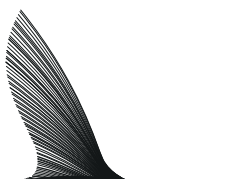


**LAND AT THE GREEN,
GREAT CHEVERELL**

Design and Access Statement
350_GLA_00_XX_RP_L_0002
November 2025

GREENHALGH

Landscape Architecture



Project Address:

Land at The Green

Great Cheverell

Wiltshire

Rev

Issue Status

Date

P1

Planning (Technical Details Consent)

18.11.2025

For and on
behalf of:

Mr Joel Figov and Ms Annabell Mears

In collaboration with :

HebHomes and PKA Architects | Architects

PlanningSphere | Planning Consultants

Assured Trees | Arboriculturalists

Tumu | Civils and Drainage Engineers

Contents

SECTION 1.0	5
INTRODUCTION	
1.1 Introduction	1
1.2 Local Context	2
SECTION 2.0	3
TECHNICAL DETAILS	
2.1 Parameters	4
2.2 Proposed Development- Overview	6
2.3 Architectural Design	7
2.4 Access Proposals	11
2.5 Drainage Proposals	12
2.6 Further Layout Strategies	13
2.7 Planting Strategy	14
2.8 Hard Landscape Strategy	16
2.9 Visualisation	18
APPENDIX A	20
PIP STAGE 1 LANDSCAPE STRATEGY	



1.1 Introduction

Introduction

Greenhalgh Landscape Architecture has been appointed by Mr Joel Figov and Ms Annabell Mears to prepare a Design and Access Statement (DAS) report for land at The Green, Great Cheverell, Wiltshire.

The Site was granted Approval of Permission In Principle for Application Ref PL/2024/04957. This DAS has been prepared to support the Technical Details Consent at the second stage of the Permission In Principle (PIP) Application for a single self-build plot.

The site analysis and observations were undertaken initially in August and September 2022, and the site revisited in October 2025.

The DAS should be read alongside the Landscape Strategy (Greenhalgh Landscape Architecture document number 241-G102) which was submitted as part of the first stage of the PIP. The Landscape Strategy establishes the Site’s background information and context; visual appraisal inclusive of local visibility and mid- to long- distance views; Site constraints and opportunities; and identification of development parameters which outlines how the Site could be sensitively developed incorporating key recommendations. It is included as Appendix A of this DAS for ease of reference and avoidance of repetition.

The DAS then presents the detailed proposals for the Technical Details Consent together with the strategies that underpin it in terms of access and landscape and architectural design.

The report is a standalone document and should be read in conjunction with the supporting submission documents at the Technical Details Consent stage.

Brief and Purpose

This Design and Access Statement (DAS) has been prepared in response to the Technical Details Consent requirements outlined in the Decision Notice for Application Reference Number: PL/2024/04957, including that a Design and Access Statement should be provided '*...which addresses how any proposed development would:*

- a. Respect the established pattern and character of surrounding development; and*
- b. Ensure that an acceptable level of residential amenity would be available to the occupants of the proposed dwelling in terms of amenity space, privacy, outlook and levels of natural light and existing surrounding dwellings in terms of amenity impacts; and*
- c. Include a materials specification, with sample photos/brochures.'*

The DAS also addresses the following requirements from the Decision Notice:

'Details of new planting, landscaping and boundary treatment to be created, on a landscaping plan, to a recognised scale.

Details of the refuse collection strategy for the site should be provided, including bins storage. A refuse collection point must be provided which is located in accordance with the maximum carry distances as outlined in the Councils Supplementary Waste Document.'

This DAS therefore provides detailed explanation of:

- how the Proposed Development fits within the parameters established at the PIP Stage 1 and the established pattern and character of surrounding development;
- the access proposals and their technical resolution at this stage;
- how siting, orientation and design address character, amenity space, privacy, outlook, natural light and amenity impacts on surrounding dwellings.

1.2 Local Context

The Site is a triangular field currently managed as agricultural land. At the time of survey in 2022, and upon revisiting in 2025, it was being grazed by sheep.

Within the Site itself, the northern area has open views over the railway into the fields beyond. The southern boundary of the Site is formed by the brick wall of an adjacent dwelling, wooden clad outbuilding and agricultural style garden fencing. The eastern area of the Site tapers into a point bounded by a small fence-line and vegetation. To the north east the road sits higher than the Site which forms a sloping embankment into the Site which is lined by trees and a hedgerow. The embankment levels off towards the south west corner of the Site to form a level entrance from The Green.

The Site is located at the northern edge of the settlement, abutting neighbouring properties and adjoining The Green. The settlement boundary is not defined in Planning terms but a notional existing extent is perceivable along The Green immediately west of the Site and the neighbouring properties abutting the Site's southern edge. The railway is a physical barrier limiting the northward expansion of the settlement and existing properties to the west of The Green run up to this line, so forming the northernmost edge of the settlement.



Figure 1. Plan of the site in its wider context

2.1 Parameters

PIP Stage 1 Parameters

The Approval of Permission In Principle for Application Ref PL/2024/04957 is in part based on approval of the following development parameters.

Development parameters were devised as an outcome of the analysis and concept work at PIP Stage 1 (refer to Appendix A). Sensitive development of the Site would allow for the creation of a single self-build plot through adherence to the following:

Access - an improved access based on the existing gateway, with new private drive/ circulation/ parking area connected to the public highway (The Green).

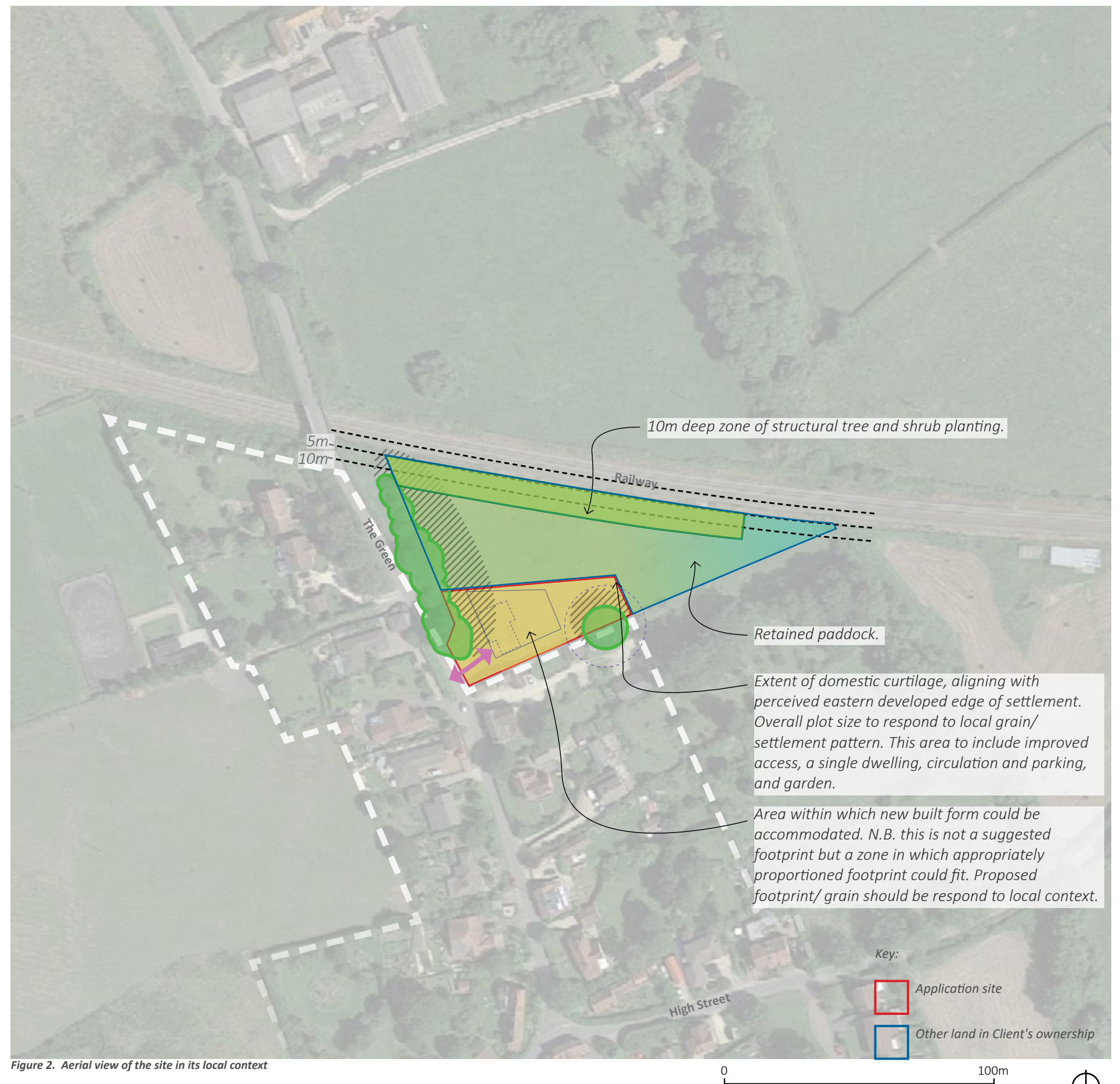
Building height - The new dwelling would be up to two storeys high plus pitched roof. An associated garage would be 1 storey high plus pitched roof.

Retained paddock - The majority of the land ownership area would be retained as a paddock. Field access would need to be incorporated into the domestic development area. The northern edge of the paddock would be the focus of proposed landscape & visual mitigation and ecological enhancements, to be confirmed within any future Technical Details Consent of the PIP process.

Railway boundary buffer zone - At the northern edge of the paddock a 10m deep zone of native tree and shrub planting would follow the northern boundary along the railway. This would provide visual screening and a degree of acoustic attenuation plus it would provide a linear arboreal feature which will increase ecological connectivity and provide habitat for a range of wildlife.

Existing trees - A number of existing trees are located off site but have canopies and RPAs extending into the site. All trees would be retained and all new buildings shall occur outside of surveyed canopy extents and RPAs. Where new surfacing for the proposed access/ drive/ parking is unavoidable within RPAs, appropriate technical solutions shall be employed to avoid harm to the trees.

Domestic curtilage - Developable area in which new built form and domestic curtilage could be accommodated is defined by a reflection of the existing settlement pattern, therefore concentrated in the south west of the site. The siting and scale of new built form would also reflect the existing settlement. There would be appropriate offset from new built form to key trees close to the boundaries in response to canopies, RPAs and overshadowing. Building orientation, positioning of openings and proximity to neighbouring dwellings, chiefly the neighbours to the immediate south, shall inform layout.



