

4.5 Residential Density

Ranges of residential densities are proposed in response to the wide range of those found in Warminster.

Two ranges of density are proposed, one that encloses and responds to the fluctuating width and alignment of the main village street and also against the railway line where levels are lower, with a lower density proposed to the green edges, public open space and to Westbury Road.

The buildings that face Westbury Road are generally of lower density and set far back with a landscape foreground, much like the way existing buildings to the south appear.



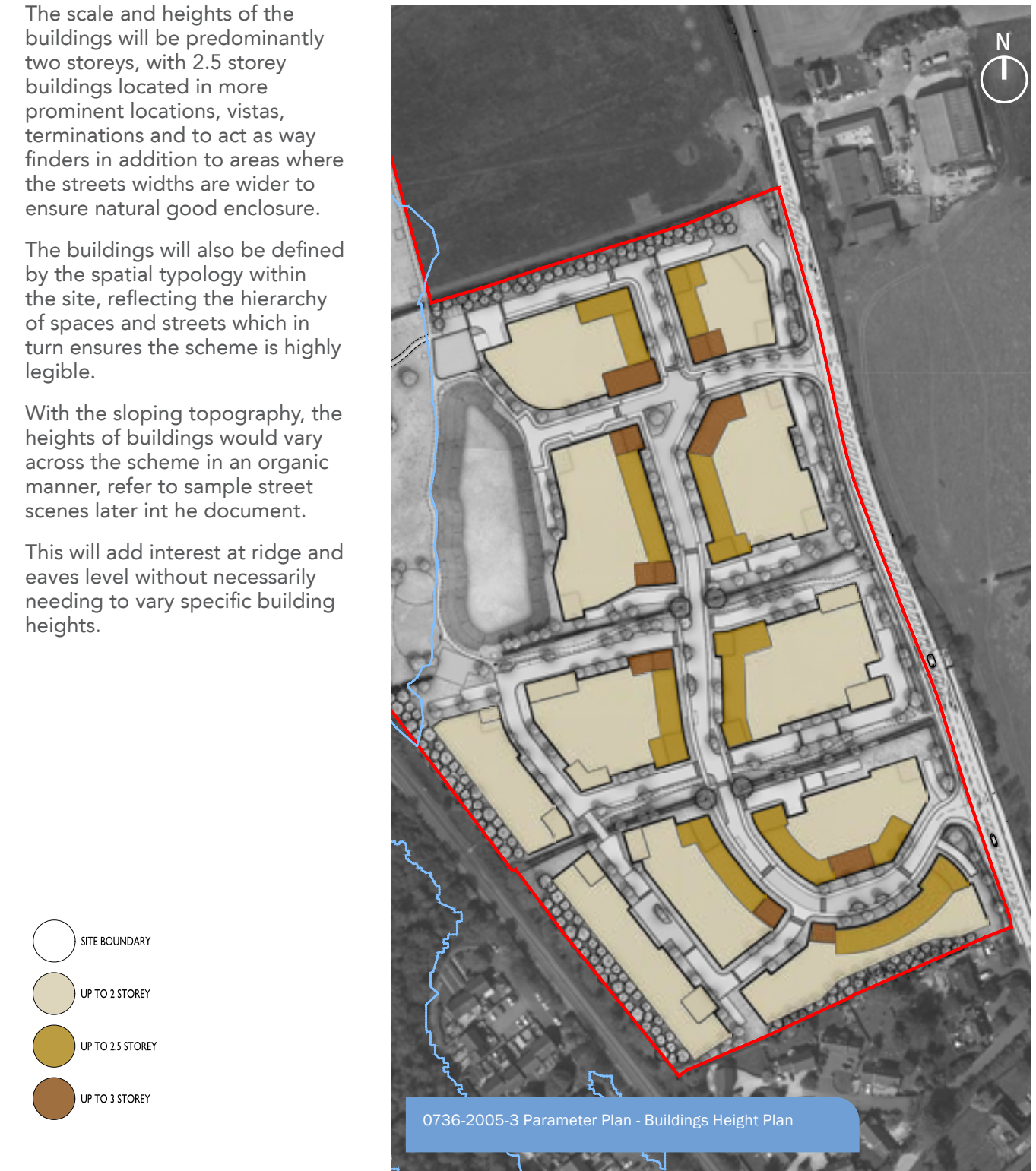
4.6 Parameter - Building heights

The scale and heights of the buildings will be predominantly two storeys, with 2.5 storey buildings located in more prominent locations, vistas, terminations and to act as way finders in addition to areas where the streets widths are wider to ensure natural good enclosure.

