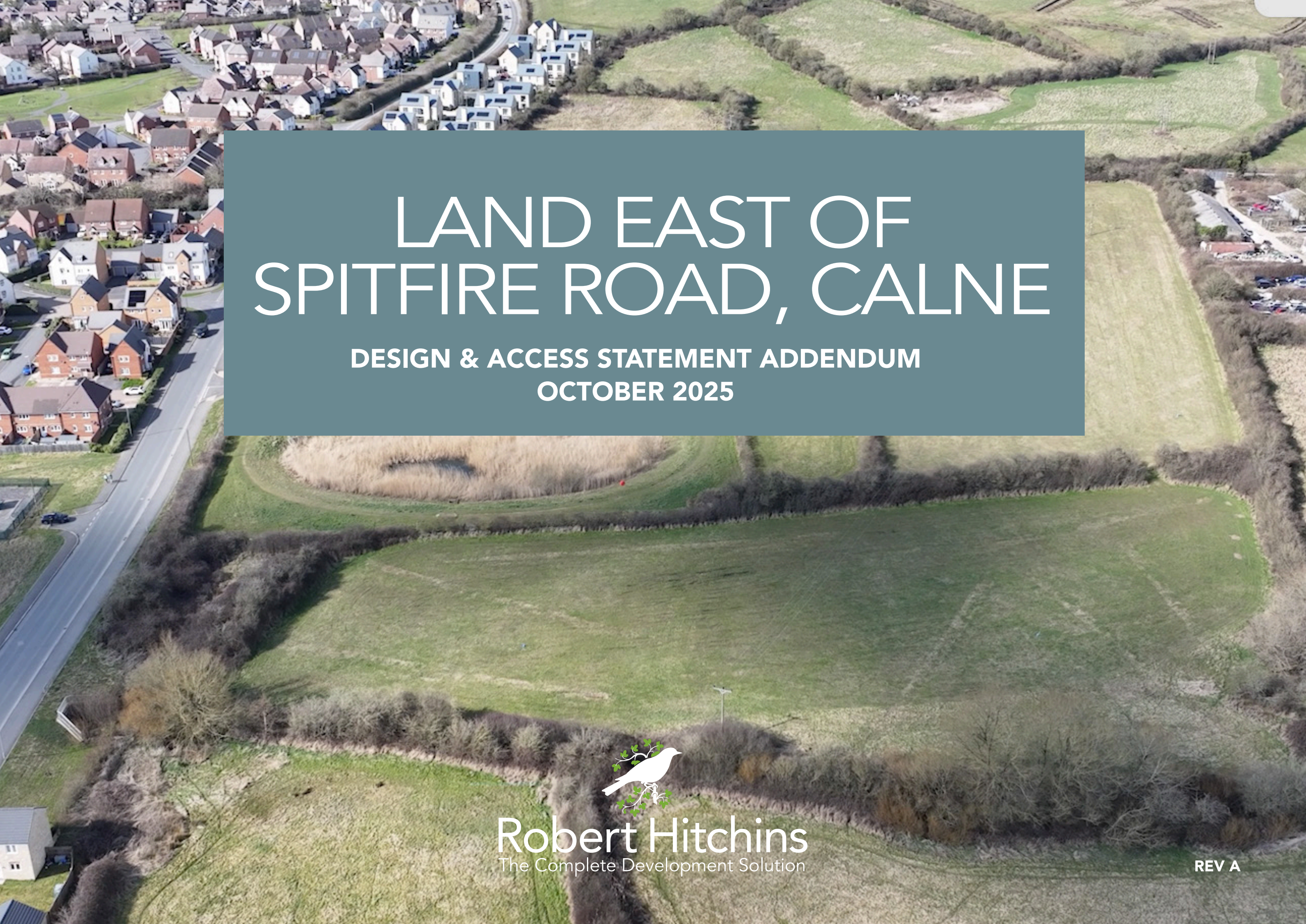




# LAND EAST OF SPITFIRE ROAD, CALNE

DESIGN & ACCESS STATEMENT ADDENDUM  
OCTOBER 2025



Robert Hitchins  
The Complete Development Solution

REV A



Submitted Layout  
July 2025

# Introduction

## Purpose of the DAS Addendum

This Design and Access Statement Addendum has been produced by Robert Hitchins Limited to respond to Wiltshire Council's Urban Design Consultation comments that relate to the planning application at Land East of Spitfire Road, Calne (ref: PL/2025/05943).