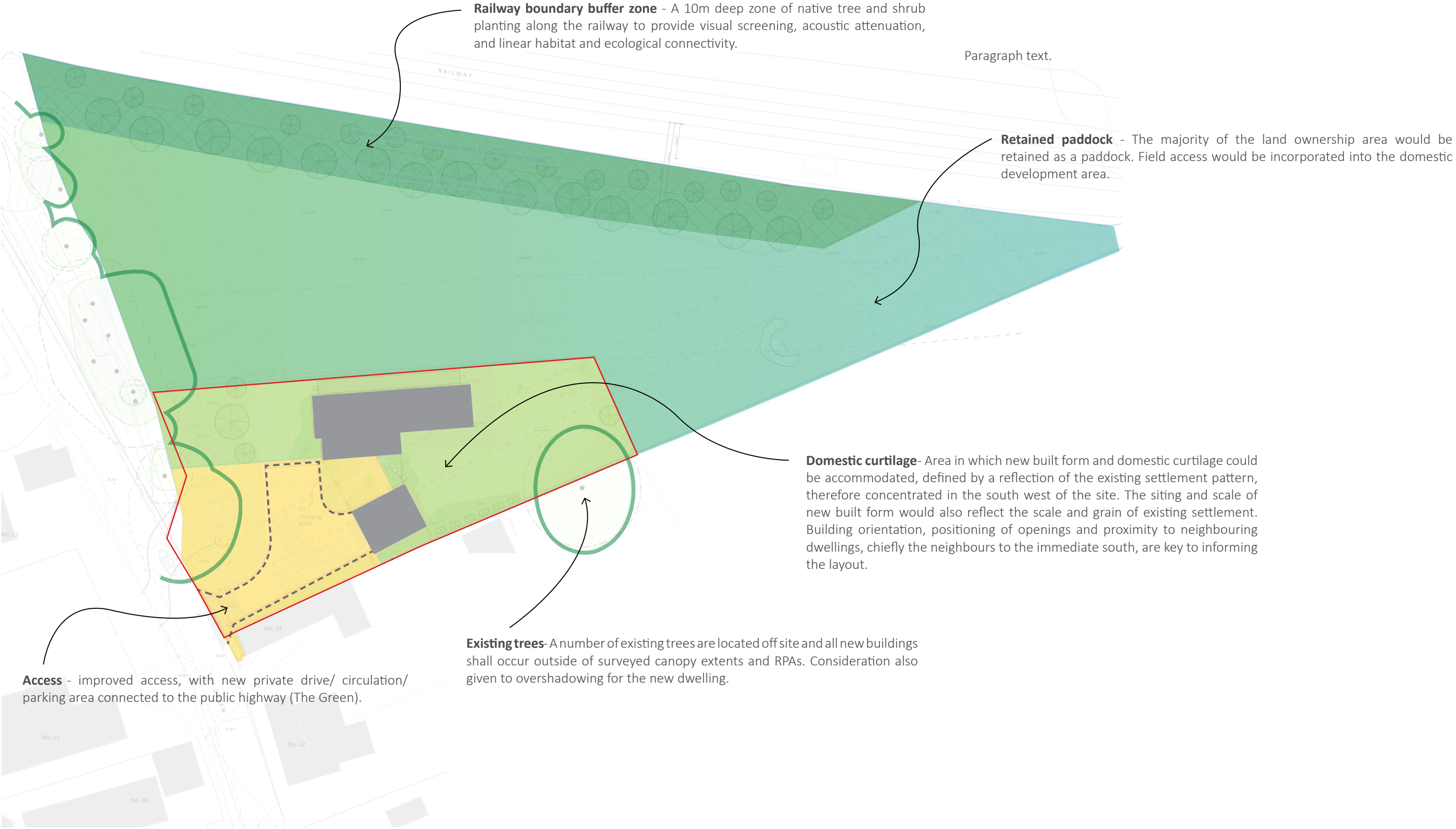
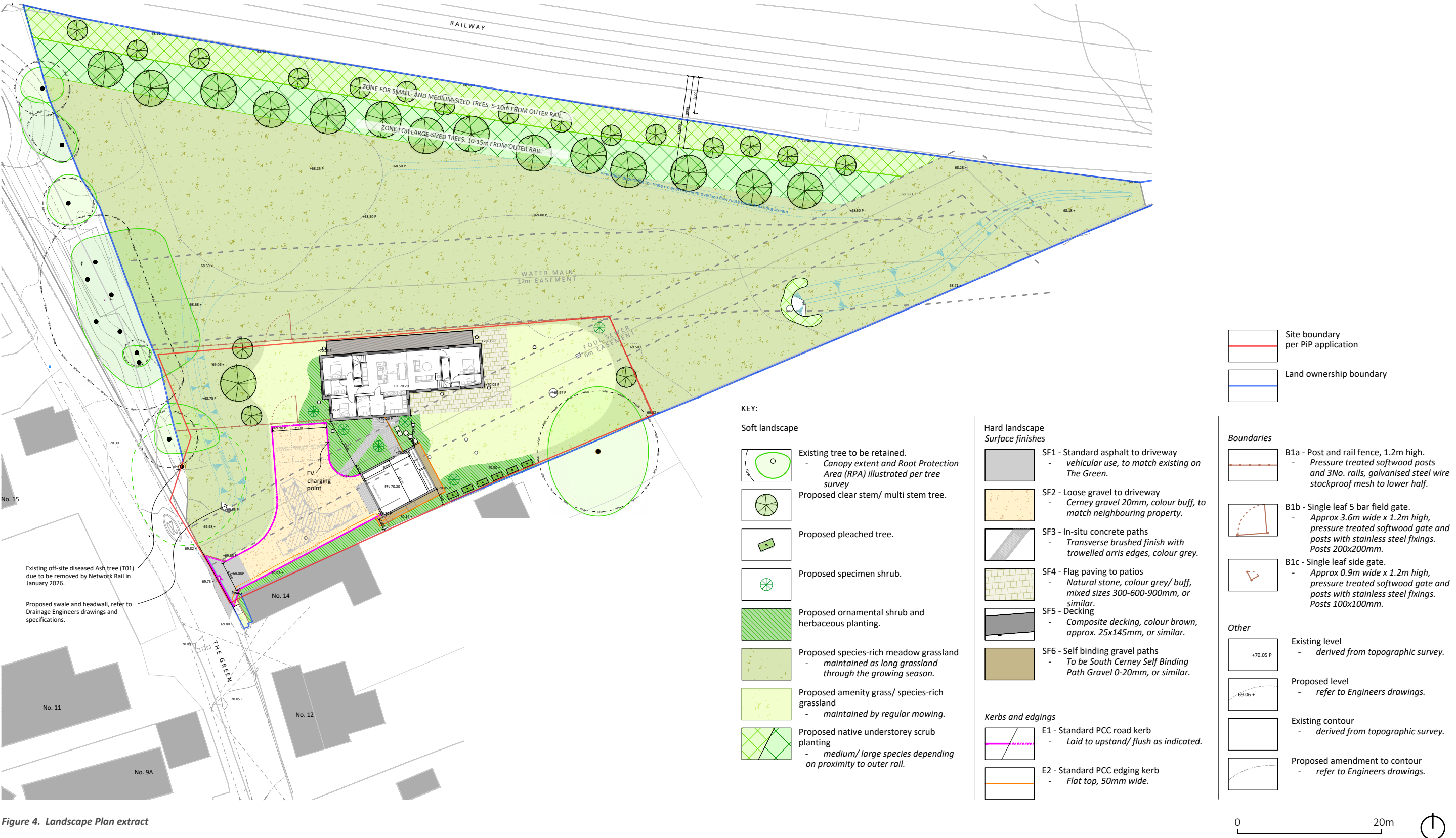


Figure 3. Diagram of the proposed TDC layout following the established PIP parameters

2.2 Proposed Development - Overview



2.3 Architectural Design

HebHomes

The proposed dwelling is created by HebHomes, a company which takes their architect-designed house types and translates them into precise, build-ready kits. HebHomes specialise in the design and delivery of high-performance timber kits that are quick to assemble and easy to adapt. Panels are engineered off-site for accuracy, with a fabric-first focus on airtightness, insulation and thermal bridging. On site, this means a weathertight shell in weeks, fewer surprises and a clear path to low running costs.

HebHomes state their design ethos as follows:

'Our designs learn from the simple, narrow forms and precise proportions of traditional northern European buildings—updated for modern life. This lineage keeps our houses at home in the landscape while delivering: High thermal performance and low energy demand, sustainably sourced materials and robust detailing, thoughtful siting to reduce impact and make the most of light and views.'

The images opposite depict some examples of completed HebHomes houses of a similar house type to that proposed.



Figure 5. HebHomes project precedents - N.B. shown for illustrative purposes only. Materials, form and fenestration may differ from the proposed house.

Plans

The proposed dwelling is a five bedroom, three bathroom family home. The internal floor area measures 217m². Externally in plan the house measures approximately 22.605m x 6.123m plus a porch of 11.209m x 3.1m. The proposed detached garage in plan measures approximately 6.841m x 8.468m.

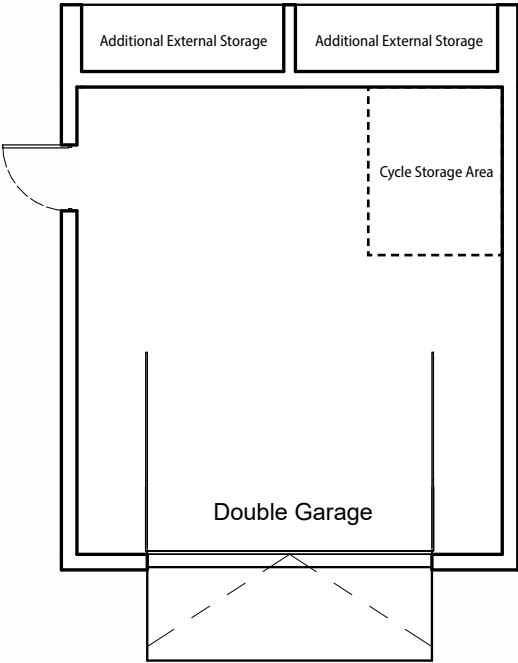
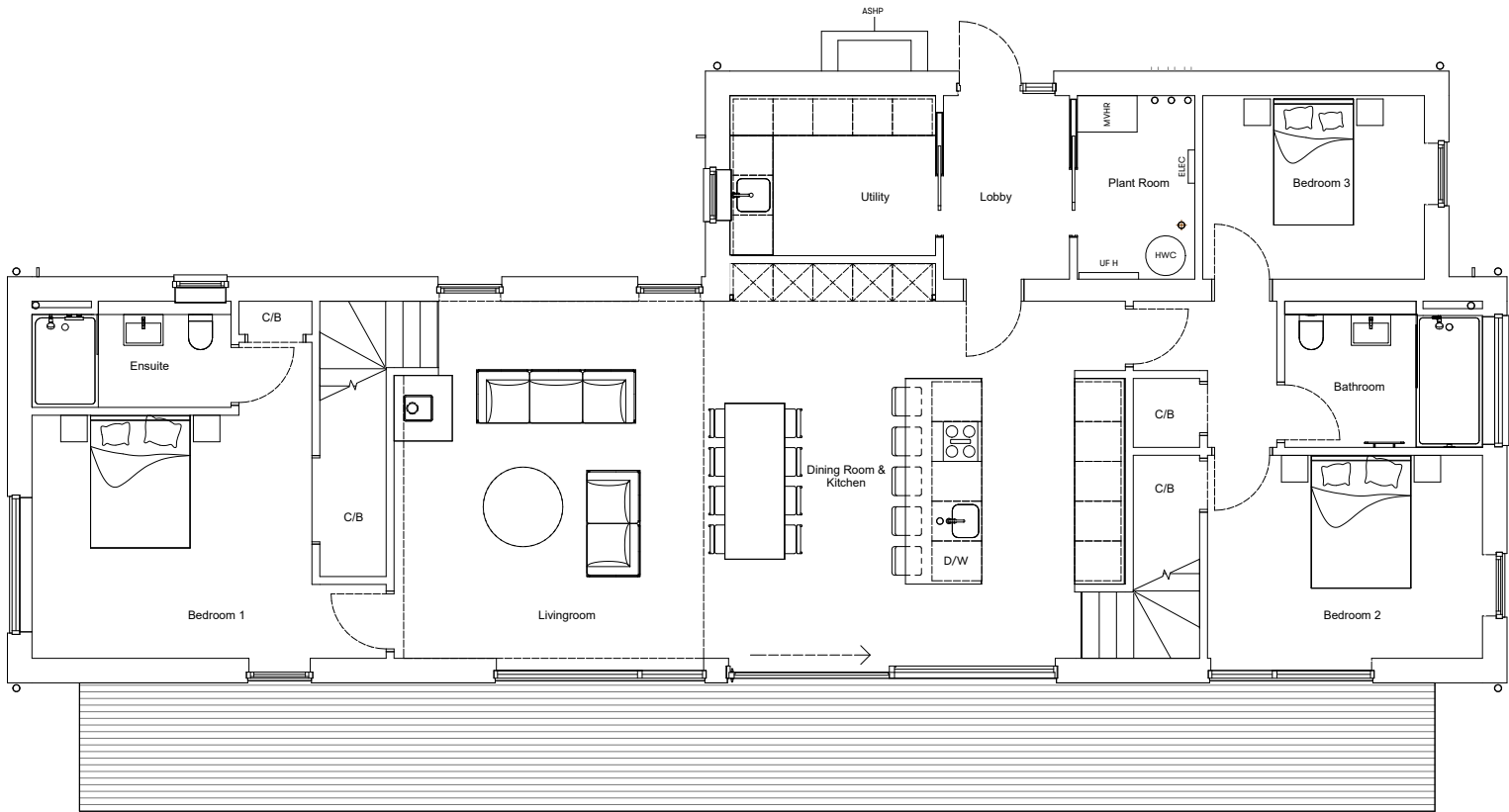


Figure 6. Extract from HebHomes proposed detached garage plan

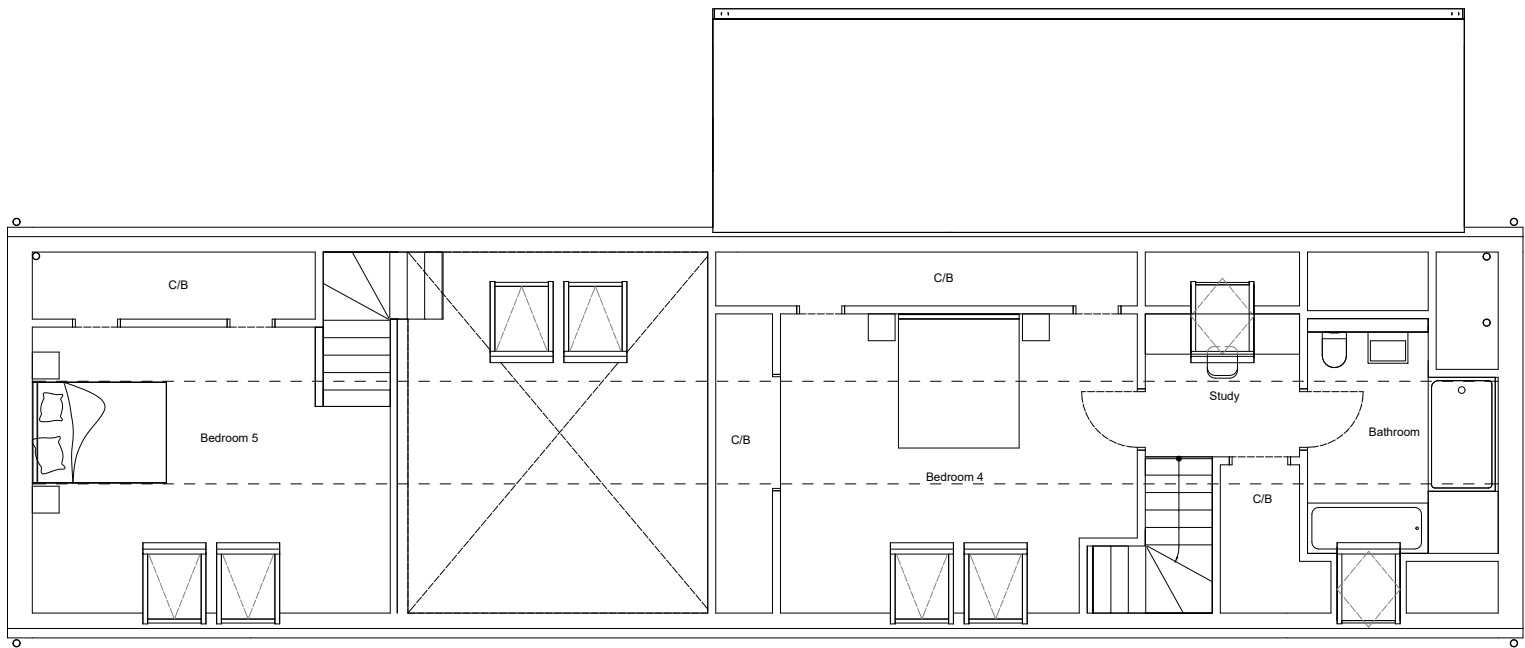


Figure 7. Extract from HebHomes proposed house plans



Elevation and materials

The proposed dwelling is in the form of a 1.5-storey long house. It would measure 3.2m to the eaves and 6.267m to the ridge. This is proportionate to the scale of existing local development which is a combination of 1- and 2-storey.

