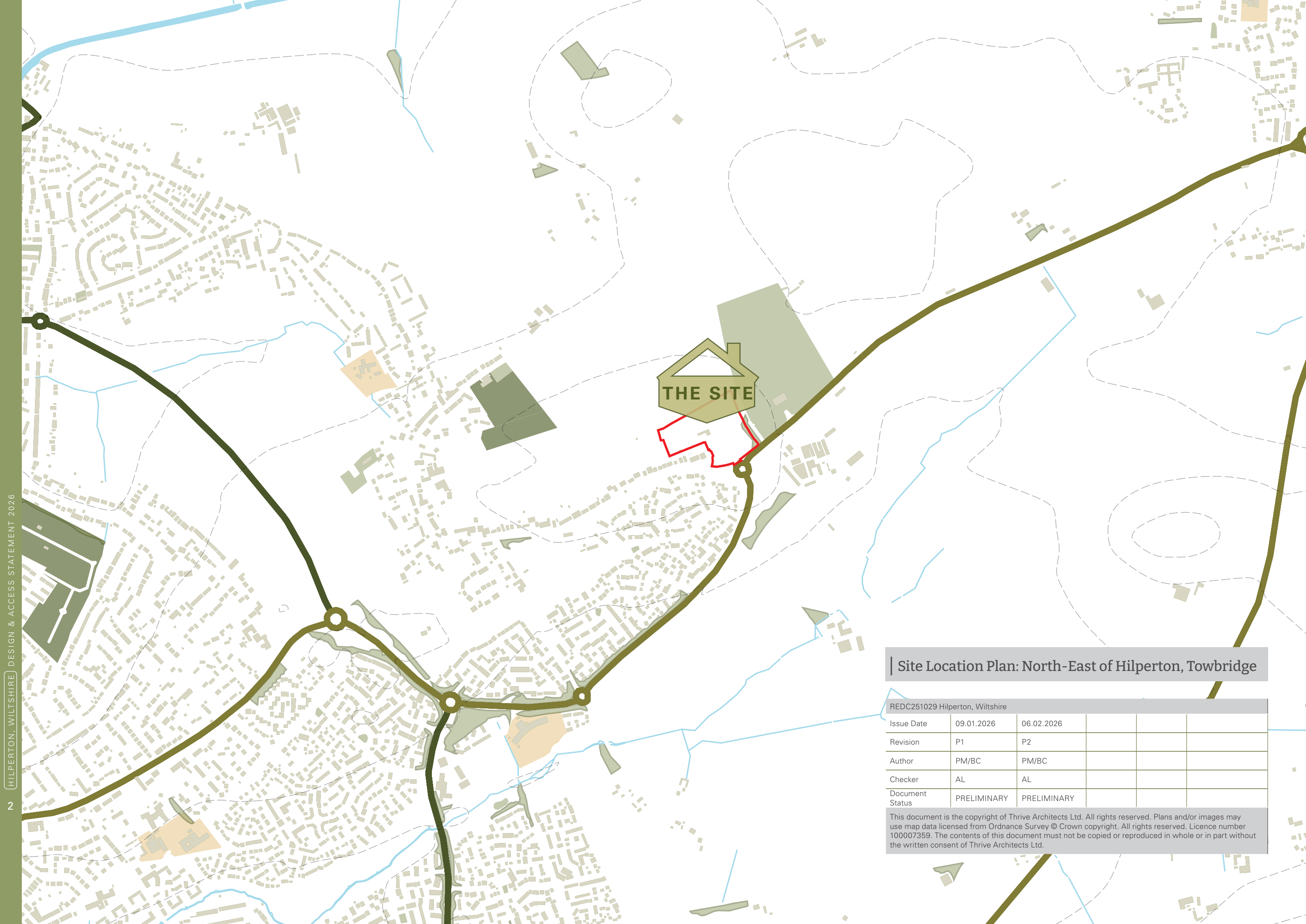




Hilperton Wiltshire

DESIGN & ACCESS STATEMENT
FEBRUARY 2026

Redcliffe
HOMES



THE SITE

Site Location Plan: North-East of Hilperton, Towbridge

REDC251029 Hilperton, Wiltshire					
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Contents

Planning Overview	4
Site Context	6
Site Location	8
Local Character	10
Hilpertown Village	10
Devizes Road	11
Paxcroft Mead	12
Constraints & Opportunities	14
Ecological Assessment	16
Proposed Masterplan	18
Illustrative Site Layout	20
Combined Parameter Plans	22
Storey Heights Illustrative Plan	24
Architectural Character	26
Illustrative Appearance	28
Street Elevations	28
Landscaping	30
Sustainability	38
Conclusion	40
Appendix	42
Building for a Healthy Life	44

Introduction

ABOUT THIS DOCUMENT

The Design and Access Statement has been prepared on behalf of Redcliffe Homes Ltd to provide supporting information for an outline planning application of the proposed residential development of the land to the north side of Devizes Road.

