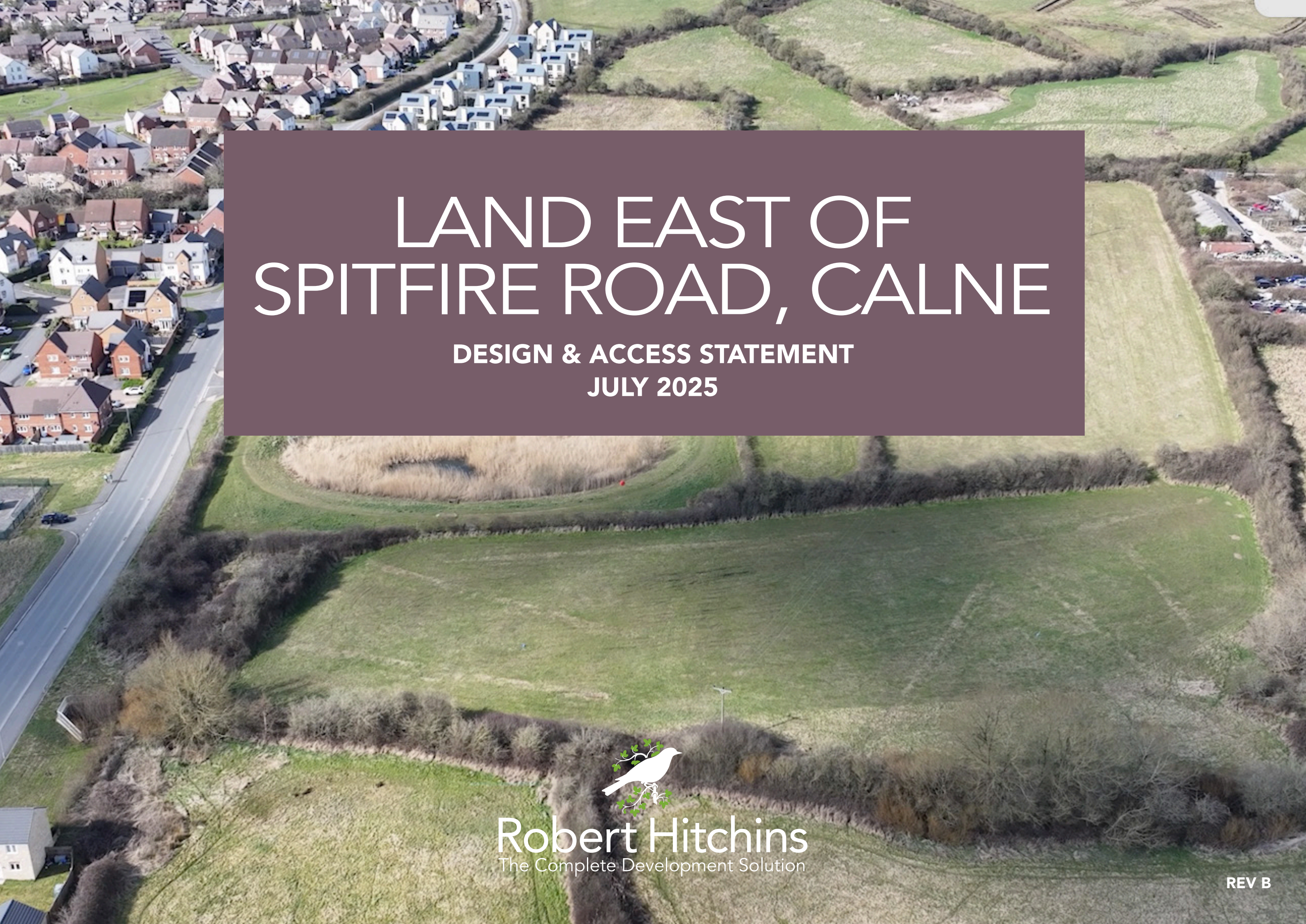




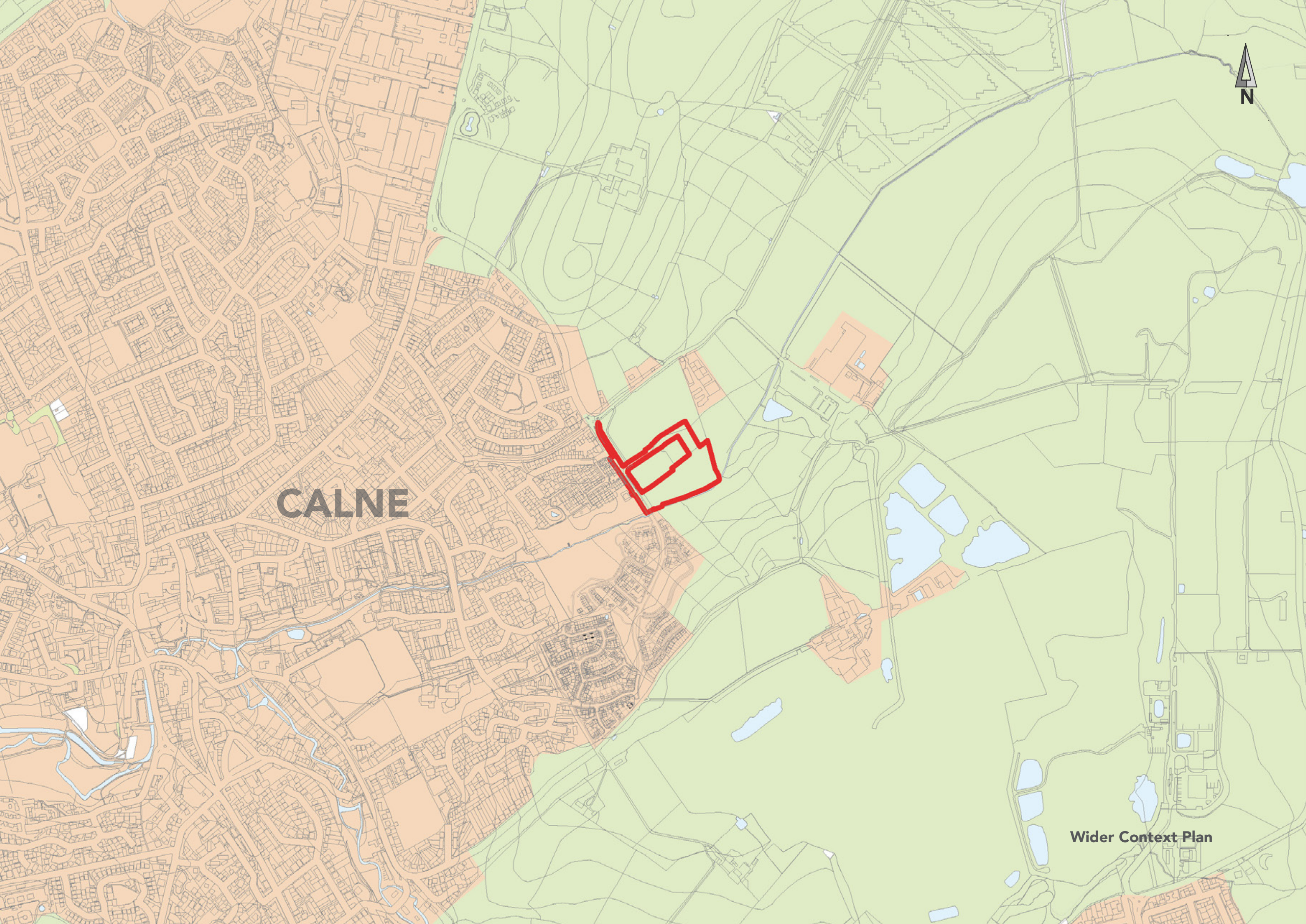
LAND EAST OF SPITFIRE ROAD, CALNE

DESIGN & ACCESS STATEMENT
JULY 2025



Robert Hitchins
The Complete Development Solution

REV B



CALNE

Wider Context Plan

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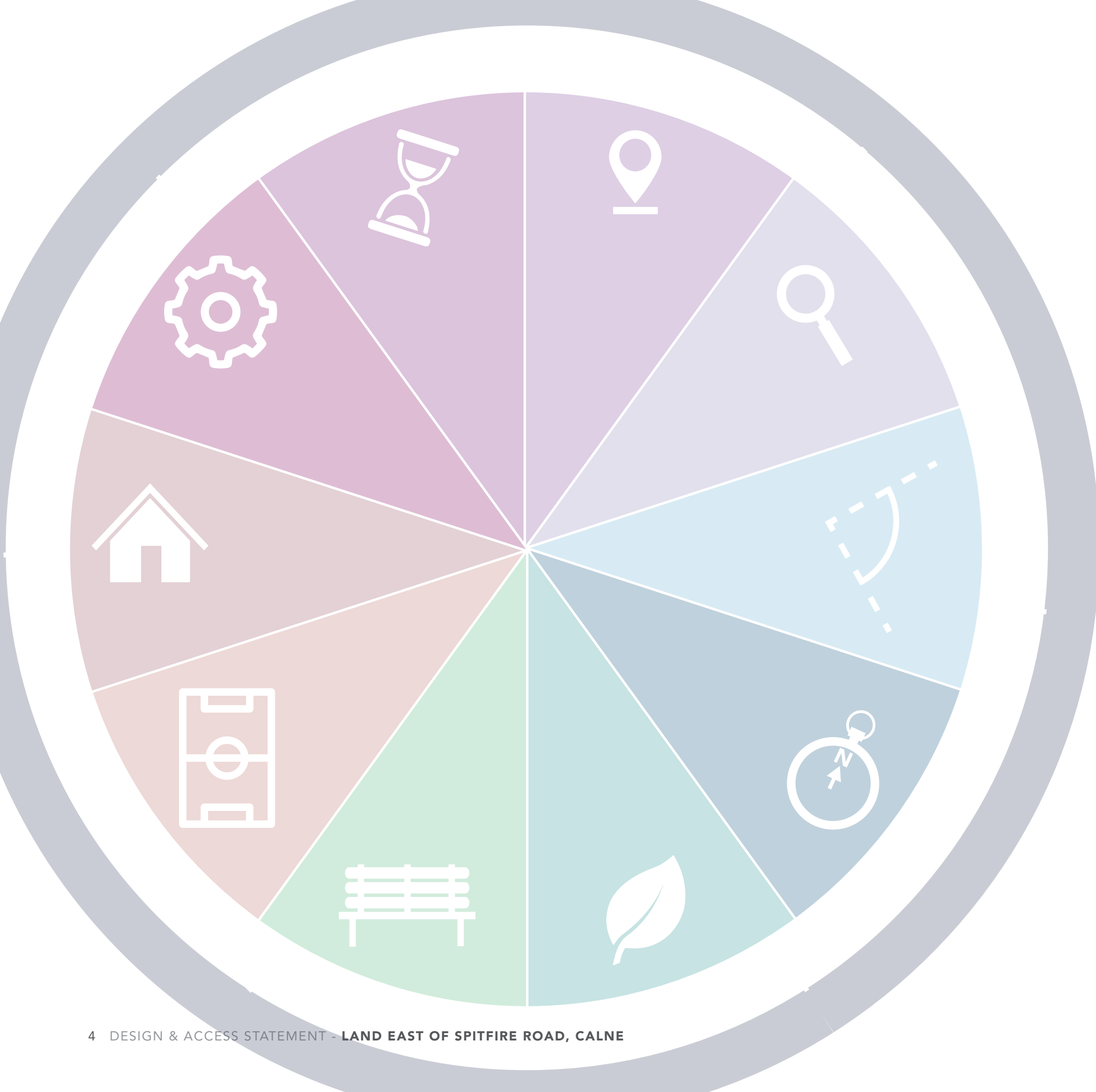
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INTRODUCTION

Purpose of the Statement

This statement has been prepared by Robert Hitchins Limited and their successors in title to the land to accompany the outline planning application for residential development on land east of Spitfire Road, Calne.

