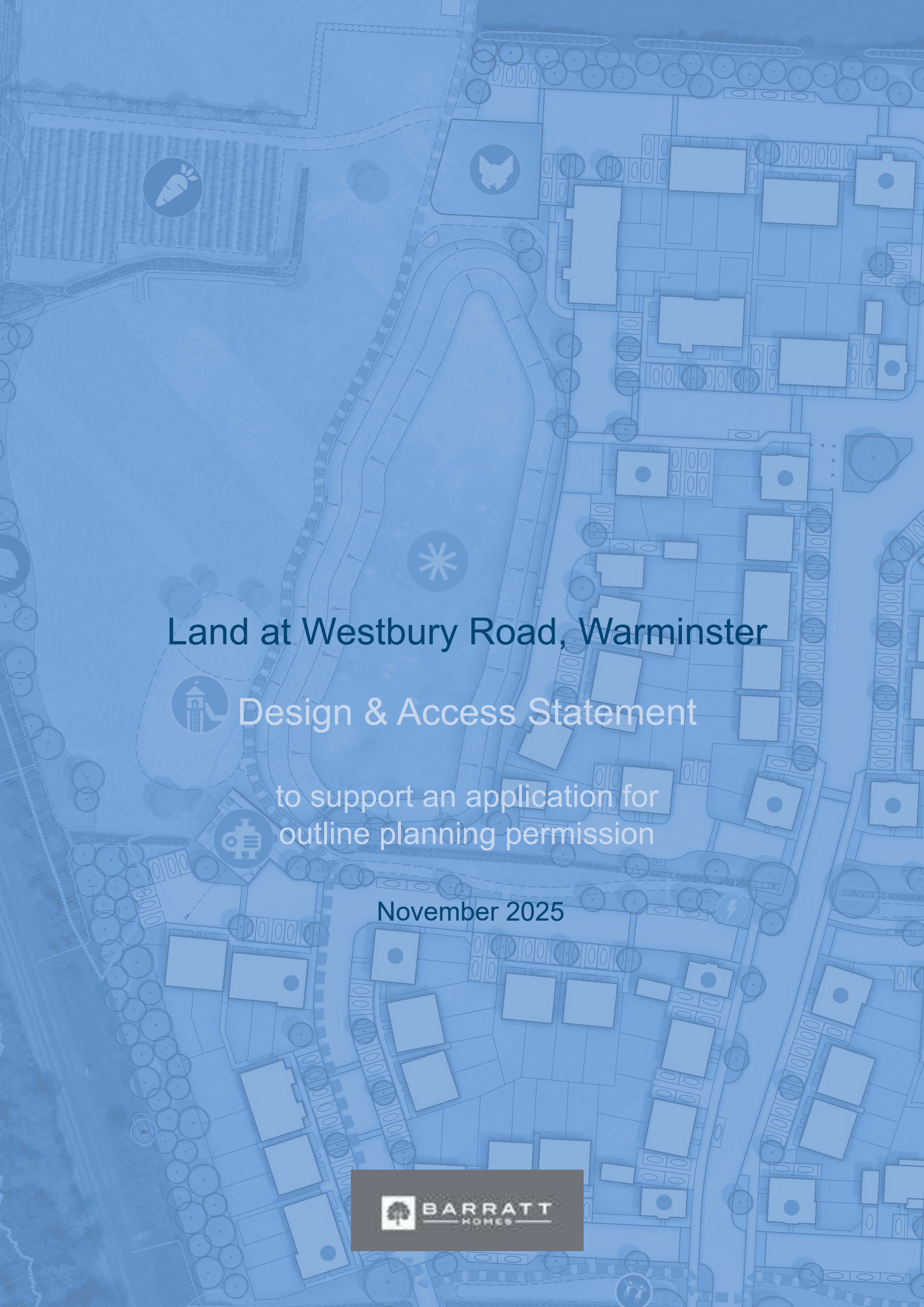


The background is a blue-tinted aerial map of a residential development. It shows a large central pond with a star icon in the middle. To the left of the pond is a green field with a carrot icon. To the right of the pond is a dense cluster of buildings with various icons like a cat, a house, and a lightning bolt. The map also shows roads, parking areas, and landscaping with trees and shrubs.

Land at Westbury Road, Warminster

Design & Access Statement

to support an application for
outline planning permission

November 2025



BARRATT
HOMES

Produced by: -



Focus On Design
The Distillery,
7-11 Lodway,
Pill, Bristol,
BS20 0DH

On behalf of: -



Barratt Homes
710 Waterside Drive,
Aztec West, Almondsbury,
Bristol
BS32 4UD

The Creative Team: -

Focus On Design
Master Planning, Urban Design

Pegasus group
Planning Policy & Transportation

Ethos Environmental Planning
Ecology

SLR Consulting
Landscape & Visual Assessment

Phoenix Design Partnership
Flood Risk Assessment & Drainage

ACD Environmental
Arboriculture

Marengo
Stakeholder Engagement

Hepworth Accoustics
Noise and Vibration Assessment

Clarke Bond
Site Investigation

TCMS
Archaeology & Heritage



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Executive Summary

This Design and Access Statement has been prepared on behalf of Barratt Homes - Bristol in support of an Outline Planning Application for the development of the Land to the west of Westbury Road, Warminster, Wiltshire.

The proposed development is described as an "Erection of up to 205 no. dwelling's, community hub, public open space, access, infrastructure and associated works, with all other matters reserved"

Details of the appearance, landscaping, layout and scale would be submitted in any application for the approval of reserved matters, should the outline planning application being approved.

The mixture of homes (terrace, flats, semi-detached and detached houses) and tenures will facilitate the development of a mixed community and will provide new homes for a broad spectrum of people in different age groups and on a range of incomes.

The site's proximity to a range of local facilities, public transport routes and the village centre, contributes greatly to improving the long term sustainability of the development proposal.

The document describes the analysis of the site and surrounding area which has been used to form a comprehensive and illustrated master plan and associated design strategies.

The purpose of this document is to demonstrate that the proposed development is in compliance with relevant regulations and the scale and nature of the proposed development.



View from the southern field viewed west toward Cley Hill

INTRODUCTION 1

1.1 The Purpose of the Document

This Design and Access Statement forms part of a suite of reports to support an Outline Planning Application.

It sets out the background to the project, summarises the evaluation, design process and considerations that have been taken into account in developing the Illustrative Master plan.

This document, as well as setting out the background of the project, identifies the development and design strategies for land use, density, access, scale and green infrastructure, as well as providing guidance for future applications for the approval of reserved matters.

The Statement includes the following sections:

Section 1 Introduction – Information about the purpose and structure of the Statement, background and policy context.

Section 2 Assessment – Describes the contextual and physical site issues including a description of the local character.

Section 3 Involvement – Illustrates the process of design evolution undertaken, pre-application discussion and a response to public engagement.

Section 4 Design Proposal – Describes the design proposals that support the proposed Master plan.

Section 5 Appearance and Layout – Providing principles and illustrative examples for the layout of the development and associated appearance.

Section 6 Conclusion and Summary - The section outlines the assessments and summarises the conclusions of the design process.



View from the level crossing of the railway along the western boundary facing north east

1.2 Planning Context

As shown on the Council's proposals map, the site lies immediately beyond the settlement boundary for Warminster, and approximately 600m eastward of the defined limits of the strategic allocation at the West Warminster Urban Extension (WWUE).

An earlier Outline application (PL/2021/09013) and appeal (APP/Y3940/W/24/3338217) has established that in the view of both the Local Planning Authority and the Secretary of State the site is an appropriate and sustainable location for the development proposed, with the appeal having ultimately been dismissed for a single reason for refusal relating to flood risk and the sequential test introduced unilaterally by the planning Inspector in the context of the Council's not contesting the appeal.

The site has been subject to earlier pre-application advice and Screening under the EIA Regulations, with Screening Opinion 21/00602/SCR issued by the Council in April 2021, for a greater quantum of development, confirming that in their view the development would not amount to EIA development requiring an Environmental Statement.

As part of the proposals, it is intended to stop up the existing level crossing and redirect PROW WARM18 upon the re-provision of a suitable alternative footpath link to the Westbury Road, which will in turn connect to the inherently safer alternative footbridge crossing on PROW WARM16 thus better connecting central Warminster to Upton Scudamore. The applicant has had extensive pre-application consultation with Network Rail on this matter, which will be subject of a separate stopping up/diversion application.

The Council's historic pre-application response, position at appeal and later update note acknowledge that the Council cannot currently demonstrate a five-year housing land supply (5yr HLS), with the shortfall being severe and incapable of resolution prior to the adoption of a new Local Plan.

2.1 Development Location and Site Assessment

The Location of the Development

The site comprises a parcel of agricultural land situated on the northern outskirts of Warminster, an eclectic market town; in Wiltshire.

To the west lies an existing railway line that is elevated from the site, with existing fairly modern housing and industrial development further west; to the east is Westbury Road with then various public footpaths, green space and golf course further beyond.

To the north is open fields with the next small settlement of Upton Sudamore further north and to the south, the current edge of settlement being housing.

The total site area totals 10.45ha and, having been surveyed previously, comprises swathes of Grades 3a (good), 3b (moderate) and 4 (poor) agricultural land.



0736-201-2 Location Plan with Aerial Photo

ASSESSMENT 2

Site boundaries

Northern boundary

Open fields lie north of the site with the actual northern boundary made up various quality hedgerows and small ditches. Upon site visit the ditches do not seem to be aggressively flowing water.

Western boundary

The western boundary lie directly below the existing main railway line into Warminster, the boundary made up of a mixture of timber post and rail fencing and existing hedgerow/vegetation. An existing uncontrolled level crossing can be accessed by a series of steps up.

Southern boundary

The southern boundary is a mixture of quality of hedgerow, vegetation and mature tree enclosure. Private gardens abut the boundary from the south, with larger detached dwellings serve from cul-de-sac's from Westbury Road.

Eastern boundary

Westbury road lies directly east of the site and the boundary between is mature hedgerows of varying quality. Existing field gates provide access for agricultural vehicles.

Site Topography

The site slopes from its highest point at the east along Westbury Road down toward the railway line along the railway embankments. The site is a fairly regular topography north south.

The lowest parts of the site lie in the south west of the larger of the 3 main fields.

The railway line to the west is on average around 2.5 to 3m above the site.



View from the western side of the railway, facing north



2.2 Historical Context and Local Heritage

The site has been considered in terms of heritage and archaeology by both desk-based work and geophysical survey.

Archaeologically, the site is situated within a prehistoric funerary landscape comprising a series of barrows, bowl barrows and round barrows, five of which are Scheduled Monuments. Additionally, site is situated within the vicinity of the Scheduled Monument of Cley Hill, an Iron Age hill fort.

The geophysical survey has revealed no such remains have been identified within the site and that further yet to be identified archaeological remains of significance on current evidence are unlikely to be present.

The proposed allocation of the study site also has the potential to affect the setting and significance of 3 built heritage assets, namely, the Church of St Mary the Virgin; Parks Court; and The Old Rectory.