Proposed external finishes to the house and garage comprise:

Walls to long elevations: Standing seam, dark grey.

Walls to gable ends and porch elevations: Vertical timber, natural finish.

Roof: Standing seam, dark grey.

Gutters: Galvanised Metal.

Windows: Timber in Dark Grey.



Figure 8. Precedent image of proposed external finish materials on a completed HebHomes house.

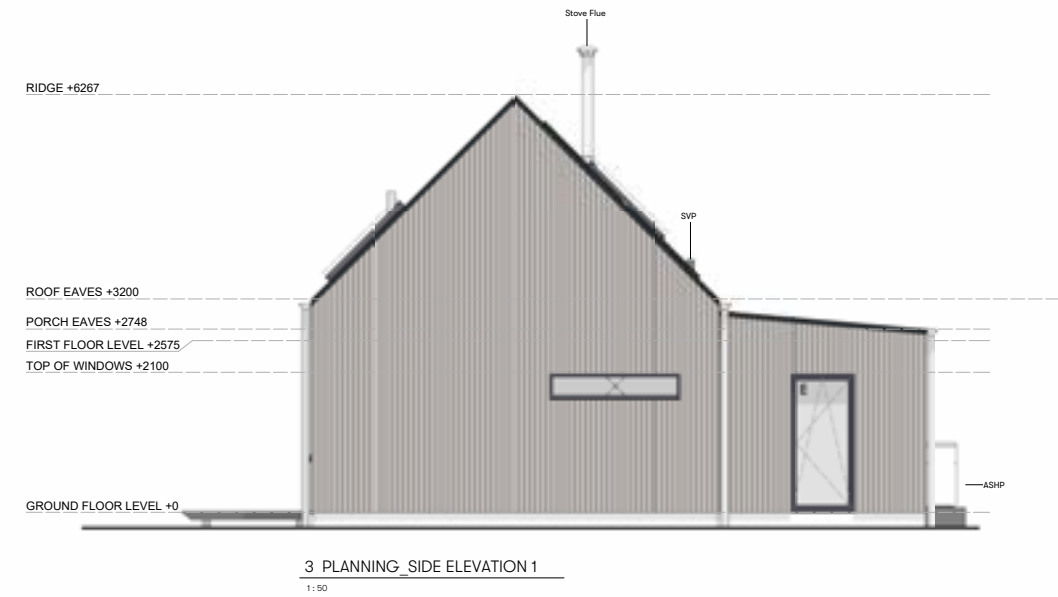


Figure 9. Extract HebHomes proposed front and side (west) elevation.



The Link

The Client has engaged local architect PKA Architects of Potterne, Wiltshire to design a structure that would link the house and garage.

The link structure takes the form of an open-sided ground level walkway with a flat extensive green roof. The front elevation, facing towards The Green, would be open with the exception of timber supporting posts on galvanised steel bases. The rear elevation would comprise a vertical timber slatted screen. All external finish materials would match and complement those of the house and garage.

The structure would be recessive to the principal house and garage, sitting below the eaves of each and being visually 'light' by its low profile and open-sided nature. The link would form part of the boundary strategy that divides the frontage of the property from its rear garden and the wider field beyond. This has the added benefit of visually screening the air source heat pump unit from public views from The Green and from the property frontage.



Figure 10. Precedent image swatch for the link

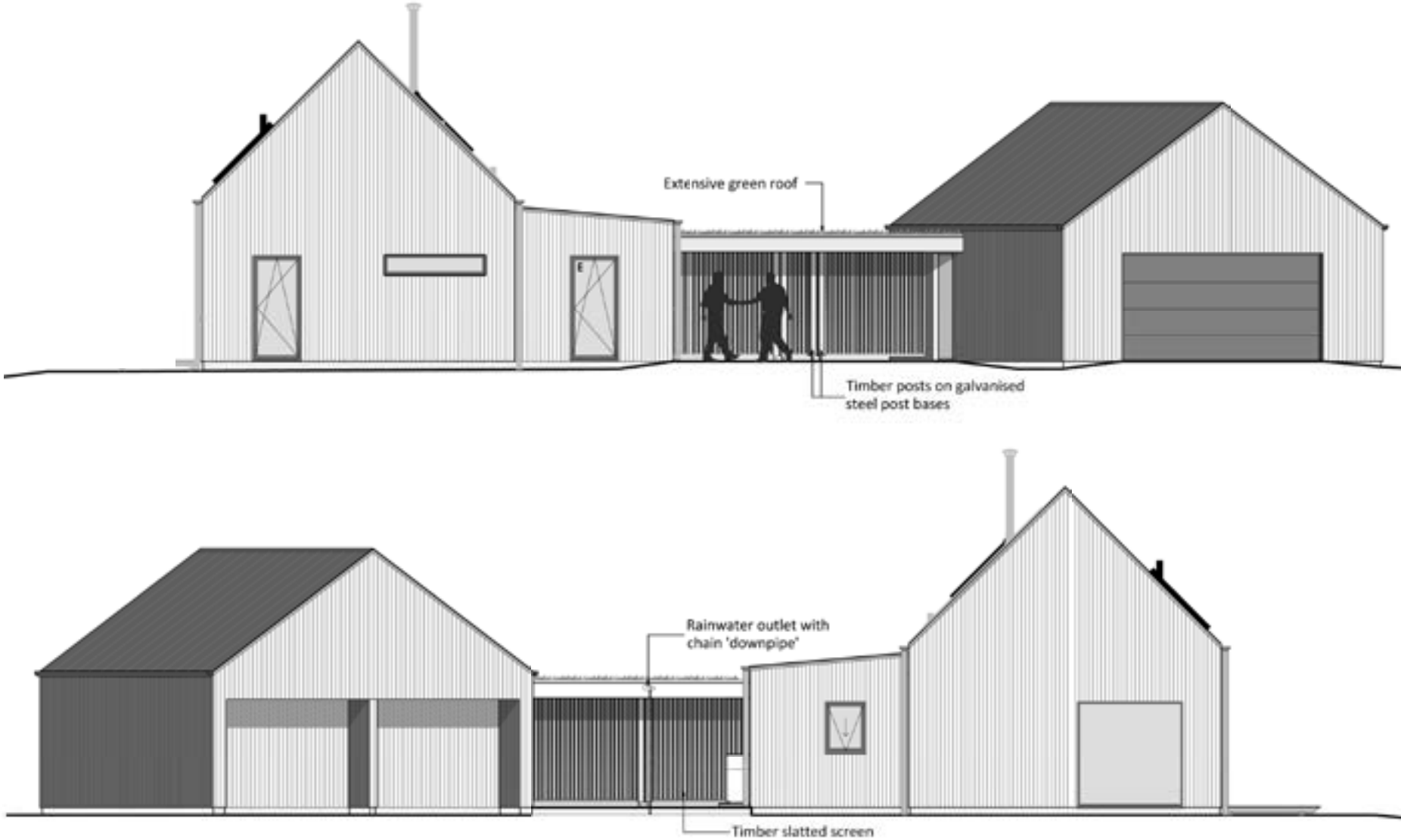


Figure 11. Extracts from PKA Architects proposed link structure elevations.

2.4 Access Proposals

Access strategy

The proposals include a singular access into Site. This utilises the location of the existing agricultural gated access point into the field/paddock off The Green.

Access technical details

The new arrangement has been positioned as far south as possible to maximise the visibility to the north. The entrance will not be gated.

A section of existing grass verge will need to be removed and replaced by adopted road construction up to the line of the Site's ownership boundary, the extent of adoption being demarked by a bullnose kerb line. An existing road gully will need raising to match the new asphalt level.

As well as the construction of a double garage provision has been made for the external parking of up to three cars. Vehicle tracking demonstrating that adequate space for turning within the site exists is shown on appended drawing 19966-TUM-PL-XXX-0270 "Vehicular Tracking".

A further access consideration is vehicular access to the wider field area to the north and east. This would be accommodate by wide field gates within the proposed post & rail fenceline giving access via the parking area, driveway and access off The Green.

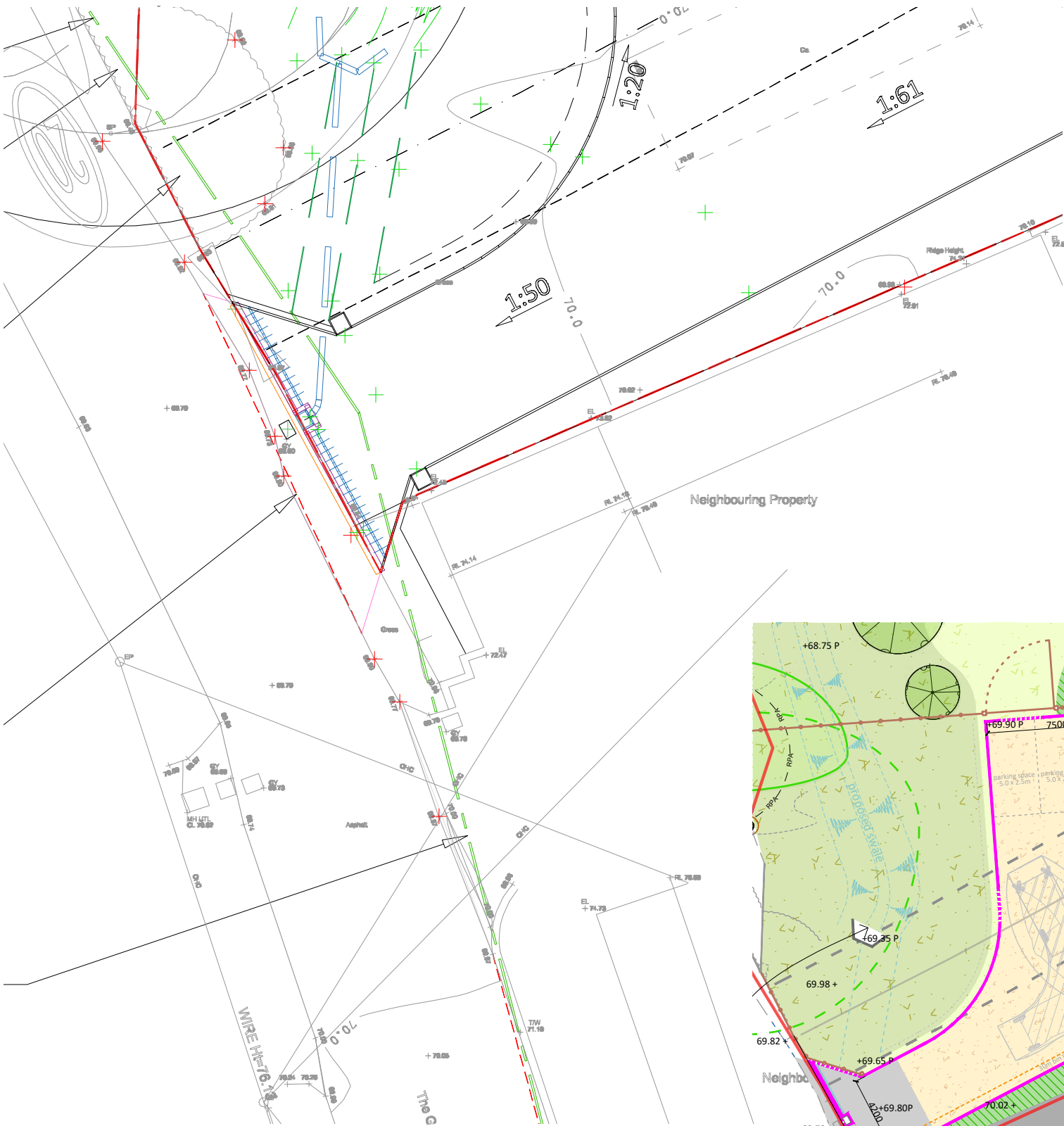


Figure 12. Extract from Tumu site entrance design drawing. Not to scale.

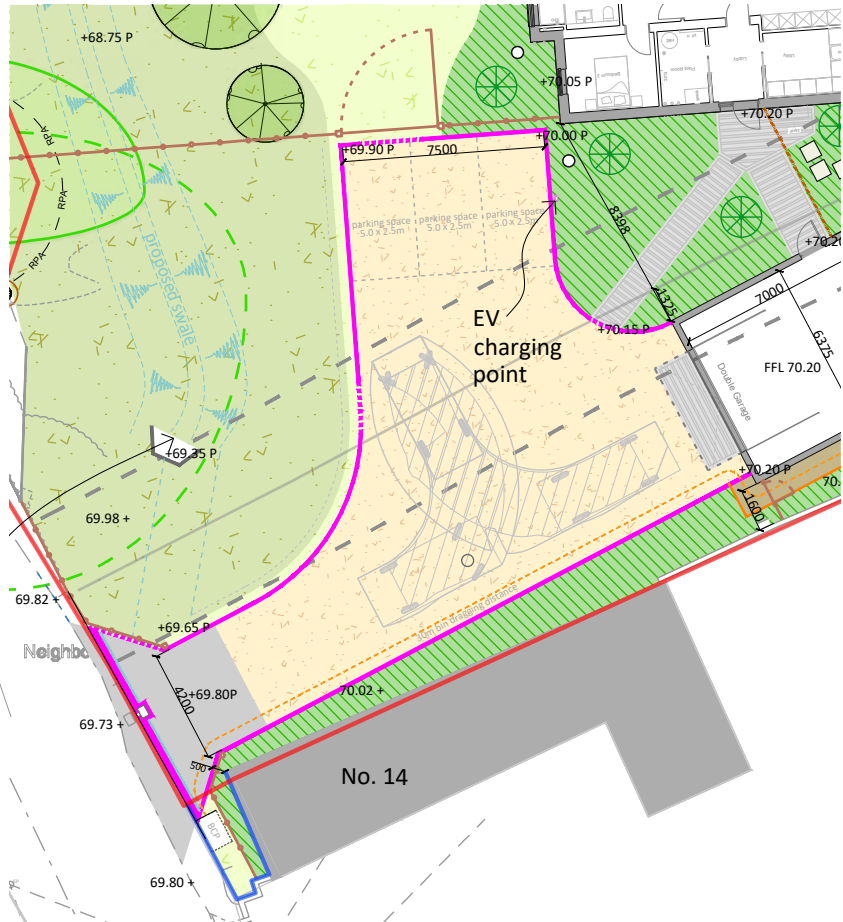


Figure 13. Extract from Greenhalgh Landscape Architecture Landscape Plan highlighting the access proposals. Not to scale.