The proposal is for: **Outline Planning Permission for residential development of up to 20 dwellings plus associated infrastructure and access - all matters reserved.**

The application is in outline with all matters reserved for subsequent approval.

In line with requirements set out within the National Planning Practice Guidance, the purpose of this Design and Access Statement (DAS) is to:

- a) explain the design principles and concepts that have been applied to the proposed development; and
- b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

(Paragraph: 031, Reference ID: 14-031-20140306, PPG)

This Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

The DAS also explains the approach to access and: how relevant policies have been taken into account; how any consultation relating to access has informed the design; and, how any specific issues which might affect access to the proposed development have been addressed.



Document Structure

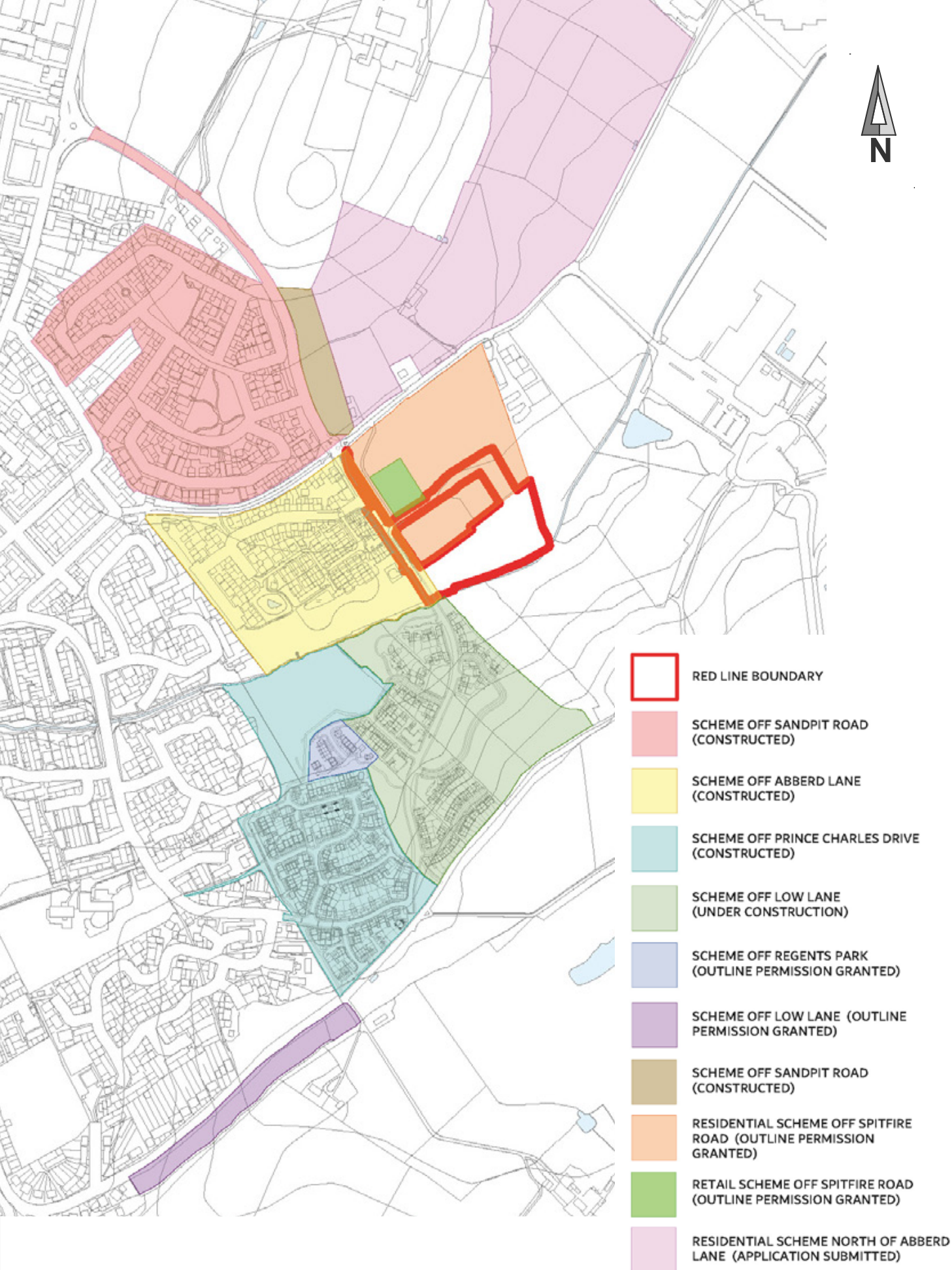
This document is structured as follows:

- **Section 1:** Introduction – outlines the purpose of the statement, a brief planning history along with the objectives for the scheme;
- **Section 2:** Planning Policy – assesses relevant national policy and access related local planning policies to ensure the site accords with current guidance;
- **Section 3:** Evaluation – summarises the findings of the technical studies undertaken and considers the site and its surroundings in terms of its physical and social context;
- **Section 4:** The Design Story – presents the design principles derived from a combination of government policy and site assessment, along with stakeholder consultation undertaken. All of which culminates to form the evolution of the design proposals from conceptual work leading to the final concept masterplan.
- **Section 5:** Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance;
- **Section 6:** Conclusion – provides a concise summary of the key features and benefits of the proposals.

This DAS forms part of, and should be read with, the comprehensive package of information submitted in support of this application including relevant technical and environmental reports.

Design Objectives

 Context	Create a place that respects and responds to its surroundings and locality	 Identity	Create a place with a positive and recognisable identity
 Uses	Provide a range of uses to create a well-contained community	 Public Space	Create public spaces for both new and existing residents
 Movement	Provide a well-integrated community with a strong movement strategy	 Nature	Enhance existing ecology and create a network of sustainable drainage
 Built Form	Create a legible, memorable, and attractive place for people to live	 Resources	Ensure a sustainable development that will benefit both residents and the environment
 Homes & Buildings	Provide a diverse range of high-quality new homes	 Lifespan	Ensure the longevity through robust sustainable development

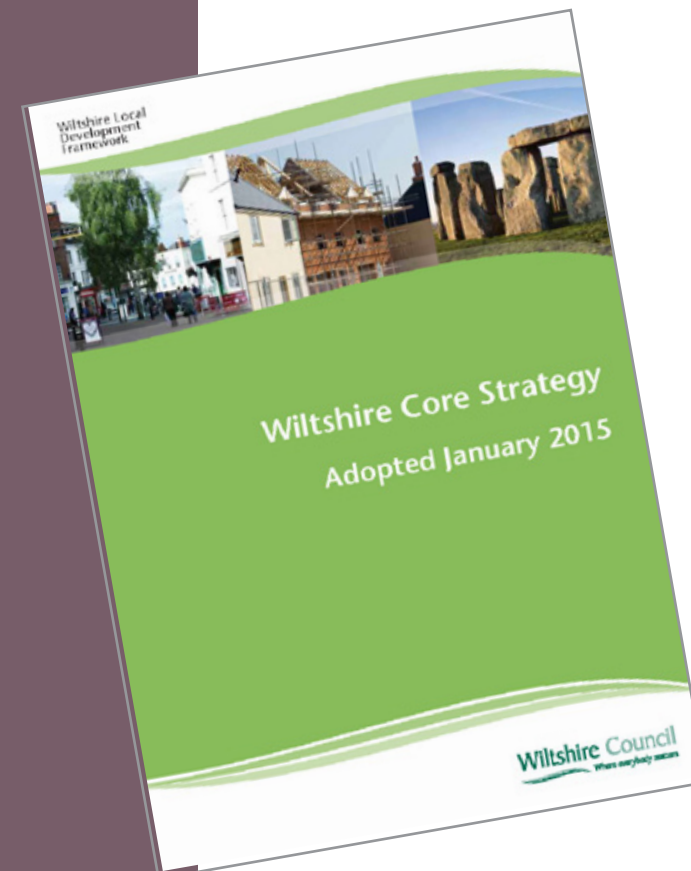


Site Overview

The application site is located on the eastern side of Calne, approximately 1km from Calne town centre. Calne is a Market Town which possesses a range of services and facilities, together with access to public transport links to surrounding settlements, including Chippenham approximately 8 kilometres to the west.

The settlement hierarchy that forms part of the adopted Wiltshire Core Strategy (WCS) identifies Calne as a second tier settlement (a market town). The WCS Policy 1 "Settlement Strategy" confirms that Market Towns are considered to have the ability to support sustainable patterns of living in Wiltshire, on the basis that: "Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities."

A number of new developments have taken place within the vicinity of the site, these are listed on the plan opposite.



PLANNING CONTEXT

National Planning Policy

The Government places a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.” (Para. 131, NPPF 2024)

The NPPF is clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies grounded in an understanding of each area’s defining characteristics should be prepared in conjunction with local communities to reflect local aspirations.

Paragraph 135 of the NPPF states that with regard to design planning policy, decision making should ensure that developments;

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 of the NPPF places emphasis on the important contribution that trees make to the character and quality of urban environments. It goes on to state that planning policies and decisions should ensure that new streets are tree-lined, and that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards) (Para. 131, NPPF 2023).

Paragraph 139 of the NPPF states that development that is not well designed should be refused permission, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design codes and guides (Para. 134, NPPF 2023).