The purpose of this document is to: present the updated Illustrative Masterplan; address comments made by the Landscape, POS, Urban Design and Ecology Officers; update the design proposals section of the DAS; and, undertake a Building for Healthy Life Assessment of the revised scheme.

This document should be read in conjunction with the submitted Design and Access Statement (DAS), and the comprehensive package of information submitted in support of this application, including relevant technical and environmental reports.

An overview of the key principles of the Illustrative Masterplan are summarised as follows:

- Indicative housing numbers up to 20 units;
- An average net density of 40dph;
- A road infrastructure with one access route into the site;
- Removal of the rear parking court with outward facing development looking southwards and westwards over the attenuation pond;
- Removal of the 3m width foot/cycle way along the southern and western edges of the attenuation pond which in turn allows for more green infrastructure and more retention of the tree group G2;
- Provision of a 4m width landscape buffer to hedgerow H2 along the northern site boundary and a 5m buffer to hedgerow H3;
- Inclusion of informal play provision such as a Trim Trail; and
- Additional tree planting at the entrance emphasising the gateway into the scheme.



Submitted DAS  
July 2025



*Revised Illustrative Masterplan*

## Revised Design Proposals

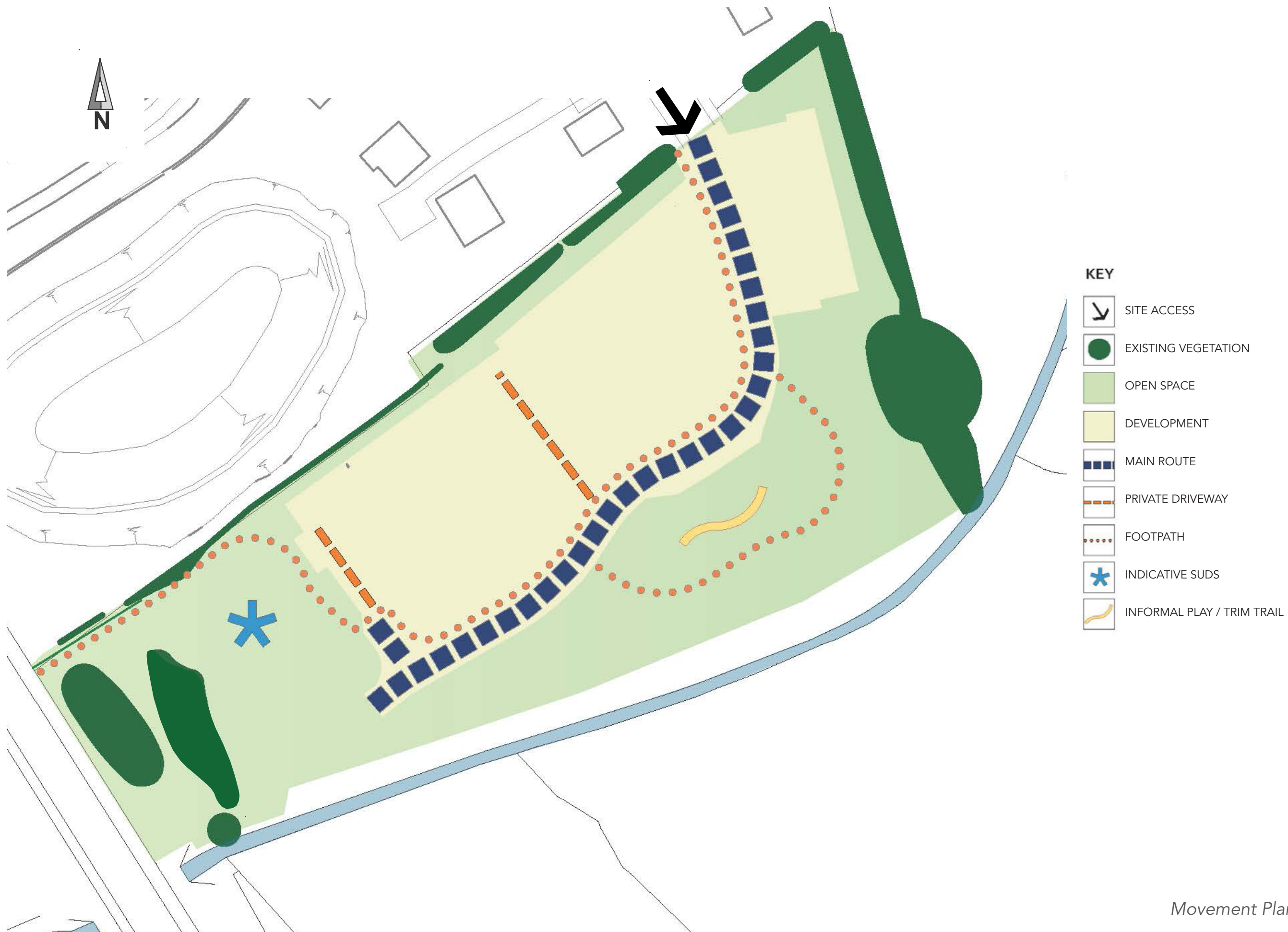


Uses

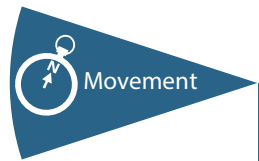
### Use and Amount

The development achieves an average net density of 40-41dph dwelling per hectare (dph). This allows 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.



*Movement 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.

2no. private driveways are 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 route.

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 provided on-plot, generally located to the side of dwellings within an individual parking bay.

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.





## 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**



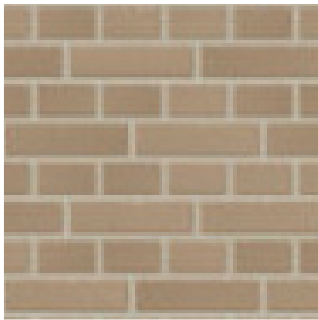


CA1 Green Edges

| Feature             | Primary Functions                                                                                             |
|---------------------|---------------------------------------------------------------------------------------------------------------|
