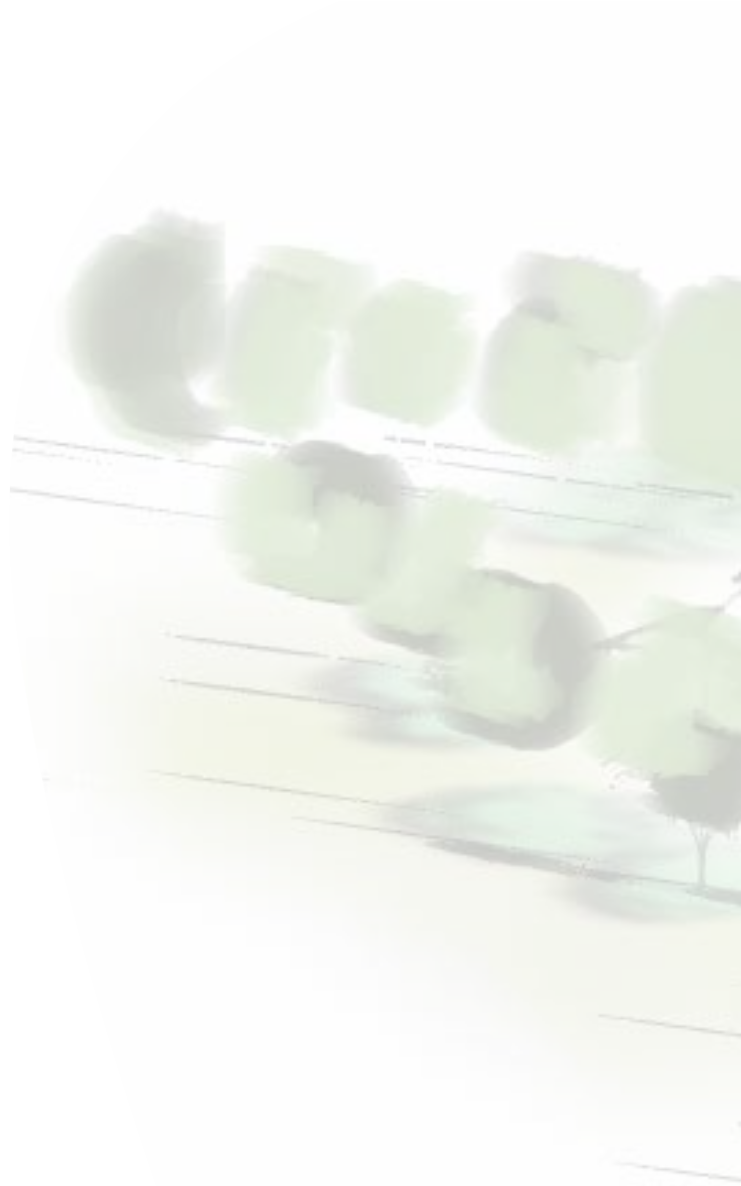
This document sets out how Land off the A363 White Horse Business Park, Trowbridge could be developed for up to 100 new homes.