Paragraph 115 of the NPPF states that in assessing sites for development, it should be ensured that

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

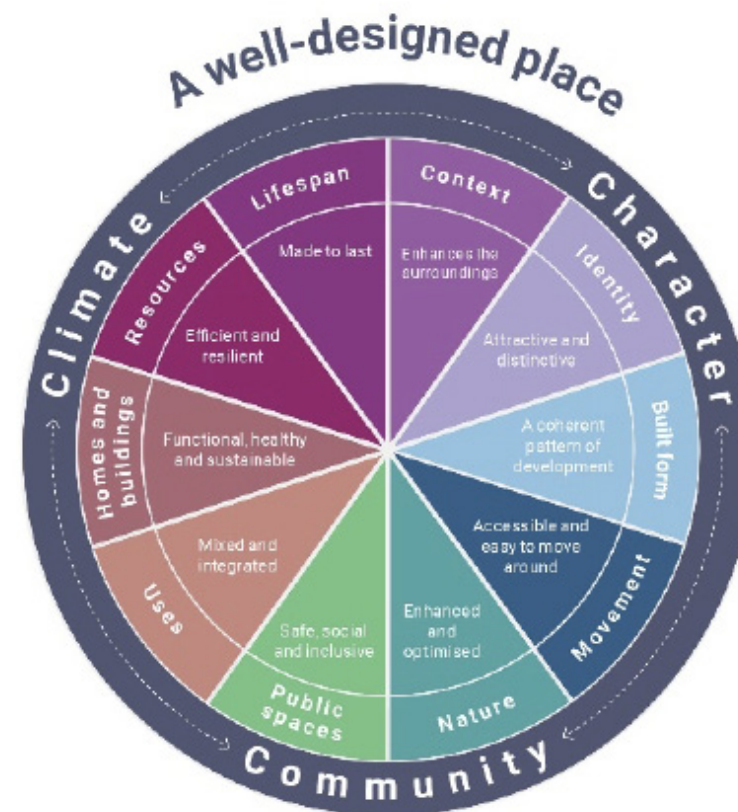
Planning Practice Guidance

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NP-PFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage” (Para. 001, ID: 26-001-20191001, PPG, October 2019)



National Design Guide

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in October 2019 (updated in January 2021) further reinforces the way in which the design process can be used to ensure the delivery of beautiful, enduring and successful places:

In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place. (Para. 13, NDG 2021)

The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. (Para 36, NDG, 2021)

National Model Design Code

“The National Model Design Code forms part of the government’s planning practice guidance and should be read as part of the National Design Guide, and Manual for Streets, and other forthcoming guidance relating to the natural and environmental characteristics of development” (Para 6, NMDC, 2021)

The National Model Design Code sets a baseline standard of quality and practice which local planning authorities are expected to take into account when developing local design codes and guides and when determining planning applications, including;

- How the design of new development should enhance the health and wellbeing of local communities and create safe, inclusive, accessible and active environments;
- How landscape, green infrastructure and biodiversity should be approached including the importance of streets being tree-lined;
- The environmental performance of place and buildings ensuring they contribute to net zero targets;
- The layout of new development, including infrastructure and street pattern;
- The factors to be considered when determining whether façades of buildings are of sufficiently high quality, and;
- That developments should take account of local vernacular, character, heritage, architecture and materials.

(Para 11, NMDC, 2021)

Other National Policy

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, July 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

Local Policy

Wiltshire Core Strategy (January 2015)

The Wiltshire Core Strategy sets out a flexible and realistic framework within which local communities can work. The following policies relate to design and access issues of the proposed scheme:

Core Policy 41: Sustainable Construction and Low Carbon Energy – identifies how sustainable construction and low-carbon energy will be integral to all new development in Wiltshire. This includes ensuring development is well insulated and designed to take advantage of natural light and heat from the sun and use natural air movement for ventilation, whilst maximising cooling in the summer;

Core Policy 43: Providing Affordable Homes – states affordable housing of at least 30% will be required on sites within the 30% affordable housing zones and at least 40% will be required on sites within the 40% affordable housing zone. Affordable housing units will be dispersed throughout a development and designed to a high quality, so as to be indistinguishable from other development.

Core Policy 45: Meeting Wiltshire’s Housing Needs – states new housing, both market and affordable must be well designed to address local housing need, incorporating a range of different types, tenures and sizes of homes to create mixed and balanced communities.

Core Policy 57: Ensuring High Quality Design and Place Shaping – outlines the following

“A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development
- iii. responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting
- iv. being sympathetic to and conserving historic buildings and historic landscapes
- iv. being sympathetic to and conserving historic buildings and historic landscapes

- v. the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)
- vi. making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area
- vii. having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)
- viii. incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site
- ix. ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)
- x. the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials

- xi. taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future
- xii. the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm
- xiii. the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place
- xiv. meeting the requirements of Core Policy 61 (Transport and New Development)”

Core Policy 60: Sustainable Transport - states the council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

Core Policy 61: Transport and new development - outlines that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

Core Policy 62: Development impacts on the transport network - outlines that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

Calne Community Neighbourhood Plan 2023-2038

The updated Calne Community Neighbourhood Plan 2 document was “Made” in March 2025. The Calne Community Neighbourhood Plan 2 does not address the need for housing allocations and outlines that this will be considered through future reviews of the Neighbourhood Plan.

Policy H2 Affordable Housing – states that developments that result in 10 or more dwellings, or 0.5 hectares or greater should include affordable housing to address locally specific needs and should be in conformity with Wiltshire Council’s adopted Local Plan policies.

Policy H3 Housing Mix – requires proposals to include a mix of size of housing to address the current and demonstrable needs of the community.

Policy GA1 Highways Impact – outlines that proposals that provide access to the local road network in a way that mitigates potential adverse transport impacts will be supported.

Policy GA2 Public Realm – requires development proposals to demonstrate how opportunities for the use of sustainable modes of transport are maximised by considering the potential for walking and cycling and use of public transport.

Policy BE1 Design Principle for Local Distinctiveness - outlines that development that demonstrates good design, conservation, enhancement and extension of positive and distinctive characteristics in the various character areas of the Plan area will be supported.

Emerging Local Plan

The Wiltshire Local Plan is currently under review. A Regulation 18 public consultation was held between January – March 2021 for a plan period of 2016 – 2036. Those policies relating to design and access issues are listed as follows.

Policy 70 Sustainable Transport - focuses development growth primarily in the identified Principal Settlements and Market Towns.

Policy 71 Transport and New Development - promotes access and choice of sustainable transport modes and opportunities to make improvements. The policy states that development proposals must be capable of being served by suitable and safe access to the highway network and where appropriate, developer contributions will be sought towards sustainable transport improvements. Travel Plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Policy 72 Development Impacts on the Primary and Major Road Networks - Outside of built-up areas, proposals that involve a new direct access onto the national primary route network or major road network will not be permitted in order to assist with traffic flow and reduce risk.

Policy 73 Transport: Demand Management - encourages an integrated approach to the use of sustainable modes of travel and help reduce the reliance on vehicles.

Policy 76 Providing Affordable Homes – the policy seeks the provision of at least 40% (net) affordable housing on sites of ten or more dwellings or 0.5ha or more in areas that are not designated as rural areas. The provision of affordable housing may vary on a site by site basis taking into account the evidence of local need. The tenure mix is 65% affordable housing for rent, 10% shared ownership and 25% First Homes. Affordable housing is to be distributed across the site.

Policy 78 Meeting Wiltshire’s housing needs – the policy provides the basis for considering dwelling type and mix of housing to be built including specialist homes.

Policy 84 Public Open Space and Play Facilities – all development is to make provision for public open space and where appropriate, play facilities and protect and improve the quantity, quality and accessibility of and to public open space.

Policy 85 Sustainable Construction and Low Carbon Energy - the policy states that new build residential development will achieve a zero-carbon in operation standard, by significantly reducing heat and power demand of the building through energy efficient design and/or modern methods of construction. The remaining energy demand should then be supplied through onsite renewables. The policy sets out what proposed new dwellings will demonstrate, subject to economic viability.

Policy 98 Ensuring High Quality Design and Place Shaping – the policy covers all aspects of design and place shaping that will need to be taken into account when designing schemes.



Wiltshire Local Transport Plan 2011-2026

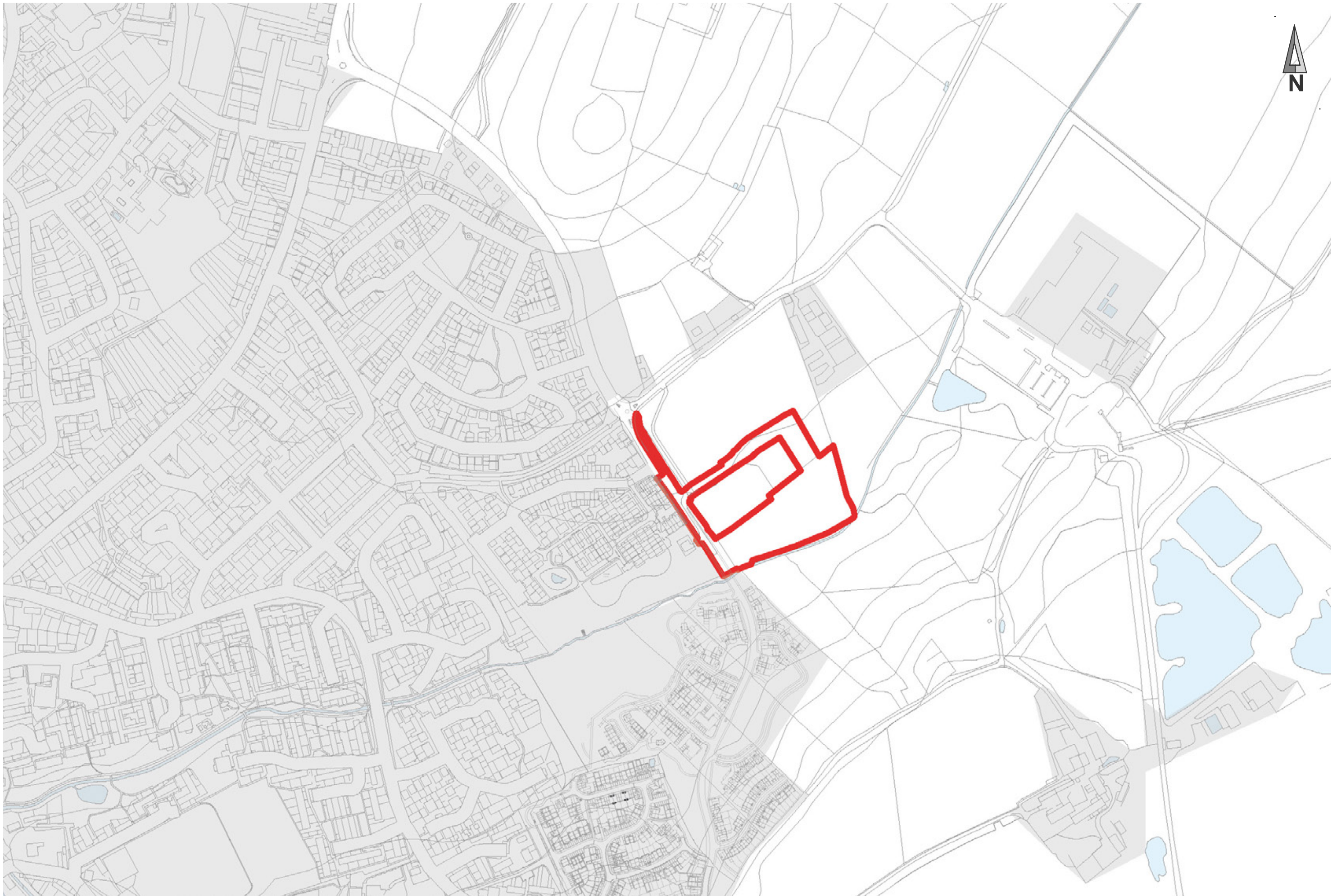
The Wiltshire Local Transport Plan outlines the following minimum parking standards within Wiltshire.

Number of Bedrooms	Minimum External Car Parking Spaces
1 Bedroom Units	1 Car Parking Space
2-3 Bedroom Units	2 Car Parking Spaces
4 + Bedroom Units	3 Car Parking Spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Wiltshire Open Space Study 2015-2026

The Wiltshire Open Space Study outlines the following standards for on-site provision required from new development in Urban Areas.

Typology	Quantity standards (ha/1000 population)	Access standard
Allotments	0.20ha	480 metres or 10 minutes' walk time
Amenity Green Space	1.5ha	480 metres or 10 minutes' walk time
Parks, Sport and Recreation Grounds	1.2ha to include both public and private grounds (excluding education sites)	600 metres or 12-13 minutes' walk time
Play Space (Children)	0.05ha	480 metres or 10 minutes' walk time
Play Space (Youth)	0.02ha	600 metres or 12-13 minutes' walk time



EVALUATION



Site Location and Description

The site itself extends to approximately 1.96ha and is located on the eastern built development edge of Calne. It is situated immediately to the east of residential areas and south of land approved for residential development.