2.5 Drainage Proposals

Drainage strategy

The proposals include sustainable drainage solutions to manage surface water run-off on Site and for rainwater harvesting. The proposals are also designed to manage the identified existing challenge of surface water flooding at the Site entrance on The Green.

Drainage technical details

This location has a predicted and historic problem with surface water flooding. This is fully detailed in the Site's Flood Risk Assessment report by Tumou Consulting ref 19966-R01-A-FRA and DS. In summary, due to incapacity in the existing Highway drainage and/or Public Surface Water Sewer network overland surface water flows from the higher ground to the south along the alignment of The Green towards the topographical low spot that exists at the Site's entrance. This ponds until the grass verge is breached (the existing road gully being inundated) with water then flowing into the Site and further northwards along its' western edge until it ponds in natural depressions along the field's northern boundary.

In developing the Site's proposed access layout, drainage provision and level design a strategy has been incorporated for ensuring that this existing overland flow route is formalised and maintained. This strategy was discussed with, refined and approved in liaison with Wiltshire County Council as Lead Local Flood Authority during the Planning in Principle stage of this Site's planning history (ref PL/2024/04957). The strategy ensures that under normal rainfall conditions the run-off from adopted and private areas is kept separate, but under overland exceedance flood flow conditions flooding depths are minimised and the flood waters are directed towards a formalised flow path (in the form of a swale) that directs them towards natural depressions along the field's northern boundary.

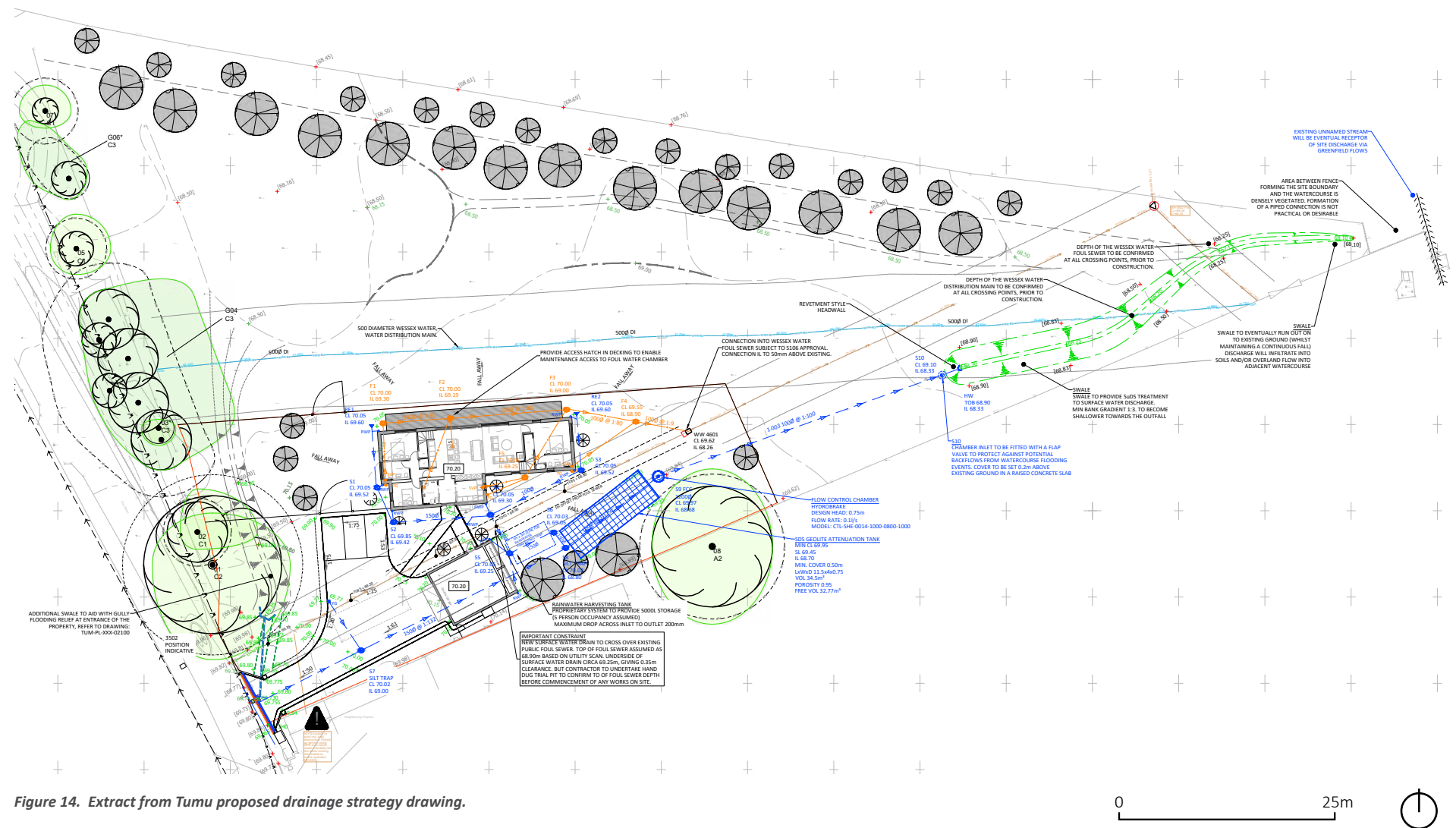


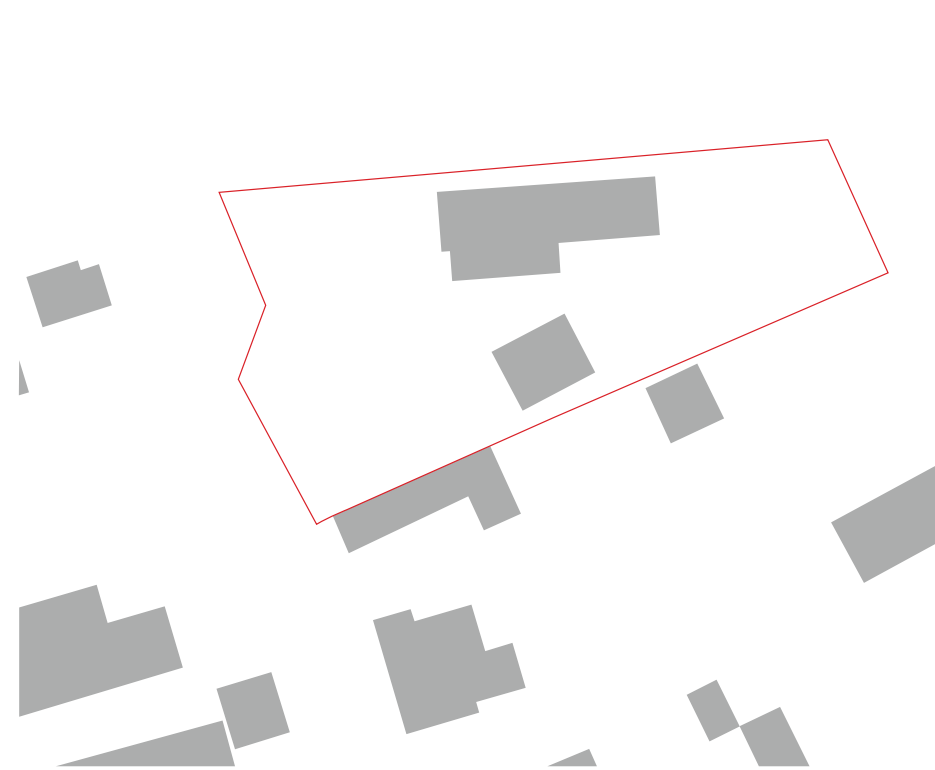
Figure 14. Extract from Tumu proposed drainage strategy drawing.



Figure 15. Precedent image of drainage swale with grass area.

2.6 Further Layout Strategies

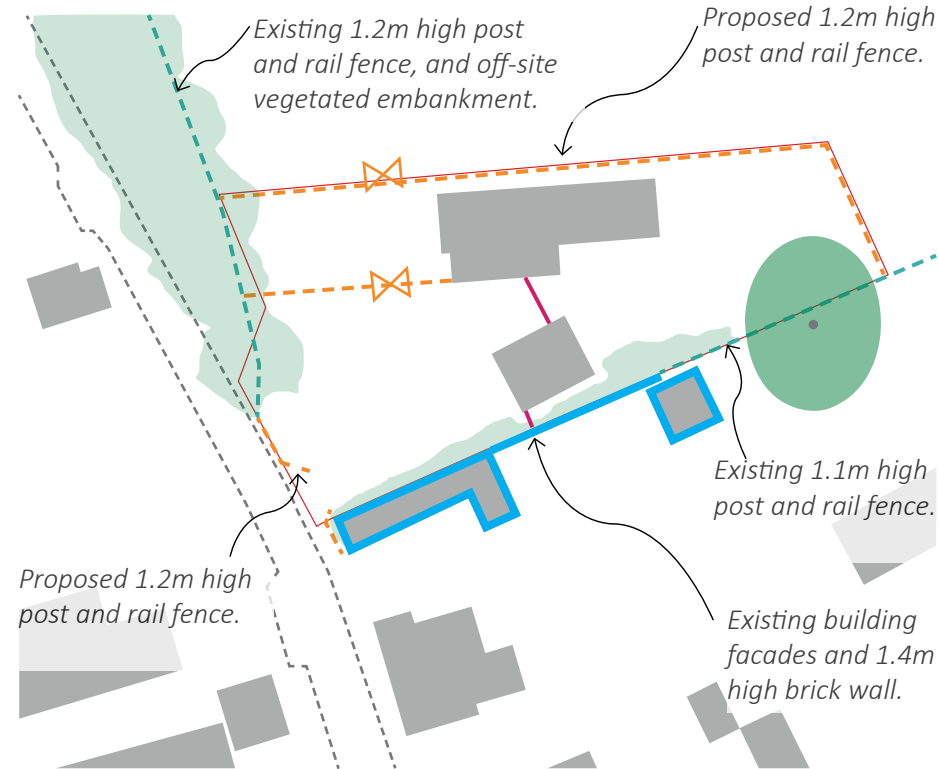
Settlement pattern and grain



Analysis of the proposed buildings placed within the context of the existing neighbouring settlement, as illustrated by the 'urban grain' diagram above, highlights how the scale, orientation and distribution of proposed built form is sympathetic to the existing context. The proposed dwelling would occupy a similar footprint to neighbouring properties in this part of Great Cheverell. Similarly, the garage would be of proportionate scale.

The positioning of the proposed dwelling towards the north of the Site affords a good degree of offset from neighbouring properties, with regards to privacy and overlooking. This would be assisted by the positioning of the detached garage which would present a windowless southern facade.

Boundaries strategy



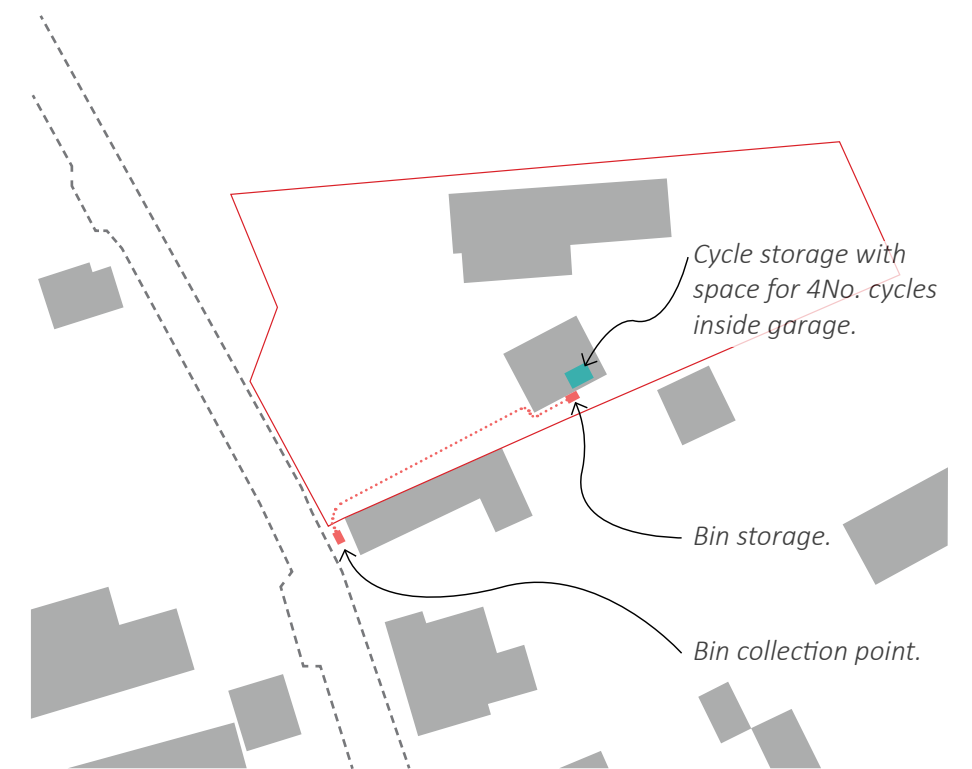
The boundaries strategy seeks to define and contain the domestic curtilage, essentially following the Site red line to the north and east, utilising a fence type which is characteristic of the area, visually unobtrusive and sensitive to the settlement edge, hence the use of 1.2m high post and rail. This would include stockproof mesh to the lower half to help containment.