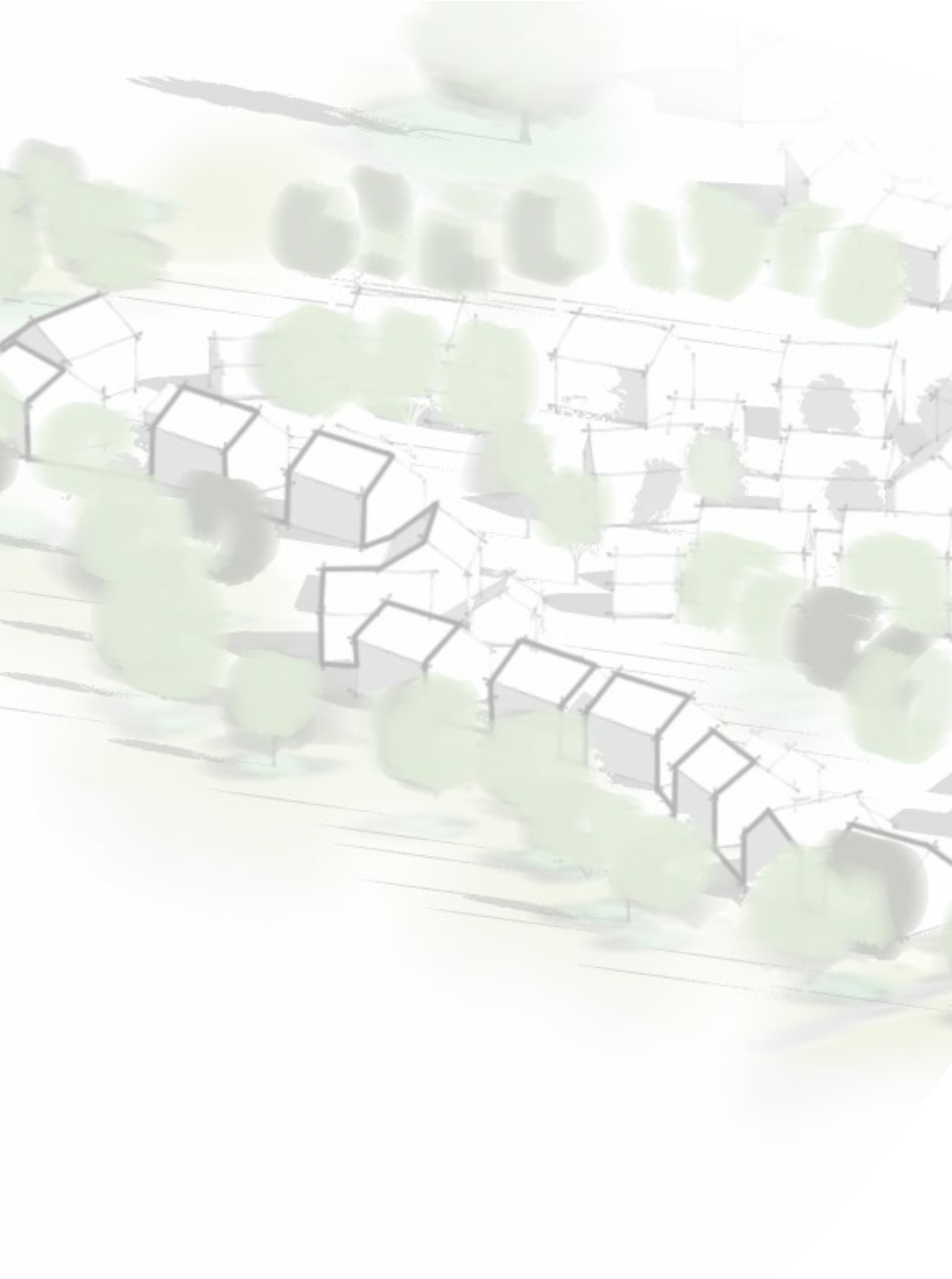
The development masterplan is supported by landscaping and ecological improvements as well as public open space and pedestrian links to the surrounding area.

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, closely located to public transport modes and a number of facilities and services in the local context.







06 Appendices

Appendix 1: Responses from Statutory Consultees

The table below sets out the Wiltshire Council Consultation Urban Design comments and our response to these comments.

