bba architects & planners



Former G H Martin Yard, Transport Land & Workshop, Corsham

Design and Access Statement

Silver St. Gastard

Change of Use to Residential

July, 2023

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MB

1.0 INTRODUCTION



Figure 0
Location plan, (NTS)

1.1 APPLICATION

This Design Statement has been prepared by BBA Architects and Planners (BBA) in support of a planning application at the former G.H. Martin Transport Land & Workshop, Silver Street,SN13 9PG

This statement provides an analysis of the site, the surrounding context and planning/design policy which has informed the scheme design. The current scheme proposals are then assessed under the standard Design and Access Statement headings:

- Use
- Scale
- Amount
- Layout
- Landscape
- Appearance
- Access

This statement provides the details of the scheme and should be read in conjunction with application drawings and accompanying documents.

2.0 SITE AND CONTEXT

EXISTING SITE

2.1 The site of 0.33ha is located on the south side of Silver Street, and located between the Town of Corsham to the north west and the Village of Gastard to the South east.

The site is accessed off of Silver Street, roughly midway along the road frontage of the site. A hard standing in front of a large corrugated metal rectangular building is located on the western part of the site, with a large rectangular open yard on the eastern side of the site, which extends further south than that the building.

The site is the former depot for GH Martin, a road haulage firm, which closed in 2012. It has been used more informally since the closure of the business for the parking, storage and maintenance of large heavy goods vehicles.

The site and building has been linked to all the utilities, water, electricity, telephone. There is no gas in this area meaning heating is via oil or electricity.



FIG 1. *Site entrance from B3353 looking North West. Image Google Street view*

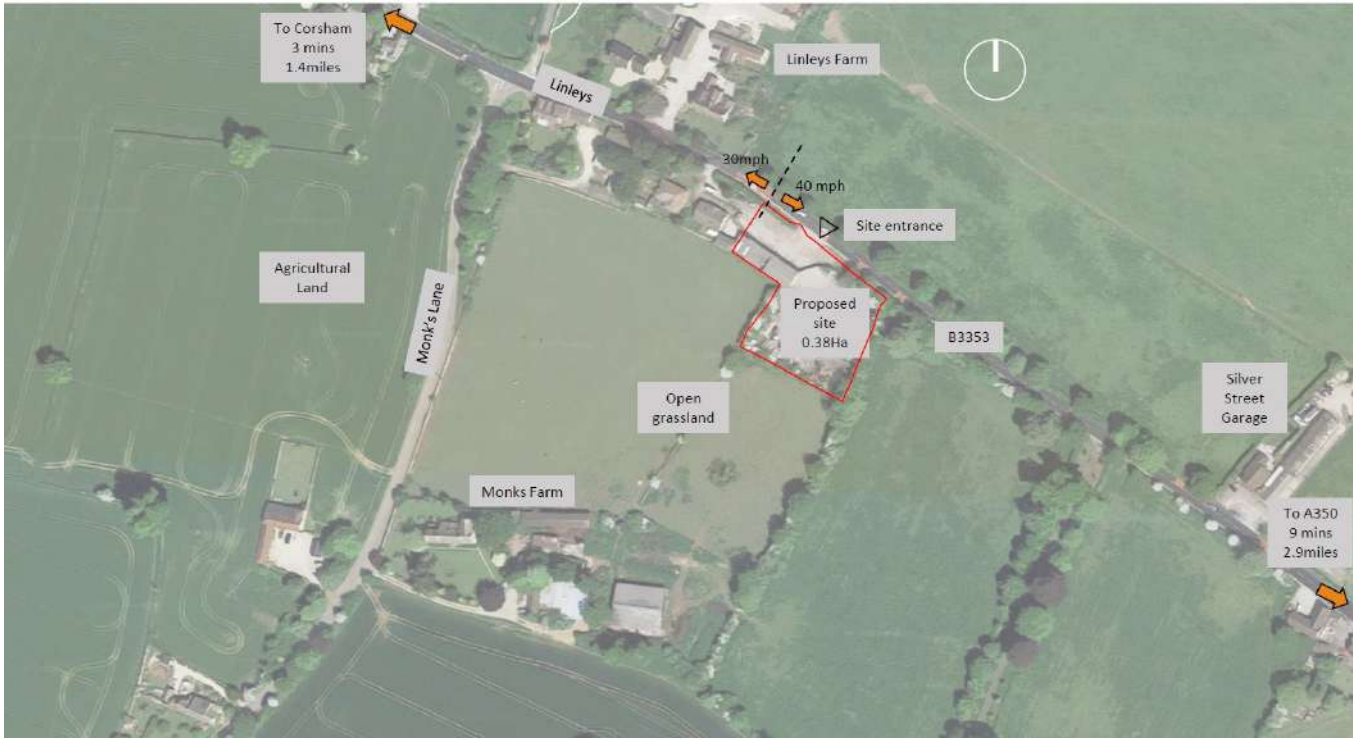


FIG 2. *Aerial Context Plan. Image: BBA Architects.*

SURROUNDING CONTEXT

2.2 The site forms part of a collection of buildings which run along Silver Street with two bungalows to the west of the site, then a collection of outbuildings and workshop linked to grade II listed No.10 'Linleys', which sits at the junction with 'Monks Lane'.

There are a number of buildings which front the road between Corsham and Gastard on the North and South side of Silver Street. Most of these buildings are dwellings with associated out buildings /garages. There is also a care home on the south side of the road which deals with varying levels of care requirements. This little collection of buildings between Corsham and Gastard in known as the 'Linleys'



FIG 3. *Buildings at B3353 Ladbrook Lane & Monks Lane. Looking South East. Image: Google Street view*



FIG 4. *Buildings toward B3353 Ladbrook Lane junction. Looking North West. Image: Google Street view*



FIG 5. *Two bungalows to south of Silver Street. Right hand bungalow neighbours proposed site. Image: Google Street view*



FIG 6. *Linleys Farm to North side of Silver Street. Image: Google Street view*

2.0 site and context

History of the Transport Yard

2.3 The land was purchased in 1924 by Eli Barnett and Bessie Barnett. It was purchased as part of the land with 10 Linleys, Corsham, SN13 9PG.

The land was an extension of the garden. It was used as an orchard, land for chickens, vegetable garden and for pigs.

In the mid 1960's it became a transport yard, and a bungalow (The Paddocks) was also built on the land. The bungalow now has a separate land registry. This land was gifted to Mr Godfrey H Martin and Mrs. Gladys Martin from Eli and Bessie Barnett [parents of Mrs. Gladys Martin].

The transport yard had a workshop built in the mid 1960's for maintenance of the vehicles.

In 1995 Godfrey H Martin (Bo) passed away and his son Godfrey David Martin took over the full running of the business. The site used to hold approx. 30 HGV's and trailers.

In 2009 a separate piece of land was purchased by Mr. Godfrey David Martin from Donald Carpenter and Eileen Carpenter to store vehicles.

In 2012 the transport company went into liquidation. However, the workshop and yard continued to be rented out for the purpose of maintaining and storage of vehicles. This continues to date.