The frontage area containing the car parking, drive and principal building entrances would be contained by a combination of new building lines, the vertical timber screen of the 'link' structure, new post and rail fencing, and existing post and rail fencing. The Site also benefits from good existing containment from neighbouring building facades and brick wall abutting the Site to the south, and the vegetated embankment adjacent to the west.

In the wider context the Site is contained to the north by the railway line. A new line of tree and shrub planting would be located here.

The boundary line on The Green would be formed by timber post and rail fencing, replicating the existing edge here and being sensitive to the setting.

Bin and bicycle strategy



A bin collection point would be located adjacent to the south west of the Site on land within the ownership boundary, at the roadside on The Green. An external bin storage point would be located against the southern side of the proposed garage at a distance of no greater than 30m from the collection point.

The proposed dwelling would generate the need for storage of 4No. bicycles. In accordance with Wiltshire Council's Local Transport Plan 2011-2026 Cycling Strategy¹ (and the quoted Code for Sustainable Homes 'best practice' dimensions), storage for 4No. bicycles would be provided inside the proposed garage in a designated space measuring 2.0m long x 2.5m wide.

¹ <https://www.wiltshire.gov.uk/media/7620/Wiltshire-Local-Transport-Plan-2011-2026-Cycling-Strategy/pdf/ltp3-cycling-strategy.pdf?m=1637233203987>

2.7 Planting Strategy

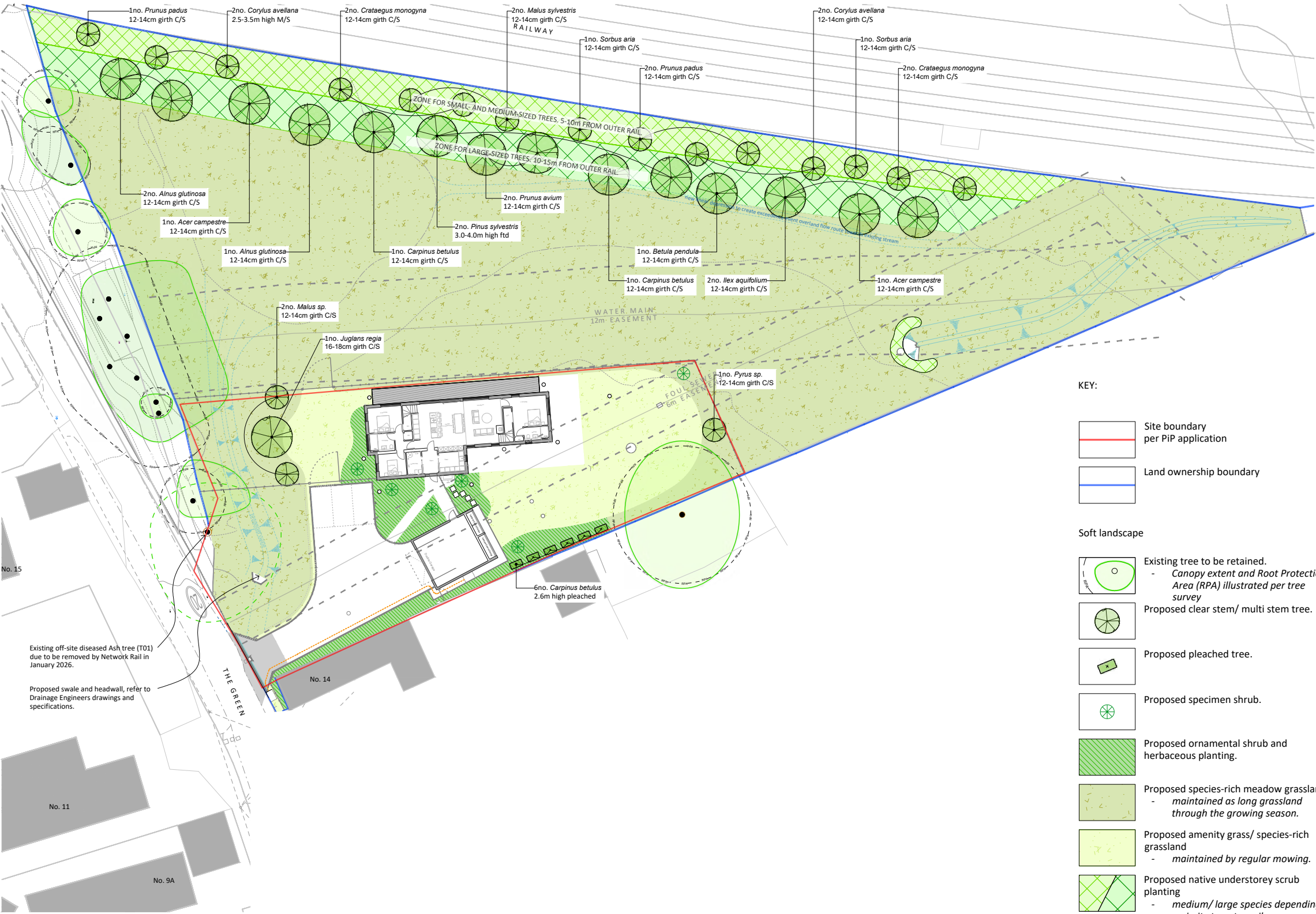


Figure 16. Extract from Greenhalgh Landscape Architecture planting plan.

Northern boundary trees



Garden trees



Native understorey scrub



Garden ornamental precedents



2.8 Hard Landscape Strategy

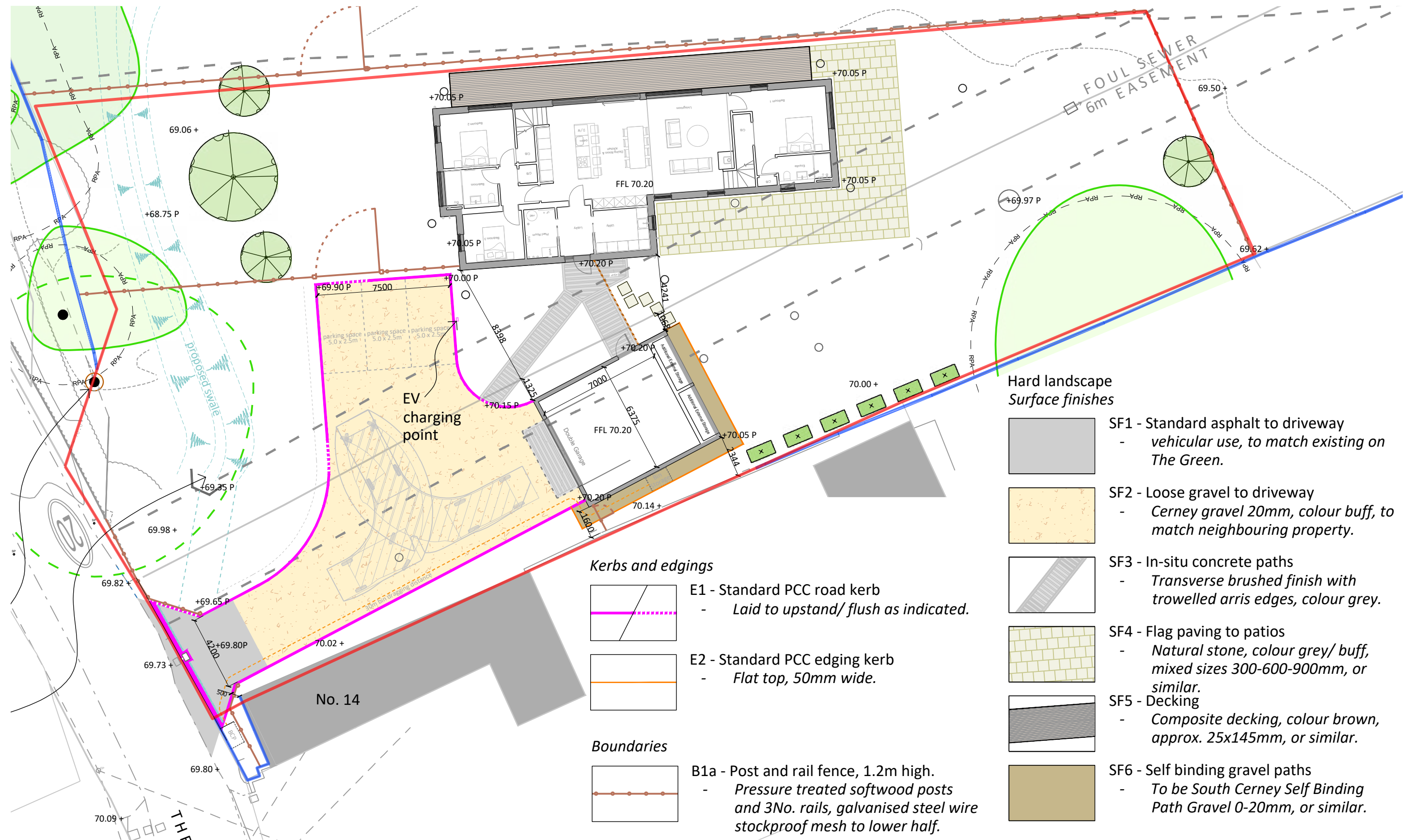


Figure 17. Extract from Greenhalgh Landscape Architecture landscape plan.



Asphalt threshold and loose cerney gravel drive. Precedent at neighbouring property, No.14 The Green.



In-situ concrete path, transverse brushed finish with trowelled arris edges. For pedestrian paths to principal building entrances.



Timber post and rail fencing with matching 5-bar gates.



Composite decking. For decking area adjoining the house to the north.



Natural stone paving, colour grey/ buff, sizes 300-600-900mm, or similar. For patio at the east of the house.



Self-binding gravel path. For use at rear and side of garage.

2.9 Visualisation

The following page present the existing view from The Green looking into the Site through the existing field gateway. It is presented alongside a visualisation of the proposed development which is a composite image accurately combining photography of the existing view and a rendered image generated from a computer-generated 3D model of the proposed devcelopment.

The photography and visualisation were produced in accordance with industry standard guidance and best practice, namely:

- *‘Guidelines for Landscape and Visual Impact Assessment’*, Landscape Institute and Institute of Environmental Management and Assessment, Third Edition, 2013;
- *‘Technical Guidance Note 06/19: Visual Representation of Development Proposals’*, Landscape Institute, 2019.

The visualisation conforms to Accurate Visual Representation (AVR) level 3 i.e. fully rendered view depicting the architectural form, landscape proposals and use of materials.

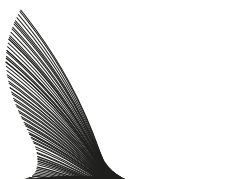


**LAND AT THE GREEN,
GREAT CHEVERELL**

Landscape Strategy
241-G102
April 2024

GREENHALGH

Landscape Architecture



Project Address:

Land at The Green
Great Cheverell
Wiltshire

Rev	Issue Status	Date
P1	Planning (PIP)	25.04.2024

For and on
behalf of:

Solution Property

In collaboration with :

Bolt Design Studio | Architects
PlanningSphere | Planning Consultants
Ethos Environmental Planning | Ecologists

Contents

Introduction	1
SECTION 1.0	3
Background & Context	
1.1 Site Location	4
1.2 Local Context	5
1.3 Site Photographs	6
1.4 Existing Vegetation	7
1.5 Planning Context and Designations	8
1.6 Local Landscape Character	9
1.7 Baseline Views	10
1.8 Visual Analysis	15
SECTION 2.0	17
Analysis, Concept & Design Parameters	
2.1 Constraints and Key Recommendations	18
2.2 Concept	19
2.3 Parameter Plan	20
2.4 Illustrative Masterplan	21
2.5 Summary and Conclusion	22



Introduction

Greenhalgh Landscape Architecture has been appointed by Solution Property to conduct a landscape strategy report for land at The Green, Great Cheverell, Wiltshire. The site has been analysed on behalf of the Landowners for its potential for development of a single self-build residential property and to inform the landscape strategy for the proposed development of the site.

The site analysis and observations were undertaken in August and September 2022.

The landscape strategy covers the site’s background information and context; visual appraisal inclusive of local visibility and mid- to long- distance views; proposals, which take into account site constraints and opportunities; and identification of development parameters which outlines how the site could be sensitively developed incorporating key recommendations.

The report is a standalone document and should be read in conjunction with the supporting submission documents. It has been prepared to support the Planning In Principle (PIP) application with Wiltshire Council.



1.1 Site Location

The site is located at the northern edge of the village of Great Cheverell. It comprises an undeveloped agricultural field. It is accessed from The Green via an existing field gate. There is no public access to the site.

The site is broadly triangular. It is bound to the north, its longest side, by the Westbury-Pewsey railway line, separated from the site by a post and wire fence and low scrubby vegetation. To the south it is bound by timber post and rail fencing with wire mesh infill where it abuts the small neighbouring fields. A high brick-built garden wall and brick and timber building facades form the western end of the southern boundary up to the road. The western boundary is formed by a timber post and rail fence set in front of a band of trees and scrub. The western edge is reinforced by vegetation alongside The Green, beyond the site, as it slopes up to meet the railway overpass bridge.

Adjacent to the western boundary of the site there are residential properties facing onto The Green, though separated from it by a dense mature hedge of domestic aesthetic. High Street and the centre of the village lie close to the south.

The nearest settlements are the villages of Littleton Panell approximately 1.9km to the south east, Little Cheverell approximately 1.2km to the south southeast and Erlestoke approximately 2.0km to the west southwest. The nearest town is Devizes which lies approximately 7.0km (4.3 miles) north northeast of the site.