The site consists of agricultural land. It contains 1no. rectangular field bound by hedgerows with the site sloping gently towards its southern boundary. The southern boundary of the site is defined by the Abberd Brook. Further south of the site are more recently built houses accessed off Spitfire Road.

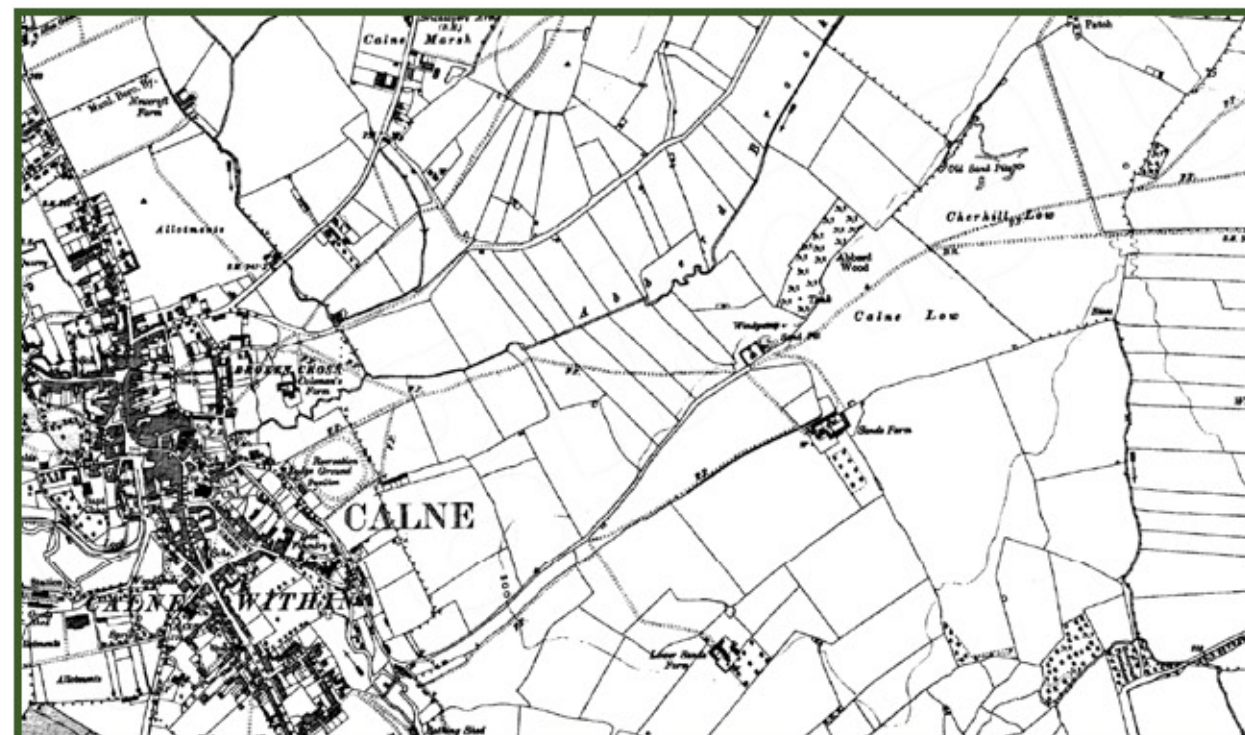
Along the site's western edge is Spitfire Road with newly built residential development adjoining this road. The wider context of the site to the east consists of a mix of open and agricultural fields, small blocks of woodland, industrial operations (waste processing and quarrying) and a solar farm.

The site will be accessed from the west off of Spitfire Road, with a new road running through the approved residential development known as "Land off Spitfire Road" (planning ref: PL/2022/07893). Planning permission for a local centre has also been approved to the north of this access (planning ref: PL/2023/10421).

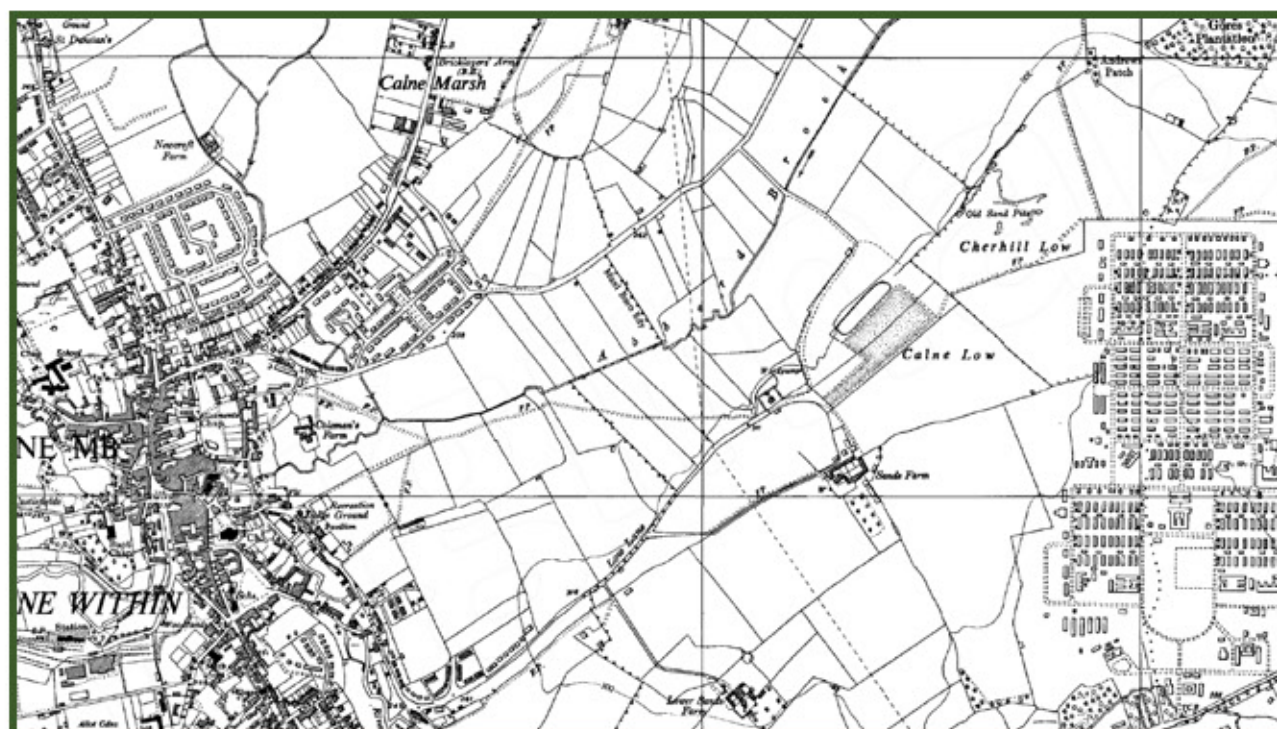
"An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion." (Para. 39, NDG 2021)



1901 HISTORIC MAP



1925 HISTORIC MAP



1960 HISTORIC MAP



1980 HISTORIC MAP

Historic Character

“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.” (Para. 45, NDG 2019)

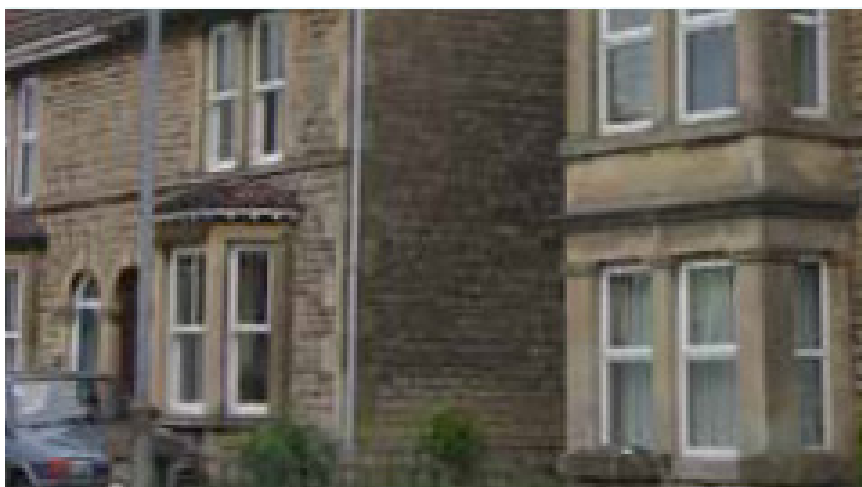
Calne is a town in North Wiltshire under the jurisdiction of Wiltshire District Council. The town is the site of an arranged settlement on the meeting point of the River Marden and Abberd Brook in the town centre. Calne lies 6 miles east of Chippenham, 12 miles west of Marlborough and 8 miles north of Devizes. Junction 17 of the M4 motorway is within a 30 minute drive to the north west.

Calne grew between the 14th and 19th centuries through the wool-len industry and the origins of many of the traditional buildings within the town can be traced back to this period. In the 1800s with the decline of the cloth industry, Calne changed industry to bacon curing and the town further expanded. The Harris Company was the largest manufacturer in the town and expanded during the early part of the 20th Century, the building being physically prominent in the town and benefitting the town's economy.

In the early 1980's the Harris Company closed the large factories leaving derelict sites within the town and effecting social and recreational facilities. The centre of Calne is currently undergoing a phase of regeneration and development in order to redevelop these former industrial sites with many major regeneration projects already noticeable within the Town Centre and within the surrounding suburban areas. As part of the New Heart of Calne initiative, a section of the Phelps Parade was redeveloped in 2009, using part Cotswold stone and part red brick, a new glass roof section and roof lining.

There are no designated heritage assets on the site itself. A number of listed buildings are recorded in the wider area, but no demonstrable harm would result to their setting or significance as a result of proposed development.

The nearest Listed Building, which is situated to the east of the application site, is the Grade II Sands Farmhouse which is located to the south of Low Lane.



Local Character

New development is influenced by an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;" (Para. 52, NDG 2021)

An assessment of the typical characteristics such as the pattern of development and special features that are distinct to the surrounding area, have been identified in order to help inform the character of the proposals.

Traditional Character

The centre of Calne contains a large number of buildings dating back to the 17th, 18th and 19th centuries. Much of the Town Centre retains its original medieval street pattern and there is a prominence of stone and coloured render with roofs consisting of brown and grey tile or slate. The differing architectural styles seen within the centre of Calne are often prominent 3 and 2.5 storeys, with wide fronted Georgian houses sitting within a terrace next to 2 storey, narrow units. There is great variety within the streets, whether it is a change in height or materials. The roofscape is punctuated by chimneys and dormers, which create interesting and important features to the local buildings. Buildings within the town centre, typically sit at the back edge of the footway, creating a continuous frontage. These properties are serviced from the rear through courtyards or through carriageway arches that punch through the building frontage in limited locations.

More traditional buildings are present fronting Oxford Road, which is the main route to Calne Town Centre. These stone buildings incorporate symmetrical facades, double height bays and ground floor bay windows. They are positioned close to the back edge of the footway (within 2m) with wall and railing combinations defining the private space from the public. Chimneys and render are also a common architectural material to properties along this road.