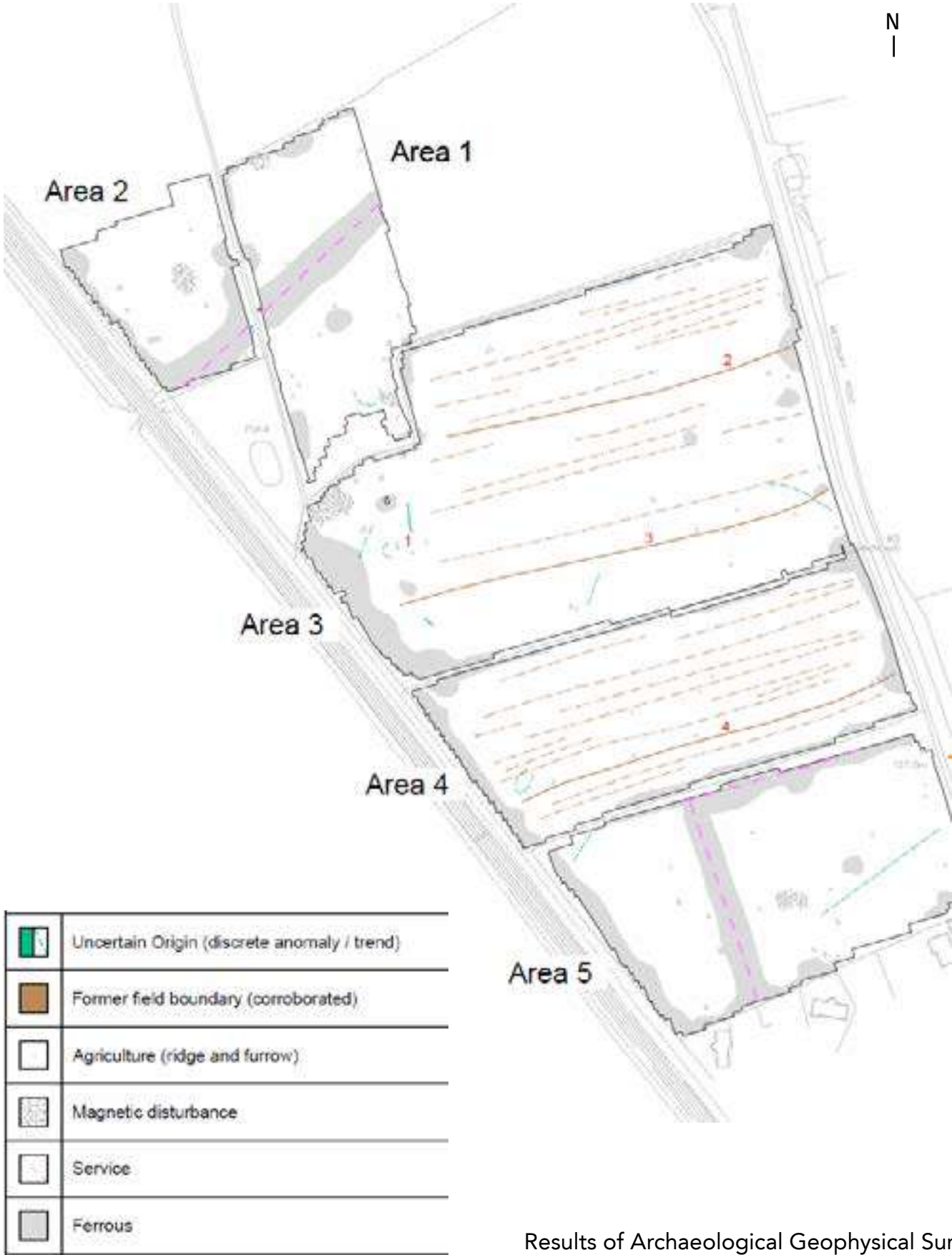
The desk-based work undertaken demonstrates that the Site currently makes a limited contribution to the significance of the Church of St Mary the Virgin and Parks Court, both of which are Grade II* listed buildings.

Through design and mitigation measures the proposals will limit any potential harm to these heritage assets.

It is therefore concluded that the proposed allocation and subsequent development of the site can be undertaken without undue harm to the historic built environment and the built heritage does not present an over arching constraint to the development of the Site, subject to suitable mitigation measures being included in the master plan.

Slightly lower density edges and formal landscape/bolstering of exposed boundaries are recommended.





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2.3 Local Character

Urban Form and Density

As the town has developed over time, the gaps between the historic buildings, as well as the connecting open spaces, have been filled in with a mix of terraced, semi-detached and detached buildings at a density representative of the market at that time.

This has resulted in a mixed and varied urban form with a predominantly low or medium urban grain to edge locations, with interspersed higher density clusters.

The centre of Warminster and its high street boasts a typical market town character with long linear and curvilinear streets where buildings enclose the street tightly. Occasional buildings of varying scale also are observed that are knitted in with the urban form, which contain varying setbacks and interesting landscape.

Generally as you move out of the centre the urban form, street alignments and density slowly break down and relax.

The village of Upton Scudamore to the north of the site is a quaint settlement but has a wide variety of buildings, open spaces and character streets that are felt appropriate to take some references from in general urban form and, in part; density.

Closest to the site is a wide variety of built forms and density. To the south of the site lies a range of cul-de-sac development in The Woodlands, Lime Kiln Close, Queens Chase and The Oaks of low to medium density and primarily detached and semi detached buildings all the way down to where Westbury Road meets Portway. From their grain and density tends to pick up closer to the town.

In contrast, Hollybush Road and Arn view to the west and south west of the site are medium to high density development which gathers momentum toward Portway South.

Built Form

Buildings are most commonly two storey in height with occasional 2.5 storey interspersed, with the main town containing 3 and sometimes up to 3.5 or 4 storey. Occasional single storey buildings are observed, although generally ancillary to a main building.

In more edge locations two storey development still seems to dominate, with single storey observed that's more related to 1950-1970's development.

Short to medium terraces are observed in Upon Scudamore either tightly fronting small character tertiary streets, secondary streets contain a mixture of semi detached and detached buildings.

60'/70's and up to modern day infill development is a wide variety including bungalows in some locations.

Across the two areas roofs are commonly pitched with the occasional dormer or gable features, typically the historic buildings and more modern developments.

The dispersed nature of the urban grain to edge locations create a semi rural feel, emphasised by buildings located in large and medium plots with landscaped front gardens compared to the tighter urban grain toward the historic core.

The buildings are a mix of both wide and narrow fronted and can be found in detached, semi-detached and a mixture of short and long runs of terraces.

It is considered that Warminster and Upton Sudamore contains a very broad range of characters, but not one 'singular' character although there is a consistency in the theme and appearance in more historic buildings that are generally victorian/georgian and many historic vernacular style.

It's noted that +1950s' development, in sheer land area terms; has the broadest coverage.

Urban Form & Character



3 and 4 storey dominate centre locations (high street)

Away from central locations, 2 storey buildings dominate with occasional 2.5 storey buildings.

Terracing in centre locations dominate.

Away from centre locations a broad mixture of detached and semi-detached buildings, terracing does occur occasionally

Varied mix of broad and narrow frontages.

Some buildings detached sat in their own plot, landscape dominant

Low, medium and high densities 'generally filtering out' from central to edge locations

Detailing & Materials



Mixture of slate (grey) & profiled tile (red & brown), occasional decorative ridges, finials and parapets.

Walls are a broad mix of stone and red/orange brick, with render interspersed. Some painted brick and stone observed, some with and without black plinths. Occasional ashlar style smooth faced stone in centre locations

Windows are a mixture of casement and sash style either painted, coloured or natural and stained.

Front doors appear in a variety of cottage & multi-pane light (typically 4 or 6), with or without canopies and in varying colours.

Simple flat canopies with and without surround or portico element. Some with no embellishment.

Conclusion



Low stone walls with and without any capping, simple coping stone finish to many.

Railing or plinth wall & railings. Railings generally painted black with a variety of head detail

Railings with hedges behind, low & medium height.

Red brick walls with stone base or intertwined stonework

Some buildings have no treatment or are open to the public realm, small stepped frontages

Timber post and rail fencing observed in more rural settings.



On street parking parallel to buildings very frequent

'On plot' parking to side or frontage.

Some garaging set back from main building lines or within mews style courts

Archways leading to parking mews

Some long drives with and without gates or piers

Wholesale clear frontage with turning spaces embedded into front garden in more rural setting and plots

Urban Form & Character

- Two storey buildings dominate.
- 2.5 storey building in key locations and in relation to street width.
- Mix of detached/semi-detached and short terraces.
- Linear and semi linear building patterns.
- Varying set backs to create interest to the street
- Broad and narrow buildings.
- Building to turn corners - dual aspect frontages.
- Higher densities to main streets
- Lower density to edges
- Medium density on connecting streets.
-

Boundary Treatments

- Simple railings.
- Simple railing with hedge behind.
- Box hedges.
- Low stone or brick walls.
- Some frontages open to footway.

Details & materials

Facing materials (in order of prevalence)

- Brick
- Stone
- Render

Roofing materials

- Profiled tile red or red/brown
- Slate style

Detailing

- White casement windows, vertical proportions, some glazing bars to more key buildings
- Some stone feature buildings in key locations.
- Simple porch canopies, pitched and lean-to.
- Brick band courses.
- Brick heads in occasional quoins to windows.
- Occasional quoins on building corners (brick).
- Doors 4 - 6 panels, some cottage.

Parking

- On plot parking side.
- On plot parking front.
- Private drive, some gated.
- On street parallel parking.
- Garaging.

It is concluded that Warminster and Upon Scudamore does not contain any one particular character and that the character has evolved with time, as demonstrated by the photographic analysis and summary.

Key elements have been drawn that guides the illustrations and the design solution, for typical street appearance refer to section 5.

2.4 Local Facilities, Context & Connectivity

Key facilities and amenities, such as schools, healthcare and recreational services are available within a 2 kilometre walking and cycling distance of the site.

A range of nearby facilities and amenities required on a day to day basis are available within Warminster town centre, The Avenue and Bath Road.

These facilities can be accessed via Westbury Road, connecting onto Portway or alternatively via PRow WARM16 (although this route includes a footbridge that may not be accessible to all).

The existing bus stops on Westbury Road are anticipated to be accessible within a 400m walking distance from the centre of the site.

The bus stop provides access to the D1 route, which provides an hourly service to Warminster town centre and surrounding areas such as Salisbury, Westbury, Melksham and Bath, among others.

The site is also within a reasonable walking and cycling distance of Warminster Railway Station which provides regular connections to Cardiff Central, Portsmouth, Worcester and Yeovil.

It is forecast that the trip generating capabilities of the site can be accommodated within the Local Highway Network and impact will be non-detrimental, with junction capacity assessments undertaken to confirm this.

Travel Planning will be implemented at the outset, with promotions, measures and initiatives that will promote a culture of sustainable travel.

A Framework Residential Travel Plan will be prepared for this submission in accordance with Wiltshire Council Development Related Travel Plan Guidance (2019).



2.5 Connections and Movement

The site is proposed to be accessed via 2 no. junctions from Westbury Road, as shown in section 4 - Parameter Plan - Access.

There are lit footpaths along Westbury Road linking the site to a range of facilities within the locality.

Bus stops along Westbury Road are located within a level walk of the site access that provide regular and wider services to Westbury, Trowbridge, Frome, Salisbury & Shepton Mallet.

The site is within easy cycle ride of employment, shopping, primary and secondary schools as well and links to Warminster Station.

The following key issues have been assessed:

- The proposed access to the site,
- The impact of the proposed development on both the local and the wider highway network within the defined study area, and
- The overall accessibility of the site.