The site is relatively flat and sits around 70m AOD, with a slight fall towards the east. There is a small unnamed stream which runs adjacent to the eastern end of the site and is culverted beneath the railway. Topographically, the site is at the confluence of the flat or gently rolling farmland to the north and the steeper, hillier land to the south which meets the Salisbury Plain scarp.

There are many Public Rights of Way (PRoW) within the immediate and wider vicinity of the site.



Figure 1. Plan of the site in its wider context

1.2 Local Context

The site is a triangular field currently managed as agricultural land. At the time of survey it was being grazed by sheep.

Within the site itself, the northern area has open views over the railway into the fields beyond. The southern boundary of the site is formed by the brick wall of an adjacent dwelling, wooden clad outbuilding and agricultural style garden fencing. The eastern area of the site tapers into a point bounded by a small fence-line and vegetation. To the north east the road sits higher than the site which forms a sloping embankment into the site which is lined by trees and a hedgerow. The embankment levels off towards the south west corner of the site to form a level entrance from The Green.

The site is located at the northern edge of the settlement, abutting neighbouring properties and adjoining The Green. The settlement boundary is not defined in Planning terms but a notional existing extent is perceivable along The Green immediately west of the site and the neighbouring properties abutting the site's southern edge. The railway is a physical barrier limiting the northward expansion of the settlement and existing properties to the west of The Green run up to this line, so forming the northernmost edge of the settlement.



Figure 2. Aerial view of the site in its local context

1.3 Site Photographs

1	2
3	4
5	6



Photograph 1. The existing gateway and post & rail fence fronting onto The Green. It is the only access into site and provides an open glimpsed view between the site and The Green.

Photograph 2. Blank brick and timber facades of the neighbouring dwelling and a brick-built garden wall about the southern boundary. The neighbouring property has no windows facing site on this boundary.

Photograph 3. A low post & rail fence gives a relatively open boundary with the neighbouring field and orchard to the south. A group of large mature trees sits immediately beyond.

Photograph 4. The site falls subtly to the east and there is clear visibility across the northern boundary and along the railway corridor to the east.

Photograph 5. The northern boundary comprises a post & wire fence and low scrubby vegetation in a narrow corridor alongside the railway. The trackbed is clearly visible in places and passing trains overlook the site at very close range.

Photograph 6. The western boundary comprises a bank of mature trees and scrub set on an embankment which rises from the edge of the site to meet the rising road and railway overpass bridge. A very large mature walnut tree sits close to the southern boundary and its canopy extends considerably into site.



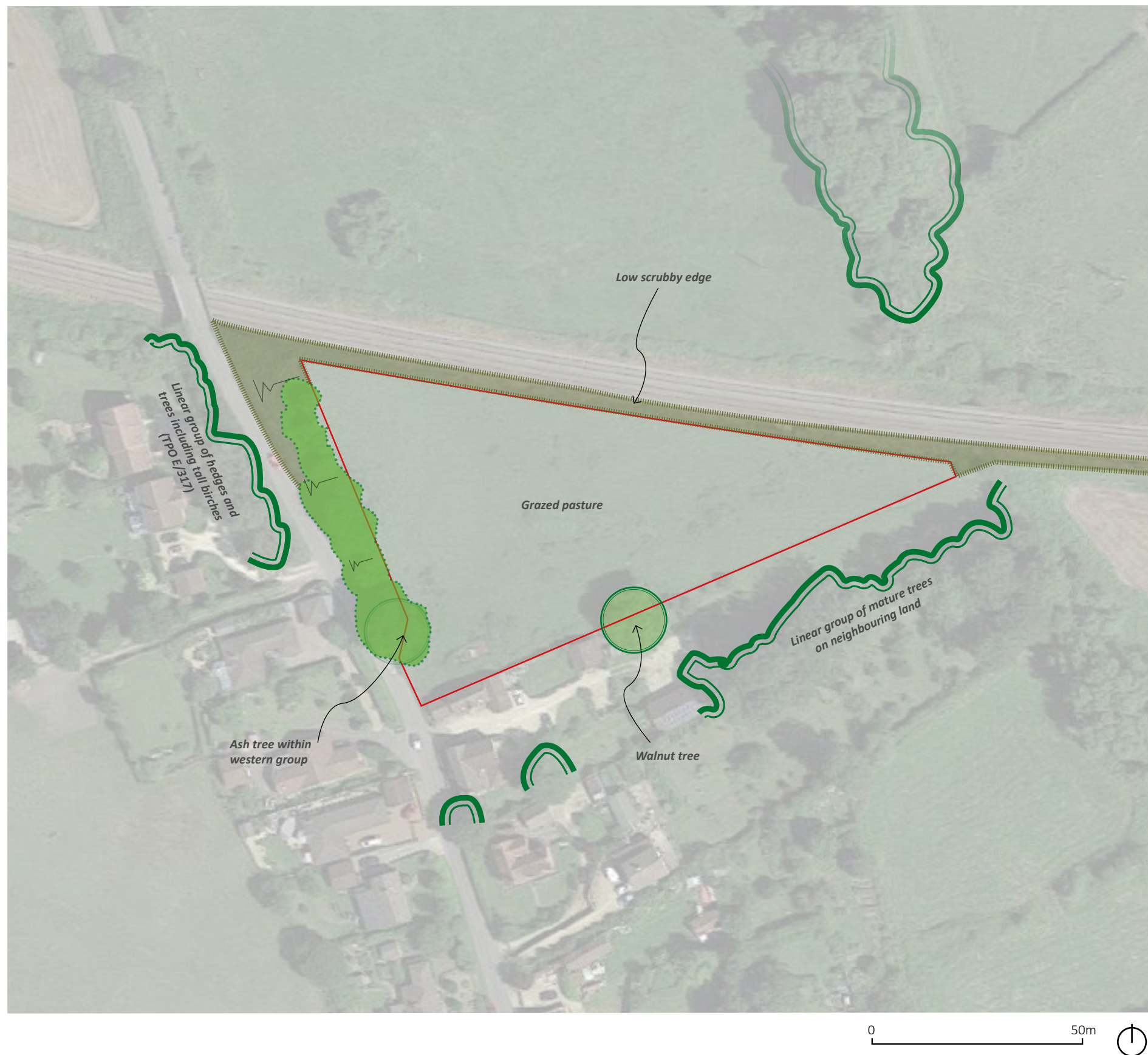


Figure 3. Existing vegetation

1.4 Existing Vegetation

The site consists of grassland, grazed by sheep at the time of the fieldwork associated with this report.

A narrow corridor of low-level scrub and grasses follows the railway line along the length of the northern boundary. This enables views onto and across the railway and provides no visual screening or acoustic attenuation from passing trains. This vegetation type is consistent on both sides of the railway in this region, beyond the site itself.

The western edge of the site is formed by a bank of mature trees and scrub which runs up to the timber post & rail fence at the site boundary. Several large tree canopies overhang the site including a significant ash tree at the southern end of this group adjacent to the site access.

The southern boundary is without notable vegetation with the exception of a very large mature walnut tree located towards the middle of this southern line just within the neighbouring garden to the south. Its canopy substantially overhangs the site and the girth of its single stem would suggest a significant root protection area (RPA).

There are notable trees and tree groups in the immediate vicinity of the site including a linear mixed group parallel with the southern boundary, large freestanding trees in neighbouring gardens, and a linear group of tall birches on the western side of The Green opposite the site. The tall birches and underlying hedgerow are subject to a Tree Preservation Order (TPO E/317). Collectively, these trees add to the green and mature setting of the village and are frequently visible in local views, providing a second strongly vegetated layer beyond the site.

1.5 Planning Context and Designations

The site is at the northern edge of the village of Great Cheverell wholly within the civil parish of Cheverell Magna. There are no designations of landscape relevance within or bounding the site.

Great Cheverell Conservation Area lies approximately 110m to the south at its closest point to the site, encompassing the centre of the village and only the southernmost extent of The Green at the junction with High Street.

A Special Landscape Area (SLA) lies across much of Salisbury Plain including its north facing scarp. In proximity to the site its northern edge is defined by Westbury Road which broadly follows the contours at the base of the scarp. The SLA lies approximately 1.1km to the south of the site at its closest point.

Much of Salisbury Plain also comprises a Site of Special Scientific Interest (SSSI) and Special Conservation Area (SCA), designated for ecology interest.

The Wiltshire Council Core Strategy policy CP51 Landscape states the following:

'Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies.
- ii. The locally distinctive character of settlements and their landscape settings.
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.
- iv. Visually sensitive skylines, soils, geological and topographical features.
- v. Landscape features of cultural, historic and heritage value.
- vi. Important views and visual amenity.
- vii. Tranquillity and the need to protect against intrusion from light pollution, noise, and motion.
- viii. Landscape functions including places to live, work, relax and recreate...'

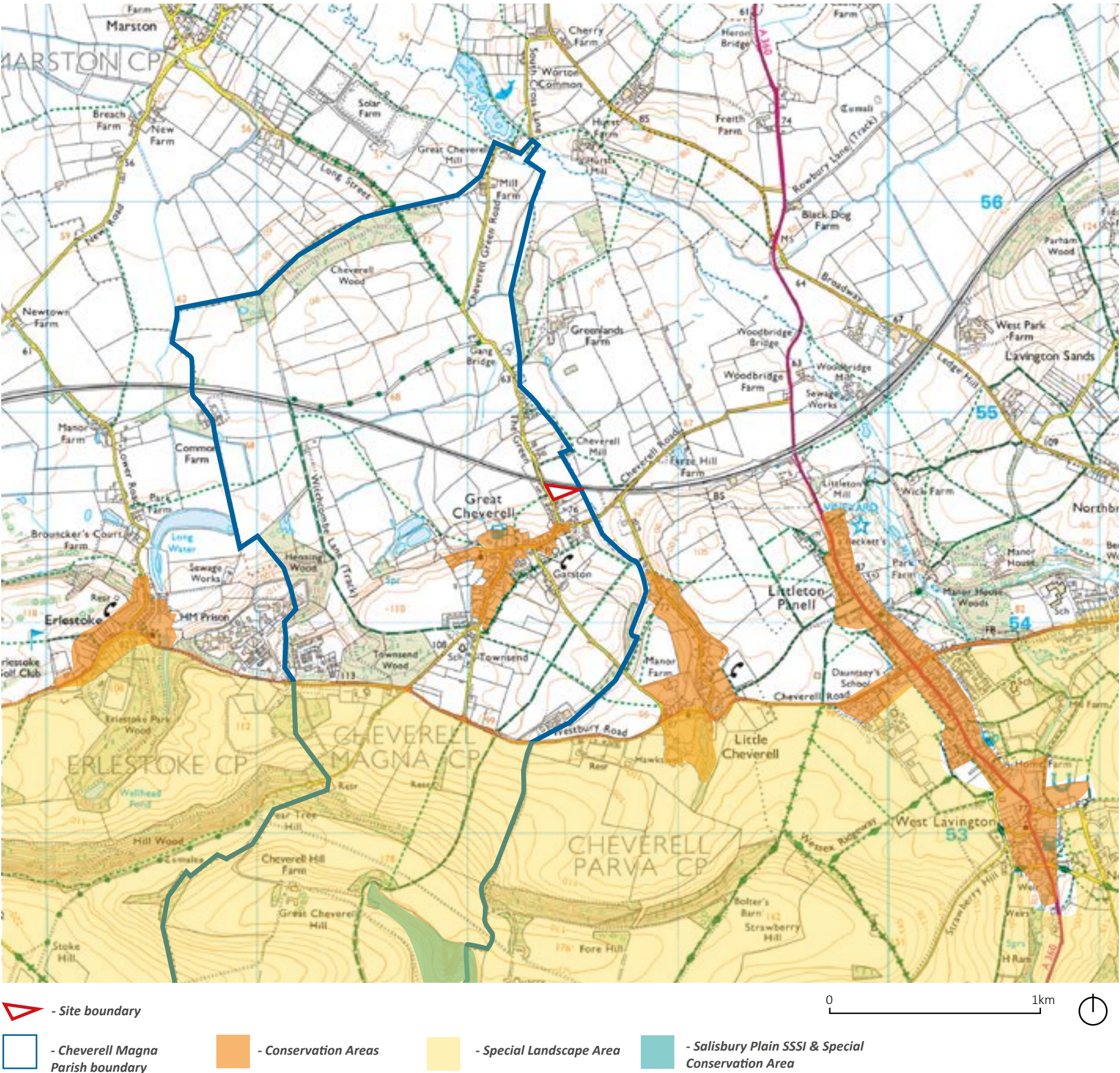
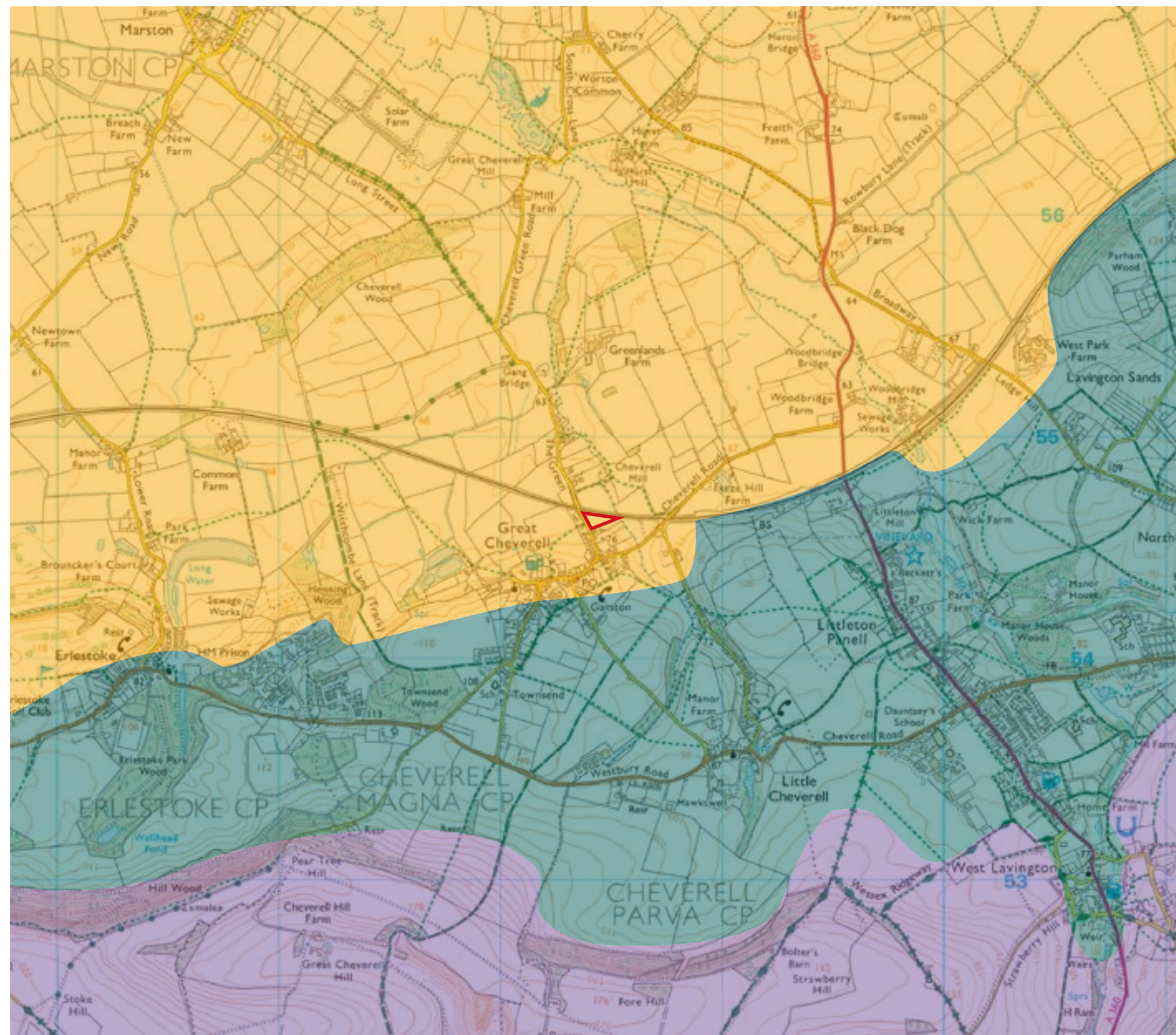