The library and shops within the Town Centre are recent developments and exhibit more contemporary architecture that respects the historic vernacular. Square rectangular bay windows project from the contemporary buildings and the Library exhibits a curved glazed frontage, which aids in creating a local landmark building.



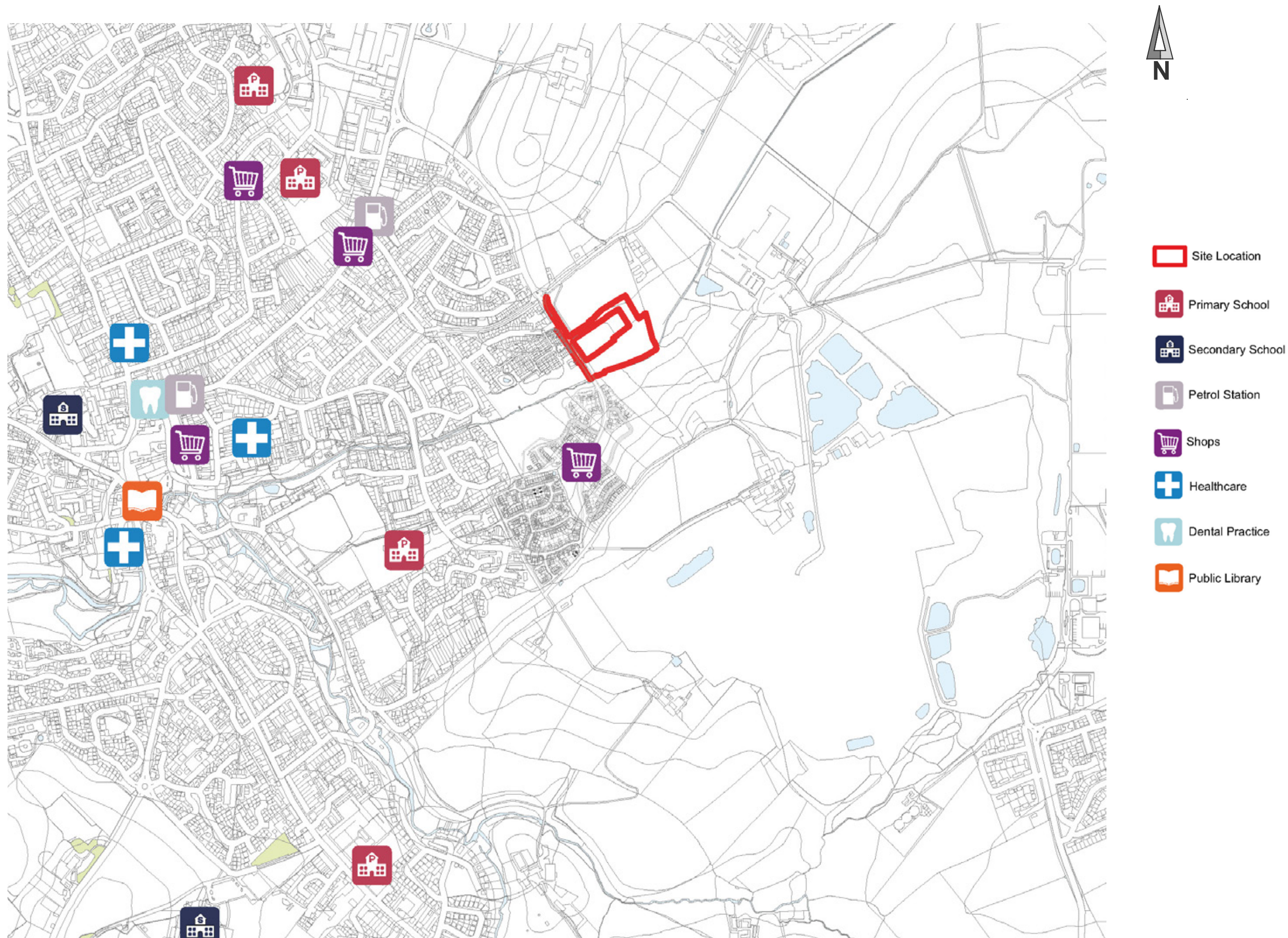
Recent development

The site is within close proximity to new residential development to the west and north west of Spitfire Road and off of Sand Pit Road to the north.

New development such as that at 'Hurricane Drive', 'Hastings Drive' and 'Hercules Road' (accessed off of Sand Pit Road and Spitfire Road) benefit from a wide range of building types including detached, semi-detached, terraced units and apartments. Properties are generally 2 storeys in height but there are some 2.5 storey dwellings and 3 storey apartments present. Parking is predominantly located to the sides of properties with a garage or at the rear in a private courtyard. Roofs are pitched and many properties front gable end onto the streets. Some roofs are hipped and there are some shed style dormer windows. Properties are often positioned close to the pavement with a strip allowed for planting or have shallow front gardens.

Building materials include red brick and render, with grey or red roof pantiles. Some properties have brick chimneys and fascia is white. Windows are often multipaned casement styles with red soldier bricks forming window lintels. Decorative porches are present along with brick banding features in render or a different colour brick to the walls.

Meanwhile, the new development seen at 'Ceres Place' off of Sand Pit Road is more contemporary in character with many dual fronted properties that have large rectangular linear windows. These properties often front gable end onto the road creating interesting roof juxtapositions with large chimneys stitched onto the side elevations. Grey metal cladding material is adopted for the sides of some properties that matches the roof styling, but generally building facades are mottled buff brick. Properties are generally 2 storey, detached or semi-detached. Where garages are present they merge with boundary walls to create a seamless effect. Again front gardens are green strips with low shrub planting.

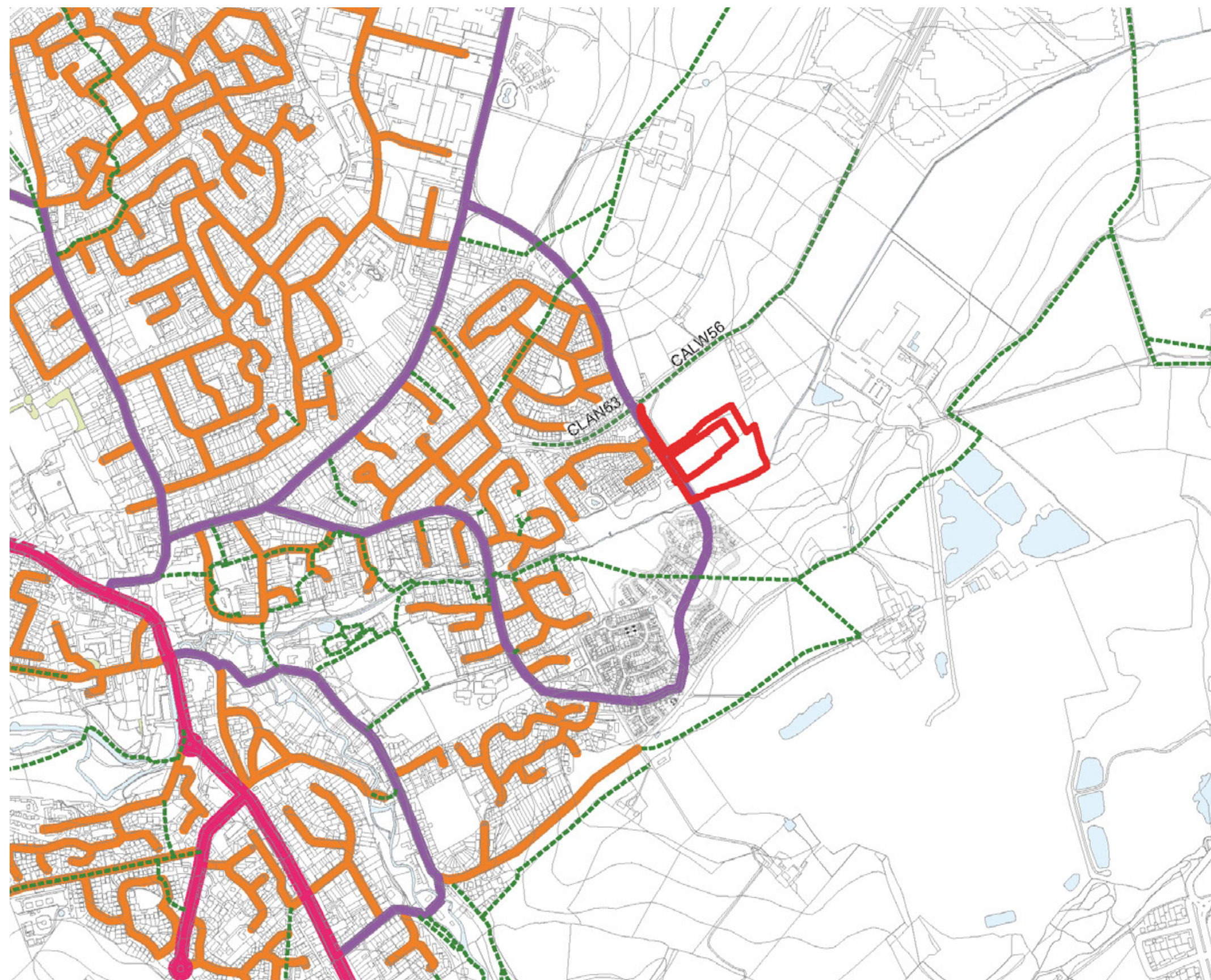


Amenities and Facilities Plan

Amenities and Facilities

The site is situated within a location that benefits from good accessibility to a range of existing community amenities. The market town centre of Calne is located some 1km to the west of the site and contains local facilities and services such as convenience stores, a doctor's surgery, schools, supermarket, public houses, café/restaurants, car parks, pharmacies, banks, churches and community halls. These can all be reached by walking or cycling. Those facilities and services within the vicinity of the site include:

- Education – Priestley Primary School (275m W), Calne Childrens Centre (350m W), Holy Trinity C of E School (900 SW), Kingsbury Green Academy School (1.3km SW), St Marys School (1km NW), Springfields Academy (1.6km NW), Marden Vale C of E Academy (880m NW), St Edmund's Roman Catholic Primary School (1.1km N);
- Retail – Sainsburys (830m W), Co-op (825m W), Spar (220m SW);
- Community facilities – Calne Library (950m W);
- Healthcare – Patford House Surgery (1km W), Calne Family Health Centre (700m W); Northlands Surgery (1.3km NW), ADP Dental Practice (1.1km NW);
- Industry - Porte Marsh Industrial Estate (910m N); and
- Leisure – Recreational grounds and youth centre off Priestley Grove (530 W), Calne Leisure Centre (1.1km SW)



-  SITE LOCATION
-  A ROAD
-  SECONDARY ROAD
-  MINOR ROAD
-  PROW

Movement Plan

Movement and Access

A Transport Statement has been prepared to support this application and has been prepared with reference to the Government's Planning Practice Guidance and NPPF. The Statement outlines the existing provision for all modes of travel.

Local Highway Network

The application site is currently accessed from a simple priority junction from Spitfire Road. Spitfire Road comprises a 7.3m wide single carriageway with a 2m footway on its western edge and 3m shared foot/cycleway along its eastern edge which routes between Abberd Lane and Low Lane. The road is street lit and is subject to a 30mph speed limit.