| Land Use            | Residential                                                                                                   |
| Density             | Medium density                                                                                                |
| Building Line       | Continuous and regular building lines                                                                         |
| Built Form          | Larger more detached dwellings.                                                                               |
| Building Heights    | 2 storeys (with variation in building heights)                                                                |
| Landscaping         | Planting within the front gardens                                                                             |
| 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.



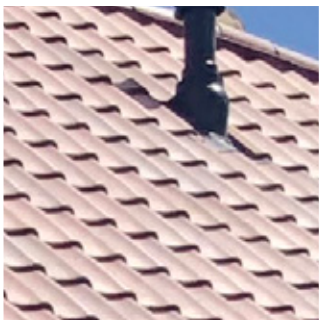
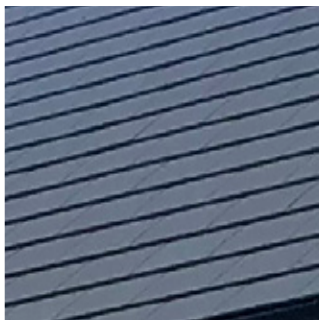
Suggested facade materials

CA2 Core Housing

| Feature             | Primary Functions                                                                                                    |
|---------------------|----------------------------------------------------------------------------------------------------------------------|
| Land Use            | Residential                                                                                                          |
| Density             | Medium/higher density                                                                                                |
| Building Line       | Continuous and regular building lines                                                                                |
| Built Form          | House types to reflect the style of units to the north within the approved planning application (ref: PL/2022/07893) |
| Building Heights    | 2 storeys (with variation in building heights)                                                                       |
| Landscaping         | Short setbacks from highway with on-plot hedgerows and shrub planting                                                |
| Street Typologies   | Private Drive                                                                                                        |
| Architectural Style | Traditional architectural style                                                                                      |
| Boundary Treatments | Boundaries to be red brick walling, black railing, hedges and shrub planting                                         |