The Design and Access Statement sets out the design rationale and process which has informed the design proposals.

In summary, the proposals for this comprise:

- Up to 80 dwellings
- A mix of 1, 2, 3 and 4 bedroom homes.
- Policy compliant 30% affordable housing.
- Up to 2.5 storey development.
- Access from the roundabout to the south of the site connecting Devizes Road to the A361.
- Car parking and cycle storage to all homes to meet local standards.
- Public open space, play elements and connection of the public rights of way (byway) outside of the boundary, to the east of the Site that travels north. Connection is also made to the south where there is an existing cycleway.
- Green wildlife corridors around the boundary of the site, with 50m wide habitat area to the eastern edge.

Redcliffe
HOMES

thrive.
architects

DAVID JARVIS ASSOCIATES

Planning Overview

A previous full application for the southern parcel for 36 dwellings was submitted by Redcliffe Homes was considered by the council in 2023 (ref. PL/2022/07977) with the application being refused for a number of reasons including:

- i. Perceived lack of information and mitigation in respect of the Trowbridge Bat Mitigation Strategy
- ii. Perceived lack of information in respect of a replacement bat roost
- iii. Lack of s106

Since the refusal the council have progressed the site allocation and Redcliffe Homes have carried out new bat surveys to inform the latest revised proposals.

EMERGING POLICY

Wiltshire Council has now progressed its Regulation 19 Draft Local Plan (Pre-Submission Draft 2020–2038), which was formally submitted to the Secretary of State for independent examination in November 2024. The draft Plan identifies a number of strategic allocations to meet housing and employment needs across the county over the next plan period.

With respect to Hilperton, the scale of the proposed allocation has been reduced from approximately 2,100 dwellings at previous consultation stages of the Local Plan to around 600 dwellings, together with a primary school, convenience store, and early years learning facility. The Council’s masterplan (see page 6) illustrates how the site could be developed, with the principal access taken from the Devizes Road roundabout, and secondary accesses from Whaddon Lane to the north.

As can be seen from the accompanying emerging masterplan the Redcliffe Homes site is located in the south eastern corner and forms a strategic point of access (as denoted by the red arrow) which then feeds into the spine road.

HILPERTON VILLAGE DESIGN STATEMENT

The Hilperton Village Design Statement was adopted in 2005 and sets out the key design considerations to ensure that future development in the village minimises the impact on Hilperton as a whole and protects and enhances the character of the village and its surrounding areas. A summary of the key recommendations for new developments is highlighted as follows:

- New development should be finished in a manner which complements the visual character of the locality, where stone is the predominant material. / To maintain the visual character of the area.
- New development should be of a style and scale which is sympathetic to surrounding buildings. / To maintain the visual character of the area.
- Rendered finishes should only be applied to buildings where rendering is already present to repair or maintain continuity with an existing finish. / To maintain the visual character of the area.
- The removal of gardens at the front of houses in order to provide off street car parking should be discouraged: off street parking should be behind houses and not obvious from the road. / To maintain the visual character of the area.
- New roads and pavements should retain existing Historic features and use traditional materials such as stone. /To retain and enhance the historic appearance of the village.
- Developments should be bounded by natural stone walls / To retain and enhance the historic appearance of the village.
- Cables should be buried in new developments and existing ones buried when the

opportunity to do so arises. / The appearance of Church Street is marred by overhead cables and posts.