Pedestrian and Cycling facilities

As described above there are existing pedestrian and cycling facilities on Spitfire Road comprising 3m footway / cycleway running along the eastern edge of the road and 2m footway along its western edge. At the Spitfire Road / Sand Pit Road mini-roundabout the footway / cycleway connects with Abberd Lane, with a surfaced and lit bridleway (CLAN63) running to the west connecting with Abberd Way providing an attractive pedestrian / cycle route to residential area to the west and Calne town centre. To the south the footway / cycleway on Spitfire Road connects with Low Lane which is the route of National Cycle Network Route 403.

Public rights of way in the vicinity of the application site include: the bridleways along Abberd Lane (CLAN63 & CALW56); and Footpath (CALW16) which runs to the south of the site where it meets and routes along Low Lane. These public rights of way connect to further public rights of way in the surrounding area providing access to the surrounding countryside and other parts of the town.

National Cycle Route 403 passes directly through Calne Town Centre running on an east/west axis, from Low Lane in the east via Anchor Road, Mill Street, The Strand and Patford Street to the off-road cycle route in the west. Route 403 is an 'alternative to National Cycle Route 4, a long distance route, which links Reading to Bristol via Bath.

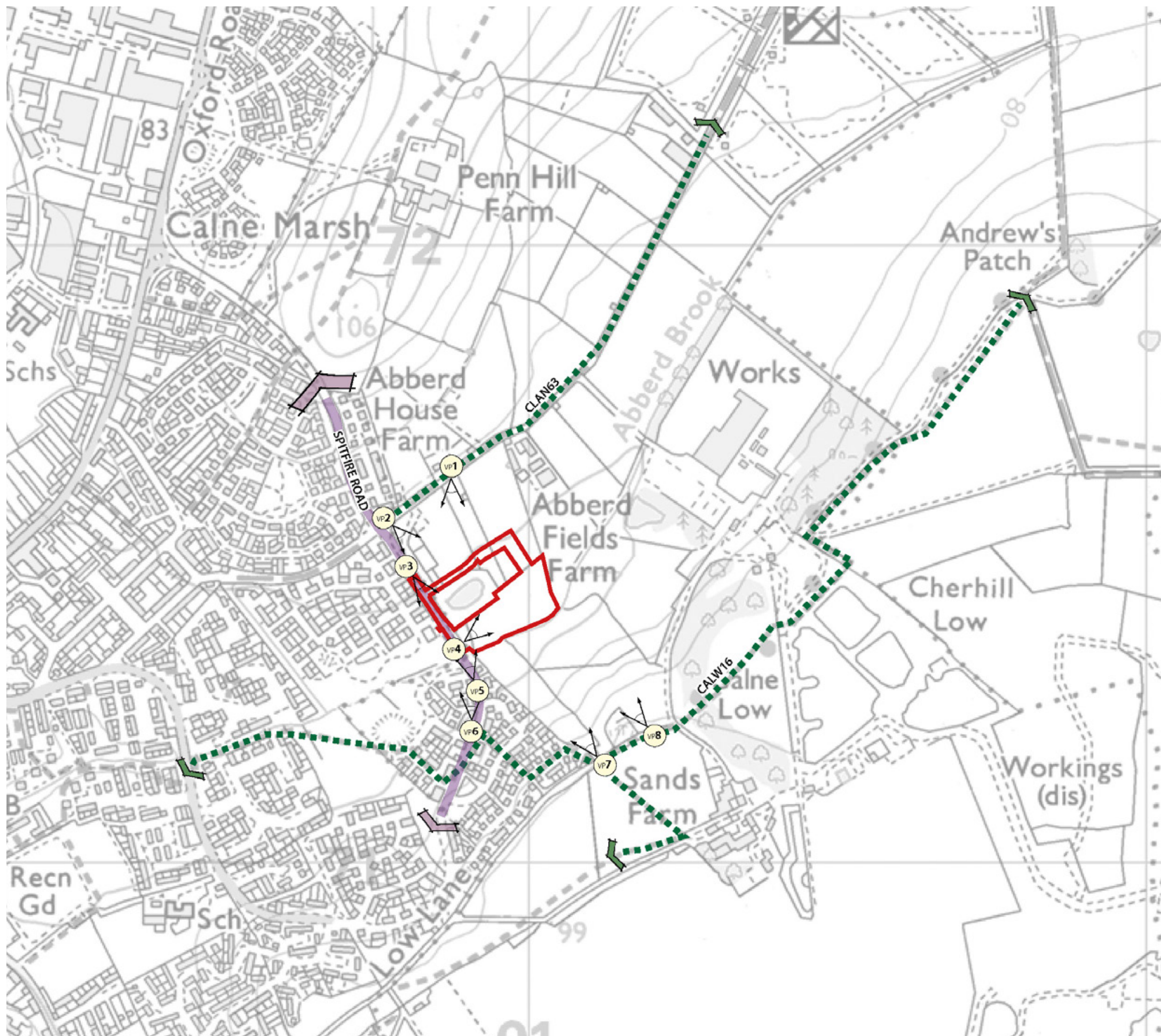
Public Transport

The nearest bus stops to the site at present are located on Oxford Road approximately 1.0km from the centre of the site. The bus stops on Oxford Road are served by bus service 55, operated by Stagecoach 55/55A which provides a 20 minute daytime frequency service to Chippenham and to Wootton Bassett and Swindon.

The nearest railway station to the site is at Chippenham, where there is access to a range of inter-city and regional train services. Direct access to the railway station is available via bus service 55.

Approximate rail journey travel times to key destinations are as follows:

- Melksham 10 minutes
- Bath 15 minutes
- Swindon 20 minutes
- Bristol Temple Meads 35 minutes
- Westbury 35 minutes
- London Paddington 1 hour 20 minutes.



- KEY
- Study Site
 - Public Rights of Way (PROW)
 - PROW ID
 - Key Route / Main road in relation to the Study Site
 - Viewpoint Location/Direction

Viewpoint Plan

Landscape and Visual

A full Landscape Visual Appraisal (LVA) has been undertaken to inform the preparation of this application. The aim of this assessment is to inform an appropriate landscape strategy and assess the landscape and visual effects of the proposals for the site. The assessment outlines the following in regards to the proposed scheme.

The study site is situated on the settlement edge of Calne comprising of a small to medium sized agricultural field. The site is contained by mature native hedgerows and established trees with a small watercourse (Abberd Brook) to the south of the site. The site is within open countryside between existing residential development situated immediately to the north, south and west.

Development proposals represent a change of use from agricultural land to built residential development. Development will result in landscape and visual change to the site and immediate environs over a small sized geographic extent. The receiving landscape has capacity to accommodate residential development, largely due to the wider character of surrounding residential context and peri urban context. The landscape strategy indicated on the indicative proposals seeks to not only minimise identified landscape and visual impacts but retain key landscape features identified within local character assessments.

There is a small network of PRow within the wider study area. The closest PRow is a bridleway situated to the north along Abberd Lane. Views towards the site from this location are heavily filtered and curtailed by the boundary hedgerow of the adjoining field. The most available view of the site is from Spitfire Road when within close proximity. At longer distances from the road to the north and south, the site is largely obscured from the view by a combination of existing dwellings and boundary vegetation. Opportunity

exists along the Spitfire Road frontage to bring about landscape enhancement through retention of the existing boundary vegetation combined with additional planting and the setting back of proposed dwellings from the road. Longer distance views over Calne Town from within the AONB are available from higher elevations or other hill and where the site is not directly identifiable due its largely residential context and well treed boundaries.

The existing character of the site is influenced by the adjacent settlement of Calne. Development proposals draw on local characteristics in terms of style and character and provide both a coherent and logical extension to the settlement without adversely affecting the wider landscape setting or approach from local roads or footpaths.

The assessment concludes that the site has capacity in landscape and visual terms to accommodate the proposed development in accordance with the submitted outline plans with no predicted significant harm to landscape character or existing views. Overall, development offers potential for minor beneficial enhancement which will benefit local landscape character and visual amenity through new native planting and enhancement of onsite hedgerows, hedgerow trees and the active management of these new and existing landscape features. In terms of overall landscape pattern, the introduction of new built form to the site is a logical extension to the settlement of Calne, in keeping with the existing settlement scale and character. The proposed development is therefore deemed to be compliant with both local plan and national landscape related policy and guidance.

Study Site not visible
behind hedgerows/trees



Extent of Single Frame View

Viewpoint 2

Study Site behind
hedgerows/trees



Extent of Single Frame View

Viewpoint 3



Viewpoint 4



Viewpoint 5



Arboriculture

An Arboricultural Survey, Impact Assessment and Protection Plan accompanies this planning application and assesses the impact of the proposed development on existing trees.

The survey concludes that the development proposals are feasible from an arboricultural perspective for the following key reasons:

- No significant trees shall be removed to enable the construction of the proposals;
- Tree protection measures can be put in place to ensure that construction works do not result in damage to the retained trees and hedges; and
- New tree planting will establish and mature to enhance the developed site.

Utilities

The Utilities Statement prepared to support this application identifies existing utility infrastructure within the area and services that will potentially be available for the proposed development.

The statement concludes that the proposed development site is well located in terms of existing utility infrastructure, with all mains services being located within the site or adjacent to the site within Spitfire Road. Service provision through the adjacent permitted scheme will ensure new services are readily available for the application site.

Archaeology

An Archaeological Evaluation was prepared to accompany this planning application and comprised the excavation, investigation and recording of 7 trial trenches.

The 7 excavated trial trenches (T8-T14) contained no significant archaeological features or deposits, indicating that there appears to be little activity within the site prior to the postmedieval period.

The variations in the natural geology recorded in Trenches 10 and 11 may relate to earlier braided channels of the Abberd Brook. The presence of modern finds recovered from this feature in Trench 11 suggests this feature has only relatively recently been regularised into a single channel.

The evaluation was able to establish that the results of the geophysical survey undertaken in 2022 were generally reliable. The deposits observed in Trenches 10 and 11 corresponded to anomalies detected and the suggested interpretations were seen to be correct. The plough scars recorded corresponded to the direction of the anomalies identified as ploughing features.

Given the low density and relatively recent historical date of the remains the archaeological potential of the area could be regarded as very low.

Noise

A Noise Assessment was prepared to accompany this planning application for the proposed residential development at land east of Spitfire Road, Calne. The Assessment outlines the following in regards to potential noise levels affecting the development.

The development is located close to a number of industrial / commercial land uses, in particular the Hills Materials Recycling Facility (MRF), at the Sands Farm Facility (SFF) located to the east, and the operation of RF Wood & Waste Recycling Ltd (RF Wood) facility located to the northeast, further along Spitfire Road.

A noise measurement exercise was carried out to establish the current noise levels along the site boundaries. The results of the measurements have been used to validate noise models prepared to calculate the noise levels attributable to the operation of the two neighbouring sites within the proposed development.

An assessment of the noise levels has been carried out within the proposed development, based upon an indicative layout. The modelling indicated that the noise levels at the proposed dwellings would be low throughout the day and night-time periods.

The assessment of internal noise levels within the proposed dwellings indicated an acceptable noise environment, with no specific noise mitigation measures identified.

Externally, noise levels would also be acceptable within the gardens of the dwellings, with low overall daytime noise levels measured / calculated. To provide further noise reduction and thus further reduce the potential for adverse impacts, it has been recommended that a close-boarded fence to a height of 1.8 metres is provided around the easternmost property, where marginally higher noise levels were predicted, which would have a garden facing towards the MRF.