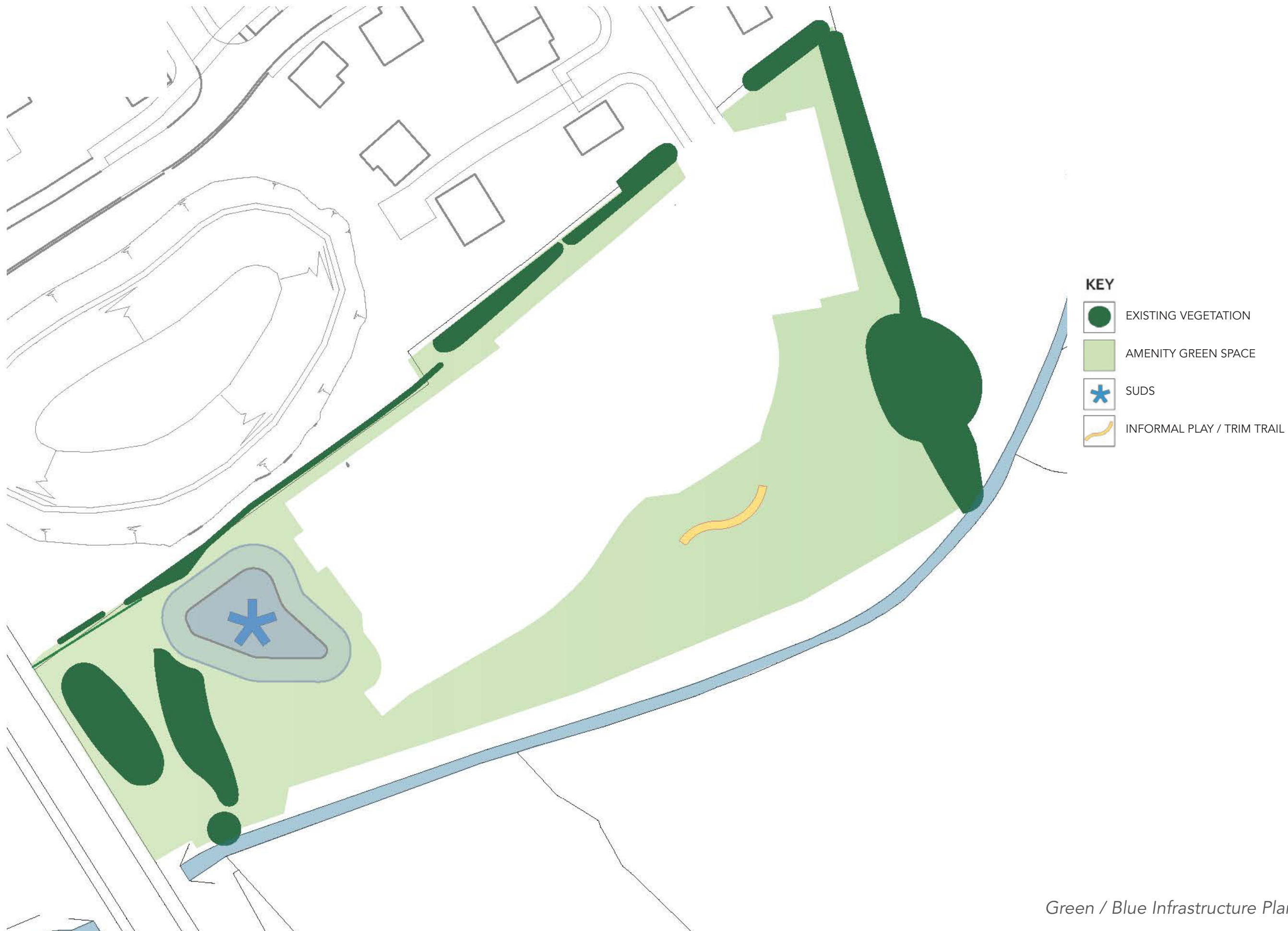
Key Landscape/public realm features

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



Suggested roof materials





Green / Blue Infrastructure Plan



### 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 an informal play / trim trail on site.

| Typology                               | Quantity standards<br>(ha/1000 population) | Access standard | Requirement (20 units x<br>2.3 = 46 people) | Provision      |
|----------------------------------------|--------------------------------------------|-----------------|---------------------------------------------|----------------|
| Allotments                             | 0.20ha                                     | 480 metres      | 0.0092ha                                    | -              |
| Amenity Green Space                    | 1.5ha                                      | 480 metres      | 0.069ha                                     | 0.636ha        |
| Parks, Sport and Recreation<br>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                                   |                |
| <b>Total</b>                           |                                            |                 | 0.136ha                                     | <b>0.646ha</b> |