Figure 4. Wiltshire Planning Context



 - Site boundary

Landscape Character Areas
(Wiltshire Landscape
Character Assessment 2005):

-  11C
Trowbridge Rolling Clay Lowland
-  15A
The Vale of Pewsey
-  3A
Salisbury Plain West

0 1km 

Figure 5. Local Landscape Character Assessment

1.6 Local Landscape Character

In accordance with the Wiltshire Landscape Character Assessment (2005) the site lies wholly within Landscape Character Area (LCA) 11C Trowbridge Rolling Clay Lowland. Key characteristics of this area include:

- 'Largely rural, tranquil landscape.
- Strong pattern of hedgerows and mature hedgerow trees.
- Many streams with rich riparian vegetation.
- Woodland blocks of high ecological value.
- Small scattered villages of traditional pattern and vernacular materials.
- Views to Chalk scarps and Limestone ridge.'

The Landscape Character Assessment report also states the following:

'Trowbridge Rolling Clay Lowland is a gently undulating, largely rural area of mixed arable and pasture land. Medium to large rectangular fields are bounded by thick hedgerows with mature hedgerow trees. Combined with scattered woodland blocks (some ancient) and rich riparian vegetation along the stream lines the hedgerows make this a semi-enclosed landscape allowing intermittent views to the steep scarps of the Chalk uplands. Settlement is sparse to the east of the area with scattered nucleated and linear villages and farmsteads. Building materials are red brick and tiles...'

LCA 15A lies approximately 0.3km to the south of the site at its closest. It includes the southern, most elevated part of Great Cheverell, and stretches across the land which rises towards the scarp. Key characteristics include:

- Underlain by Upper Greensand with a series of low undulating foothills of Lower Chalk flanking the vale sides.
- Broad, low lying, level vale, becoming gently undulating as it narrows to the east.
- Contained and enclosed by the dramatic escarpments of chalk upland to either side.
- Varied land cover with pasture along tributaries and arable in medium to large fields enclosed by hedgerows.
- Chalk foothills in arable land use with very open large scale fields.
- Weak hedgerow structure with few hedgerow trees and boundaries replaced by fencing.
- Threaded by numerous minor streams draining to the headwaters of the River Avon, lined by riparian vegetation with strips of alder and willow and some important wetland habitats - meadow, marsh and wet woodland.
- A settled landscape with compact small towns, clustered villages, hamlets and many dispersed residential and farm buildings.

1.7 Baseline Views

As part of the initial site appraisal, the potential visual impact of any development should be considered to understand how the existing site and its features are read in the immediate and wider contexts. This approach ensures that environmental and policy factors inform design development from an early stage and that the scheme develops in a coordinated and fully considered way.

The methodology for photography and fieldwork is derived from current industry guidance and published best practice, namely:

- ‘Guidelines for Landscape and Visual Impact Assessment’, Landscape Institute and Institute of Environmental Management and Assessment, Third Edition, 2013;
- ‘An Approach to Landscape Character Assessment’, Natural England, 2014; and
- ‘Technical Guidance Note 06/19: Visual Representation of Development Proposals’, Landscape Institute, 2019.

View locations (viewpoints) have been selected where a degree of visibility of the site or its boundaries was observed, from publicly accessible locations around the local area, as indicated on Figure 6. The following viewpoint photographs present a selection of key views towards the site. Photography and fieldwork was undertaken in August 2022 during good weather with excellent atmospheric visibility.

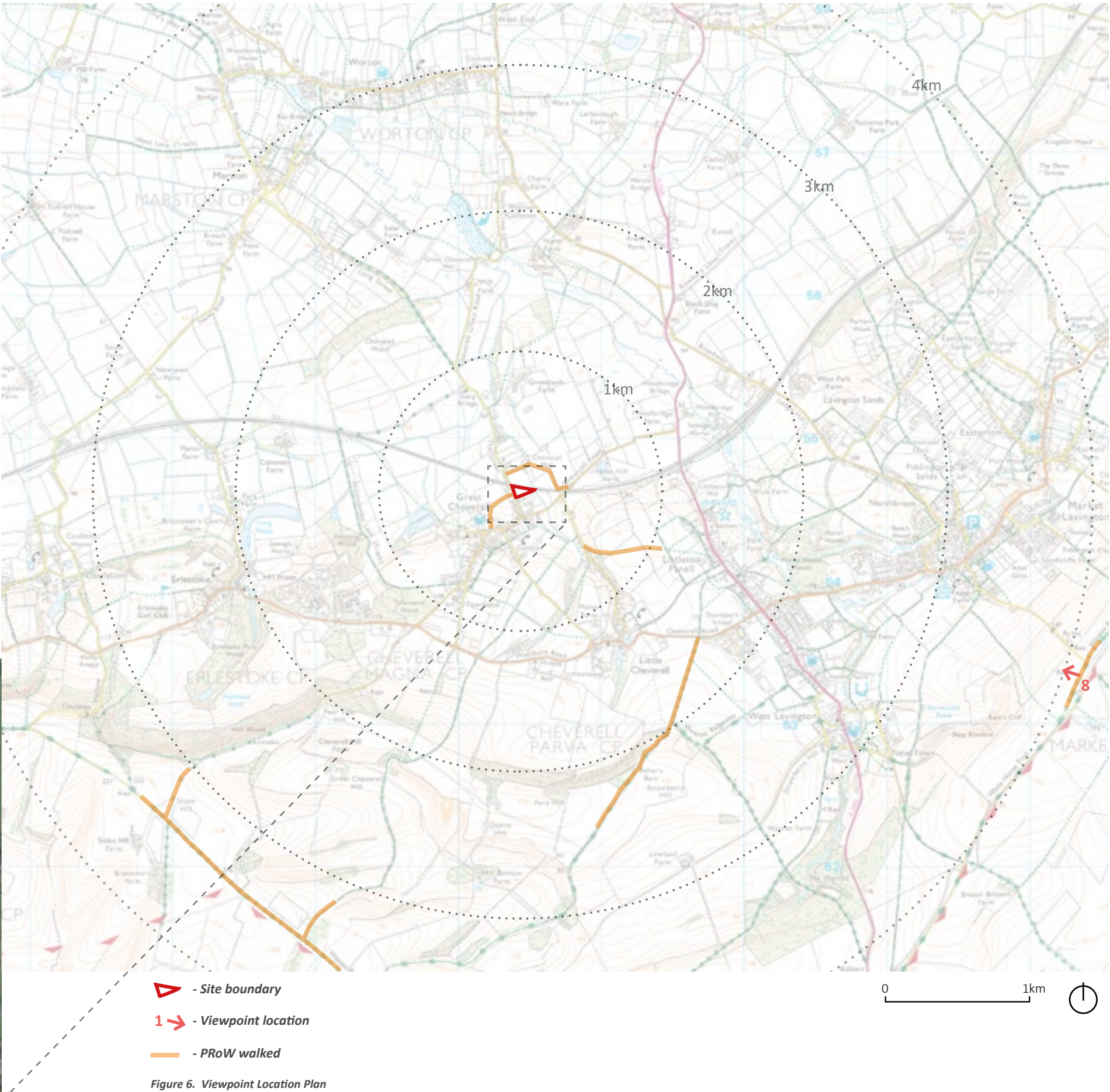


Figure 6. Viewpoint Location Plan



Viewpoint 1: View from The Green through the site access gateway, 3m west of the site, looking north east.



Viewpoint 2: View from the overpass bridge on The Green 25m west of the site, looking east.





Viewpoint 3: View from public footpath (CHEM5) 95m north of the site, looking south.



Viewpoint 4: View from public footpath (CHEP2) 160m north of the site, looking south west.





Viewpoint 5: View from public footpath (CHEP2) 150m north east of the site, looking south west.



Viewpoint 6: View from the overpass bridge on Cheverell Road 215m east of the site, looking west.

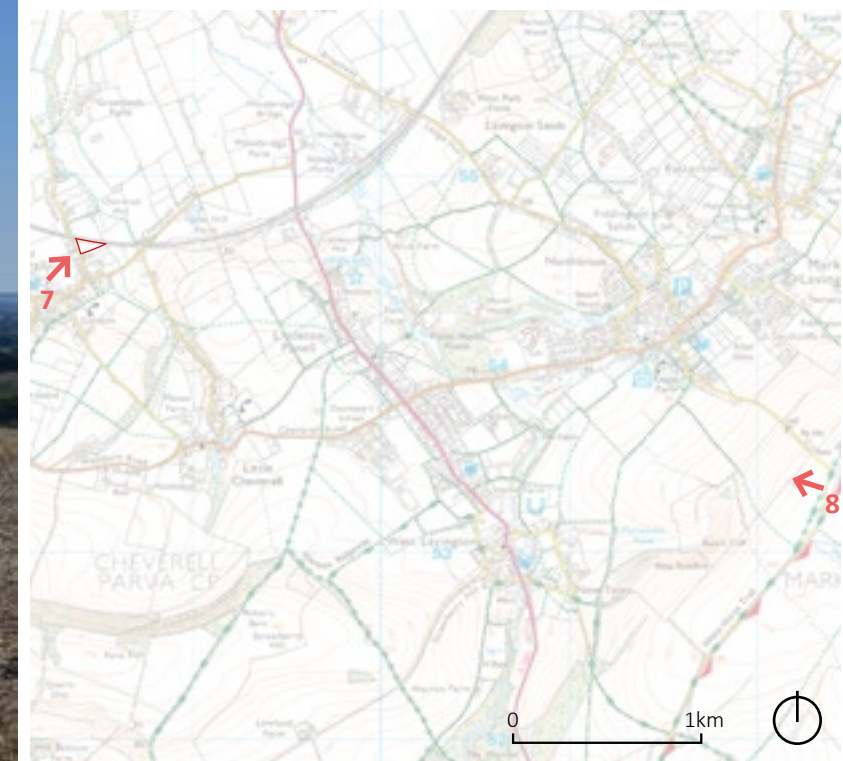




Viewpoint 7: View from public footpath (CHEM8) 215m south west of the site, looking north east.



Viewpoint 8: View from public byway (MLAV28) and White Horse Trail/ Wessex Ridgeway 4.0km south east of the site, looking north west.