- New development should be constructed of complementary materials and at a scale appropriate to the surrounding buildings, in order to maintain the visual character of the locality.
- Rendered finishes to buildings should not be used, except where necessary to maintain continuity when existing rendered buildings are repaired or improved. This is to preserve the visual character of the area as a whole.
- New buildings or extensions should not be higher than existing buildings, or exceed two storeys where this would adversely impact views of the open countryside. This is to preserve views of the landscape setting and the character of the village.
- New buildings or extensions should have pitched roofs with gabled ends, in order to protect the characteristic roofline of the area.
- The addition of dormer windows to two-storey houses, such as those created as part of loft conversions, should be discouraged. This is to protect the characteristic roofline and views of open fields over rooftops.
- The design of industrial buildings should incorporate the traditional rural characteristics of the area, particularly in terms of height and materials. The renovation of existing structures is preferred. Where uncharacteristic design features are unavoidable, they should be screened by tree or hedgerow planting using native species. This approach provides a visually acceptable solution where a functionally designed building is required for local businesses to thrive.
- New buildings should conform to existing building lines and be fronted by low walls or open gardens. Off-street parking at the front of houses is acceptable where a front garden



is also provided, as this forms part of the character of the area. This helps maintain the open and spacious appearance characteristic of the area.

- Roads should include pavements and, where space allows, grass verges, in order to maintain the open and spacious appearance characteristic of the area.
- Mature trees and hedgerows should be retained to maintain the rural character of the area.

Hilperton Village Design Statement



WILTSHIRE DESIGN GUIDE

The Wiltshire Design Guide sets out how new development in Wiltshire should achieve high quality, sustainable, and locally distinctive design, and was adopted in March 2024.

OVERVIEW

- The guide aims to ensure **consistent, high quality design**, especially for new housing, across the county.
- It responds to national policy emphasising **good design**, community involvement, and placemaking.
- Wiltshire Council formally **approved and adopted** the guide in early 2024, meaning it now informs planning decisions.

KEY THEMES

1. Context led, Locally Distinctive Design

- Encourages development that reflects **local character**, landscape, heritage, and settlement patterns.
- Follows the structure of the **National Design Guide** and **National Model Design Code**, making it easy to cross reference national standards.

2. Sustainable, Walkable Neighbourhoods

- Strong emphasis on **mixed use, walkable places** with good access to services and active travel routes.
- Promotes energy **efficient buildings**, sustainable materials, and climate responsive design.

3. High Quality Streets and Public Spaces

- Guidance on street layouts, landscaping, and public realm design to create **safe, attractive, and sociable environments**.
- Includes examples such as boulevard style streets in new developments.

4. Clear, Practical Design Expectations

- Provides detailed guidance for developers on **building form, scale, massing, materials, parking, and layout**.