*Landscape Buffers*

# Urban Design Comments

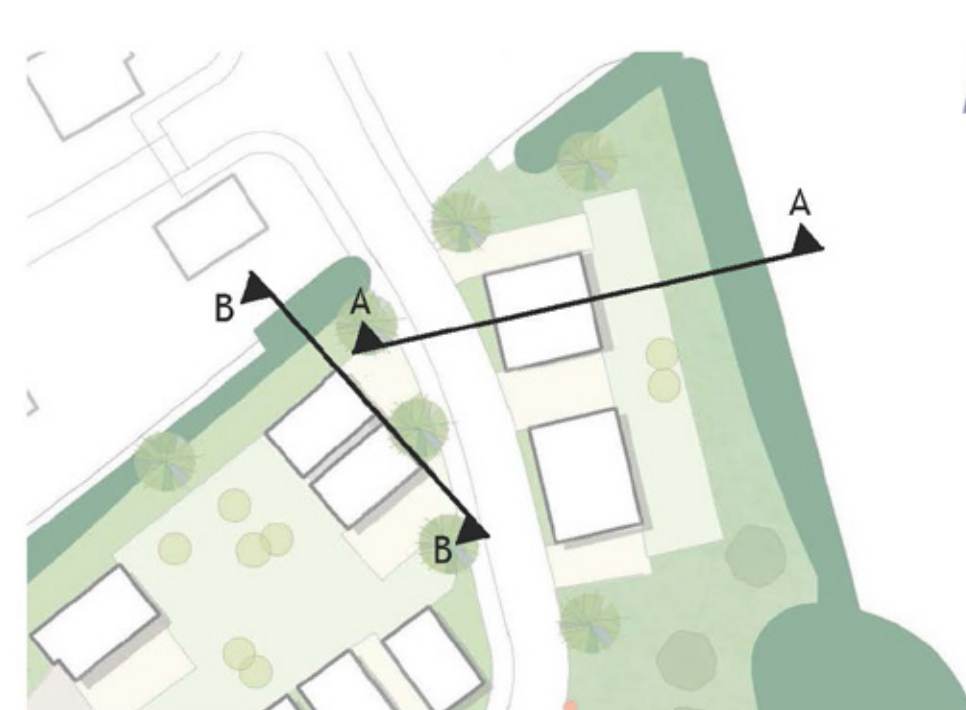
| WDG - Landscape Buffers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ROBERT HITCHINS - DESIGN RESPONSE                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1) One of the Design Concepts within the DAS is the 'Inclusion of landscaped buffers along the site boundaries to allow space to maintain the existing hedgerows' (page 40). Development appears to encroach particularly on H2 where the buffer is less than 2 meters. I would normally expect a buffer of at least 5 meters to be provided adjacent to retained hedgerows to allow for this, however, any landscape mitigation should follow the advice of the Landscape Officer, and I will likely defer to them.</p> <p>The lack of a suitable buffer would also limit the ability of the proposals to meet another Design Concept within the DAS; namely 'Retention of existing hedgerows where possible, with additional tree planting to strengthen vegetation around the site boundaries and within the site itself'. (page 40)</p> | <p>The landscape buffer to hedgerow H2 is now 4m and 5m to hedgerow H3. This allows space for maintenance of the hedgerows whilst providing vital green corridors.</p> <p>Additional tree planting has been incorporated around the southern, eastern and western edges of the scheme to strengthen the existing vegetation.</p> |