Issue Raised	Response
Context	
This application has been submitted ahead of the approval of a masterplan for the wider area. Thus, an effective urban design assessment cannot be given yet as it is impossible for this outline to accord with a masterplan that is not approved. (Refer to Policy H2.2). The "Wider Site Allocation Masterplan SK001" is inadequate in terms of detail. If that wider masterplan is to be assessed at this point, then I suggest a pre-app is done for it alone with a separate time frame reserved for this outline. There would also have to be evidence that all land controllers had signed up to it and the numbers and areas it should be specified.	An outline masterplan has been demonstrated within this document that combines both Castlewood Property Ventures layout as well as Vistry Group Layout (pgs 12-13) demonstrating a comprehensive masterplan for the entirety of the allocated land and identifies how the overarching masterplan responds directly to Policy H2.2 (pgs. 14-15).
"An objective of detailed design and layout will be to retain visual separation of the Town's urban area from North Bradley village.... Proposals would need to provide for a high quality, sustainable development that enhances a key gateway approach to the town." The creation of a 'gateway' into the town will, in my view, require the change in the character of the A363 along this stretch, as it is currently a generic distributor road that significantly severs the allocated land north and south of it and as such would not integrate with the extension of residential neighbourhoods across it. Having discussed this briefly with highways officers, it seems there could be constraints on completely changing it to match the character of the A363 as it currently exists within the settlement, but opportunities do exist. This is an important discussion to have ASAP within the context of the Wider Masterplan noting that masterplan needs to deal with land outside the applicants red lines.	The revised masterplan does not seek to create a gateway approach into the town or the change the character of the A363. The northern field will remain free of development. Visual connections into the development would be made across this field. As part of the masterplan proposals, flood mitigation measures are proposed within the northern field of the site, facing A363 Bradley Road. In addition to support biodiversity and landscape recommendations, it has been proposed to retain much of the northern parcel of land as an area for ecological enhancement, which is defined by the existing hedgerow as the natural edge where development will not extend beyond. However there is opportunity for non-vehicular users linking to/across Bradley Road improvements.
Quoted Building for (a Healthy) Life: "Avoid creating isolated and disconnected places" "Look beyond the red line that marks the extent of your site...to help you understand the wider context and how you can best stitch a new development into a place."	The original submitted DAS addresses the context of the site and its connectivity within its Context chapter (pgs 12 - 31 of the original DAS). The Building for (a Healthy) Life also identifies additional criteria not highlighted; "Identify the places, facilities services you need to connect to". "Draw points of connections into and through your site - creating a strong and direct street, path and open space network." "Create well connected street and path networks" etc. The Design chapter of both the original DAS and this revised DAS addresses these points further.

Issue Raised	Response
Amount	
The sketch layout does not prove that 100 units fit in the developable areas, because only 90 dwelling are shown.	The masterplan shown is an illustrative representation of a possible layout for this site. It outlines the extent of developable area and an indicative housing mix that could occupy the site. Future market conditions however could lead to an increased requirement for 1 bed and 2 bed accommodation and reduce the number of 3 or 4 bed homes. The reserved matters application can accommodate accordingly.
Other indicative details suggest that the site may not realistically deliver even 90 dwellings: There is not realistic parking shown for terraced typologies	The current layout is only illustrative, generally parking could be accommodated for within the site. Detailed parking provision will be determined at the reserved matters stage. It will be provided in accordance with Wiltshire Local Transport Plan and local parking standards.
The homes along the main street are not set back far enough from this primary street which will have more car and pedestrian traffic and noise.	The layout is for illustrative purposes to demonstrate how units could be delivered on site. Homes are generally shown 2m set back from the primary route. Detailed housing design will be determined at the reserved matters stage. Whilst the primary street is important access for cars it fundamentally is a residential street and the intent here is to create a street of residential character where cars do not dominate.
There is no realistic space for street trees / frontage landscaping along the main street.	The outline layout has indicated areas of intermittent verge which there will be opportunity to accommodate street tree planting, such as areas along the primary street. There is also opportunity for the secondary route to support trees. This will however, be determined at reserved matters stage.
There is no space for a continuous segregated cycle path running though the site.	The primary route would have surface treatments and a highway structure which promotes low traffic speeds thus allowing cyclists to safely share the main carriage way. A hard-surfaced pedestrian/cycle route has been proposed from Woodmarsh through public open space into the development. Final outputs will be determined at the reserved matters stage.
The care home looks to be undersized – another application shows a home of only 44 suites requiring a similar amount of space as this. Indicative internal layout to be included. Parking numbers to be shown.	Care Home use has been removed from the masterplan and replaced with green space to contribute to the site's biodiversity enhancements.