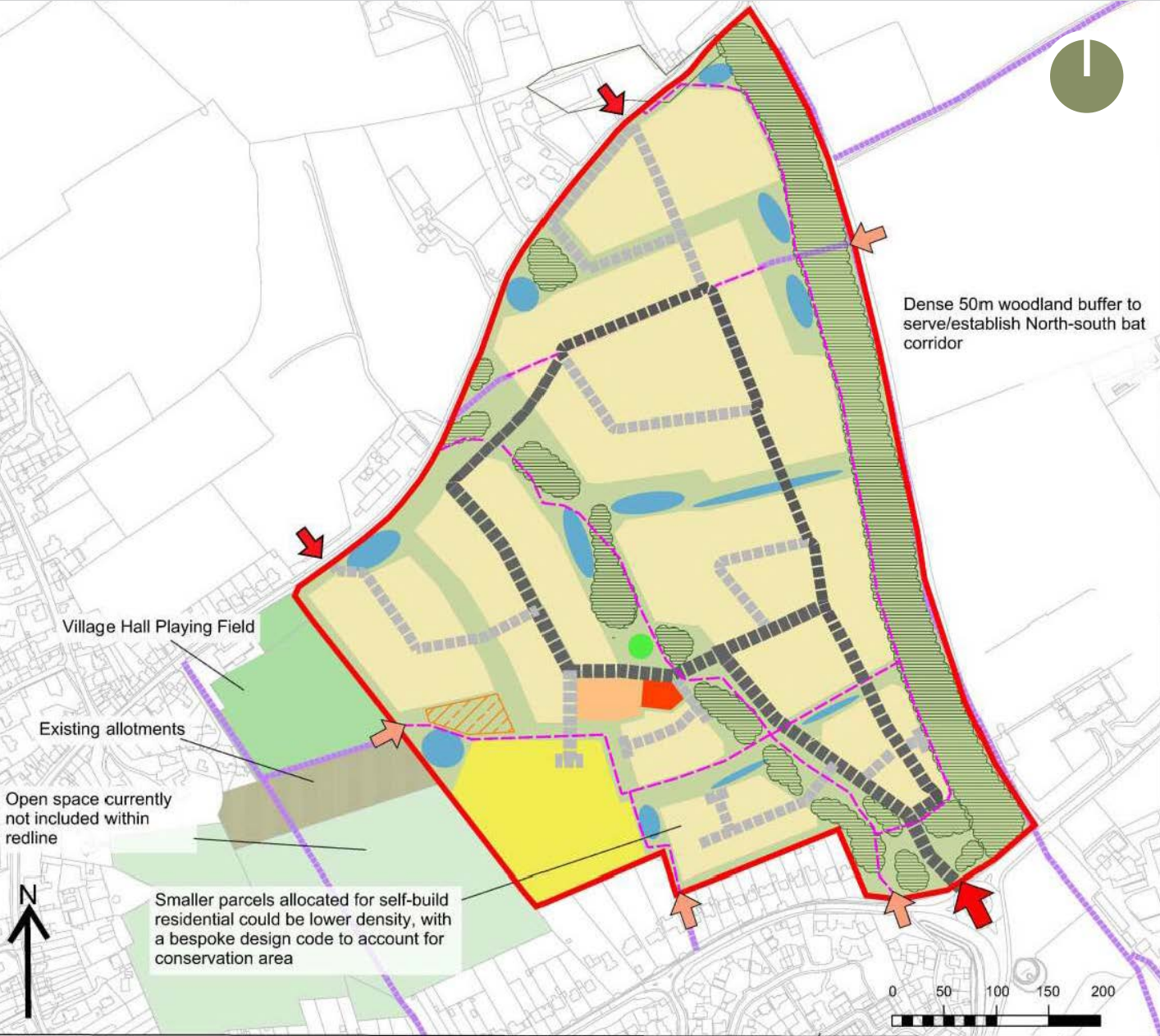
The following sections of the Design and Access Statement sets out how the above design guidance has been addressed within the outline design proposals. As prescribed in the Wiltshire Design Guide, the outline application provides information on how the site is to be laid out and how elements such as building heights and form, building lines, routes for vehicles and pedestrians and cyclists, green and blue infrastructure integrate with the surroundings.

A preliminary Building for Life Assessment has been carried out as part of evolving the design proposals, as set out in the appendix. The Building for Life Assessment will be further reviewed and updated at the reserved matters stage to ensure that the detailed design meets the various design criteria.