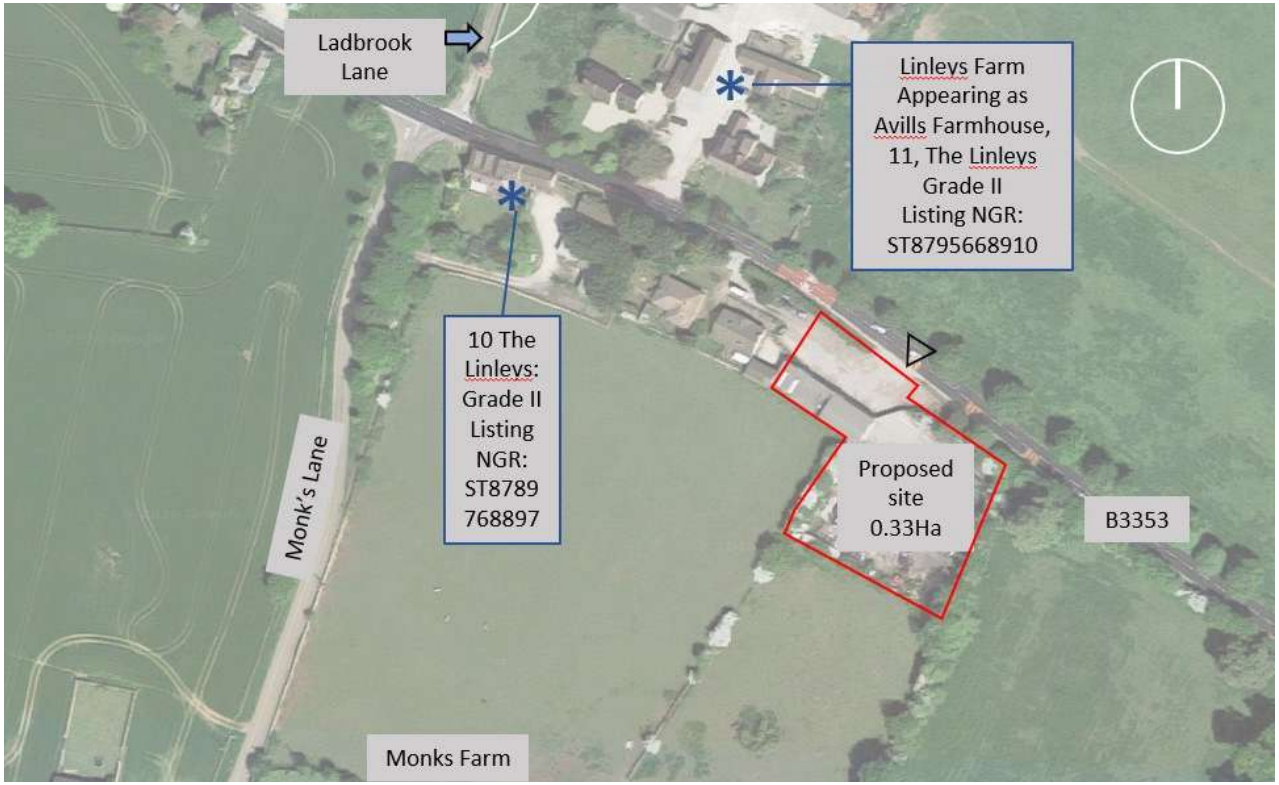


FIG 7. *Listed heritage assets nearby*



FIG 8. *Martins Truck, 1980s: Image: Darren Clark*

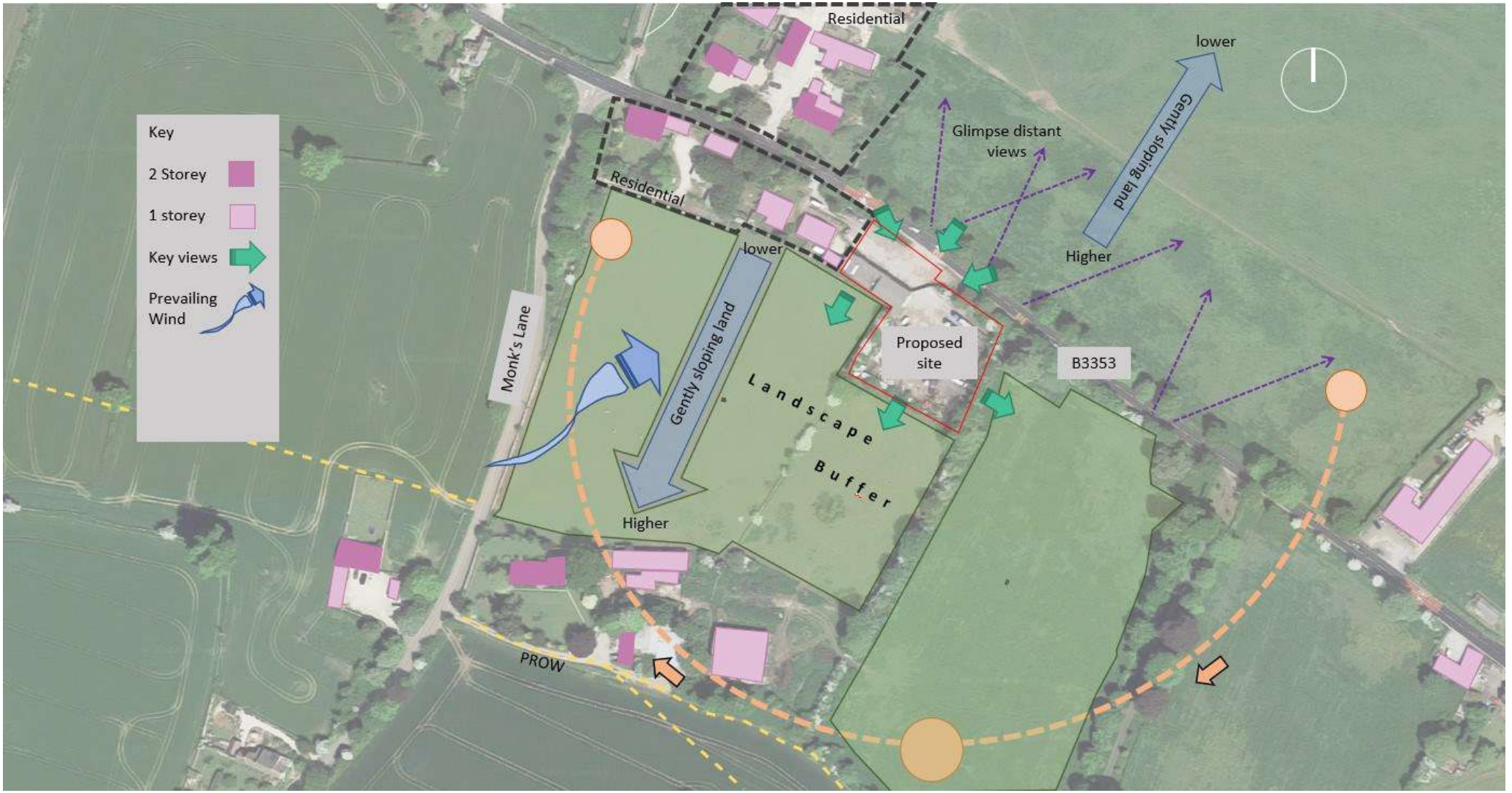


FIG 9. *Site Analysis, Built Context*

2.0 site and context

Site Analysis

2.4 The proposed site

The existing site is positioned to the south of the B3353 and offers a wide, dropped curbed access from 'Silver Street' (B3353) due to its former use. Inwardly the site is currently laid to tarmac, is generally flat, with little vegetation within the site except for a short run of hedge and small-scale trees confined to the north east edge of the site setback by circa 10m running parallel with the hedgerow, footpath and road. Flanking the entrance are hedgerows set back from a narrow footpath, which is the only footpath lining this portion of the B3353 to the southern edge Corsham approach carriageway.

The main building currently occupying the site is commercial in nature formally for the servicing and garaging of large commercial haulage vehicles. The building is of large scale, single storey in height with shallow equal roof pitches with central ridge running along the building's length. It is constructed using fairfaced reconstituted stone coursed to a height of just below half its height with profiled metal curtain walling with translucent panels for natural light ingress and roller shutter access doors making up its elevational composition and materiality. To the rear, (south) of the site the Tarmac hard standing extends to the hedging and agricultural post and wire fencing forming the enclosing site boundary. This hard standing formerly accommodated the storage of approx. 30 HGV cabs and trailers.



FIG 10 Site entrance from B3353 Corsham - Gastard Road, 2022 (Image Google street view)



FIG 11 Looking East South East, Silver Street. Grass boundary and site to right



FIG 12 Looking North West, Silver Street. Mature hedge forming eastern boundary to left, Hardscaped tarmac to site foreground entrance.



FIG 13. *Eastern boundary and flanking access hedgerows.*



FIG 14. *Northern hedge boundary of B3353, glimpse view through mature hedgerow..*



FIG 15 *Existing Green Infrastructure*

Site Analysis

2.5 Existing Green Infrastructure

Mature established hedging with integral trees Bound the site to the East and South. To the north partial mature hedges flank the wide vehicular site entrance access. To the West the site is open to views toward the bungalows with low level boundary treatments of manmade material.

The site's topographical position affords middle to long distance views to the north potentially from an elevated position from an upper storey and glimpse views from lower eye height at pavement level. The view character is predominantly of rural open grass land with hedgerows and tree boundaries to the south and north and to the west over arable land. Individual and clustered mature trees punctuate the western aspect at longer distance within the arable land.