Issue Raised	Response
Many of the semi-detached houses look too small (narrow) to be 3 bed dwellings.	The housetypes have been based on standard housetypes sqft. Exact housetype typologies and dimensions will be submitted within the housetype pack at the reserved matters stage. For this outline layout frontage varies, but is generally up to 4.5m-6m in width, FOGs allow for a more generous frontage. These housetypes allow for frontage that could be interchanged with alternative housetypes at the reserved matters stage.
The H2.2 site policy did not suggest that a care home was needed, and so I am initially concerned that there is no evidence of local need for it (or that it would be affordable to those that need it) and that it is unnecessarily reducing the amount of space available on this land to deliver other design ambitions/requirements.	Care Home use has been removed from the masterplan and replaced with green space.
General Layout	
"To a large extent, the form of the developable area appears to be a direct response to an underground water pipe constraint rather than an obvious regard for the concept of avoiding visual coalescence. To properly assess this matter, which is explicitly highlighted as important in Policy H2.2, I recommend an indicative sketch/model from the human level perspective of the site in 3D from the north, to assess how much coalescence there may really be"	The revised masterplan has redefined the development footprint and increased the extents of the open space along the western boundary. Within the open space a woodland buffer has been applied along the western boundary where the site meets Woodmarsh to prevent coalescence with the nearby settlement of North Bradley. Copse planting has also been proposed to the rear of existing properties on Woodmarsh to lightly screen the proposed development from North Bradley whilst maintaining views to the open space.
Access	
"I note the highways officer is submitting detailed comments on the access and design speed constraints for the A363. The following comments approach the access from an urban design perspective. A holistic approach to the masterplanning is recommended. For the scheme to be perceived as a continuation of the walkable settlement, and establish a new gateway into Trowbridge, and to assist in it achieving a design speed of 30mph, I believe the site should have a stronger active frontage along Bradley Road."	The revised masterplan does not seek to create a gateway approach into the town or the change the character of the A363. The most northern field of the site would remain free of development yet visual connections into the development would be made across this field. SuDS have been identified at the lowest parts of the site to mitigate existing and future flood risk, facing the A363 Bradley Road. In addition to support biodiversity and landscape recommendations, it has been proposed to retain much of the northern parcel of land as an area for ecological enhancement, which is defined by the existing hedgerow as the natural edge where development will not extend beyond. An additional pedestrian movement plan has been provided on pgs 36-37.

Issue Raised	Response
The Policy H2.2 vision would appear to justify some re-designing this road to be more like one within the town rather than one outside it, both in terms of its dimensions but also its setting/enclosure. Following on from this line of thought, there is no obvious reason why it should be accessed by only one junction, or why it needs a right hand turn lane at all; Bradley Road to the north is enclosed by housing with individual private drives and has several residential through-streets branch off it that do not each have waiting lanes.	Not in our remit to redesign the A363. The primary route through the development will serve the wider allocation land from Bradley Road and to Woodmarsh in Vistry Group land. A single point of access is proposed, that has been agreed with the local highway authority as a suitable design response, to maintain the landscape amenity of the area. The proposed access also minimises frontage activity, which would introduce unnecessary delay and interrupt the free-flow of traffic and be prejudicial to road safety, particularly on a road with a speed limit above 30mph.
Inserting a waiting lane is designed to maintain uninterrupted traffic speeds, and so cannot see how this helps achieved the more desirable 30mph design speed for a road within a settlement and the safe crossing points that go with this. Imagery provided.”	A ghost island right-turn arrangement is the appropriate form of junction for the anticipated level of traffic movements on this higher category highway. It minimised land-take compared with an alternative roundabouts design. It provides central storage and increased protection for right-turning vehicles into the site and has been designed to accommodate predicted traffic flows from both the Castlewood and Vistry sites. It offers an increased level of safety above a simple priority junction, particularly on a busy link with constant traffic flows. The junction form matches and compliments other existing and agreed right-turning lane arrangements on the A363 to the south.
“There is clearly scope for this road to look and function differently and contribute to a more walkable environment with lower traffic speeds. I would hope that instead of a single access point into a ‘hidden’ development, the redesign could explore: Allowance for some private drives or driveways onto Bradley Road if it helps the layout ect. “But all this really needs to be assessed in the context of the wider masterplan, not just this unilateral Outline. (I also notice that the right hand lane design to this site conflicts with that being designed for the Elm Grove site to the North, and I have expressed this concern to the highways officers for now)”	There is no scope for active frontage onto Bradley Road as a result of identified flood mitigation measures and biodiversity enhancements.
Parameter Plans	
The DAS states: “All other matters including layout, scale, appearance and landscape are reserved for subsequent approval”. However it rightly goes on: “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.” Thus, to demonstrate high quality design is achieved through the content and commitments of this outline (i.e. not simply shrug off all responsibility to a future applicant and create potential viability conflicts) the DAS and parameter Plans should be assessed for how they propose to shape and commit to high quality design.	Agreed the parameter plan should be considered. Detailed Layout/ Scale/Appearance and Landscape detail however are to be determined for reserved matters. The outline and revised DAS’s provides information on how high quality design should/can be achieved and should directly underpin the future reserved matters application.