Site Context

Wiltshire's Land North-East of Hilperton, Trowbridge Concept Plan



KEY

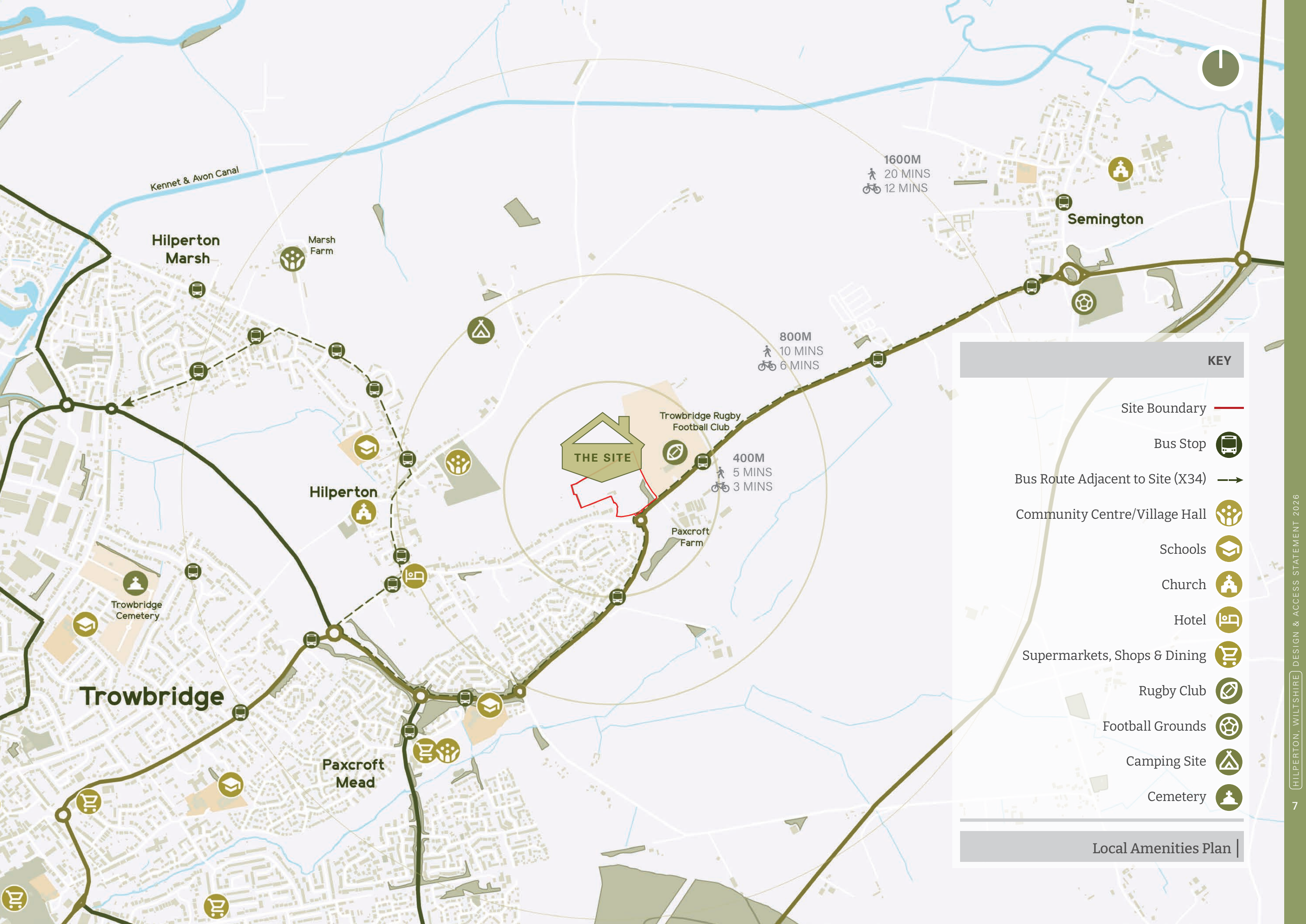
- Boundary – 33.6 Ha
- Residential – 17.2 Ha (~600 homes @ 35 dph average)
- Primary School – 2 Ha
- Nursery – 0.3 Ha
- Convenience Store* – 0.08 Ha
- Remaining GI – ~14 Ha (~42% gross area)
- Indicative SuDS – 1.0 Ha (~6% of development area)
- Allotments – 0.2 Ha
- Children's Play Area
- Vehicular Access / Emergency Access
- Foot / Cycle Access
- Existing PROW / Bridleway
- Proposed New PROW / Cycleway
- Primary Street (Boulevard & Bus Route)
- Secondary Street

* Shops should have additional apartment dwellings mixed above them.

Hilperton is a village which is located circa 1.3 miles to the north east of the town centre of Trowbridge. The village is separated from Trowbridge by a small number of fields which constitute what is locally known as the 'Hilperton Gap'.

Hilperton has a small number of services and facilities including a public house 'The Lion and Fiddle' located on Devizes Road. Hilperton also benefits from a primary school (Hilperton Church of England), a village hall and the Trowbridge Rugby Club.

The village is generally well served by public transport with regular connections through to Trowbridge, Frome, Swindon and Chippenham.



KEY

Site Boundary

Bus Stop

Bus Route Adjacent to Site (X34)

Community Centre/Village Hall

Schools

Church

Hotel

Supermarkets, Shops & Dining

Rugby Club

Football Grounds

Camping Site

Cemetery

Local Amenities Plan |

Site Location

The application site is located on the north eastern edge of the settlement of Hilperton. The site comprises greenfield land, a stabling block and associated paddocks.

To the west of the site are residential dwellings fronting Devizes Road. To the east of the site is a public right of way along a lane forming the eastern boundary, beyond which is Trowbridge Rugby Football Club.

To the south of the site is the Devizes Road and roundabout junction at the intersection of Devizes Road, Hilperton Road and the A361.

The site has an approximate area of 3.99 ha. It has a gentle gradient from west to east with a gentle cross fall.