Summary

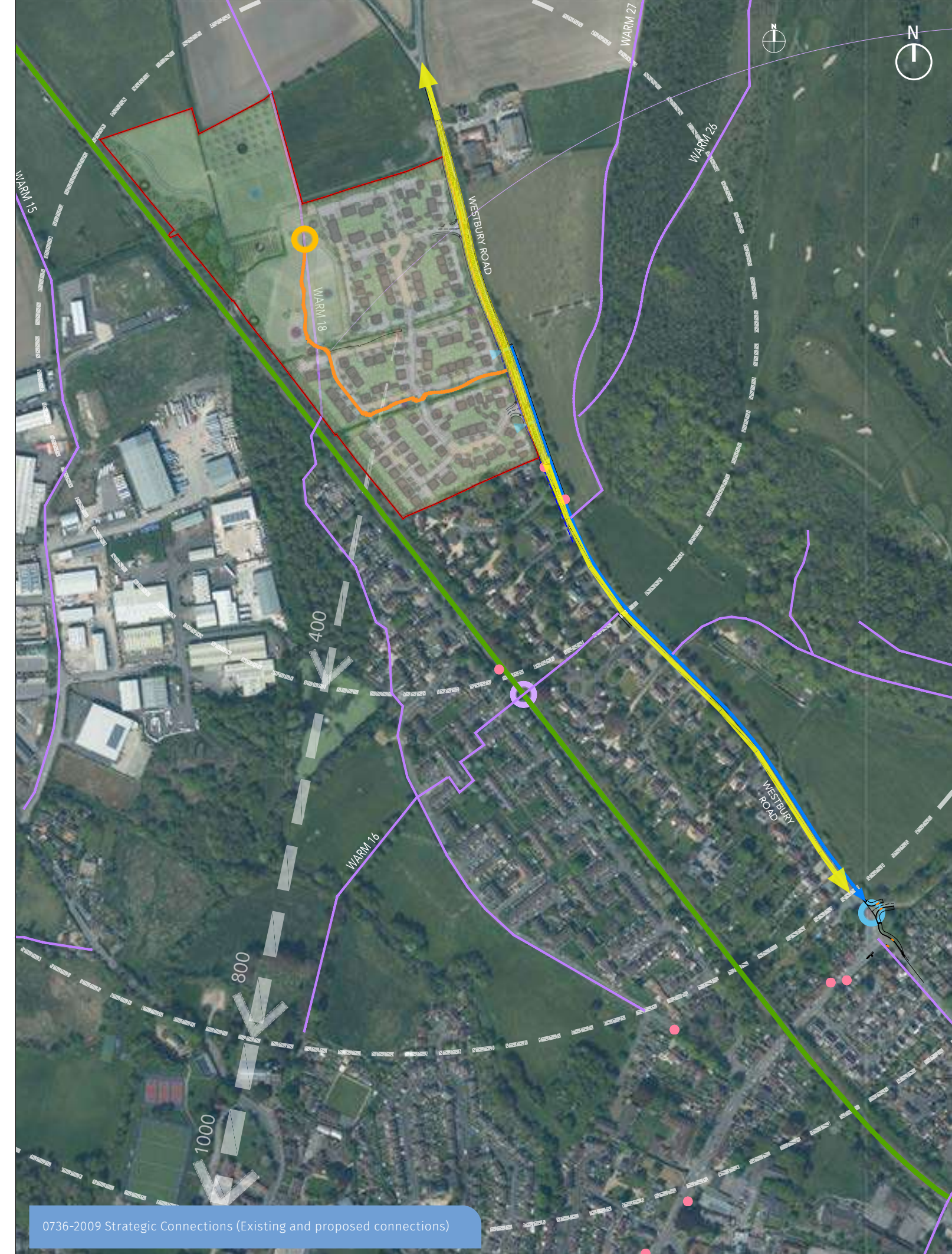
In summary by reference to the key issues, the assessment has demonstrated that:

- Satisfactory access to the site can be achieved,
- There is not an unacceptable impact of the development on the local and wider highway network, and in particular at any of the junctions likely to be of concern to the Council, and
- In addition, the site is sustainably located with a range of facilities within a reasonable walk or cycle of the site that would encourage the use of more sustainable modes of transport.

The plan shown opposite indicates the site in its local transportation and linkages context.

The plan also demonstrates the local public rights of way and how, subject to agreement, that the existing public right of way that utilizes the current rail crossing, can be safely diverted through the development.

Closure of the current level crossing access is subject to application and decision, by others.



2.6 Ecology and Nature Conservation

Existing Site Biodiversity

The site falls within the consultation zones of Salisbury Plain Special Area of Conservation (SAC), River Avon SAC and Bath and Bradford on Avon SAC.

Fourteen species of bat were recorded on site during the targeted survey. Bat activity for all species was focused along the northern boundary hedgerow (H2), west boundary hedgerow bordering the railway corridor and the hedgerow towards the south of the site (H4).

H2 is an important commuting and foraging feature for greater horseshoes and the southern hedge (H4) is an important commuting and foraging features for greater and lesser horseshoe bats.

Badgers are confirmed present on site with outlier setts in the east and west boundary hedgerows and foraging signs on site, notably along the hedgerow to the south (H4).

The boundary hedgerows and field margins have potential to be used by breeding birds, hedgehogs (and other section 41 species). Water vole and otter have not been confirmed present on site, however they are mobile species and the stream provides suitable habitat.



2.7 Landscape and Visual Appraisal

SLR Consulting Ltd undertook a Landscape and Visual Appraisal (LVA) and the main objectives of the study were as follows: -

- To identify the landscape character of the site and its context, as well as the nature of views towards and from the site, in order to refine the master plan;
- To assess the potential landscape and visual effects which would be likely to occur if the proposed development were to take place.

Designations

None of the site is within a landscape or landscape-related designation. Land to the east of the site, and east of Westbury Road, is within a Special Landscape Area (SLA), and land further to the east, on Arn Hill Down, is an Open Access Area.

The nearest national landscape designation is the Cranborne Chase and West Wiltshire Downs AONB, which is approximately 2.4 km from the western site boundary at its closest point.

Footpath WARM-18 crosses the western edge of the site. Footpaths WARM-27 and WARM-26 are to the east of the site and Westbury Road and at a higher elevation than the site. Footpath WARM-15 is located to the west of the site, and is separated from the site by the railway line.

Conclusions of the visual appraisal

The proposed development would result in a change of use for most of the three arable fields, although the pasture fields would remain as open land since these would accommodate the playing pitch, informal recreation area and play area.

The majority of hedgerows around the site would be retained, however it would be necessary to remove the small lengths to provide access from Westbury Road and also between parcels.

At a national scale the site is included on the western edge of Natural England's National

Character Area (NCA) 132, Salisbury Plain and West Wiltshire Downs. At a county scale the site is identified within the Wiltshire Landscape Character Assessment as being in the Greensand Terrace landscape type, and more specifically the Warminster Terrace character area (area 6A). The West Wiltshire landscape character assessment classifies the site as being part of character area G3, Upton Scudamore Greensand and Chalk Terrace.

The appraisal notes that the site and its context fulfils several of the characteristics of the Warminster Terrace character area as it includes open, gently undulating arable and pastoral fields, clear views to the chalk scarp of Arn Hill Down and glimpses of Cley Hill, and there is also influence from the existing settlement to the west and south, as well as from transport routes to the west, north and east.

The appraisal has concluded that the effects of the proposed development upon the open arable and pasture fields within the site itself would be major/moderate and negative, but that the effects on the hedgerow network would be moderate minor and negative, becoming positive once new planting establishes.

The local area of the Warminster Terrace character area would experience a moderate/minor effect as a result of the proposed development, and parts of the Salisbury Plain West character area would also experience moderate/minor effects due to visibility of the proposed development. Cranborne Chase and West Wiltshire Downs would experience minor effects as a result of the proposed development, and the nature of these effects would be neutral.

In summary, whilst the proposed development would result in some higher negative landscape effects these would be localised and focused on the site itself. Effects on landscapes further from the site would be lower, partly due to the visibility of the existing settlement edge and the fact that the proposed development would not extend further than the existing industrial estate to the west of the application site.



Looking north-east towards the site from where footpath WARM 18 intersects with the railway



Looking east across the site from the railway level crossing



Looking west from the grass verge where Westbury Road intersects with the unnamed road



Looking west across the site from footpath WARM 27



Looking south west toward the site from footpath WARM 27



Looking south toward the site from where footpath WARM 27 intersects with WARM 28



Looking south west toward the site from footpath WARM 26

2.8 Development Considerations (constraints)

2.8.1 Topography

The site slopes generally from the eastern boundary along Westbury Road down to the western boundary along the existing railway, which is elevated from the development site.

2.8.2 Vegetation

Existing vegetation largely relates to hedgerows that border the south, east and northern boundaries and intermediate boundaries that bisect the site, in an east westerly direction.

Some mature trees occupy a proportion of the southern boundary as well as around an existing pond to the north west of the site.

2.8.3 Services

Various services cross the site including water mains, electricity (overhead). Gas is within Westbury Road itself near to the eastern boundary. Existing water mains clip the north east corner of the site. It is envisaged that an electrical substation would be required on site.

2.8.4 Noise & Vibration

Results from noise survey conclude that subject to an agreed mitigation by way of built fabric and technical specifications, there would be no special external measures to mitigate noise from either Westbury Road or the railway.

2.8.5 Residential amenity

Existing properties beyond the southern boundary would require consideration of amenity from a building height and separation viewpoint.

2.8.6 Views

Refer to the LViA from Messrs SLR for further details, which concluded that subject to a modest level of additional screening, there should be no visual issues to largely constrain development.

2.8.7 Public rights of way

There are varying public rights of way in close proximity of the site. Once crosses the site in a north/south direction and over the railway line leading to Arn View to the west of the railway.

2.8.8 Flood risk

The main body of the site is in flood risk zone 1, with zones 2 and 3 consuming part of the west and north west parts of the site, refer to the flood risk assessment by PDP for details.

2.8.9 Drainage

It is envisaged that a mix of swales and an attenuation feature would manage surface water run off from the development.

Due to the sloping topography and outfall to an existing connection point in Westbury Road, a foul water pumping station would be required.

OPTIMUM ACCESS POINTS

EXISTING FIELD GATE ACCESS

NWR RAILWAY LINE

EXTENT OF NWR ASSET

SURFACE WATER CULVERT UNDER NETWORK RAIL LAND

CONSIDER NOISE AND VIBRATION FROM NWR RAILWAY

PUBLIC RIGHT OF WAY

VIEWS IN FROM KEY RECEPTORS

WATER MAINS AND ASSOCIATED EASEMENTS
RED - EASEMENT 3M (EACH SIDE OF PIPE)
BLUE - EASEMENT 1M (EACH SIDE OF PIPE)
YELLOW - EASEMENT 0M (EACH SIDE OF PIPE)

EXISTING HEDGEROW BOUNDARIES (DIVISIONAL AND PERIMETER)

TYPICAL DIRECTION OF SLOPE

11KV OVERHEAD CABLE AND POLES (GROUNDING OF OVERHEAD CABLES WITH APPROPRIATE STAYS AND MOUNTS)

EXISTING BUILDINGS (OFF SITE)

CONSIDER AMENITY OF EXISTING RESIDENTS

EXISTING POND

EXISTING DITCHES

B CATEGORY TREE

C CATEGORY TREE

U CATEGORY TREE

EA FLOOD EXTENT

RETAINED LAND OWNER LEGAL RIGHT OF WAY/CONNECTION POINT TO NORTHERN FIELDS

BADGER LATRINE/SETT

EXISTING CROSSING (PEDESTRIAN) OVER RAILWAY

CROSSING SAFEGUARDING ZONE

PROVISION FOR FOUL DRAINAGE CONNECTION

EXTENT OF DARK CORRIDOR FOR BATS



3.1 Engagement & Statement of Community Involvement (SCI)

As part of the design and planning process, a thorough consultation has been carried out. The initial consultation lasted 4 weeks (22nd March – 21st April).