2.0 site and context



FIG 16. *Southern boundary hedgerow, gable of bungalow visible to western boundary.*



FIG 17. *Flood Risk: Approximate distance to water course*

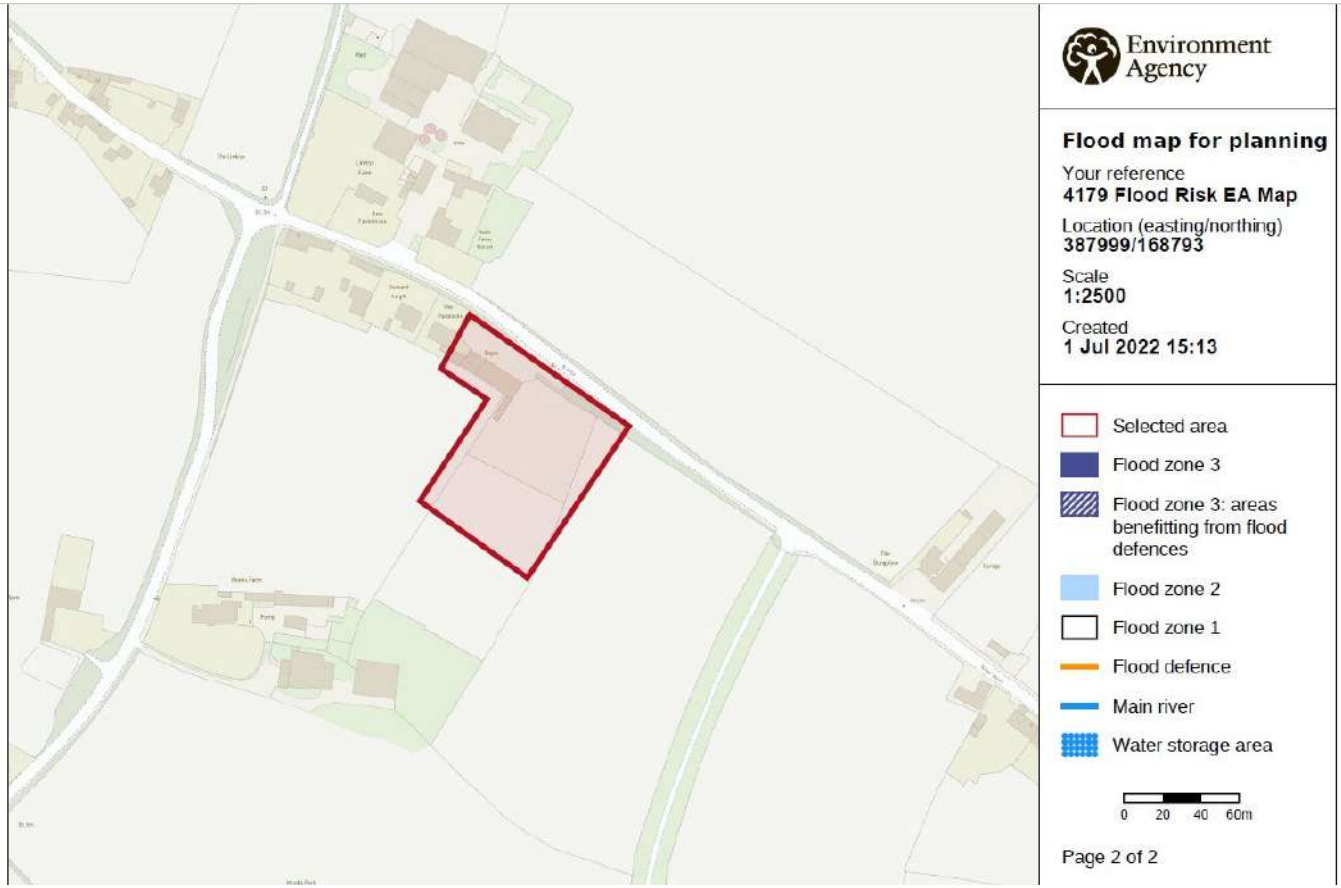


FIG 18. *Flood Risk map, indicating the site's Flood Zone 1 low risk status. Accessed 01-07-22*

2.6 Flood Risk

The site's location places it in Zone 1 and is designated as being at low risk. The site is approximately 771m to the nearest water course showing on the Environment Agency's (EA) flood risk mapping facility.

2.7 CONSTRAINTS AND OPPORTUNITIES

The site's location and immediate surrounding context present opportunities and constraints as summarized:

Comparatively densely arranged dwellings which acknowledge an existing building line to the west.

Opportunity to introduce generous gardens and convert existing yard hardscape to more natural landscape.

Setting dwellings back into the site from the B3353 will assist in mitigating road noise and vehicular emissions.

Retention of existing boundary hedge treatments to east and north retains existing natural landscape assets.

Landscaped views from private gardens to south.

Opportunity to use solar energy, (Photo voltaic panels) to southern roofs pitches.

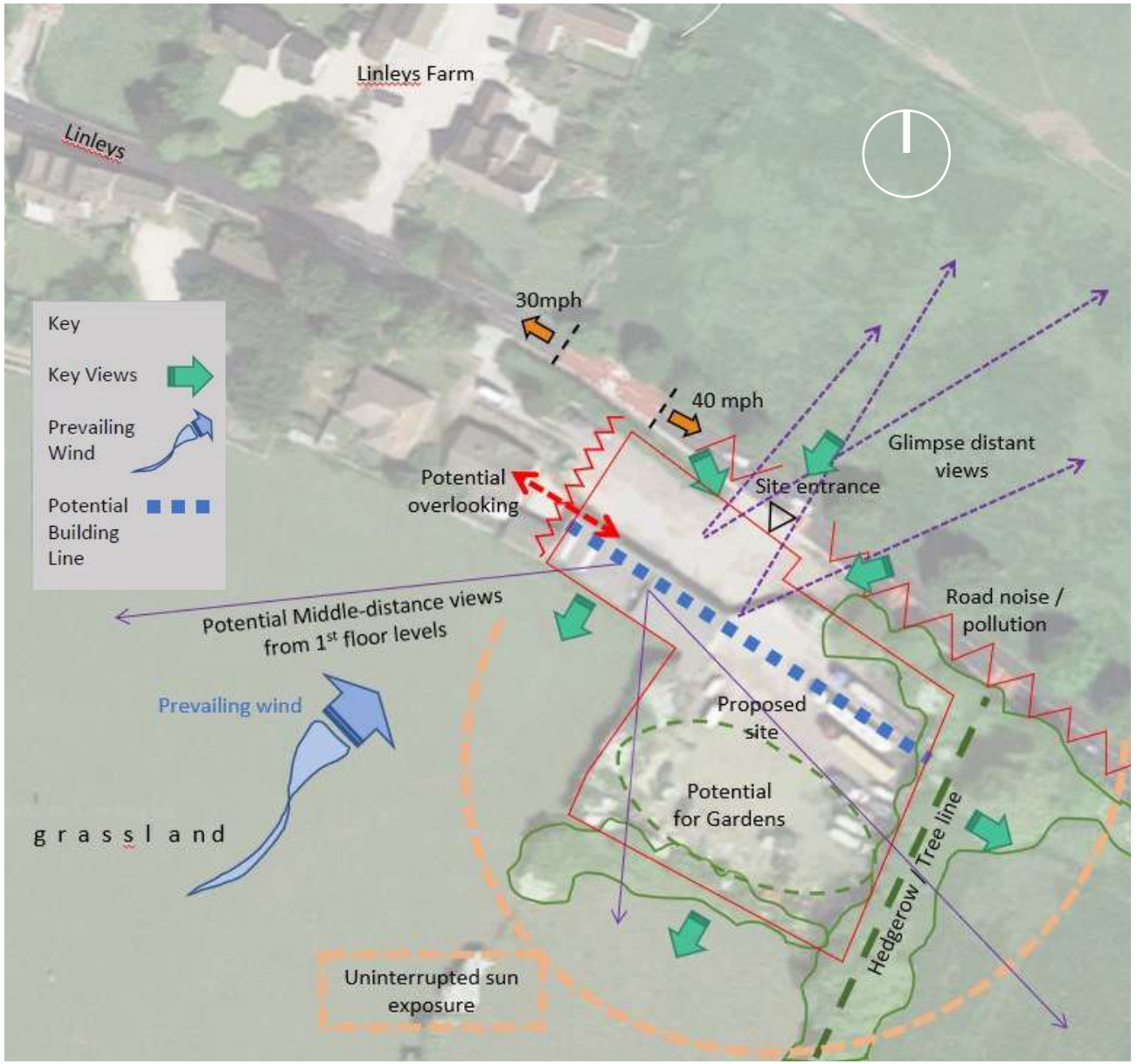


FIG 19. *Constraints and Opportunities*

2.0 site and context

PLANNING POLICY

2.8 Planning Application History

The following planning application history is listed on the Council's website in relation to the site:

Application Ref	Description	Decision / Date
N/08/01106/FUL	Construction of Car and Lorry Park on Agricultural Land and Creation of New Vehicular Access onto	Approve 25/09/2008
N/09/01053/FUL	Workshop Extended to accommodate new service pit and part re-cladding of existing building	Approve 07/08/2009

2.9 Planning Policy Context

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied (Paragraph 1, NPPF). The NPPF reaffirms the legal requirement that applications for planning permission must be made in accordance with the development plan unless material considerations indicate otherwise (paragraph 2, NPPF). The NPPF is a material consideration in the determination of planning applications (Paragraph 2, NPPF).