SECTION A/A



SECTION B/B



| WDG - Levels                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ROBERT HITCHINS - DESIGN RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2) To provide the additional flood resilience, levels across the site are to be raised by the amount shown on drawing No. 647-P-010 - SuDS Strategy. The extract of the drawing below shows the proposals in the north east corner of the site.</p> <p>THE FFL for the northern plot is shown as 1.1m above the existing ground level approx. 1.5 meters away from H2. Furthermore, a 0.45 meter high retaining wall is shown adjacent to H2 and with a bank/slope less than 1.5 meters from H3. With reference to note 1) above, insufficient space has been provided to fully safeguard hedges H2 and H3 in situ in these locations. I would expect a similar slope to be required to the proposed retaining wall adjacent to H2. I would welcome sections through H2 and H3 to demonstrate how the development proposals intend to mitigate the level changes proposed with H2 and H3.</p> <p>I also note that the extent of the proposed slope has not been shown on the Illustrative Masterplan.</p> <p>The private driveway to the west of the access is shown approx. 1.1 meters above the level of H2. In my opinion insufficient space has been provided in the development proposals for safeguarding H2 in situ and insufficient information has been provided to demonstrate how this change in level will be delivered – not least because users of this private drive will be at risk from a 1.1 meter fall without some form of barrier. Also see comment 5) below.</p> <p>The proposed access is shown as approx. 1.1 meters above the levels of the adjoining site. It is not clear at this stage how the level changes between the proposed access and the adjacent consented development access road levels will be coordinated.</p> | <p>The sections on the opposite page demonstrate how the levels will be addressed in relation to hedgerows H2 and H3.</p> <p>The FFL for the northern plot is 1.2m above the existing ground level, but through the provision of a 0.7m retaining wall defining the rear garden, space for a landscape buffer of 5m is allowed along the length of hedgerow H3. This will result in a 1 in 8 slope from the base of the retaining wall to the hedgerow allowing space for hedgerow maintenance as necessary.</p> <p>For those proposed properties immediately west of the site entrance the FFL is 1.1m above the existing ground level. A green buffer of 4m is allowed between the new dwellings and existing hedgerow with a 1 in 4 slope.</p> |

| WDG - Swale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ROBERT HITCHINS - DESIGN RESPONSE                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>3) WRT note 2) above, a swale is shown along the length of the private drive to the west of the access. It is not clear at this stage how this can be delivered given that there is less than 1.5 meters between H2 and the private drive. In my opinion insufficient space has been provided in the development proposals and I would expect to see a minimum 5 meter landscape/ecological buffer to H2 (note 1) above) then the swale and then the slope/retaining structure/barrier for the private drive.</p> | <p>In response to this comment and considering maintenance / buffers to the hedgerows etc, the swale has been removed from this location and alternative SUDS utilised.</p> |
| WDG - Foraging/commuting corridors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ROBERT HITCHINS - DESIGN RESPONSE                                                                                                                                           |
| <p>4) Paragraph 10.3.12 of the Ecological Impact Assessment &amp; Biodiversity Net Gain states that 'Planting of large specimen trees either side of where the road intersects the northern corridor would help to facilitate the passage of bats and maintain this corridor'. I can see no evidence that this has been provided.</p>                                                                                                                                                                                | <p>In response to this comment, 2no. large specimen trees have been positioned either side of the entrance into the site.</p>                                               |