It is recognised that development is sensitive and have tried to make ourselves and information about the proposals accessible in various forms.

This included:

- Stakeholder, neighbour and community engagement including proactive and reactive calls, emails and meetings
- A consultation website - www.NewFarmWarminster.co.uk
- A four-page newsletter - that went out to 671 households and businesses in the local area on 22nd March
- A public webinar held on the 31st March and attended by 30 residents and community representatives.
- As part of the webinar, a Google Forms link was circulated to allow attendees to submit feedback, this link was also circulated by email and posted on the website

Feedback has been encouraged throughout. It has been received through the online feedback form (five people responded), verbally and via email.

Feedback has been mixed with sentiment both positive and negative, people understand the need for housing but have concerns about the impact on the setting.

Key themes have included access; highways, especially the junction of Portway, Copheap, Elm Hill, and Westbury Road; the principle of development; the proposed cycle way; screening on the boundaries to the south and north, as well as a number of sales interests for properties proposed to be built on the site.

As the elections fell within our consultation period, we took the decision to extend the consultation by one month until 21st May.

An advert in the Thursday 13th May edition of the weekly Warminster Journal (below), informing readers of our plans and directing them towards our website and feedback form. We also approached Warminster Town Council prior to the election to organise a presentation, which they declined due to being in purdah, and have since approached them again after the elections.

Feedback was invited both informally through telephone and email, and formally through a Google Form.

In total 58 emails were received pertaining to the webinar and/or offering informal feedback, around a dozen telephone calls were received, the website was visited 193 times by 137 unique visitors, and 5 people submitted formal feedback, again through the Google Form.

In anticipation of the current submission, the applicant has re-engaged with officers at Wiltshire Council and met in person with Warminster Town Council, ward councillors and immediate neighbours of the site to present the revised proposals and answer questions, as detailed in the Statement of Community Involvement prepared by Marengo Communications.



3.2 Pre-Application Dialogue

A pre-application enquiry was made to Wiltshire Council during the summer of 2020.

The initial enquiry was supported by with the preliminary development proposals (illustrative master plan) for the site and also included a location plan, topo graphical information and summary of the land uses that would be proposed.

The initial concept plan as shown on page 41 was produced that informed the original illustrative master plan that the pre-application enquiry was based upon.

A full suite of responses was returned during October of 2020 across all disciplines including planning policy, transportation, ecology, landscaping, affordable housing, education, drainage, open space, archaeology, waste, public rights of way and urban design.

The revised concept plan as shown on page 43 was produced in response to further technical work, further constraints and in response to the feed back received through the pre-application process, as detailed above.

Positive steps have been taken in the proposed design (refer to section 4) to respond to all feedback received.

The applicant has also communicated informally with senior planning officers ahead of submission of the revised application.



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3.3 Design Evolution

3.3.1 Initial Concept

The initial concept was developed from an understanding of the site and its context as set out in the earlier sections of this report. It sets out a number of key principles to guide the design development of the scheme.

The plan informed the master plan that was submitted for the pre-application enquiry.

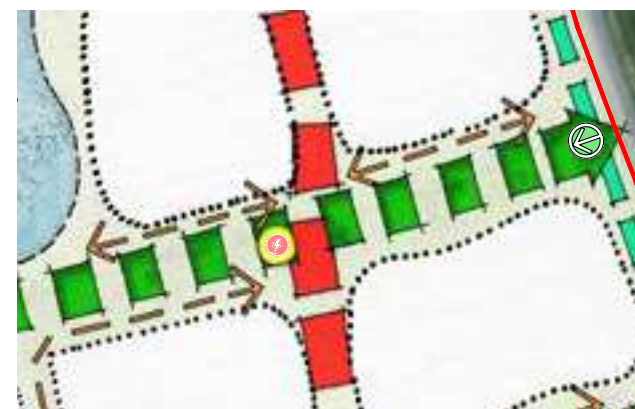
The plan recognised the need for a clear strategy of the position of the landscaped area to the north west, its function and its relation to the built areas of the development.

The concept took what is a subdivided network of field boundaries and sought to deliver clusters of development set about an interconnecting network of pedestrian connections and streets and using the green corridors to afford views to Cley Hill to the west.

Development was envisaged to be set back from Westbury Road; existing vegetation within these green swathes and along the site's boundaries will be retained to help reinforce a green setting to the development.

3.3.2 Internal Structure

Creation of a key village streets interconnected with more lower grade tertiary streets. The lower field was envisaged to be more self contained and having small clusters of development, similar to that to the south in 'The Woodlands'



3.3.3 Initial Landscape Strategy

The Initial Landscape Strategy Plan set out in more detail a number of the key landscape principles, that had been carried forward:

- Existing boundary planting retained and improved as much as possible
- Potential areas for sustainable drainage features such as conveyance swales and a single attenuation feature
- Green corridors with paths, grassland, planting and mixed species boundary treatments
- Areas for play and recreation as well as allotments for a food growing resource



Design Evolution

3.3.4 Revised Concept

The revised concept plan shown on page 35 is the culmination of the further technical work, pre-application feedback and more consideration of how each of the subdivided existing field sections could be used more harmoniously.

Whilst the levels and position of the flood zones generally dictate the positions of a main attenuation feature and pumping station, there was the opportunity to enhance the setting of the existing hedgerows, as well as the creation of a 3rd 'east/west' hedgerow by 'opening up' and facing these features with development; which in turn afforded views in a more clear way to Cley Hill to the west.

3.3.5 Internal Structure Development

It was agreed that a secondary village street should meander and traverse the site on a north/south axis leading to smaller tertiary streets and lanes, set about the retained hedgerows. This then afforded the reduction of 3 site access points to just two, which made the concept more legible from a routes and movement viewpoint.

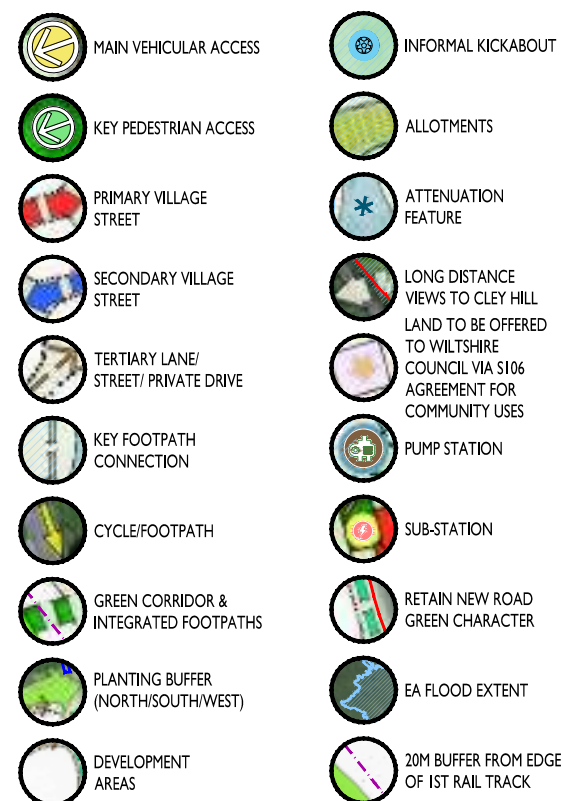
Nodal spaces were created at two key points of arrival (north and south), that would then be visually linked by landscape and an interesting village street scape.

3.3.6 Revised Landscape Strategy

- Existing boundary planting retained and improved.
- Creation of a '3rd' key east/west hedgerow
- the southernmost hedgerow corridor could be used to provide a wider street
- Local areas of play
- Buffering to neighbouring development
- strengthening the northern boundary from views from Westbury Road
- Enhancement of the Westbury Road character

3.3.7 Main influences on the revised concept

1. Emerging constraints and more detailed assessments:
 - landscape design and visual impact;
 - further ecological surveys;
 - further drainage and flood risk considerations;
 - Public right of way diversion through a network of green spaces
2. Sustainability and legacy
 - introduction of a potential community building at the head of the northern node
 - maximising tree protection considerations;
 - high quality streets, public realm and POS



0736-2006 Concept Plan V3

4.1 Vision and Objectives

4.1.1 Vision

The development offers an excellent opportunity to create a well planned, high quality and well integrated proposal delivering much needed homes as well as open space, play facilities and food growing resources for the site and the wider community.

The project also includes for a potential community building and to serve the new and existing members of the community, linked to the provisions of sports, play and recreation features.

4.1.2 Urban Design Objectives

The proposals will aim to achieve a sustainable development by addressing the following objectives:

- The development will present a hierarchy of streets and public spaces, creating distinctive areas, focal buildings and a 'sense of place'.
- The design of the building form and the public realm will encourage all pedestrian movement and activities within the site.
- Public open spaces, which covers a significant proportion of the application site, will be enhanced with buildings fronting onto them to make spaces more lively and pleasant to use.
- Provide streets and spaces that are overlooked, allowing natural surveillance.
- The scheme will promote a clear distinction between private and public spaces and provide safe, comfortable and well lit routes throughout the development.
- A permeable and legible collection of pedestrian and vehicle routes that connect well to the existing infrastructure.
- The proposals will draw references from the architectural elements and features of the historic parts of Warminster; providing a harmonised and enhanced character.

- Design will be responsive to the topography by locating the buildings in way that minimises their visual impact.
- The new development will provide a broad range of up to 205 dwellings and tenures, delivered to a high quality (for indicative development mix refer to the 'amount' section)
- Incorporate the use of a sustainable urban drainage systems by way of conveyance swale's permeable features and detention basin (SUDS).
- Improve and enhance footway connections including the removal of access of the unsafe (in the applicants view) railway crossing and diverting through the site via a network of green spaces.
- A well considered public realm and architecturally designed environment will aid legibility throughout the scheme.



George Street, Warminster - Historic and modern day



4.2 Illustrative Masterplan

4.1.1 Summery

The illustrative master plan represents the culmination of an extensive design evaluation process that has been outlined in previous sections.

It has responded to the setting and other constraints and site features. The development scheme is therefore not to be viewed as a two dimensional plan, but one which has been developed taking into account the existing context and landscape character.

The proposal is for the development of up to 205 new homes, which will be accessed from Westbury Road.

The proposed development will comprise:

- up to 205 new dwellings including 61 (30%) affordable homes;
- Opportunity for a community building
- Public open spaces;
- Play opportunities;
- Allotments;
- Sympathetic landscaping and enhancement of existing features;
- Pedestrian linkages.
- Surface water infrastructure

4.1.2 Urban Structure and Urban Design Proposal

The mixture of building types (terraces, flats, semi-detached and detached) and tenures will facilitate the development of a balanced and mixed community and will provide new homes for a broad spectrum of people in different age groups and on a range of incomes.

The average dwelling height is 2 storeys with 2.5 storey dwellings located in key areas and to act as way-finders throughout the core village street. Careful consideration has been given to the arrangement and orientation of buildings particularly close to The Woodlands to the south.