The following paragraphs within the NPPF are of particular relevance to the consideration of the scheme proposals:

- Paragraph 11, 12: Presumption in Favour of sustainable development
- Paragraph 47: Determining planning applications
- Paragraph 68: Small and medium sized sites provide an important contribution to meeting the housing requirement of an area.
- Paragraph 73: Maintaining supply and delivery of housing
- Paragraph 77, 78: Rural housing
- Paragraph 117, 118: Effective use of land
- Paragraph 121: Positive approach to alternative uses of land.

The Development Plan

The Statutory Development Plan for Wiltshire currently includes the Wiltshire Core Strategy, incorporating saved policies from district local plans, Wiltshire Housing Site Allocations Plan, Chippenham Site Allocations Plan, Minerals and Waste Plans and made Neighbourhood Plans.

The interactive proposals map on the Council's website shows the site is located outside the settlement boundary of Corsham. Relevant Core Strategy Policy includes Core Policy 2 (Delivery Strategy) which states that

Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25, development will not be permitted outside the limits of development.

The policies listed in paragraph 4.25 are as follows:

- Additional employment land (Core Policy 34)
- Military establishments (Core Policy 37)
- Development related to tourism (Core Policies 39 and 40)
- Rural exception sites (Core Policy 44)
- Specialist accommodation provision (Core Policies 46 and 47)
- Supporting rural life (Core Policy 48)

The Corsham Neighbourhood Plan

The Corsham Neighbourhood Plan was made on 15th November 2019.

The Neighbourhood Plan includes the following policy regarding housing and brownfield developments:

Policy CNP H1 – Proposals for brownfield developments within the Corsham settlement boundary or small infill sites within Gastard and Neston will be supported

where they:

a) have a scale, form and density which would be complementary to surrounding properties and would not result in the loss of amenity for existing residents;

b) are encouraged to achieve high standards of sustainable and low carbon design; and

c) would be accompanied by appropriate provisions for parking, access and storage of waste.

PROPOSALS AND PLANNING ASSESSMENT

The site is located outside the settlement boundary of Corsham and as such Core Policy 2 of the Wiltshire Core Strategy is not supportive of the redevelopment of the site. However, the Development Plan (both the Core Strategy and the Corsham Neighbourhood plan) does not include policies for the redevelopment of previously developed brownfield land outside of settlement boundaries (or beyond infill within Gastard and Neston, in the case of the Corsham Neighbourhood Plan).

In addition, The recent appeal decision at Land at Purton Road, Swindon and subsequently the grant of planning permission for 71 dwellings at Land South of Filands, Malmesbury (19/11569/FUL, Strategic Planning Committee 27th May 2020) has confirmed that Wiltshire Council are currently unable to demonstrate a five year housing land supply. The Council have confirmed that Wiltshire currently has a 4.62 years housing land supply.

As such Paragraph 11 of the NPPF, which relates to the presumption in favour of sustainable development is engaged which states:

> *d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date (which includes situations where the Council are unable to demonstrate a five year housing supply), granting planning permission unless:*
>
> *i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
>
> *ii. Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

The site is not located within a designated area which the NPPF specifically refers to in relation to (i) above.

With regards to item (ii) above, the proposed development does not conflict with the Corsham Neighbourhood Plan (rather, the redevelopment of previously development land outside of settlements is not specifically addressed). The adverse impact of the proposals are on a purely notional policy bases as a result of there not being a specific policy to address the redevelopment of previously developed sites outside settlements. The NPPF recognises the importance of small and medium sized settlements in contributing to meeting housing requirements; and The proposals would result in the redevelopment of a redundant transport depot, providing a more appropriate, more benign development (housing) than the existing use.

Other material considerations

The absence of a policy about the redevelopment of previously developed sites in such situations has created a nonsensical situation that if the site was in the Green Belt, the redevelopment of the site would fall within the exceptions to normal Green Belt policy under Paragraph 145 of the NPPF. The Green Belt, by definition, should be more restrictive to development than sites not covered by any designations.

This is particularly relevant when included in one of Wiltshire Strategic Objectives in the Core Strategy (Objective 5) is the statement that *"the reuse of Wiltshire's limited amount of previously developed land should be maximized"*

The site is a redundant road haulage depot. Whilst currently not in full active use, the site still could (theoretically) operate and be used by a number of large vehicles. However, the roads surrounding the site are simply not ideally suited to have large vehicles frequently using them. The proposed housing scheme would represent a more appropriate use for the site which would both improve the appearance of the site,

but would also be more compatible with the surrounding residential uses, and would have a lower impact on the highway network.

Qdos Homes are a small local award winning house-builder and this site would form an important addition to their forward plans and as such they are committed to the delivery of the site within a short timeframe (subject to approvals etc.) should planning permission be achieved. There is therefore a willing vendor and a willing purchaser committed to delivering additional new homes at a local level.

Vehicle Parking

The proposed masterplan exceeds the Wiltshire parking minimum standards where 4 spaces are provided per dwelling with garages able to be included as they measure 6 x 3m internally. This is 1 space above the minimum of 3 spaces. Visitor parking is calculated to be 1.4 spaces for the 7 proposed dwellings which is rounded up to 2 spaces and shown on the proposed plan as 'V1' & 'V2' . Located adjacent to the refuse store to the north of the site.

QDOS HOMES

2.10 Developer

'Founded in 1999, Qdos Homes is a privately owned company developing prestigious homes in premium locations throughout Wiltshire and the surrounding counties.

The company is built upon a strong financial foundation that has ensured that the business growth has progressed sustainably. Qdos Homes has continued to develop and expand despite recent economic challenges within the house building sector.

Qdos Homes consistently delivers quality properties and offers a diverse selection of dwellings ranging from two bedroom apartments through to five bedroom prestige homes. These developments present



FIG 20. QDos, *'Woodruff's' development, Wingfield nr. Bradford on Avon*

captivating yet functional interiors and striking elevations, that blend beautifully with their surroundings. Capitalising on in-depth, expert knowledge of property design and modern construction techniques, Qdos Homes are able to offer properties that astute homeowners would find difficult to match elsewhere. This is achieved by combining local, skilled craftsmen together with carefully selected high quality materials and products.'