| WDG - Layout                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ROBERT HITCHINS - DESIGN RESPONSE                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5) The parking court to the south side of the development would be visually poor. Furthermore, it will be raised approx. 0.6 meters above existing ground level increasing its visual impact on the surrounding countryside. Preference would be to locate the parking court to the north of the site, appropriately enclosed by planting and a stone wall boundary, overlooked by an adjacent dwelling, with the two dwellings currently overlooking the existing attenuation area to the north relocated to face the southern boundary. Perhaps the turning head could be relocated as part of this rear parking court and parking for the two dwellings currently shown as accessed by the private drive located within the parking court to remove the need for the private drive along H2 (see notes 2) and 3) above). | The internal parking court has been removed with outward facing development along the southern edge of the scheme. Ensuring overlooking of the public realm, in particular the access road and proposed play area in the southern area of the site. |
| 6) It is not clear from the proposals if access for all is achievable to the LAP via the informal footpath shown given the 0.6 meter level change proposed by the raised levels.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | In accordance with the Council's preference, as set out in the Public Open Space comments on the application, the LAP is now an informal play/trim trail. Further detail will be outlined at RM stage.                                              |
| 7) The circular foot/cycle path around the proposed indicative SuDS feature could be provided along the north and east edges only, reducing the need to remove the amount of G2 proposed. The SuDS feature could be re-designed to avoid G2, retaining and enhancing this existing feature.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The foot/cycle path along the southern and western edges has now been removed to allow for more green infrastructure and to reduce the need to remove the amount of G2 proposed.                                                                    |
| 8) The same issues for H2 adjacent to the entrance apply to H2 to the west of the site, namely that insufficient space for a landscape/ecological buffer has been provided. Furthermore, a footpath along the northern boundary outside of the landscape buffer would help to provide access to dwellings fronting the northern boundary and follow a desire line to Spitfire Road.                                                                                                                                                                                                                                                                                                                                                                                                                                         | The revised layout makes provision for a 4-5m buffer alongside the hedgerows H2 and H3. This allows additional space for a landscape/ecological buffer and maintenance of the hedgerows.                                                            |
| 9) The Illustrative Masterplan and DAS have not provided a sufficient level of detail to meet the WDG Supplementary Planning Document particularly regarding minimum garden sizes and back-to-back distances (WDG 9.2 Expectation: Private Amenity Space).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The outline masterplan is Illustrative only and does not show the level of a detailed masterplan. Consequently, minimum garden sizes will be addressed at Reserved Matters Application through the production of a detailed layout.                 |



## Building for Healthy Life Assessment



Building for a Healthy Life (BHL) is the latest edition of and new name for Building for Life 12. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of Building for a Healthy Life.

BHL uses a traffic light system, as shown below to demonstrate a schemes compliance with the 12 considerations.



Green = Go ahead



Amber = Try and turn to green at future stage when outline proposals are developed in detail



Red = Stop and rethink

| INTEGRATED NEIGHBOURHOODS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | INTEGRATED NEIGHBOURHOODS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | INTEGRATED NEIGHBOURHOODS                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Natural Connections</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <i>Walking, Cycling and Public Transport</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <i>Facilities and Services</i>                                                                                                                                                                                                                                                                                                                                                                   |
| <p>The proposed development responds to its surroundings by sensitively integrating with the existing built form of Calne to the west and north and the surrounding countryside to the south.</p> <p>There is one main vehicular access point from Spitfire Road. The location of this junction would allow for appropriate visibility splays and route through the approved residential application (ref: PL/2022/07893) directly north of the proposed scheme.</p> <p>Pedestrian links are provided from the scheme to the north and west, allowing direct access to Spitfire Road and the approved residential scheme to the north.</p> <p>Existing ecological connections have been retained within the proposals, with significant areas of tree planting retained in-situ and used to shape the development.</p> | <p>The movement plan within the site assessment section of the DAS demonstrates that the site is well located to existing transport services.</p> <p>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, providing an attractive pedestrian / cycle route to the 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.</p> <p>The nearest bus stops to the site at present are located on Oxford Road approximately 1.0km from the centre of the site.</p> | <p>The site is located in close proximity of Calne Town centre with a number of local facilities including supermarkets, pubs and shops. There are several local schools within easy reach.</p> <p>As part of the site proposals a children's informal play area such as a Trim Trail will be included. This is located at the south of the scheme to provide children with a place to play.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                             |