Urban design aspects particularly determine the illustrative master plan:

- Blocks arranged around the main street, and the perpendicular tertiary streets, lanes and public open spaces.
- Lower density and larger buildings at the western edge of the site to reflect site topography and the softer edge.
- Strong frontage to the main secondary village street at the main nodes reflect local development patterns and emphasize special urban places such as corner plots and open green space and changes in direction.
- Traffic calming measures and shared surface at the main nodes encouraging pedestrian movements and accessibility.



SITE BOUNDARY



MAIN VEHICULAR ACCESS



FEATURE SPACE



DEVELOPMENT AREAS



EXISTING VEGETATION



INFORMAL KICKABOUT



MULTI-FUNCTIONAL PLAYSPACE (CHILDREN)



PLAY SPACE (CHILDREN)



ILLUSTRATIVE LANDSCAPING



EXISTING PUBLIC RIGHT OF WAY



ATTENUATION FEATURE



WOODLAND



ATTENUATION FEATURE



WAY-FINDER, VISTA BUILDING OR KEY BUILDING GROUP



ALLOTMENTS



COMMUNITY ORCHARD



LAND TO BE OFFERED TO WILTSHIRE COUNCIL VIA S106 AGREEMENT FOR COMMUNITY USES



FOUL WATER PUMP STATION



ELECTRICAL SUB STATION



KEY FOOTPATH CONNECTION



EA FLOOD EXTENT



EXISTING CROSSING (PEDESTRIAN) OVER RAILWAY



CROSSING SAFEGUARDING ZONE



INDICATIVE PUBLIC RIGHT OF WAY DIVERSION ROUTE, SUBJECT TO DETAILED ORDER



0736-2002 Illustrative Masterplan

4.1.3 Accessibility

- Vehicular access and main pedestrian/cycle approach are to be gained via Westbury Road.
- Land for a community building is located at the head of the northern node (point of arrival from the east) as a local landmark and way-finder.
- The main central street is designed to meander though each of the field quarters loosely parallel to the railway and following the site topography providing access to the tertiary streets, lanes and the connecting open spaces.
- Linkage to the existing public right of way to the north by a diverted route through key green space views to Cley Hill
- Pedestrian linkage will provide easy access to local bus services along Westbury Road.
- Cycle linkage is provided via the southern access junction that will then be provided 'off line' to the main Westbury Road, affording a safe and convenient route to the town
- Clear street hierarchy throughout the scheme to provide legibility and ease of movement.
- Spaces within private amenity of the homes would be identified at detailed design stage for the storage of waste and recycling provision, allowing easy transfer on collection day.

4.1.4 Landscape and Open Spaces

- Retention of hedgerows, hedge banks and high quality trees to provide aspects of maturity and enclosure and a clear landscape structure.
- Enhancement of existing landscape structure by improving the existing east/west hedgerow corridors and incorporating woodland along the western boundary and tree belts along the north, south and western boundaries.
- Hedgerow retention combined with the proposed tree belt and orchard along the northern edge to soften the edge of development and provide transition into the countryside.
- Tree belt along the southern boundary in the interest of amenity and relationship with neighbouring properties.
- Combination of a tree belt and woodland planting along the western boundary to reduce the impact of the adjacent railway and provide amenity value for residents.
- Large, landscaped area in the west of the site providing outdoor facilities for new and existing residents such as allotments, orchards, informal kick-about space, play areas, fitness trail and open green space for informal recreation.
- Two trim trails provided for young children within the development parcels along key circulation routes.
- Play areas to cater for a range of ages and also include equipment for both disabled and neurodiverse children.
- Teenage provision to include informal kick-about space, fitness trail and social seating; together catering for both girls and boys and covering a range of interests.
- • Play and teenage provision to comprise timber equipment; respecting the sites settlement edge location.

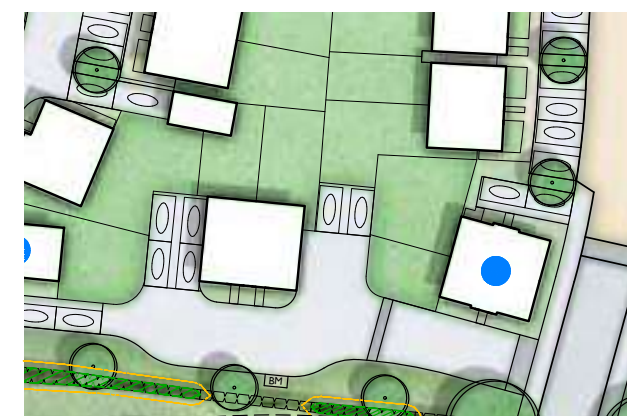
- Inclusion of the public footpath route, north to south, along with an alternative diversion route if the level-crossing is to close.
- Attenuation basin within the open space and swales within the development parcels enhanced with native planting to provide amenity value.
- A winterbourne chalk stream proposed for ecological benefits would also offer amenity value within the parkland area.

4.1.5 Parking

Each dwelling will be provided with parking that accords with Wiltshire Council standards relating to the type of property they serve.

A mixture of on plot, frontage and curtilage parking will be provided, as well as a small amount of mews parking.

Visitor parking will be provided at a ratio of 1:5 and is conveniently placed and distributed evenly around the development.



A variety of building types and tenure provides better urban landscape and social sustainability

4.1.6 Boundaries

Front boundary treatments will vary across the scheme but largely will be soft planted frontages of shrubs, hedgerows and open verges to match the general landscape character of that part of Warminster.

Within the main village street some buildings or building groups will contain railings painted black, with or without a low plinth or low walls in a complementary finish to suit the buildings they would enclose.

In either scenario the boundaries will be supported with integrated landscaping to grow over or through the boundaries.

Rear gardens will be enclosed with solid walls where they face the public realm and timber fences will be used as plot division.

Open and green spaces that are in proximity of tertiary lanes and drives will be bordered with a combination of hedges and knee rails or just soft planting.

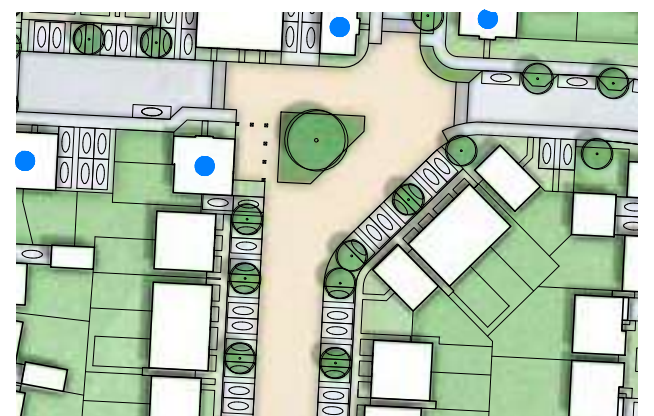


Illustration of strong frontage of the main street (northern node) provides a high quality street scape and natural surveillance to this important transitional space

4.3 Amount

The proposal for the residential development is for up to 205 dwellings, a community hub and green open spaces, play and allotment; across the gross area of 10.454 hectares.

A brief description of each of the development components accompanied by a land budget plan is provided in the following paragraphs.

Residential Areas

The development will use densities that are appropriate to the locality.

A net density of 39 dph is proposed across the application site. The proposed density takes into consideration factors such as the existing character of the adjacent built area, site characteristics such as it's topography, nearby density patterns and to promote an efficient use of land where appropriate.

A range of dwelling types will be provided across the site ranging from 1 and 2 bed apartments through to 2, 3 and 4 bed-roomed family homes.

The scheme will have a mix of tenures including open market housing, affordable rent and shared ownership. The final number of affordable units will be 61 which is 30% of the total numbers for the site.

The distribution of affordable dwellings between social rented and intermediate is 60 - 40%. The affordable units are provided in maximum cluster of 12.

Unit Size	Affordable	%	Open Market	%
1 Bed	8	13%	0	0%
2 Bed	31	51%	18	13%
3 Bed	20	33%	97	67%
4 Bed	2	3%	29	20%
Total	61	30%	144	70%

Open Space

The largest component of the open space is located in the north west comprising open meadows, a community orchard, an informal kick-about space as well as fusing in the existing public rights of way. This space is bound by existing and enhanced hedgerows and woodland to the west.

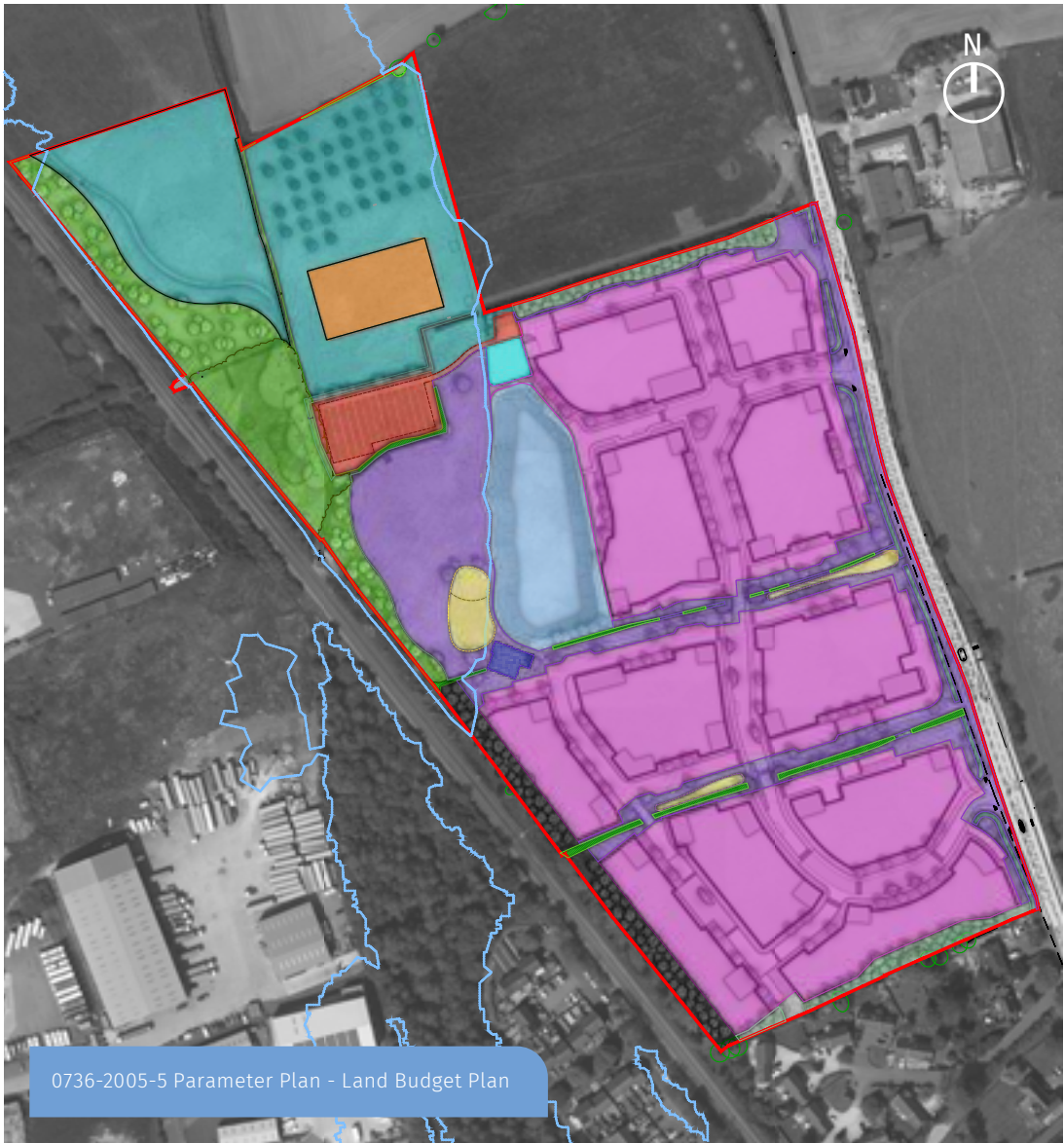
Further south is a more formal open space comprising allotments in the north, amenity green space and a large play area. This open space will also incorporate a sustainable urban drainage strategy (SUDS) in the form of an attenuation pond; offering an attractive element for the landscaped area.