Source: (About Qdos Homes), accessed 20-06-23



FIG 21. QDos, proposed development at Kington St. Michael

3.0 DESIGN DEVELOPMENT/ PRE APP

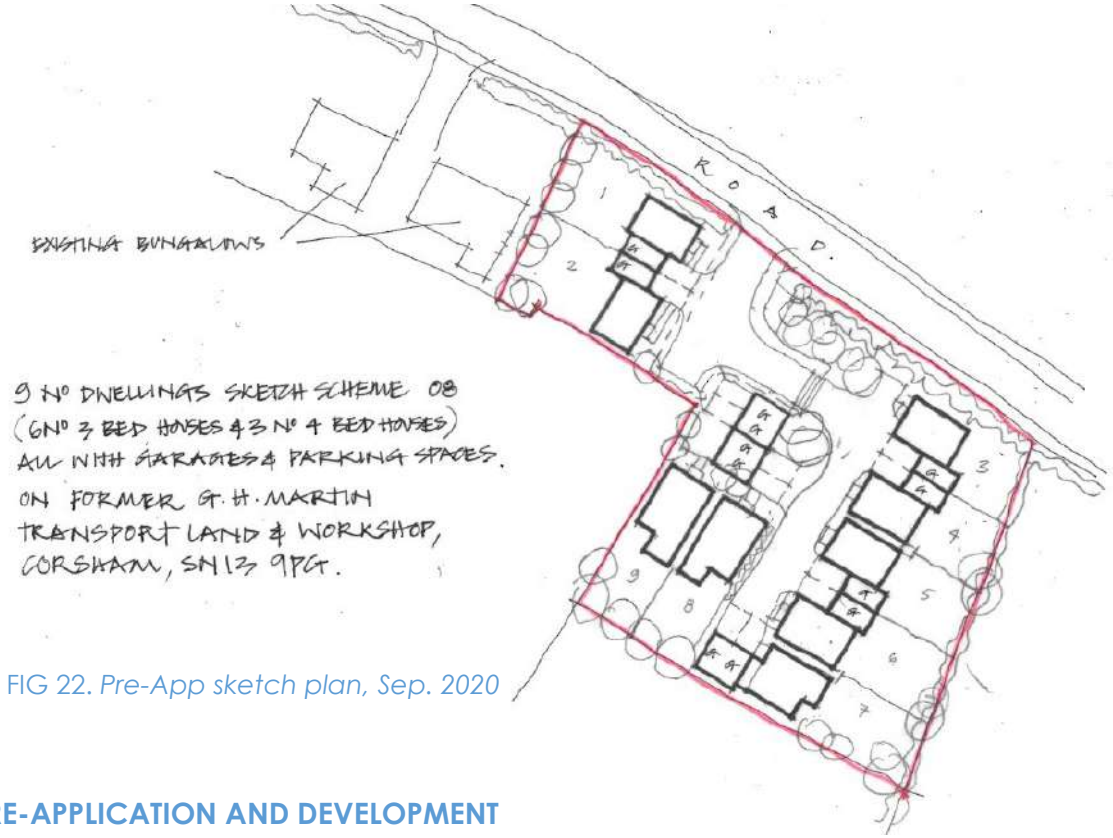


FIG 22. *Pre-App sketch plan, Sep. 2020*

PRE-APPLICATION AND DEVELOPMENT

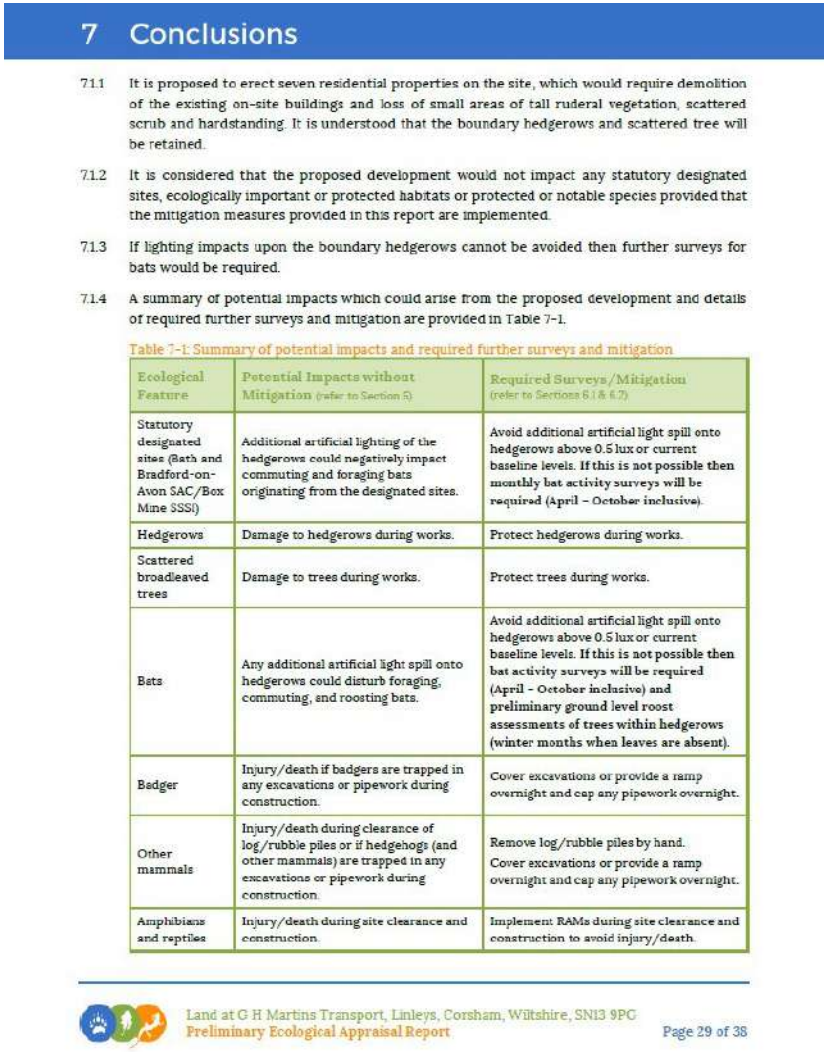
3.1 A proposed 9 dwelling scheme was submitted as a Pre-App in September 2020. This Pre-App proposal utilised the full extents of the site with 7 dwellings having east west orientations and 2 having north south. Vehicular access form the B3353 would make use of the existing but narrowed by the use of increased planting which would extend the existing hedgerow. A centrally placed access road allowed for efficient vehicle access which allowed for generous private gardens to the east and west behind the dwellings. Perimeter boundary hedgerows are maintained.

The Pre-App was in favour of development of this Brownfield site, but recommended the dwellings were more linear to align with the existing housing.

CONSULTANT INVESTIGATIONS

3.2 As part of this application the following investigations have been undertaken:

- Preliminary Ecological Appraisal, undertaken by Smart Ecology, 27st. July 2021. The above reports and assessments will be submitted with the Full application. Potentially further / updated ecological surveys may be required concerning Bat roosting and foraging. The report conclusion page is included opposite.
- Geo-Environmental Site Investigation Report and Soil Remediation Method Statement, undertaken by Earth Environmental and Geotechnical, June 2021. Data results, conclusions and recommendations are contained within the body of the report.
- BS5837 Tree Survey and Arboricultural Assessment, undertaken by WRC Ecology and Arboriculture, June 21st 2021. The report conclusion and recommendations extracts are shown opposite.



7 Conclusions

7.1.1 It is proposed to erect seven residential properties on the site, which would require demolition of the existing on-site buildings and loss of small areas of tall ruderal vegetation, scattered scrub and hardstanding. It is understood that the boundary hedgerows and scattered tree will be retained.

7.1.2 It is considered that the proposed development would not impact any statutory designated sites, ecologically important or protected habitats or protected or notable species provided that the mitigation measures provided in this report are implemented.

7.1.3 If lighting impacts upon the boundary hedgerows cannot be avoided then further surveys for bats would be required.

7.1.4 A summary of potential impacts which could arise from the proposed development and details of required further surveys and mitigation are provided in Table 7-1.

Table 7-1: Summary of potential impacts and required further surveys and mitigation

Ecological Feature	Potential Impacts without Mitigation (refer to Section 5)	Required Surveys/Mitigation (refer to Sections 6.1 & 6.2)
Statutory designated sites (Bath and Bradford-on-Avon SAC/Box Mine SSSI)	Additional artificial lighting of the hedgerows could negatively impact commuting and foraging bats originating from the designated sites.	Avoid additional artificial light spill onto hedgerows above 0.5 lux or current baseline levels. If this is not possible then monthly bat activity surveys will be required (April – October inclusive).
Hedgerows	Damage to hedgerows during works.	Protect hedgerows during works.
Scattered broadleaved trees	Damage to trees during works.	Protect trees during works.
Bats	Any additional artificial light spill onto hedgerows could disturb foraging, commuting, and roosting bats.	Avoid additional artificial light spill onto hedgerows above 0.5 lux or current baseline levels. If this is not possible then bat activity surveys will be required (April - October inclusive) and preliminary ground level roost assessments of trees within hedgerows (winter months when leaves are absent).
Badger	Injury/death if badgers are trapped in any excavations or pipework during construction.	Cover excavations or provide a ramp overnight and cap any pipework overnight.
Other mammals	Injury/death during clearance of log/rubble piles or if hedgehogs (and other mammals) are trapped in any excavations or pipework during construction.	Remove log/rubble piles by hand. Cover excavations or provide a ramp overnight and cap any pipework overnight.
Amphibians and reptiles	Injury/death during site clearance and construction.	Implement RAMs during site clearance and construction to avoid injury/death.

Land at G H Martins Transport, Linleys, Corsham, Wiltshire, SN13 9PG
Preliminary Ecological Appraisal Report
Page 29 of 38

FIG 23 Conclusion page from Smart Ecology's Preliminary Ecological Appraisal.