| INTEGRATED NEIGHBOURHOODS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Homes for Everyone</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>The proposed development will offer a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This provides a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.</p> <p>The majority of housing provided is in the form of family housing i.e. semi-detached or detached dwellings with their own amenity space.</p> <p>The houses proposed will provide 2, 3 or 4 bedroom accommodation representing a wide choice of different sized dwellings. As well as open market dwellings, the scheme also proposes a mix of affordable 1, 2 and 3 bed houses/maisonettes.</p> <p>Detailed design information regarding the design of dwellings will be submitted at the Reserved Matters Stage.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| DISTINCTIVE PLACES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Making the most of what's there</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>The proposal respects existing buildings through boundary treatments, which will include retained and proposed hedgerows, ditches and tree planting. These act as privacy buffers.</p> <p>A strong landscape framework informs the design proposals. The areas of open space are designed around the existing landscape features of hedgerows around the site. Also, key trees and hedgerows are retained where possible to maintain the landscape grain.</p> <p>The green spaces have been informed by the existing site topography using the lowest parts of the site for sustainable urban drainage systems.</p> |
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| DISTINCTIVE PLACES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Memorable Character</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>The proposals aim to deliver a high quality range of housing that reflects the existing built form of Calne and the local area.</p> <p>Within the proposed development a number of distinct character areas have been proposed that reflect their function as a place. The character areas will be identifiable through a number of variables including the density, street typology, built form and appearance. Each element will help to create a series of streets and spaces with their own sense of identity.</p> <p>A variety of materials will be used that are found in the local area, including render, red and buff brick. This allows for a varied street scene and character that is in keeping with the locality. Dwellings are predominately 2 storeys in height but with opportunity for differing heights that create an interesting roofscape.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| DISTINCTIVE PLACES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Well defined streets and spaces</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>The site layout demonstrates how the streets and spaces will be well enclosed and will predominantly be fronted by built form. Frontage to the public open space will create a sense of enclosure, offering natural surveillance and increasing the quality of the public realm.</p> <p>The layout will be designed so that the built form creates the spaces between the buildings rather than a highway led approach.</p> <p>Changes in width and surface materials will vary the character of the streets proposed, creating a clear hierarchy.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| DISTINCTIVE PLACES                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Easy to find your way around</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>A number of features will be included within the scheme to enhance its legibility. Such as changes in surface materials which will demonstrate different pedestrian/vehicular priorities, whilst ornamental street trees can act as important focal points.</p> <p>Key buildings are located at street corners that will play a vital role in making a scheme legible for residents to navigate. These buildings will also terminate vistas and create a sense of enclosure.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                |

| STREETS FOR ALL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Healthy Streets</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>The avoidance of an engineered approach to the highway design, achieved through varying street typologies, means that standard highway design does not dominate the new development.</p> <p>The enclosure of the streets and proposed buildings fronting areas of the public realm will assist in creating an intimate feel and street hierarchy across the scheme, rather than the building layout being dictated by the highway.</p> <p>Informal private drives that vary in width and surface materials will provide a place where motorists, pedestrians and cyclists can share the same space.</p> |
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| STREETS FOR ALL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Cycle and car parking</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>The road typologies for this scheme have varying widths and alignments utilised to ensure that highways do not dominate and that the development is more attractive for people to walk to cycle.</p> <p>The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.</p> <p>Opportunities for electric vehicle charging points should be taken where possible to increase access to sustainable transport options.</p> <p>Allocated and un-allocated vehicular and cycle parking spaces will be provided, and the distribution of these spaces is to be set out at the detailed design stage.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| STREETS FOR ALL                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Green and Blue Infrastructure</i>                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>The proposed green and blue infrastructure strategy has been considered at an early stage within the development proposal. Consideration has been given to retaining and enhancing the existing ecological features and ensuring that development does not result in adverse impact to drainage.</p> <p>New habitats are proposed with areas of new landscape planting which will incorporate native species planting or species of known value to wildlife.</p> |
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| STREETS FOR ALL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Back of pavement, front of home</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>A strong building line and front garden landscaping treatment contributes towards clearly defining public from private boundaries.</p> <p>Varying boundary treatment will include close boarded fences, timber post and rail, hedging and brick walls.</p> <p>Variation in surface materials will also help define public and private areas, whilst buildings will be designed and orientated so that residents will be able to see these streets and spaces from within their homes.</p> <p>Dwellings will benefit from private amenity space and will also provide the opportunity for residents to store bins and recycling boxes away from the street. The design of landscaping to individual dwellings will be set out at the detailed design stage.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



## Conclusion

This Design and Access Statement Addendum has set out a clear explanation of the design process that responds to the comments made by the local planning authority.

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 environmental context 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 scheme that integrates within the existing residential community through a sensitive relationship with the existing residential development of Calne fronting Spitfire Road and the newly approved residential scheme to the north;
- The creation of a pedestrian route through the development connecting with the approved residential scheme to the north and Spitfire Road to the west;
- 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 valuable public open space;
- 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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