Additional open space is afforded within the development as part of the key green visual connections to Cley Hill, set about the existing hedgerows. Swales and trim trails would further enhance these spaces.

A setback from Westbury Road also allows a green corridor to be created and bolstering of the existing hedgerow corridor; this allows the key connection of the diverted public right of way to be consumed within this attractive walking route.

4.4 Parameter - Land use

- SITE BOUNDARY
- RESIDENTIAL
- LAND TO BE OFFERED TO WILTSHIRE COUNCIL VIA S106 AGREEMENT FOR COMMUNITY USES
- NATURAL GREEN SPACE
- PROPOSED HEDGE
- ALLOTMENTS
- PARKS & RECREATION GROUNDS
- AMENITY
- PLAY AREAS
- KICKABOUT AREA
- SUD's
- PUMP STATION
- BUFFER - RAILWAY
- BUFFER - LANDSCAPING



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.



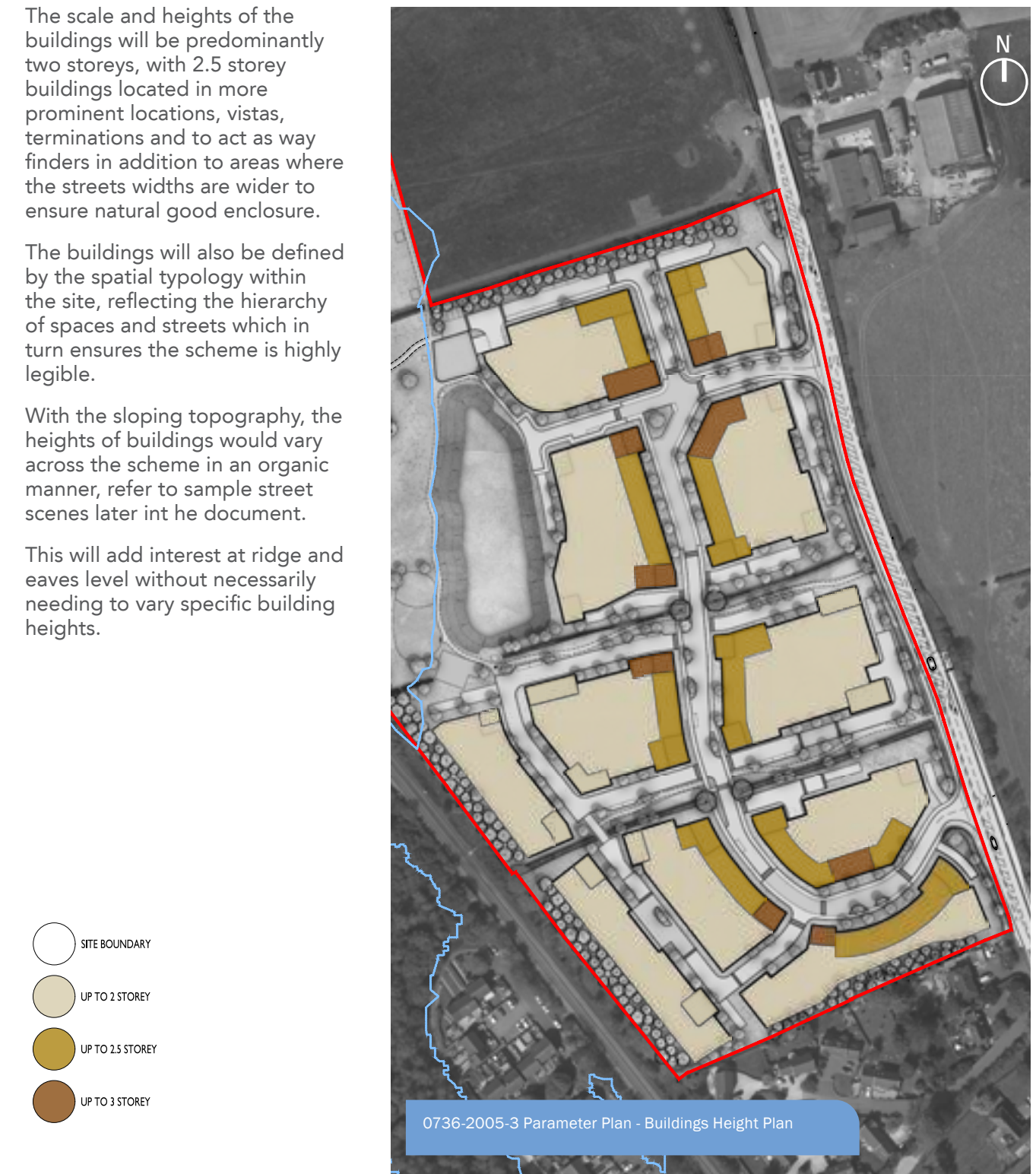
4.6 Parameter - Building heights

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.

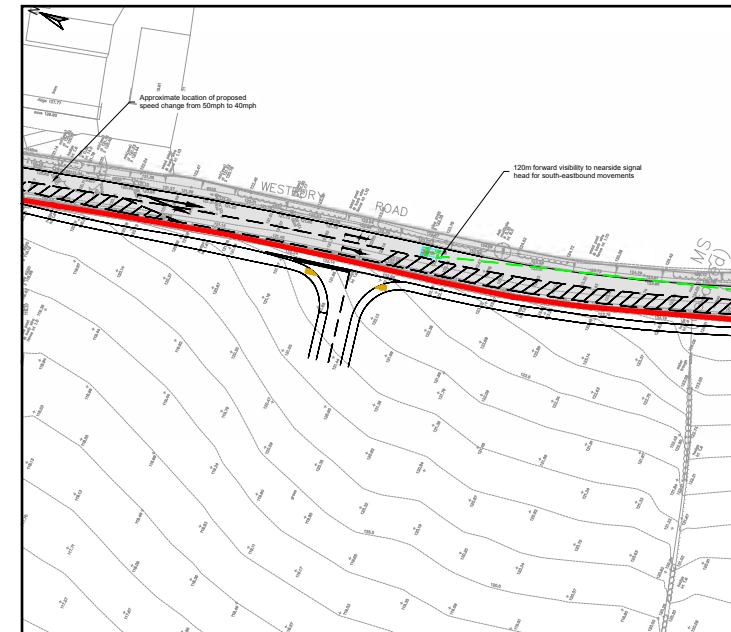
It was agreed previously that the development would support a Traffic Regulation Order to reduce the 50mph speed limit on this section of Westbury Road to 40mph

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.

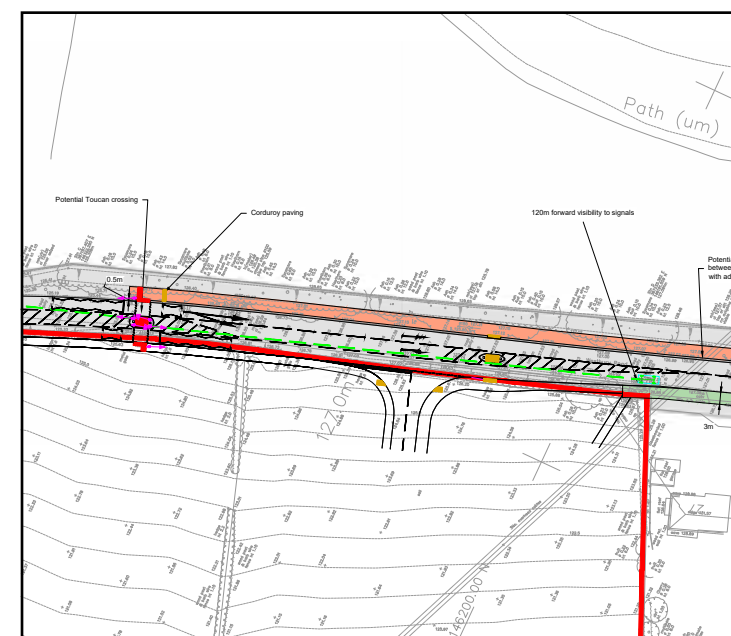
A vital part of the connectivity is the provision of a link to the south east corner of the site, which in turn would facilitate onward connections via Westbury Road and connectivity to WARM16 beyond.



View along Westbury Road facing north



Proposed northern site access



Proposed southern site access

P19-2831_013_SK_Accessibility Plans - Option 1B_Rev.B

4.8 Parameter - Routes & Movement

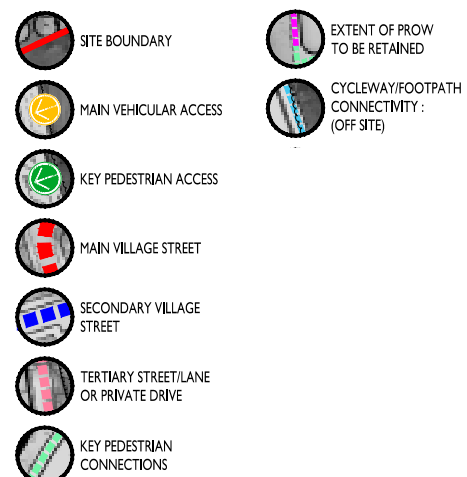
The site will be served principally by two access points from Westbury Road which will serve all modes including pedestrian, cycle and vehicles.

The existing public right of way from the north will be fused into the scheme when it enters the scheme. The intention then is for a diversion within the site within public open space, shared surface lane for a short distance along the southern green/blue corridor, then linking up with Westbury Road.