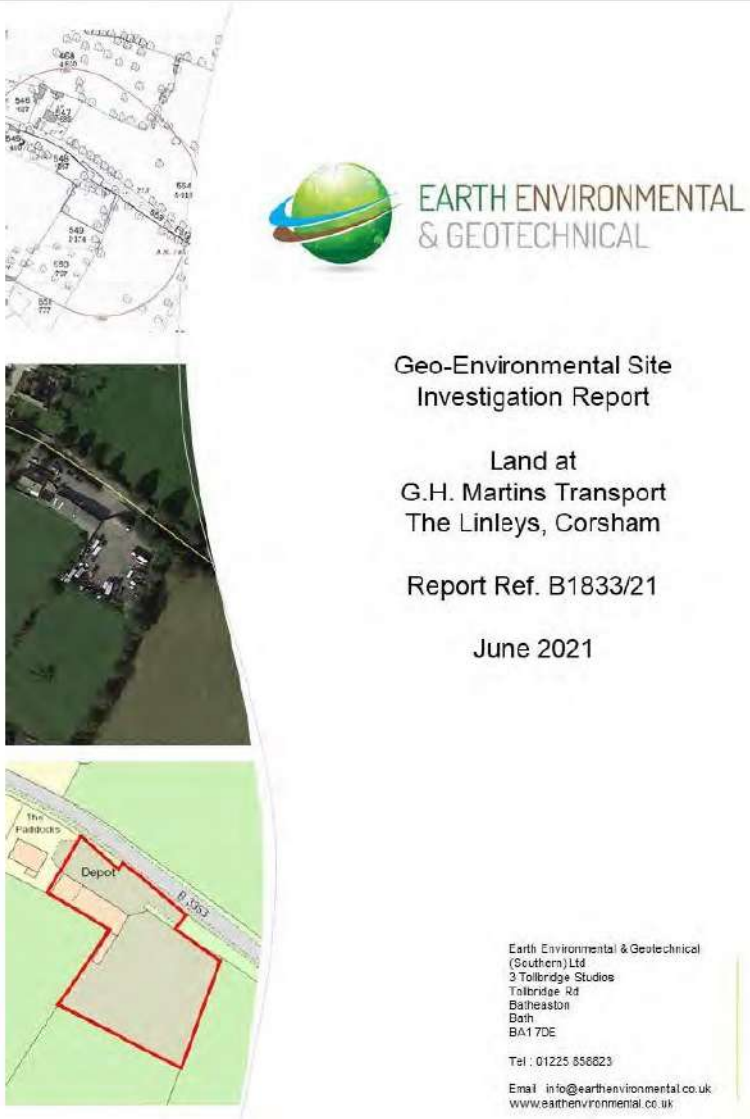


FIG24. Earth Environmental & Geotechnical, 'Geo-Environmental Site investigation Report' Title page.

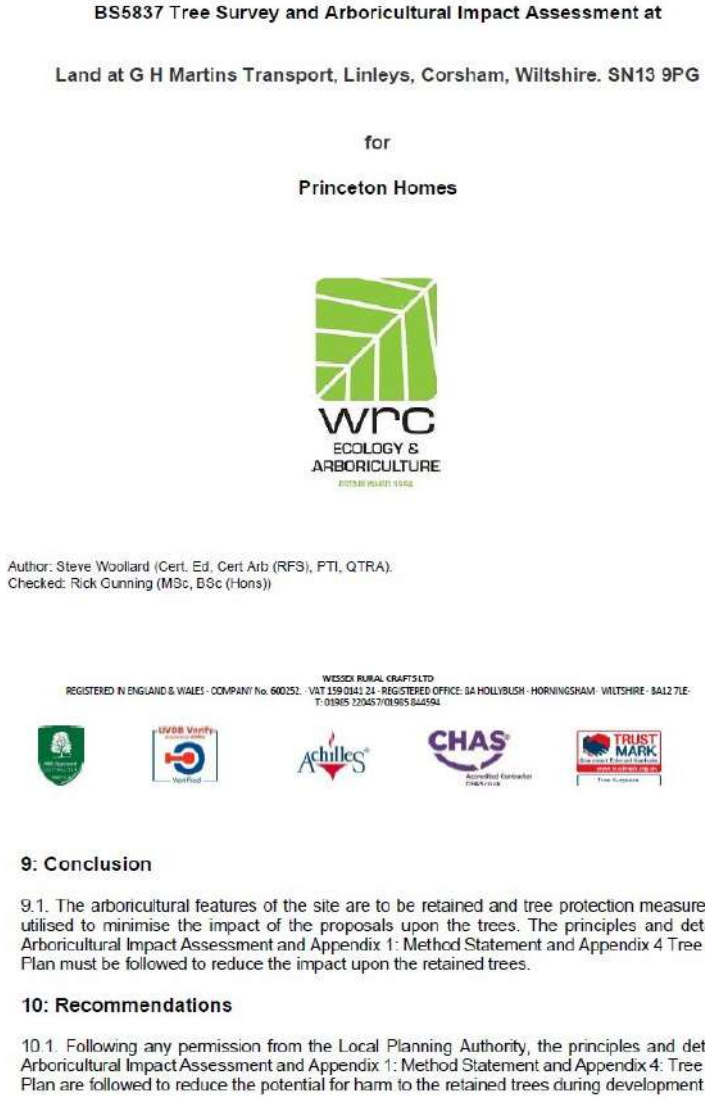


FIG25. Earth Environmental & Geotechnical, 'Geo-Environmental Site investigation Report' Title page.

4.0 DESIGN STATEMENT

JULY 2023, PROPOSED PLAN

4.1 Following the Pre-App responses, a revised scheme of 7 dwellings is now proposed which orientates 5 dwellings roughly north - south are arranged in a linear way to form both and present a defined frontage to the B3353 set against an efficient vehicle access road running parallel to the B3353.

These dwellings are thus brought northward within the site when compared to the previous 9 dwelling Pre-App sketch scheme which allows for enlarged rear gardens.

The 2 dwellings to the west of the site are brought forward to extend an approximate building line established by the neighbouring bungalows outside the boundary to the west. These 2 dwellings, (House type A) have their principle axes orientated approximately east west and so form wider and shallower plots in comparison those of house type B plots. This approach responds to the site's geometry and offers diversity of design to proposed dwellings.



FIG 26. *Proposed Block Plan*

FORM

4.2 The proposed dwellings comprise of two-storey, 4 bedroomed properties, all with duo pitched roofs. Some of the dwellings are arranged in 2 pairs of semi-detached. A single detached dwelling is proposed for Plot 7 and is located to the east of the proposed masterplan. Single garages are positioned setback from the building line to allow for in-line parking bays which produce relief to the elevations when viewed in the street scape. The northern elevations are further animated by projecting gables, Ground floor window bays and entrance porches. To the rear (south) a simple elevation and corresponding roof pitch allows for the use of Solar Panels.

Other dwellings are detached with associated detached garages; Other than Plot 1 garage ,which is flat roofed, all garages also have duo pitched roofs as does the separate refuse and recycling store.

USE

4.3 The current site usage of a commercial heavy goods vehicle storage and service yard is proposed to be changed to residential usage. Changing the current usage to residential would see the site enhanced in terms of removal of unsightly large scale commercial building relative to the adjacent residential scaled properties. Residential usage would eliminate the use of the site by heavy goods vehicles and the associated noise and air pollution. The change of use to residential offers the scope to significantly enhance biodiversity through the removal of hardscaped tarmac surfaces and the introduction of gardens with garden trees. Bordering hedgerows to the northern edge site access can potentially be increased in length by the narrowing of the existing wide access currently sized for heavy goods vehicles.

Immediate built context to the west consists of domestic scaled, residential single and two storey dwellings of 'The Linleys' and to the north the fronting and courtyard buildings included within 'Linleys Fam'



FIG 27. *North elevation, Plots 3,4,5 & 6*

SUSTAINABILITY

4.4 The proposed site is situated approximately 1.3 miles approximately 3-5 minutes by bus southeast from central Corsham and its town amenities, with the site being opposite a number 10 service bus stop positioned at Linleys Farm on the B5333 and services 68, & 69' Zigzag' bus stops located at 'Warington Care Home', 0.2miles toward Corsham at the northwest of the site also located on the B5333.

The proposed dwellings within the site will adopt a fabric first approach and utilise high levels of thermal insulation to minimise energy consumption and C02 emissions. Space and hot water heating can be met by the use of air source heat pumps to further reduce natural fossil fuel depletion. Construction materials and finishes can be as locally sourced as possible, and natural in appearance to limit high levels embodied energy both from raw material extraction and in processing. Light fittings can be low energy LED types with water efficient aerated taps used for bathroom and kitchen areas.

Air Source Heat Pumps are proposed to provide space and water heating for all 7 dwellings to offer in-use energy savings and lower carbon emissions.

Waste separation and collection is to be managed by the refuse store located to the northern edge of the site served by a dedicated refuse collection bay adjacent to the store off the main B5333 road.

4.0 design development

SCALE & AMOUNT

4.5 *The proposed 7 dwellings continue the existing scale of those nearby and opposite the site along Silver Street , (B3353). The 7 dwellings proposal are placed within a total site area of 0.38 Ha. Being set back from the road and following the existing building line serves to set the proposed dwellings into the landscape and reduce their visual impact when compared to being placed further toward the site's northern boundary and road.*

LAYOUT AND LANDSCAPE

4.6 *Dwelling heights are 2 storey with pitched roofs, which acknowledge those which surround the site. Garages also have pitched roofs which relate to the adjacent single storey dwellings to the West.*

4.7 The proposed landscaping retains the existing margins forming the northern boundary, while the rear gardens, backing onto the open fields to the south, provide additional landscape in place of the previously hardscaped vehicle yard thus increasing potential to enhance biodiversity. Hedgerows bordering the site to the east and west are preserved. Additional trees are proposed to front gardens which add to biodiversity and provide natural vertical punctuation to the mainly flat site.