Issue Raised	Response
Land Use - Descriptions of formal and informal play are in the DAS but not on the Land Use Parameter Plan. Hectare measurements in the Parameter Plan should distinguish SUDS, structural landscaping and Open space, Formal play space.	Refer to pgs 22-23 for updated land use plan which identifies public open space, children's play, extents of residential development and SuDS
Density - The DAS does not demonstrate that there is any real control over how density ought to vary across the site at REM. The DAS states 25-40dph across the whole site which in theory could justify to as few as 67 homes or as many as 107 units. This could be so broad as to be ineffective as securing housing numbers or quality. If there is to be a logical variation in density across the site, then this ought to be controlled with a range of densities that correspond to meaningful parts of the site. This however should be done as an exercise within the establishment of the Wider Masterplan area, not piecemeal.	The density plan has now been revised (pgs. 24-25) which now demonstrates up to 40dph within the scheme. Higher densities will be delivered within the core, and a lower density perimeter/urban edge when fronting public open space.
Density - I would want to see a table acknowledging the indicative typologies that are being used to achieved the target number of houses. The Mix (see point 7 above) does look reasonable to me, with a majority of semi-detached homes suggesting 3 beds, which are the highest priority house size. I want the outline to be transparent and publicise this fact to make it clear that this is the basis for any approval of the Amount. The requirement for transparency and clarifying expectations is specifically mentioned in the NPPF (paragraph 128) and I think this is the best way to do that, and it will ensure that the permission retains this information for the benefit of any future REM applicant / officer.	Refer to Land Use (pgs. 22-23) which now indicates housing typologies.
Scale/Building Heights - The suggested rule to limit heights to 2 storeys along the GI edges seems an arbitrary one; much of the edges will not be of an "open landscape character" – they will become linear public open spaces within a settlement area, and as such I see no obvious reason to not allow 2.5- 3 storey along some of these edges if it could use land efficiently and create more diversity of character. In particular I refer to the eastern edge, fronting the business park. The open countryside concept is really only valid between the development and North Bradley so limits might be included there.	Refer to Building Heights (pgs. 26-27) which now demonstrates that units will be up to 2.5 storey in key locations. This will likely be within gateway locations and/or key nodal points within the masterplan to help terminate key views, or help to break the street scene.
Scale/Buildings Heights - The way the layout has been conceived, it is the care home which would appear most as if in an 'open landscape' setting and yet it is proposed as 3 storeys, which highlights the contradiction in the current approach. Though as per my comments on the layout, I think development in that area should more strongly relate to Bradley Road, so 3 storeys could work OK here. Again, this is an issue best fixed within the wider masterplan exercise.	Care home use has been removed from the revised masterplan proposals.
Movement - a more detailed masterplan for whole area is really needed before assessing this. I note this is important to the highways officer too.	A wider masterplan is demonstrated on pgs. 12-13 which combines the Castlewood and Vistry layouts into one comprehensive masterplan, which helps to indicate the wider masterplan movement strategy.