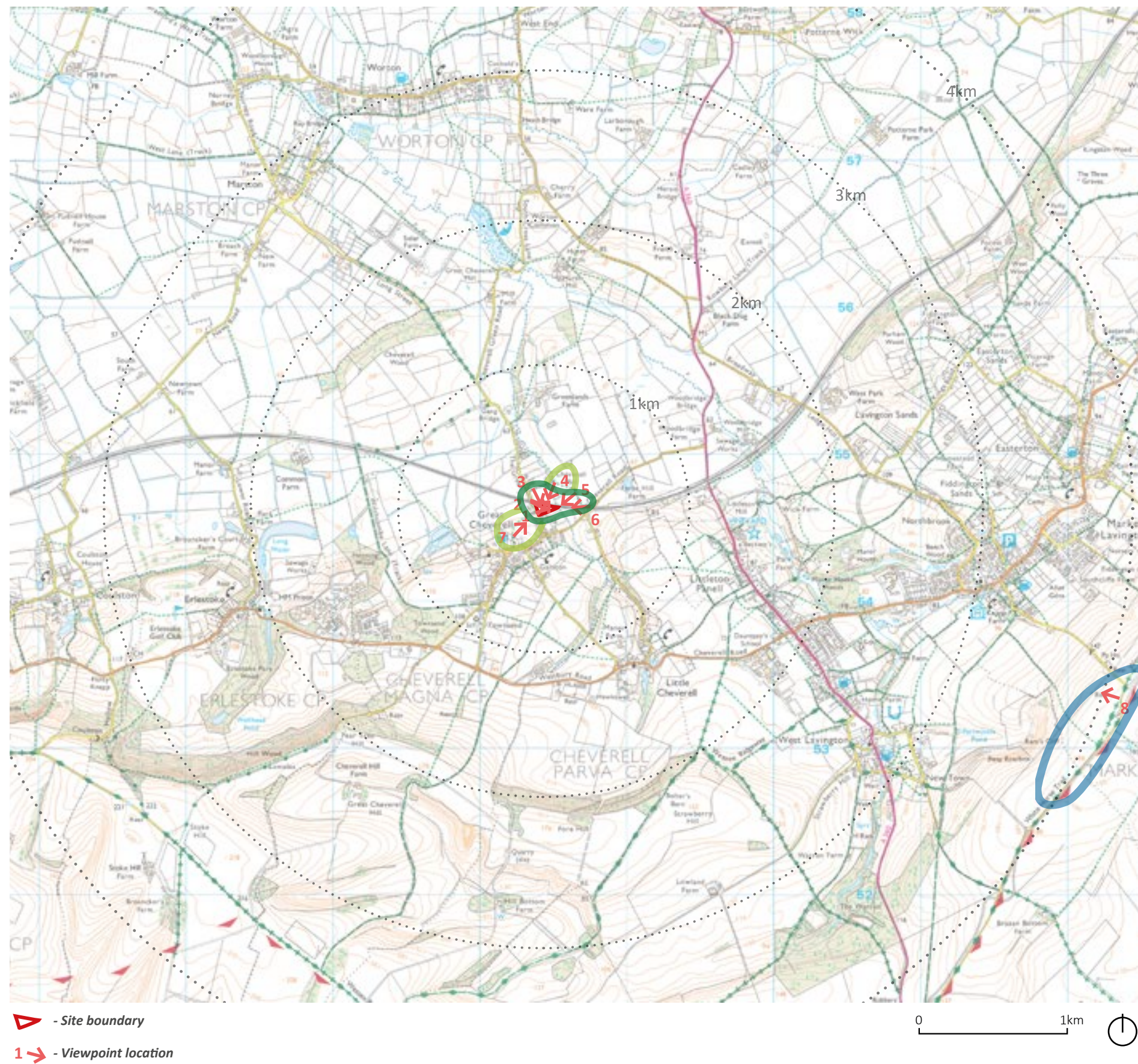


Figure 7. Visual Summary Diagram

1.8 Visual Analysis

GENERAL OBSERVATIONS

- The site is located in a mature vegetated setting characterised by grouped and individual large-scale trees in association with the semi-rural environment of numerous small-scale settlements throughout the agricultural landscape.
- There are a number of views found in close proximity to the site, in and around the village of Great Cheverell. There is an isolated area with very long-distance views towards the site from the edge of Salisbury Plain. However, there is no notable visibility towards the site from anywhere in between owing generally to the intervening effects of landform and layers of mature vegetation.

CLOSE RANGE VIEWS WITH CLEAR VISIBILITY

- Some locations in very close proximity to the site have the clearest views in, generally where boundary vegetation is lacking, such as the gateway onto The Green or along the railway to the north. From such locations only partial views are afforded and never of the site in its entirety, although passengers on the railway would be an exception.
- Glimpsed view with very short exposure for motorists in transit from The Green or for railway passengers.
- Some neighbouring dwellings close to the site may have clear views.

OTHER CLOSE RANGE VIEWS

- Large mature trees at or immediately beyond the boundaries of the site are characteristic of Great Cheverell and the adjacent agricultural land. Beyond its immediate setting this vegetation serves to contain the site.
- Close-range views are across the flat landscape where vegetation, buildings and local undulations in landform readily limit visibility.

LONG RANGE VIEWS FROM THE SOUTH EAST

- An isolated area of very elevated land across the edge of Salisbury Plain gives vantage towards the northern edge of the site where the railway corridor is relatively open. The site is virtually indiscernible with the naked eye due to the distance. It is a miniscule component of a much wider and deeper view thus minimising its relative visibility.





Figure 8. Constraints and Key Recommendations Diagram

2.1 Constraints and Key Recommendations

The adjacent diagram outlines the key constraints and opportunities for the site.

Off site trees at the southern and western edges have canopies which overhang the site and cause areas of overshadowing, along with root protection areas (RPAs) which area likely to be considerable. These trees should be protected as they would assist in integrating development in local views. Conversely the northern boundary is open and abuts the railway.

The existing field access gateway connects directly to The Green and is the only available and feasible connection to the public highway.

A notional extent for the existing settlement boundary is not defined in Planning terms but is perceptible, based on existing property boundaries, roads and the railway. Development should fit with this grain and be sensitive to the existing settlement pattern and dispersal. Southern and western regions of the site are more closely associated with existing settlement and therefore more appropriate to receive new built form.

There are a limited number of clear views into site from very close proximity and several glimpsed or filtered public and private views from the local setting. There are no public mid- to long-range views.

KEY

1. Existing mature vegetation and associated canopies, root protection areas (RPA) and overshadowing.
 2. Existing field access off The Green is the only practical access.
 3. Railway line abutting the site to the north, with associated noise and visual disturbance and inter-visibility. Planting constrained by Network Rail requirements and proximity to outer track.
 4. Topographically lower area at eastern end of site potentially better suited to drainage/ SUDS functions. Area within Flood Zone 2. No development within 10m of the watercourse.
 5. Notional extent of existing settlement, to inform domestic curtilage.
- Clear views into site through existing gateway at south west corner and from elevated railway overpass bridges.

- - - - - Glimpsed or filtered views from neighbouring dwellings and garden spaces immediately to the south of the site, and from the PRoW to the north and the south west.



2.2 Concept

In response to the analysis identified earlier in this report, the concept is based on the following components:

- Developable area in which new built form and domestic curtilage could be accommodated is defined by a reflection of the existing settlement pattern, therefore concentrated in the south west of the site. The siting and scale of new built form would also reflect the existing settlement. There would be appropriate offset from new built form to key trees close to the boundaries in response to canopies, RPAs and overshadowing. Building orientation, positioning of openings and proximity to neighbouring dwellings, chiefly the neighbours to the immediate south, shall inform layout.
- The existing gateway would be upgraded to accommodate access onto a new private drive/ parking area arrangement.
- New structural tree and shrub planting would create a buffer across the northern edge of the site, between new dwellings and the railway. In accordance with Network Rail parameters, small to medium scale trees would be planted within the 5-10m zone from the outer rail and larger scale trees beyond the 10m offset. This would create a diversity of height in the new wooded strip and so a denser visual, and potentially acoustic, screen.
- Beyond the domestic curtilage the remainder of the area would be retained as a paddock. Beyond this stage of work, the easternmost corner could be allied to any SUDS requirement which may arise through design development. This approach would further reinforce the existing settlement pattern and respond appropriately to the character and visual analysis.



2.3 Parameter Plan

Development parameters have been devised as an outcome of the preceding analysis and concept work. Sensitive development of the site would allow for the creation of a single self-build plot.

Access - an improved access based on the existing gateway, with new private drive/ circulation/ parking area connected to the public highway (The Green).

Building height - The new dwelling would be up to two storeys high plus pitched roof. An associated garage would be 1 storey high plus pitched roof.

Retained paddock - The majority of the land ownership area would be retained as a paddock. Field access would need to be incorporated into the domestic development area. The northern edge of the paddock would be the focus of proposed landscape & visual mitigation and ecological enhancements, to be confirmed within any future Technical Details Consent of the PIP process.

Railway boundary buffer zone - At the northern edge of the paddock a 10m deep zone of native tree and shrub planting would follow the northern boundary along the railway. This would provide visual screening and a degree of acoustic attenuation plus it would provide a linear arboreal feature which will increase ecological connectivity and provide habitat for a range of wildlife.

Existing trees - A number of existing trees are located off site but have canopies and RPAs extending into the site. All trees would be retained and all new buildings shall occur outside of surveyed canopy extents and RPAs. Where new surfacing for the proposed access/ drive/ parking is unavoidable within RPAs, appropriate technical solutions shall be employed to avoid harm to the trees.

Key:

- Application site
- Other land in Client's ownership

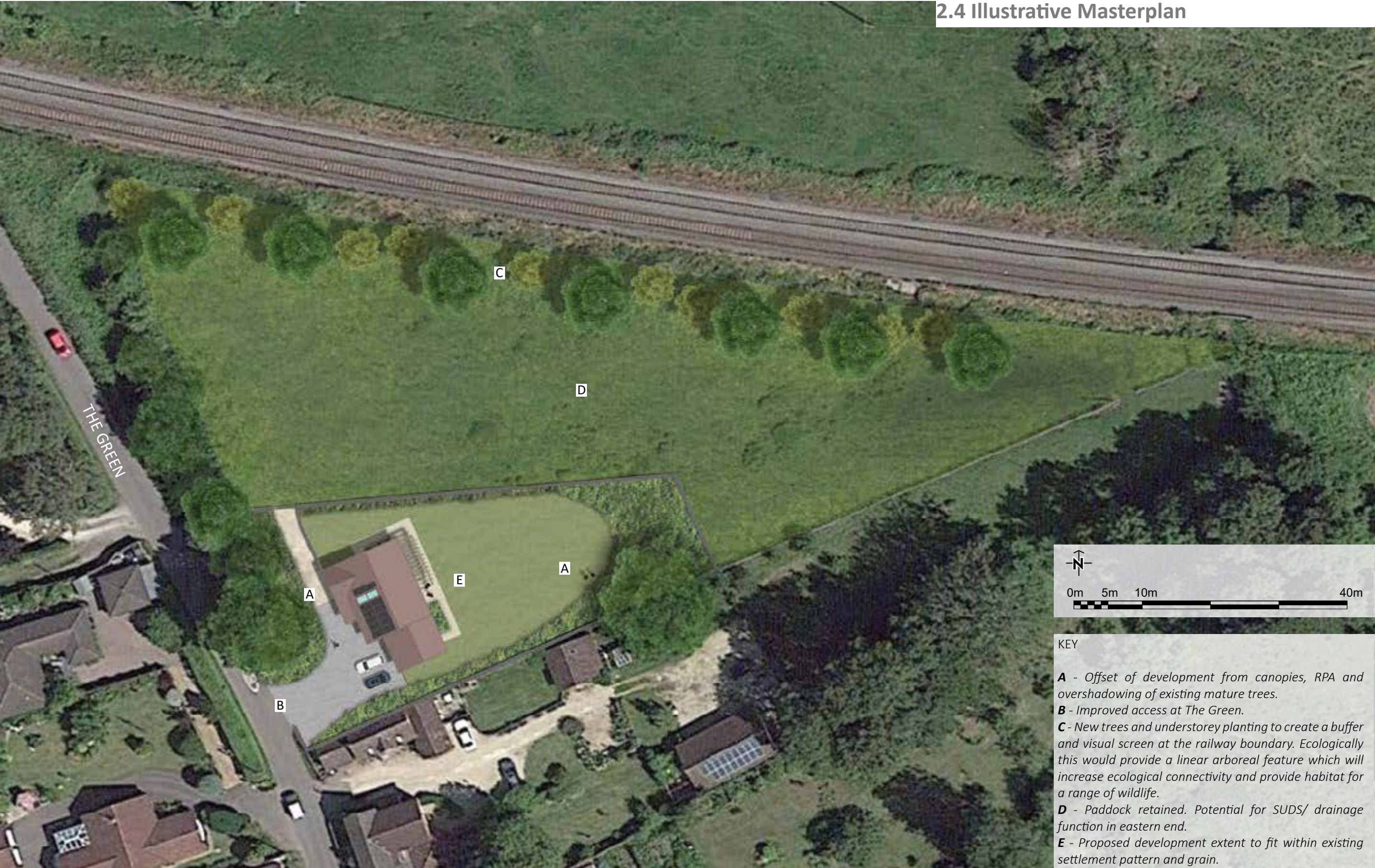


Figure 11. Illustrative Masterplan

2.5 Summary and Conclusion

The site is located at the northern edge of the village of Great Cheverell, Wiltshire. It comprises an undeveloped agricultural field, accessed from The Green via an existing field gate.

The site has potential for new residential development contained within the south western part of the site. The visual appraisal concludes that the site is seen in a limited number of views in the context of the existing settlement edge of Great Cheverell. Visibility towards the site is generally confined to the immediate setting and there are no public views beyond this, except from isolated positions at the edge of Salisbury Plain a considerable distance away. Therefore, siting new built form in the south western part of the site where it would be most closely associated with the existing settlement means that the new development would be read in the context of existing built form and so would be in keeping with the established settlement pattern and notional settlement extents. As a result of the analysis and early design development, the application area has been defined in the south western part of the land ownership area and this application area would contain the proposed single self-build dwelling and would form the limit of domestic curtilage. The remaining area to the north and east would be kept as an open paddock but with the northern edge being densely planted with trees and shrubs, in keeping with the characteristics of the local landscape.

The proposed single self-build plot would have a degree of separation from southern and western site boundaries so as to provide an appropriate offset from the neighbouring dwellings to the south which abut the site, and to enable the safe retention of off-site trees including those whose canopies overhang the site significantly.

In conclusion, sensitive and well-considered development of the site would ensure that the existing rural settlement-edge character of the site is not lost, but reinforced whilst assimilating small-scale development into its immediate and wider landscape settings.

GREENHALGH LANDSCAPE ARCHITECTURE

7 Sydney Wharf,

Bath,

BA2 4EF

Registered in England

Company number 09118428