FIG 28. Proposed *site: Landscape and Views*



FIG 29. Proposed Site Section A-A (NTS)



FIG 30. Proposed Street scene Section, (NTS)

ARCHITECTURAL DESIGN

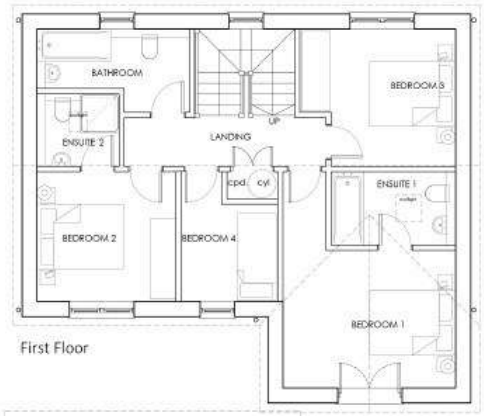
4.8 *The proposed architectural typology responds to existing traditional, tiled pitched roofed, gabled elevations in local stone. Detached garages acknowledge more rural configurations where outbuildings are separated from the primary dwelling.*



FIG 31. Stone built gabled dwelling near to the proposed site fronting B3353



FIG 32. Linleys farm, separate single storey out-buildings & garaging. Two storey main dwelling set back and fronting B3353 (silver Street).



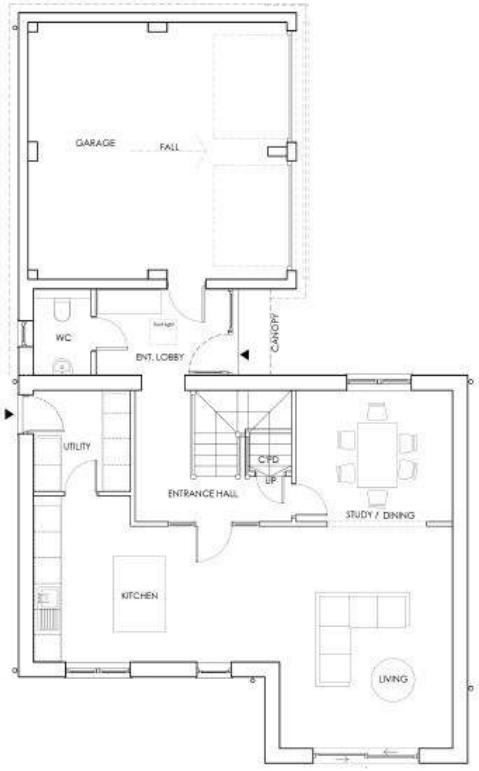
First Floor



North (Front) Elevation



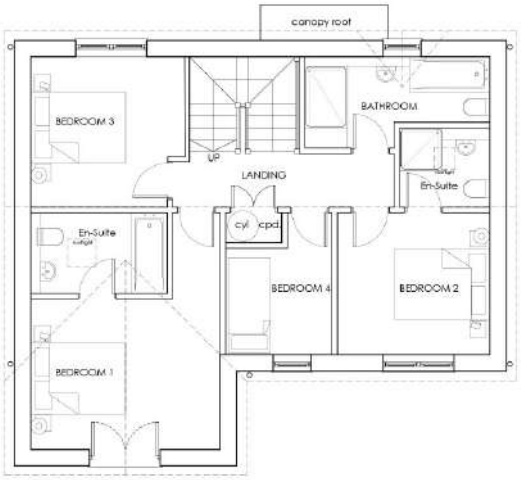
South (rear) Elevation




East (side) Elevation


West (side) Elevation

FIG 33. Plot 1, Plans and elevations (NTS)





West (side) Elevation



South (rear) Elevation



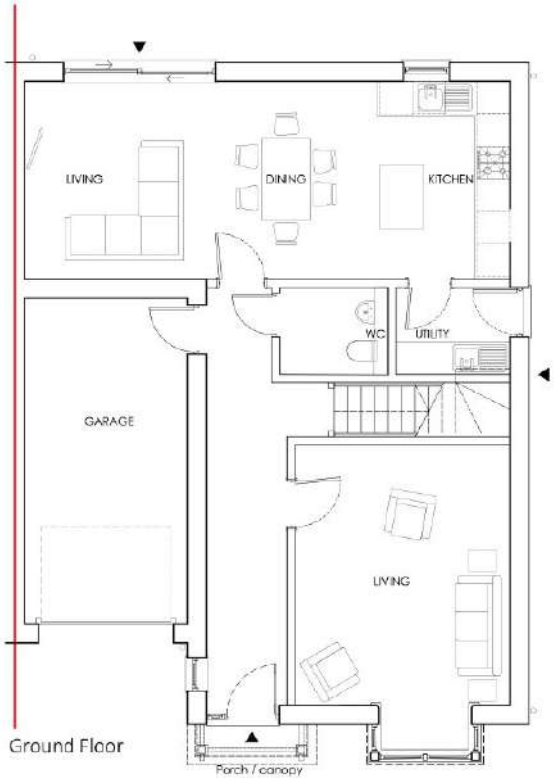


North (Front) Elevation

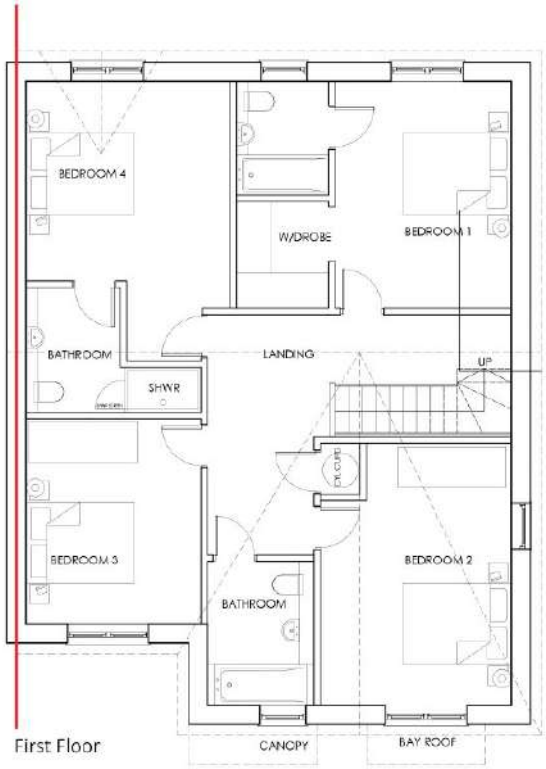


East (side) Elevation

FIG 34. Plot 2, Plans and elevations (NTS)



Ground Floor



First Floor



North (Front) Elevation

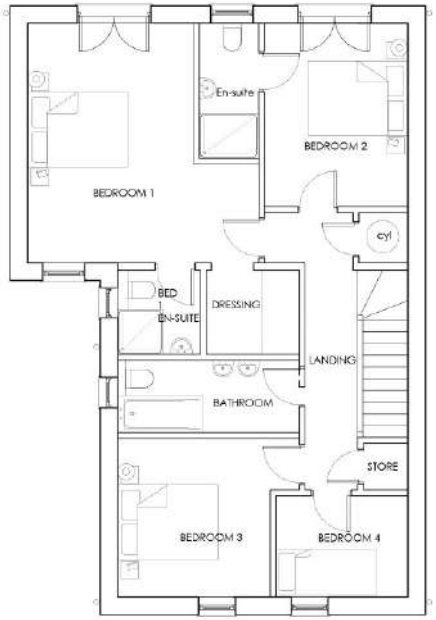


Side (Exposed) Elevation

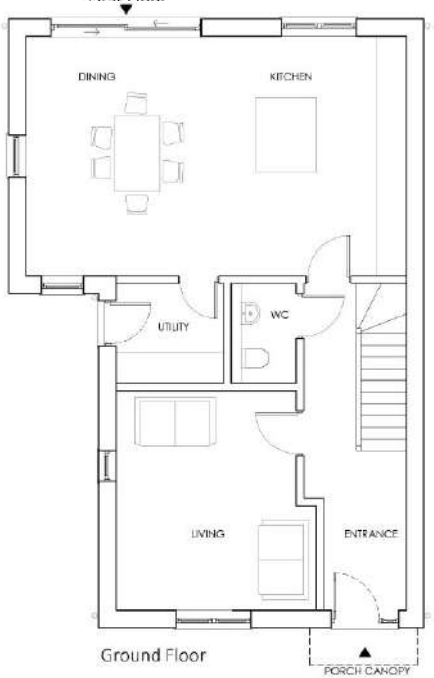


South (Rear) Elevation

FIG 35. Plots 3,4,5 6, Plans and elevations (NTS)