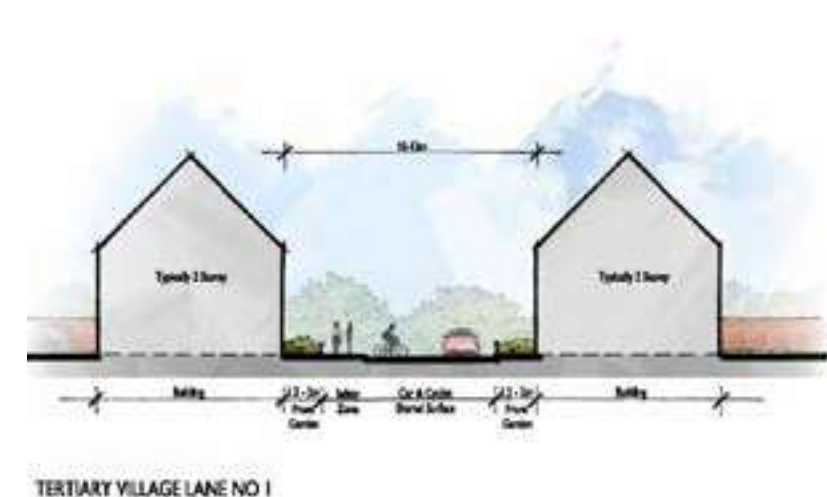
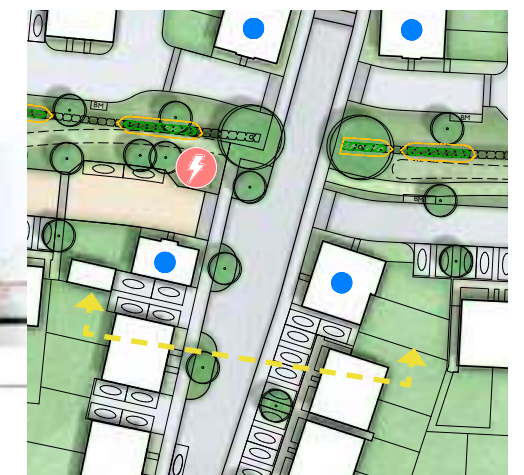
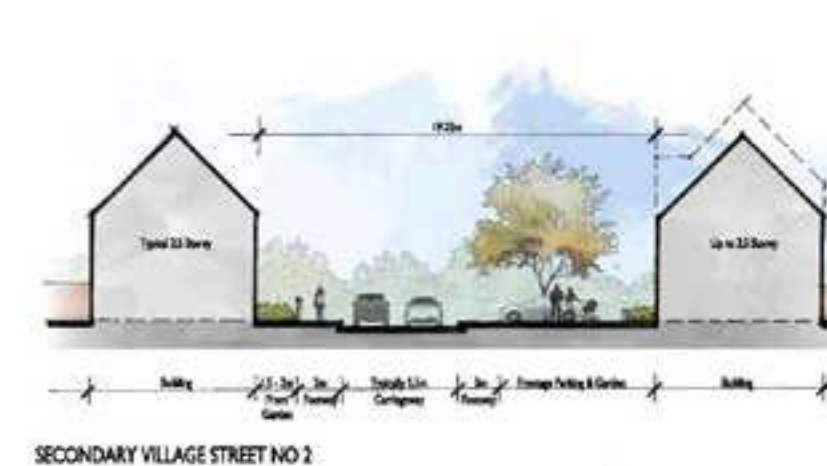
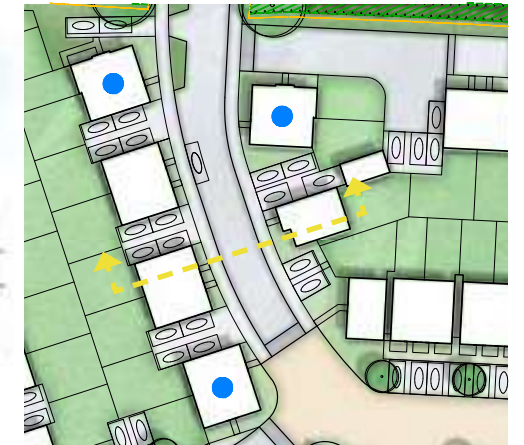
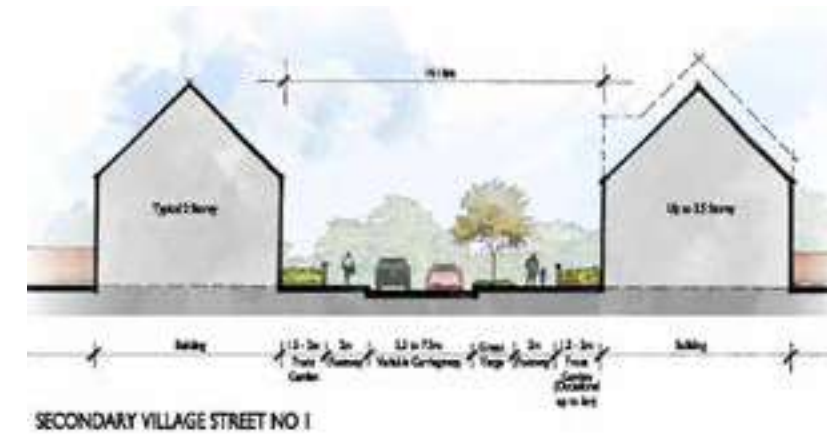
A dedicated foot/cyclepath will be provided from the southern site access 'off line' to the main road, to connect with the town further south.

The main village street will meander through the site and will connect with the secondary lane's, which in turn will then connect with lower order tertiary lanes and private drives.

Pedestrian connectivity is highly permeable and is intertwined with the green network of streets and spaces.

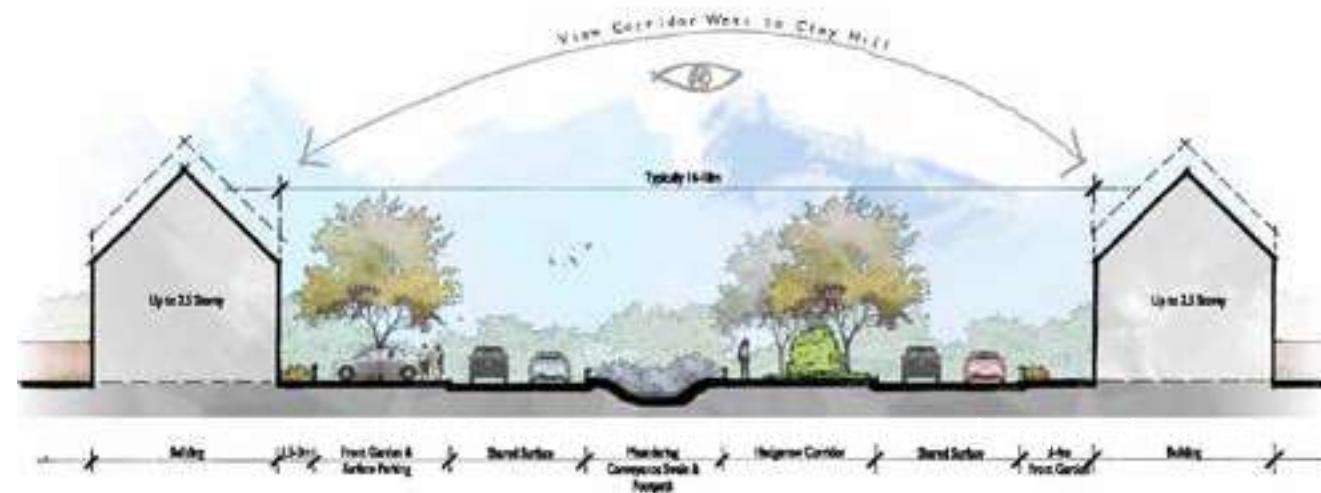


4.9 Parameter - Street Typologies





TERTIARY VILLAGE LANE NO 2



TYPICAL GREEN EAST/WEST CORRIDOR



View from Westbury Road to Cley Hill (viewed West)

4.10 Parameter - Open Space, Ecological Mitigation & Green Infrastructure

Landscape & Open Space

Development would be set back from Westbury Road, existing hedgerows retained and reinforced where possible, and new native tree and shrub planting would also be provided along the site frontage.

Development would be set back from the southern boundary of the site and a tree belt provided.

Along the western boundary existing trees and shrubs would be retained. Further tree planting in the form of a tree belt and woodland would also be provided.

Hedgerows along the northern boundary would be retained and reinforced, and an orchard and tree belt proposed along this edge too.

The combination of these standoffs and planting have potential to reduce landscape and visual effects upon receptors outside of the site.

Equally importantly, existing hedgerows within the site would be largely retained and reinforced where necessary which would help to further reduce both on site and off site landscape and visual effects.

Proposals for ecology infrastructure retained and enhanced on site

The illustrative master plan has included significant areas of new native planting including trees, hedgerows, grassland and wetland, which will provide habitats to enable species such as bats, birds and reptiles to continue using the site.

The large area of open space will include an allotment area, dedicated wildlife habitat and SUDs including an attenuation pond and conveyance swale's to provide enriched ecological habitat for flora and fauna.

There will be significant landscape buffering around the boundary of the site, including a woodland buffer to the north.

The scheme includes comprehensive ecological and wildlife features including bat corridors, woodland belt planting and the creation of/restoration of a priority habitat - chalkstream Winterborne.

Impacts on protected species during construction will be avoided through careful planning and timing of works, which will be set out and secured via a construction and environmental management plan (CEMP).

- The creation, establishment and management of habitat features will be carefully considered to maximise the biodiversity benefits, with details to be provided in a Landscape and Ecological Management Plan (LEMP).
- The scheme will deliver a net gain in biodiversity in line with national and local policy.

Throughout construction and operation, the proposed development will implement the following measures, which will be secured through planning conditions, to prevent the release of further Total Phosphorus from the development: -

- Construction Environmental Management Plan (CEMP) which includes best practice methods for protecting the environment during construction;
- Landscape Strategy and Landscape and Ecology Management Plan to provide a framework for mitigation and management of open space/soft landscaping that will be enacted in perpetuity;
- Surface Water Drainage Strategy to intercept and treat surface water run-off from carriageways, car parks, buildings and hard paved public areas through a variety of devices near the source of the run-off prior to infiltration or discharge from the Site;



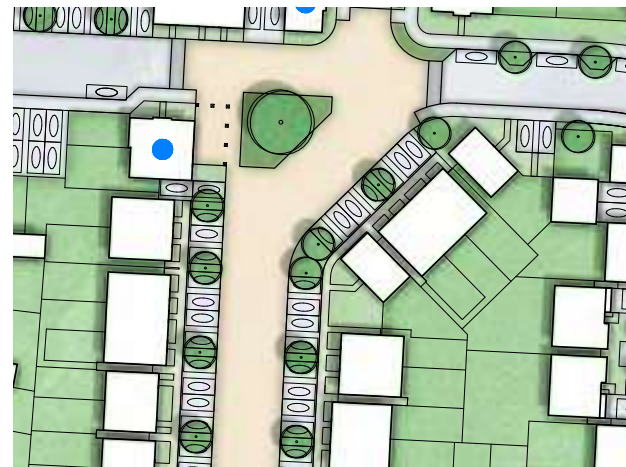


4.11 Framework Plan

Following feedback from the local planning authority urban design team, the plan opposite has been formulated to show indicatively how 'up to 205 dwellings' can be accommodated on the development site.

The landscape strategy identified within the development proposals provide opportunity for the following positive proposals:

- To retain existing hedgerows along outer boundaries and to reinforce those internally
- To retain existing woodland and copse to the north west
- To retain and reinforce the existing vegetation along the railway line
- To retain and reinforce the southern boundary landscape setting in the interests of existing amenity
- To introduce grassland meadows
- To provide amenity open space with opportunities for Natural Play as well as formal play
- To introduce new tree and shrub planting within the development which provides for amenity and selected species to support wildlife



Northern node, transitional space. key building to north



Key east west blue/green corridor (PRoW Diversion route)



Existing public right of way fused into the design



Illustrative Framework Plan

4.12 Flood Risk Assessment and Drainage Strategy

4.12.1 Surface water Drainage.

Surface water from the proposed development will discharge into the watercourse running through the site with the discharge limited to Q_{bar} for events up to and including the 1:100 + 45% climate change/urban creep allowance event with 30% betterment provided for greenfield rates. This will ensure that flood risk is not increased in the receiving watercourses downstream of the development for the lifetime of the development.