KEY

1 Views

TROWBRIDGE RUGBY
FOOTBALL CLUB

A361

PAXCROFT FARM

DEVIZES ROAD

HILPERTON DRIVE

THE SITE

Site Location Aerial |

Local Character

HILPERTON VILLAGE

A mixture of architectural styles from different eras but;

- Mainly in two storey.
- Majority of buildings are in stones (bath stones, dressed/undressed, rubble and ashlar stone).
- Followed by rendered, then brick buildings.
- Pitched roof (mostly gable – both in roof tiles and slate).
- In simple shapes and forms.
- Most of them are set back from highways with small front garden demarcating with low boundary wall (in various materials – stones, bricks, metal, timber).

Location Plan

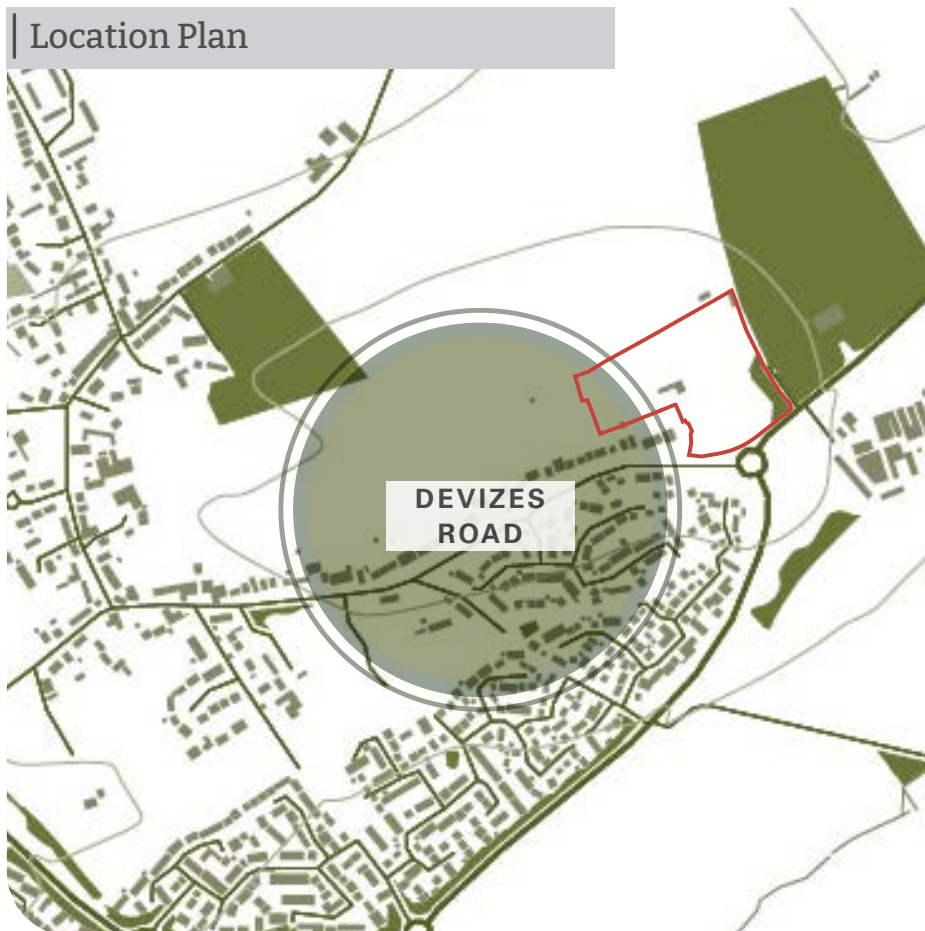


DEVIZES ROAD

A mixture of architectural styles but;

- Mainly in two storey
- Majority of buildings are in bricks
- There is a few dwellings in render/ stone
- Pitched roof (a mix of gable and hipped roof with gables – both in roof tiles and slate)
- Dwellings on Devizes Road are well set back with large front gardens
- Dwellings in both Stourton Park and Cedar tree close Estates have smaller front garden

Location Plan



Local Character

PAXCROFT MEAD

Modern architecture styles with;

- Mainly in two storey with a few 2.5 storeys family houses to 3 storey common access flats blocks.
- Majority of buildings are in bricks followed by some render ones.
- Some dwellings in stones.
- Pitched roof (a mix of gable and hipped roof with gables – both in roof tiles and slate).
- Dwellings are set back with front gardens.