The buildings will also be defined by the spatial typology within the site, reflecting the hierarchy of spaces and streets which in turn ensures the scheme is highly legible.

With the sloping topography, the heights of buildings would vary across the scheme in an organic manner, refer to sample street scenes later in the document.

This will add interest at ridge and eaves level without necessarily needing to vary specific building heights.



4.7 Parameter - Access

Two new access points will serve the site from Westbury Road, both in the form of priority junctions with ghost island right turn lanes.

The internal site layout will be designed for speeds of 20mph, in line with Manual for Streets guidance. It is proposed to deliver a three metre wide shared footway/cycleway which will route from adjacent to the site to the Westbury Road/Elm Hill junction (approximately 670 metres), from which connections into Warminster town centre are available.

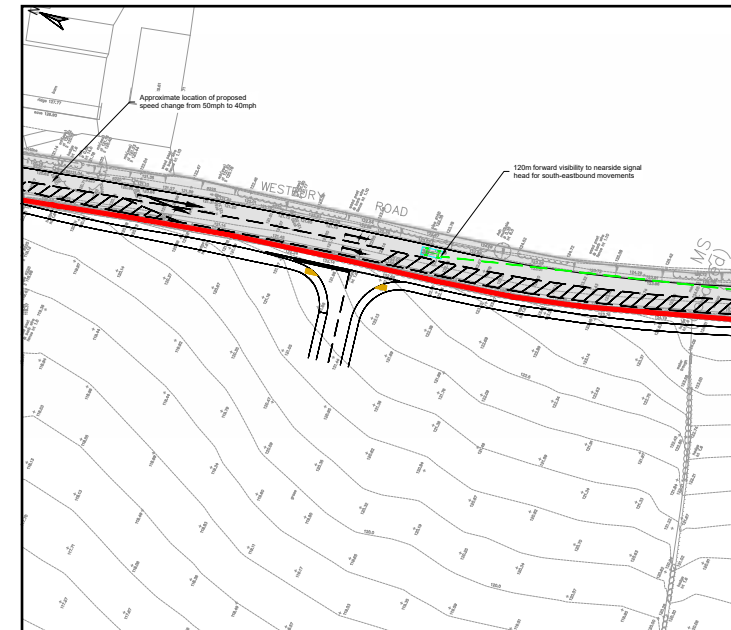
It was agreed previously that the development would support a Traffic Regulation Order to reduce the 50mph speed limit on this section of Westbury Road to 40mph

As part of the development it is proposed to divert the existing PRoW WARM18 route from the southwest corner of the site to the southeast corner of the site, with access proposed to/from Westbury Road. The diversion is proposed in order to close the at-level crossing of the Network Rail line, greatly reducing the risk of injury to future and existing pedestrians that use the route.

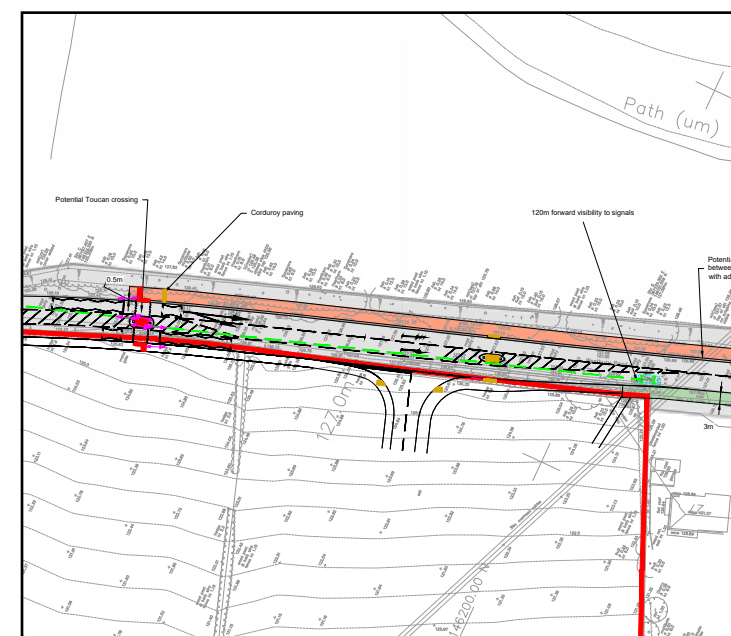
A vital part of the connectivity is the provision of a link to the south east corner of the site, which in turn would facilitate onward connections via Westbury Road and connectivity to WARM16 beyond.



View along Westbury Road facing north



Proposed northern site access



Proposed southern site access

P19-2831_013_SK_Accessibility Plans - Option 1B_Rev.B