Attenuation will be provided in a basin or pond with sewers discharging directly into it via precast concrete headwalls. The pond will have a permanent pool to provide treatment to the surface water run-off from the development. Bank slopes will be 1 in 3 in accordance with The SuDS Manual Ciria C753.

Flood routes will be provided for exceedance events, or for local failure of the drainage system (blockage, damage, etc.), and will ensure that flood flows are directed safely through or around the development to the downstream drainage system and watercourse.

The surface water drainage system will be managed and maintained for the lifetime of the development to ensure that it operates effectively.

Full details of the development levels and drainage/SuDS will be submitted for Reserved Matters planning approval or as a Discharge of Condition application.

4.12.2 Foul Drainage

The foul flows from the site will be pumped to the existing sewage network to the south in Westbury Road as confirmed by Wessex Water; full details of the connection will be agreed with Wessex Water.

The foul sewers will be adopted by Wessex Water or other approved Water/Sewerage Undertaker to ensure that they will be maintained for the lifetime of the development.

4.12.3 Flood Risk Assessment

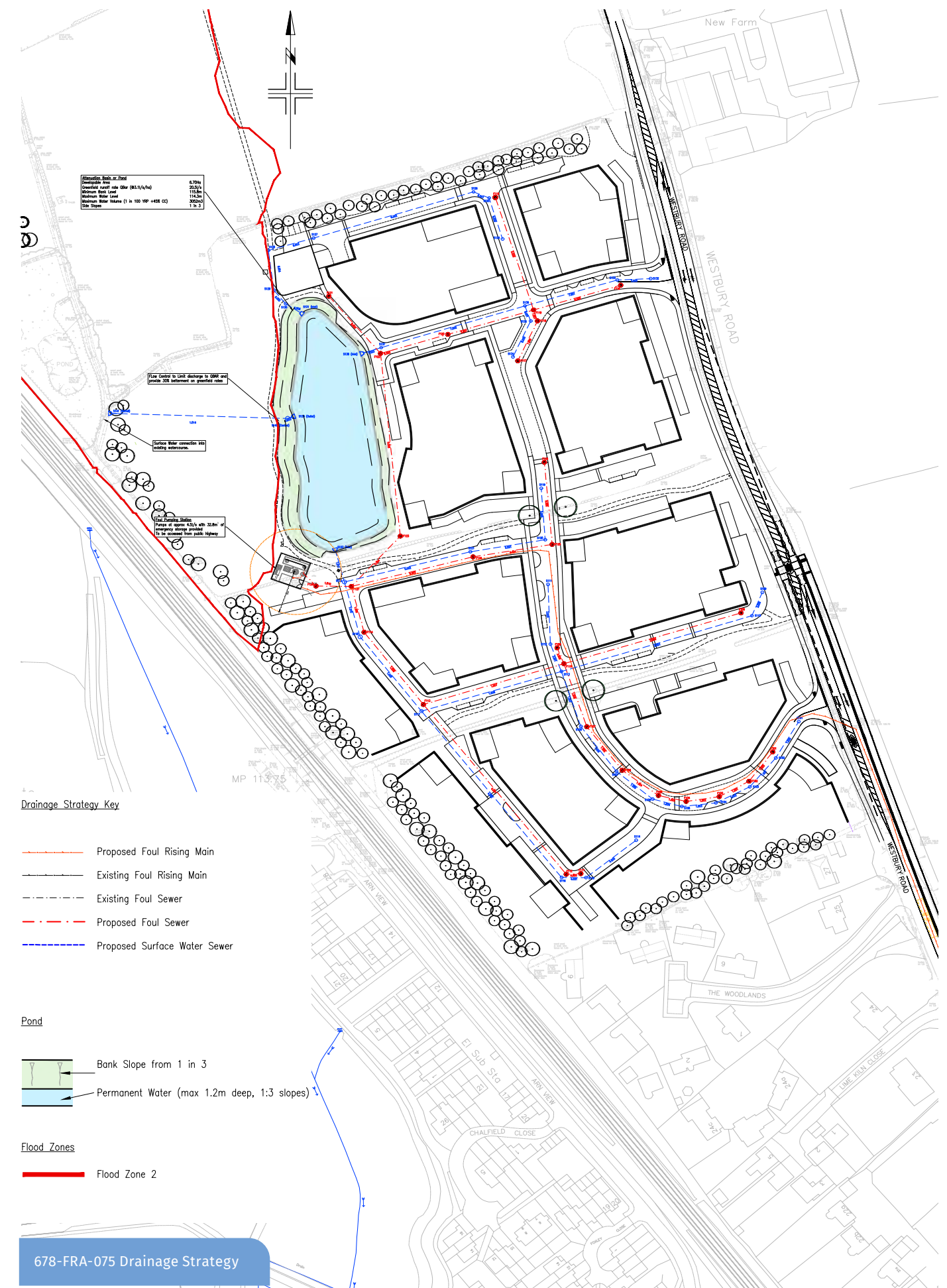
This site-specific FRA has been produced in accordance with the requirements of the NPPF, Planning Practice Guidance (PPG), and EA advice notes, and demonstrates that the proposed development will be safe from flood risk and that it will not increase flood risk elsewhere.

The site is located mostly within Flood Zone 1 with a low flood risk (less than 1:1,000 or 0.1% annual probability of flooding from rivers). The low parts of the site adjacent to the watercourse are Flood Zones 2 and 3 having a high risk of flooding. The proposed dwellings will only be in Flood Zone 1.

The proposed residential development is classified as 'More Vulnerable' and is in Flood Zone 1; the proposed residential development is suitable in this zone and the NPPF Sequential and Exception Tests are not required. Water-compatible uses will be in Flood Zones 2 and 3.

The floor levels of all dwelling will be set a minimum of 600mm above the Flood Zone 2 flood level (0.1% or 1:1,000 annual probability flood event) and safe dry access/egress provided to all dwellings. Development levels will be designed to route surface water flows away from dwellings to protect them from flooding.

Flood risk from fluvial, pluvial, sewers, surface water, groundwater and artificial sources has been assessed and it has been demonstrated that the proposed development will not be at risk from flooding from all sources.



4.13 Sustainability

4.13.1 Drainage and Water

Surface water management will include the use of sustainable drainage systems including an attenuation feature and permeable paving in private parking areas, subject to further testing and detail. Surface water runoff from the development will be attenuated including a 40% allowance for climate change.

Water consumption will be reduced through a range of water efficiency measures and homes will target a water consumption rate of 110l/p/d.

4.13.2 Waste

Waste and recycling will be managed through the provision of allocated areas within and / or close to properties to store refuse for collection via Wiltshire Council waste services.

4.13.3 Layout

The layout will provide a well planned, high quality development with a distinctive character and sense of place that uses land efficiently and has been developed from a clear understanding of the surrounding local area and wider context.

The layout support to maximise solar gain by orientation of buildings where possible.

It will provide a range of homes and tenures that respond to local needs.

4.13.4 Transport and Movement

The development provides interconnected movement routes which provide good connectivity between different areas of the site and also to a range of existing services and facilities within Warminster.

Bus stops are located on the south-eastern corner of the site on Westbury Road providing services to Warminster town centre and across Wiltshire and parts of Somerset.

Cycle storage will be provided within the development and a shared cycle way / footway is proposed from the development along the eastern side of Westbury Road.

The existing PRoW WARM18 route will also be diverted from the southwest corner of the site to the southeast corner of the site (subject to detailed diversion order), with access proposed from Westbury Road.

4.13.5 Ecology

Wildlife creation and enhancement measures will be incorporated in the north of the site to achieve a 10% biodiversity net gain.

New ponds and orchard, grassland hedgerows, chalk grassland and scrub providing a diversity of habitats to support amphibians – such as newts and common toad along with bat, birds, reptiles and invertebrates. Educational boards will enable local residents to learn more about the importance of these habitats.

4.13.6 Energy & Climate Change

The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaptation measures to ensure the long term resilience of the development to the effects of climate change.

Buildings designed to reduce carbon emissions in accordance with anticipated changes to the Building Regulations through the use of energy hierarchy, using a fabric first approach to design to reduce energy demand, helping mitigate the effects of climate change, in line with Local Plan Core Policy 41 and 57, targeting emerging Local Plan Policy 4.

Refer to Sustainability and Energy Statement 03579, for further details.

4.13.7 Sustainability in Community Safety

Secured by Design is a police initiative to guide and encourage the adoption of crime prevention measures within the specification, design and build of new homes.

The references within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance (NPPG) have sought to reinforce the need and importance of a safe and secure external environment and contain specific references to Police service advice.

The key features of the development, which address designing out crime and designing in community safety are summarised below:

Layout of roads and footpaths

Primarily to be incorporated into any application for the approval of reserved matters.

- All movement routes will be visually open and direct with a clearly defined street hierarchy and are located in areas that are clearly identified as public realm.
- Pedestrian routes are generally integrated with the road network and located to the front of dwellings. Separated footpaths, and play areas are located at the building front attaining natural surveillance.
- Planting adjacent to footways will be designed to avoid places of concealment and unnecessary maintenance and will allow the footways to be open to view.
- Public footways immediately adjacent to doors or windows have been avoided.
- Footways that are to be lit will be to the relevant levels as set out in BS5489:2013 or latest British Standards.

Dwelling Boundaries

- Dwelling frontages should be open to view with formal hedgerow planting providing a clear definition between public and private realm.
- Sub-divisional fencing between neighbours should comprise at least 1.8m horizontal timber panel fencing.

Layout and orientation of buildings

- Dwellings need to be designed to face each other to allow overlooking of neighbouring surroundings.
- The development contains a mix of dwellings allowing the potential for homes to be occupied at different times of the day.
- Gable ends to dwellings overlooking the public realm may contain at least one window at ground level, and / or a 1m buffer zone defined by planting.

Car parking

- Parking are to be provided on plot in lockable garages or on hard standings.
- Visitor parking can be provided on-street in areas overlooked by neighbouring properties.
- On plot garages should be positioned to allow entrances to the dwellings to be easily observed from the street and neighbouring dwellings.

Planting in new developments

- New tree and shrub planting should be chosen to create an attractive residential setting and be designed to ensure proper maintenance.
- Dependant on location, planting should be chosen to allow good visibility, to avoid obscuring doors, windows or lighting, to avoid acting as climbing aids or potential hiding places, and to help deter graffiti.

4.14 Phasing

It is proposed that the development would be delivered as a single phase.

The delivery timings of the varying areas of open spaces, SUDS, allotments and play spaces would form part of section 106 negotiations relating to construction/occupation in the traditional manner.



Appearance 5

5.1 Illustrative Street Scenes



SECONDARY VILLAGE STREET THROUGH KEY GREEN CORRIDOR



MAIN VILLAGE STREET



TERTIARY VILLAGE STREET/LANE (TYPICALLY VIEWED FROM WESTBURY ROAD)

Conclusion

This document is proposed to support: -

An "Erection of up to 205 no. dwelling's, community hub, public open space, access, infrastructure and associated works, with all other matters reserved"

The proposed design makes reference to appropriate contextual development, which has informed the built form and the appearance proposed.

Significant open space areas are provided on site to cater for social interaction, play, sport, general wellbeing amenity and allotments as a food growing resource.

The scheme offers an exciting new development for Warminster that is sustainable and well integrated into its surrounding environment.

Conclusion 6



Focus On Design

The Distillery,
7-11 Lodway,
Pill, Bristol,
BS20 0DH

t: 01275 813380 f: 01275 813381
e: admin@focusdp.com