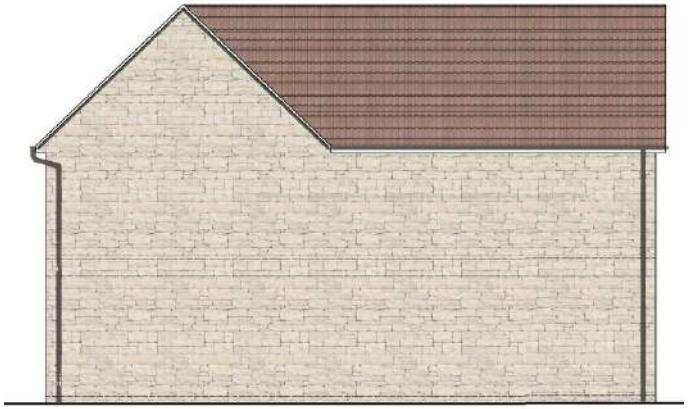


First Floor



Ground Floor

PORCH CANOPY



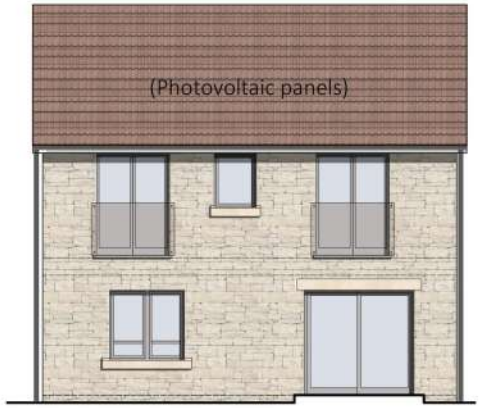
Side(West) Elevation



Side(East) Elevation

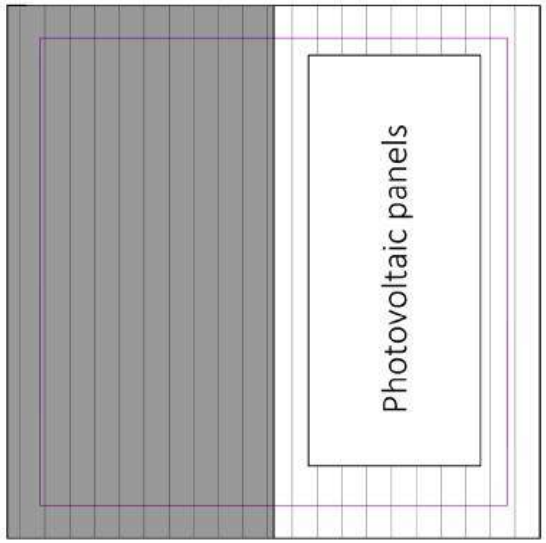


North (Front) Elevation

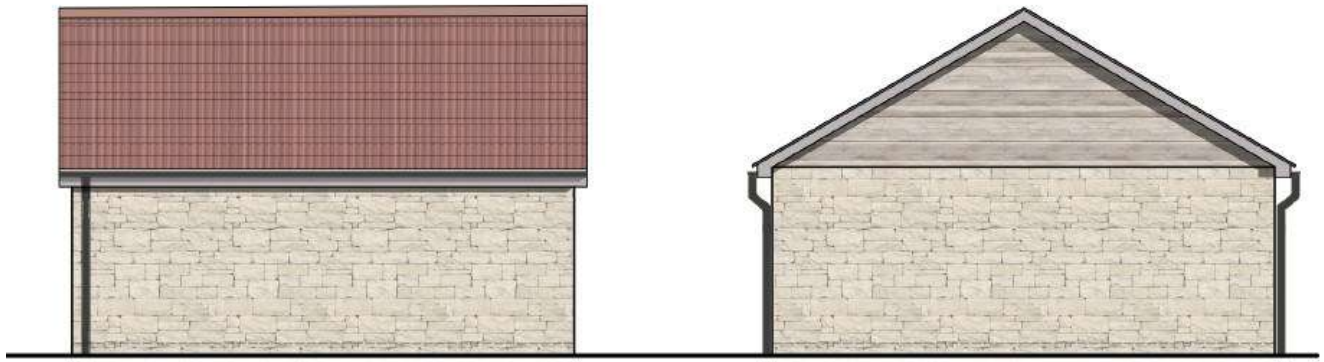


South (Rear) Elevation

FIG 36. Plots 3,4,5 6, Plans and elevations (NTS)

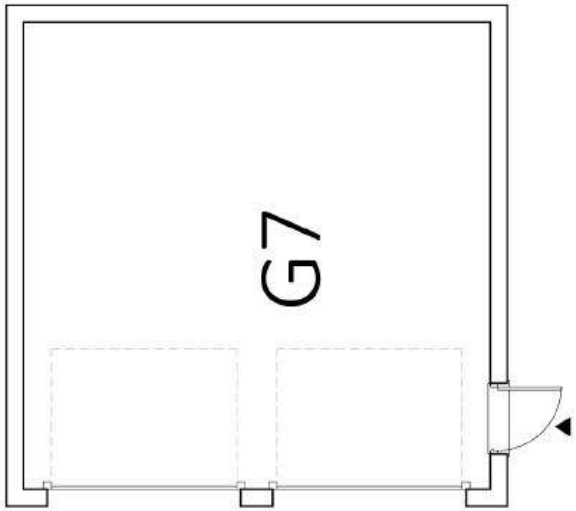


Roof Plan



North Elevation

East Elevation



Plan

Roof Plan

Plan



West Elevation

South Elevation

FIG 37. Plot 7 Garage Plan and elevations (NTS)



FIG 38. Recycling / Refuse Store Plans and elevations (NTS)

Refuse and Recycling

Refuse and recycling is stored in dedicated refuse / recycling stores for each dwelling.

Refuse and recycling is transferred to two 'Refuse set down' locations for refuse vehicle collection.

Refuse / Recycling route

4.0 design development

APPEARANCE AND MATERIALS

4.9 *The proposed architectural style is a simple, semi-rural country town appearance with visible simple detailing to openings where lintels and cills are visible, integrated features which punctuate the elevations reflecting similar detailing to the surrounding context of Gastard, and Corsham area.*

4.10 *The proposed materials palette reflects the varied local palette of materials, simple clay tiles, smooth, textured stonework detailing and timber doors.*



FIG 39. Timber front door



FIG 40. Roof *Pantiles*



FIG 41. *Rainwater goods*



FIG 42. Wall Facing *stone.*



FIG 43 *Rainwater goods*



FIG 44. Painted timber soffits.



FIG 45. Painted fascia



FIG 46. Reconstituted Stone Lintels and cills. Coated aluminium framed windows.



FIG 47. Timber & Stone Panels

5.0 ACCESS

SITE ACCESS

5.1 Vehicular and cycle access to the site is via the B3353, Silver Street, where all plots and garages can be accessed. Once within the site, the communal hard surfaced area is sized to accommodate vehicles to turn and exit onto Silver Street in a forward gear.

The site is relatively flat with a shallow fall from the high point to the west falling gently down to the lower point at the eastern end of the site. The existing level change across the width of the site being circa 700mm.

PEDESTRIAN AND PUBLIC ACCESS

5.2 Pedestrian access is via a continuation of the pavements to the B3353 which project well into the site onto the communal hard surfacing area. The extent of the public realm is the communal hard surfacing. Front gardens clearly define the semi-private external spaces associated with each plot to the north of the dwellings. Private external space for each plot is allocated to the rear, to the south of each dwelling.

INCLUSIVE DESIGN

5.3 The relatively level ground and shallow fall allows for inclusive access for a wide range of users. Dwelling entrance thresholds are accessed via a low step which could be adapted to a ramped access if required. All dwellings offer level access into garages and from garages into dwellings. All proposed dwellings also offer WC provision to ground floor level.



FIG 48. Access Diagram

6.0 SUMMARY

CONCLUSION

6.1 The proposal for 7 new dwellings seeks to Rejuvenate the former heavy goods vehicle service yard by removing the existing commercial workshop, storage containers and tarmac service yard with new dwellings and associated gardens, thus increasing the housing offer to the village of Gastard.

The existing perimeter boundary hedges and trees are to be retained and together with the proposed gardens offer potential to enhance the site's biodiversity.

The dwellings' layout and roof design aim to maximise site orientation through the use of photovoltaic panels to provide solar power generation which when combined with a highly insulated envelope and heat pump provide a sustainable home. Storage for cycle storage and dedicated refuse and recycling stores assist in promoting an ongoing more sustainable lifestyle.

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