Air Quality

An Air Quality Assessment has been prepared that assesses the impacts on air quality associated with the proposed residential development.

Air quality conditions for future residents of the proposed development have been shown to be acceptable, with concentrations well below the air quality objectives throughout the site.

The traffic generated by the proposed development will be below industry screening thresholds. Thus, the proposed development will have a negligible impact on air quality conditions at all existing receptors. Consequently, mitigation has not been deemed necessary.

The overall operational air quality effects of the proposed development are thus judged to be 'not significant'.

Geophysical Survey

A Geophysical Survey was undertaken to accompany this planning application. A detailed magnetic survey (magnetometry) was chosen at the most efficient and effective method of locating the type of archaeological anomalies which might be expected at this site.

The magnetometer survey of the site did not record any magnetic responses that could be interpreted as being of definite archaeological interest. The course of a former river was visible and modern ploughing. However much of area is disturbed by modern landscaping.

Odour and Dust

An Odour and Dust Assessment has been undertaken for the proposed development on land east of Spitfire Road in Calne. It is located to the west and northwest of activities associated with Calne Quarry and to the south of a wood and waste recycling facility, which have the potential to lead to dust impacts at the development. It is also located to the southwest of Sands Farm Recycling Centre, and to the south of Abberd Lane Piggery and Benham Bodyworks, which have the potential to lead to odour impacts at the development.

The dust risk assessment, based on IAQM Guidance, has concluded the operational dust effects on the proposed development are not significant.

The odour risk assessment has also concluded negligible impacts at the proposed development from the odour sources.

Overall, it is judged that the dust and odour effects at the proposed development will be not significant.



- APPLICATION SITE BOUNDARY
- MODIFIED GRASSLAND (g4)
- BRAMBLE SCRUB (h3d)
- WILLOW SCRUB (h3j)
- DEVELOPED LAND; SEALED SURFACE (u1b)
- HEDGEROWS (h2a)
- Watercourse (r2b)

Ecological Features Plan

Ecology

An Ecological Assessment accompanies this planning application and assesses the ecological interest and importance of the habitats within the site.

Designated sites. Subject to recommendations laid out within this report, it is not considered any significant adverse impacts (direct or indirect) would arise as a result of the development proposals on statutory or non-statutory sites. In any event, the adoption of best practice methodologies in regards construction, as well as financial contributions will ensure impacts on nearby receptors will be avoided.

Habitats. The application site only contains medium, low and very low distinctiveness habitats, with regard to the Biodiversity Metric. The adjacent habitats of elevated value within the context of the site; specifically the watercourse (Abberd Brook), are retained (other than a surface water headwall, which will be installed into a setback outfall) and will be safeguarded during the development by devising and implementing a silt management plan. Habitat enhancements such as the creation of species-rich grassland and tree planting have been recommended.

The application site can achieve an increase in BNG in excess of the 10% which is now statutory, as of the 12th February 2024. The proposals are shown to achieve a +32.64% increase in habitat units, +10.29% increase in hedgerow units and +10.19% increase in watercourse units.

Planning policy. Ecological surveys undertaken in 2024 and 2025 have confirmed the majority of the application site to be of low-moderate intrinsic ecological value and, indeed, generally low-moderate functional value to protected and notable species (i.e. Badgers). The application site is, however, considered to be of moderate ecological value to bats.

Whilst there will be losses to medium and low distinctiveness habitats within the application site, these impacts will not be of wider ecological significance and, through appropriate design, can be more than mitigated for through new higher quality landscaping within the application site. Based on surveys and assessments undertaken, the presence and potential presence of protected species has been given due regard, and measures to enhance the application site for such species have been put forward.

Subject to the recommendations set out in the Ecological Assessment, it is possible for suitably designed development proposals to secure ecological enhancements realised within the application site, not least through realising new opportunities for urban biodiversity, including Priority Species and those undergoing documented population declines.

In accordance with Wiltshire Core Strategy (adopted January 2015) and the Emerging Wiltshire Local Plan 2020-2038, careful consideration has been given to retaining and enhancing ecological connectivity with and adjacent to the site. The proposals should seek to retain the majority of the mature trees and woodland within the application site.

The Assessment concludes that with the implementation of the safeguards and recommendations set out within the assessment, it is considered that the proposals accord with planning policy with regard to nature conservation at all administrative levels.



Flood Risk and Drainage

A Flood Risk Assessment and Drainage Strategy has been prepared to accompany this planning application in respect of the proposed development.

The Environment Agency flood maps identify the majority of the application site as located within Flood Zone 1 (low probability of flooding having a less than 1 in 1,000 annual probability of fluvial or tidal flooding).

The land immediately adjacent to Abberd Brook lies within Flood Zones 2 & 3 associated with flooding from this River. This area will not be developed and will form part of the public open space. All habitable built development will be located within Flood Zone 1 in accordance with the NPPF sequential approach.

Due to new rainfall data and flood maps being released in March 2025, new hydraulic modelling of the Abberd Brook and culvert has been carried out to accurately identify the surface water flood risk from this river as part of this FRA. Therefore, the flood levels / flood extents obtained from the 2025 hydraulic modelling has been used. Both the SFRA flood mapping and EA flood mapping have been superseded by this hydraulic modelling of Abberd Brook.

To provide additional flood resilience to the proposed residential development now and in the future, and provide safe access and egress to the development, the flood outline for the 1 in 1000yr storm event has been offset by a minimum of 0.5m and the ground raised by 600mm above the 1 in 1000yr flood level. This level will be the minimum level for roads. Finished floor levels (FFL) for houses will be set a minimum of 150mm above road level and therefore the minimum FFL will be at least 750mm above the 1:1000yr flood level. Indicative Finished floor levels (FFL) for houses are shown on drawing No. 647-P-010 –SuDS Strategy. The FFL vary between 74.50mAOD and 73.00mAOD which equates to 1.27m and 1m above the relevant adjacent 1:1000yr flood level.

A surface water drainage strategy has been developed that incorporates a Sustainable Drainage System (SuDS). The proposed SuDS will ensure that flood risk resulting from pluvial events (rainfall) will be managed on-site and that flood risk will not be increased elsewhere as a result of the development. The restricted surface water flows from the attenuation pond will discharge into Abberd Brook, replicating the existing natural drainage pattern for the site.

A 45% allowance in accordance with Environment Agency guidance for climate change has been included in the SuDS design to take in to account the predicted increase in rainfall intensity over the 100 year design life of the development.

The nearest public foul sewer to the application site is a 375mm diameter pipe located in Spitfire road immediately to the east of the site. This sewer drains to an existing adjacent foul pumping station. This sewer and pumping station is owned and maintained by Wessex Water.

The whole of the application site has therefore been designed to drain by gravity and connect to the existing 375mm diameter foul sewer in Spitfire road. This connection point including calculated flows will need to be agreed with Wessex Water.

Section 106 of the Water Industry Act 1991 (as amended) secures the right for a developer to connect to a public sewer. Any upgrades works required to public sewers, pumping stations and Water Treatment Works to cater for the future development will be provided by Wessex Water and included within their Asset Management Plan (AMP), once the proposed development is granted planning permission.

Flood routes have been provided for exceedance events or for local failure of the drainage system and will ensure that flood flows are directed safely through the development to the downstream attenuation features or Public Open Space Areas.

The Flood Risk Assessment and Drainage Strategy demonstrates that the proposed development meets with all the national and regional policy requirements, and satisfies all the criteria of the Wiltshire Council, LLFA & Environment Agency.

The Flood Risk Assessment concludes that the site can be safely developed without flood risk and without increasing flood risk elsewhere through the use of an appropriately designed Sustainable Drainage System.



Site Features Plan

Overview of site and context

The following presents an analysis of the site and its context and the design influences that inform the structure of the development proposals.

Access and Connectivity

- Access to the site will be off of Spitfire Road. The location of this junction would allow for appropriate visibility splays and route through the approved residential application (ref: PL/2022/07893).
- Pedestrian traffic would be from the main access route off of Spitfire Road and also from a second access point off of Spitfire Road, south of the main access. This will allow for a pedestrian loop within the proposed development.

Ecology and Biodiversity

- Incorporate landscaping proposals to allow for greater plant biodiversity and wildlife habitat enhancement.
- Retain and enhance on-site boundary hedgerows where possible.
- Connect existing habitats to create a network of ecological corridors where possible.

Surrounding land uses

- Opportunity to create a development that relates to the various building heights & massing and materials of the surrounding built environment and that within the approved scheme to the north.
- A scheme that reflects and takes design cues from local buildings within the surrounding area to create a sense of uniformity and cohesion with the development.

Landscape & Visual

- Utilise distance views out for amenity value and to aid wayfinding.
- Create a buffer along the eastern edge with acoustic fencing to protect residential amenity from industrial uses to the east.
- Provide a local area of play alongside informal areas of open space for new and existing residents.

Hydrology and Drainage

- Provide an attenuation basin on site for surface water drainage.
- Existing watercourses to the south will be utilised as storm outfalls.
- Utilise the existing public foul sewer located in Spitfire road that drains to an existing adjacent foul pumping station.



“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.” (Para. 16, NDG, 2021)

“Design and Access Statements (DAS) set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.” (Paragraph: 012, Reference ID: 26-012-20191001, PPG)

DESIGN STORY

Design Concepts

The design concepts provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design.

- One vehicular access route off of Spitfire Road which demonstrates appropriate visibility splays allowing access to the scheme.
- Inclusion of a landscaped buffer along the site boundaries to allow space to maintain the existing hedgerows.
- Retention of existing hedgerows where possible, with additional tree planting to strengthen vegetation around the site boundaries and within the site itself.
- Ensure all the main street is tree lined in accordance with Government's ambition (para 130, NPPF) – this has been allowed through green pockets and in between parking bays where frontage parking occurs.
- Provision of a LAP located to the south of the development.
- Creation of a road that is curving to create a more organic feel to the scheme.
- Delivery of a new pedestrian connection through the POS that connects with Spitfire Road and the approved residential development to the north.

Involvement and Consultation

The community consultation process consisted of individual elements with a common purpose of informing local residents, Elected Members and stakeholders of the proposals and enabling opportunity to provide feedback and recommendations. These elements included a leaflet mail out, consultation website, newspaper notice and letters to relevant councillors.

To advertise the public consultation, approximately 1,221 leaflets were prepared and delivered to properties (residential and commercial) on Monday 3rd February 2025. The leaflets provided local residents with information about the proposals and the concept Masterplan, with a link to the consultation website and an opportunity to comment on the proposed development via freepost return.

Between the 3rd February 2025 and 24th February 2025, 26 responses were received to the public consultation. Those comments that pertained to the access issues of the proposed scheme have been summarised in the following tables.

A full account of all comments received are provided in the Statement of Community Engagement which accompanies this application.