Issue Raised	Response
Movement - This plan misses important information and none of it transmits to the Parameter Plan; • Direct links to all the bus stop • Segregated cycle paths, cycle streets or otherwise, or details of min widths • All footways having links preserved through the boundaries to future paths • Pedestrian/cycle links to the business park and its employment • Recreational paths around the POS to match the extent shown on the sketch layout, and do not take in the ponds which ought to be conceived as amenity features. • Main street (function and character) needs to account for the fact that it will be serving many more homes in land to the south • Cycle paths in parameter path to link to Elm Grove Site and North Bradley	A new active movement plan is proposed on pgs 36-37 which demonstrates the site in relation to ; • Direct links to nearby bus stops • Pedestrian/cycle paths • Pavements • Recreational paths The plan helps to demonstrate how the community will have access to local facilities and services as well as employment opportunity through active travel such as walking and/or cycling, or through the local bus service.
Street Hierarchy - The street sections are generic, and the sketch layout does not convincingly demonstrate the principles of them anyway, especially the issue of tree planting. The only difference between the different streets is whether a segregated footpath is included or not. Street materials/ footways materials, boundary treatments, setbacks, building forms – these all inform and enhance street hierarchy but none are discussed. Nothing is drawn from the observations of the Character Study.	The street hierarchy has been amended. This also indicates character areas. Pgs 32-35 outline the potential street characteristic of each of identified typologies. Detailed character areas will be identified within the reserved matters application, but should be based on the street hierarchy characteristics within this DAS.
Street Hierarchy - I would expect to see the street character/ hierarchy of the main street to include: • Frontages to be set back farther from main street behind some landscape frontage • Wider street to include allocated space for on street visitor parking • Continuous build line but no continuous parking • Tree lined • Sense of formal composition perhaps with architectural theme along sections of the street.	See above comment.
Landscape - The central hedge does not appear to have been left with enough space alongside it to allow it to function as a continuous 'corridor' (i.e. movement route. Development should probably be pulled back from the edge and allocated path shown along the corridor to secure this concept	The layout has been amended in accordance with comment. Development has been offset from the hedgerow. A revised urban design & landscape strategy has been submitted in support of this application, please refer to pgs. 40-53 for details.

Issue Raised	Response
Landscape - The parameter plan omits the hedgerows and the sketch layout shows that when the SUDS basins are included, there is very little space to walk around the POS.	The central hedgerow in a east west direction is to be removed as part of the application to facilitate development. Informal mown grass paths and formal hard surfaced paths have been identified in the masterplan to facilitate pedestrian movement. As large areas of open space will be utilised for biodiversity enhancements, human interference is preferably kept to a minimum in these areas. Paths have been provided where required to facilitate access and direct connections to facilities and around areas of public amenity.
Landscape - Extensive buffer planning will have a significant cost and so should be shown on a parameter plan, and dimensioned.	Buffer planting on parameter plan not necessary. This is illustrated sufficiently in the landscape section on from pgs 40-53.
Drainage Strategy as component of Design opportunities - Some additional SuDS solutions could be explored too, to be efficient with space and add interest to the public realm, perhaps linear swales, SuDS tree pits etc. There are opportunities to stage SUDS across the site collecting surface runoff closest to source as opposed to putting them all in 'end of pipe' basins.	A drainage strategy has been submitted as part of the application. The masterplan has responded from professional advice in regards to sustainable drainage. As part of the landscape strategy the SuDS will be fully integrated into the scheme. Please refer to pgs. 46. SuDS have been identified at the lowest parts of the site to mitigate existing and future flood risk as well as a 40% allowance for Climate Change. A pumping station is required within the site and has been indicated within the updated layout.
Drainage Strategy as component of Design opportunities - Indicative sections and detailing of SUDS should be included in the DAS to "provide the basis for reserved matters to come forward in the future" in accordance with the 4 pillars of SUDS.	An illustrative SuDS section has been demonstrated on pgs. 54.
Appearance - There are no actual conclusions from the local area character study. CP57 requires that it be shown how that analysis informs the Parameters Plans and DAS commitments. For example, it is not clear what is a "quality palette of materials" nor how this outline proposes to secure it when a future applicant is in control of the land. The description is very broad and might justify something bland and homogenous.	Detailed materials and housetypes will be determined at the reserved matters stage of the application. Housetypes characteristics including architectural details will be informed by a local context character appraisal undertaken in the original DAS submitted.
Appearance - The distinction expected of Key buildings needs defined, explicitly. Key buildings especially might be expected to draw on upon distinctive features identified in the local character study. Eg. Natural Stone facades and traditional boundary walls, bay windows, deeper set backs etc.	Key feature buildings will be determined at reserved matters stage. But as outlined in this DAS (Building Heights -pgs. 26-27 & Appearance pgs. 38-39) Key feature buildings will likely be 2.5 storey in height and will have changes in architectural details and material use. These could be located at key nodal points within the masterplan, such as at gateway locations, corner units and to help terminate views within the proposals.