Traffic, Highways and Access	
Consultee Comment	
Will a suitable road crossing be constructed as Spitfire Road/Gregor Road experiences heavy traffic making it difficult to cross during peak times?	The existing splitter island on Spitfire Road south of the Abberd Lane roundabout is to be widened to 3m to better accommodate pedestrians and cyclists crossing Spitfire Road to access the shared foot/cycleway on Abberd Lane to the west for trips to/from Calne town centre.
Concerns regarding the compounding impact on traffic due to recent housing developments within Calne.	The proposed development of up to 20 dwellings would only generate 11 (two-way) vehicle trips in the AM and PM peak hours. This level of traffic would not have any material impact on the operation or safety of the surrounding local highway network even when considering existing commitments.
Concerns relating to cars speeding on Gregor Drive/Spitfire Road and Sandpit Road and worries that the proposed development may exacerbate this.	The proposed development would not exacerbate cars speeding on Spitfire Road. The proposed site access, which will serve both the proposed development, and the adjacent consented developments to the north, will increase turning movements on Spitfire Road which would likely reduce vehicle speeds. A speed survey undertaken on Spitfire Road in the vicinity of the site recorded average means speeds of 25.1mph for northbound traffic and 26.0mph for southbound traffic, both below the 30mph speed limit.



Illustrative Masterplan

THE SCHEME

Design Rationale

The Illustrative Masterplan (opposite) proposes residential development for up to 20 units, with associated infrastructure, open space and landscaping.

The proposed development adjoins the eastern edge of Calne and is located south of the approved application for residential development of up to 90 dwellings. Consequently, it is well placed to avail of the facilities and services within the town centre.

A well-connected movement network, accessible by all users, is proposed which successfully integrates with the surrounding network of routes. Vehicular access into the site is off Spitfire Road along the site's western boundary routing through the approved residential application to the north. The primary route into the scheme will be tree planted. A further footpath link will allow for a continuous pedestrian loop to link back to Spitfire Road through the scheme.

Properties overlook the public open space and the main road entering the scheme. This helps to promote an active street scene whilst creating a safe and attractive environment that is well overlooked.

The site boundaries will be well vegetated with an attenuation feature on site. Public open space is provided in the southern part of the scheme allowing space for a LAP (Local Area of Play).



Uses

Use and Amount

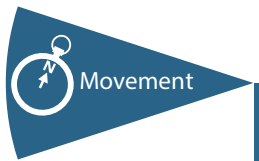
The development achieves an average net density of 40-41dph dwelling per hectare (dph). This will allow for a range of dwellings with varying sizes and tenures to accommodate a variety of household types. This will provide a hierarchy of dwellings from larger detached units with larger plots through to smaller terraced forms allowing for a greater variety.

It is proposed that 30% of the units will be affordable in accordance with Policy 43 of the Wiltshire Core Strategy and Policy H2 of the Calne Community Neighbourhood Plan. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.



KEY	
	SITE ACCESS
	EXISTING VEGETATION
	OPEN SPACE
	DEVELOPMENT
	MAIN ROUTE
	PRIVATE DRIVEWAY
	FOOTPATH
	INDICATIVE SUDS
	INDICATIVE PLAY AREA

Movement Hierarchy Plan



Access

Vehicular access is to be taken from the existing access to the site from Spitfire Road which is a simple priority junction. This will form the primary route entering the site and will route through the approved residential scheme to the north (ref: PL/2022/07893). Additionally, this route will benefit from a green verge along one side that allows space for tree planting.

A private driveway and courtyard is proposed branching from the main route. The scheme provides space for tree planting within the public open space on the southern side of the main road entering the site.

In line with Core Policy 66 (Strategic Transport Network) of the Wiltshire Core Strategy, the proposed development is designed to create a place which is legible, safe and accessible. Pedestrian movement is prioritised over motorised vehicles and the design and layout of the scheme promotes pedestrian safety and convenience through direct routes.

The location of the site close to the proposed neighbourhood centre to the north, the established community of Calne Town Centre and close to public transport nodes, are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes that link with the wider footpath network.

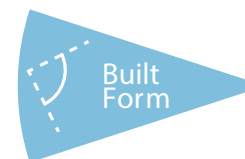
Parking

Vehicular parking will be designed in line with the guidance from the Wiltshire Council Local Transport Plan which recommends the following parking standards:

Number of Bedrooms	Minimum External Car Parking Spaces
1 Bedroom Units	1 Car Parking Space
2-3 Bedroom Units	2 Car Parking Spaces
4 + Bedroom Units	3 Car Parking Spaces
Visitor	0.2 spaces per dwelling (unallocated)

Allocated parking will be either provided on-plot, generally located to the side of dwellings within an individual parking bay, or within a courtyard style arrangement.

Cycle parking should be sheltered, secure and easily accessible. A minimum of 1 space is needed per bedroom for up to 3 bedroom dwellings; 3 covered spaces per unit for 4 bedroom dwellings; 4 covered spaces per unit for 5 bedroom dwellings; and 1 visitor space per 20 bedrooms.



Continuity and Enclosure

The design for the scheme adopts traditional perimeter blocks with future houses backing onto to one another, allowing privacy at rear elevations and a strong frontage to the public realm. This creates an efficient use of land with a clear distinction between private and public space. The new development will front over the proposed areas of public open space providing overlooking and surveillance.

Building Heights and Massing

Residential building heights will be 2 storey in-keeping with an edge of site scheme that is located adjacent to open countryside.



Functional, Healthy and Sustainable

The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Calne. The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

House frontages can be carefully designed with generous windows from habitable rooms, that avail of key views in and out of the site. Private and public space frontages should be clearly defined with attractive front doors and planting that acts as a buffer between pavement and window.

Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.





Appearance and Character

Buildings and spaces will have a distinct character and will complement their surrounding context. The best on-site landscape features will be retained and incorporated into the new neighbourhood and will influence the character, identity and setting of uses around them.

Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character will include built form elements and changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

The site has been divided into 2 proposed character areas each with a clearly defined character relating to the site's context and surroundings, in particular the approved residential scheme to the north of the site. The character areas are detailed below as follows:



CA1 Green Edges



CA2 Core Housing



CA1 Green Edges

Feature	Primary Functions
Land Use	Residential
Density	Medium/lower density
Building Line	Organic
Built Form	Informal development pattern, looser edge to assimilate the development into the rural setting. Larger more detached dwellings.
Building Heights	2 storeys
Landscaping	Generous use of planting within the front gardens, setback to allow for planting
Street Typologies	Main Road and Private Drive
Architectural Style	Traditional architectural style
Boundary Treatments	Softer, more informal shrubbery and hedgerow planting, estate railing and timber knee rails where appropriate

Key Landscape/public realm features

- Multi-functional green space which could connect to wider green corridor network
- Plots defined by high quality landscape boundaries to define public/private thresholds
- Organic landscape character to bleed into the development edges
- Strong frontage overlooking green spaces
- A combination of both formal and informal spaces.

CA2 Core Housing

Feature	Primary Functions
Land Use	Residential
Density	Medium/higher density
Building Line	Continuous and regular building lines
Built Form	A mix of house types from detached to terraced with narrower set backs to roads with a mix of parking typologies
Building Heights	2 storeys
Landscaping	Short setbacks from highway with on-plot hedgerows and shrub planting
Street Typologies	Main Road and Private Drive
Architectural Style	Traditional architectural style
Boundary Treatments	Boundaries to be red brick walling, black railing, hedges and shrub planting.

Key Landscape/public realm features

- Streetscene/frontage parking to be broken up by landscaping to soften and enhance the streetscape.
- Low level landscaping to property thresholds.







Public Spaces

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

The amount of open space provided has been designed in order to cater for the recreational needs of the existing and new community at land east of Spitfire Road and to meet the requirements of the Fields in Trust standards for on-site provision of new development. It is also intended that there will be a Local Area of Play (LAP) on site.

Typology	Quantity standards (ha/1000 population)	Access standard	Requirement (20 units x 2.3 = 46 people)	Provision
Allotments	0.20ha	480 metres	0.0092ha	
Amenity Green Space	1.5ha	480 metres	0.069ha	0.59ha
Parks, Sport and Recreation Grounds	1.2ha	600 metres	0.0552ha	
Play Space (Children)	0.05ha	480 metres	0.0023ha	0.01ha
Play Space (Youth)	0.02ha	600 metres	0.00092ha	
Total			0.136ha	0.6ha



Nature

Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

New Structure of Planting

Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.

The proposed new structure of planting forms in particular the trees along the main road and important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts.

Sustainable Drainage (SuDs)

The integration of a Sustainable Drainage System (SuDs) has been considered from the outset and shaped the sketch layout development. SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.

Well-designed SuDs also provides opportunities for communities to enjoy the dynamic nature of the water environment and the different habitats that may be sustained by it.

The proposed pond will provide an area for surface water from more severe storms to be accommodated and released at a controlled rate, to the adjacent existing water course. The pond will provide an opportunity for the creation of new wildlife habitats and the enhancement of existing ones on site, whilst also presenting recreation and amenity opportunities. Access to the pond is via a 3m wide access track off of Spitfire Road.



Sustainable buildings and communities

The new neighbourhood will be designed to reduce its potential impact on the environment and its consumption of energy and resources, ensuring its long-term sustainability. The masterplan will facilitate a layout of buildings and spaces that can benefit from solar gain and natural light, with opportunities for thermally efficient buildings.

The proposed new neighbourhood is sustainable as measured by relevant local and national planning policies. There are three dimensions to sustainable development as set out by the NPPF: social, environmental, and economic. A summary of how the proposed new neighbourhood will focus on the three dimensions is provided below:

Social

- New residents on the site will be able to readily access local services, community facilities, infrastructure and employment opportunities the area of Calne already has to offer;
- The site will provide a mix of dwelling types. A proportion of dwellings will be affordable, in line with Council's requirements, to create a truly varied and mixed community;
- Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space with play areas. This encourages opportunities for social and community cohesion.

Environmental

- The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.
- Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs), which will be incorporated on site, to ensure that the development does not impact on the surrounding area.
- The proposals make effective use of the site, with residential development located adjacent to the existing built form of Calne, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership

Economic

- Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable.
- Proposals will be delivered in line with current building regulations, and where appropriate be built with sustainable building construction techniques. Sustainable construction measures additionally have long term economic benefits and could comprise a combination of the following measures:
 - o Improved energy efficiency through careful building siting, design and orientation;
 - o Sustainable Drainage systems (SuDs);
 - o Considering fabric efficiency in the design of buildings;
 - o Use of building materials capable of being recycled; and
 - o An element of construction waste reduction or recycling.





Lifespan

Sense of Ownership

The proposals will create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

Adoption areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

Adapting to changing circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.



SUMMARY

Conclusions

The design proposals for the scheme demonstrate that a high quality, responsive and sustainable development is achievable and deliverable for land east of Spitfire Road.

The overarching vision is to create a distinctive development with a strong identity that responds to the local character of the site, its position close to newly built development and recently approved development, to deliver a new development appropriate to its location and setting.

The proposed development will create much needed housing in Calne in a sustainable location whilst improving public access across the site and to the wider pedestrian and cycle network.

The development proposals will be achieved by:

- The creation of a scheme that integrates with the existing residential community through a sensitive relationship with the existing residential development of Calne and the recently approved residential development to the immediate north;
- The creation of a pedestrian route through the development connecting with Spitfire Road and the newly approved residential scheme to the north, aiding permeability within the wider area;
- Ensuring a development that is well connected with appropriate access arrangements to the existing road hierarchy;
- The creation of a strong landscape structure that responds to the local area and provides biodiversity gain;
- Provide a range of dwelling sizes, types and tenures; and
- Promoting the objectives of sustainable development through the layout and building design.



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