Location Plan





HILPERTON

DEVISES
ROAD

THE SITE

PAXCROFT
MEAD

Constraints & Opportunities

The accompanying plan sets out the site constraints and opportunities that have been informed by technical assessments and surveys that accompany the submitted application. In summary the constraints and opportunities include:

CONSTRAINTS

- Site access to connect into the existing roundabout on the southern boundary with Devizes Road and the A361.
- 50m wide unlit bat flight corridor to be maintained to eastern boundary.
- Water main easement to northern boundary (shown in yellow), no dwellings in this zone.
- 18.3m wide primary access corridor to the boundary of the applicant’s control to future phases of the site allocation.
- Existing stable building to be demolished.
- Potential road noise from the adjacent A361, requiring development to be set back from the road frontage.
- Overlooking and privacy of adjacent properties on the western boundary.
- Open views to north into future development phases.
- Overhead cables cross the site (east to west) but can be diverted.

OPPORTUNITIES

- Green infrastructure led approach, providing linear open space to the site frontage to reflect the existing building line set back.
- Existing boundary trees and hedgerows to be retained as part of a strategy to enhance net biodiversity.
- 50m wide habitat corridor the eastern side of the site to provide dark route for bat flight path and opportunity for BNG.
- Primary street to be tree lined avenue.
- Opportunity for sustainable drainage in eastern and southern parts of the site.
- Provide connections to existing footpath/ cycleway to south leading into the town.
- Provide footpath connection towards the football club and lane to the east.

KEY

- Site boundary
- Open views to the north
- Low level lighting to this boundary for bat corridor
- Water main easement (no significant planting or structures in this area)
- Building line set back with landscape frontage
- 50M wide ecology buffer and bat corridor
- Site Access
- Alternative Access
- Vehicle + pedestrian links to future development phases
- Building frontage line
- Scrub planting/trees/hedges to be removed
- SUDs areas
- Existing trees
- Category A/B tree
- Existing trees + vegetations to be retained for biodiversity enhancement
- Existing building adjacent to Site
- Existing cycle path & footpath
- Existing major road
- Existing overhead cables
- Noise from road
- Landscape Buffer



Ecological Assessment

ECOLOGY

The application is accompanied by a detailed Ecological Assessment that sets out a summary of the various survey work undertaken, the proposed mitigation and a strategy to achieve 10% Biodiversity Net Gain on site.

The development of the site has the potential to impact on a variety of protected species including foraging, commuting and roosting bats, nesting birds, badger and common reptile species. The main impacts identified will be through a result of direct habitat losses and indirect impacts caused by disturbance factors both during construction and operation.

Suitable avoidance and mitigation measures have been incorporated into the design to ensure that the proposal and work programme is designed to minimise impacts on protected species and ensure legislative compliance.

BATS

The site lies in close proximity to Green Lane and to Biss Woods, two woodlands known to represent Core Roosts for Annex II Bechstein bats for which Bath and Bradford on Avon Bat SAC is designated. The SAC is designated for is populations of greater horseshoe and Bechstein's bats as the primary reason for designation, with lesser horseshoe listed as a qualifying species but not the primary reason for the designation.

Wiltshire Council published the Trowbridge and Westbury Bat Mitigation Strategy in July 2025 with the aim of limiting the impact of development on the SAC. The site lies within both the Yellow (Medium Risk), and the Grey hatched zone for residential pressures.

As the site provides suitable commuting / foraging for all three species of bat for which the SAC is designated, the design of the proposed scheme has been considered in relation to mitigating the impact of development in accordance with the TWBMS.

To mitigate, the scheme has been designed with a 50m wide dark corridor along the eastern side of the site. This area will be set aside with its primary function as a Core Bat habitat in order to retain a permeable and functioning landscape for target species (this is significantly in excess of the 15m required in the TWBMS). This extensive buffer will avoid severance of commuting routes/ fragmentation but also provide high quality habitat for foraging. Additionally, the scheme design seeks to retain permeability around the site periphery which can be used by foraging and commuting bats, allowing them to move around the site between offsite roosts and foraging grounds..

BIODIVERSITY NET GAIN

The Ecological Impact Assessment report that accompanies the application sets out the detailed methodology and calculations for assessing the biodiversity on the site. A wide range of habitat and biodiversity enhancements have been recommended in the assessment which range from, bird and bat boxes, hedgehog tunnels to planting to increase biodiversity. The ecological assessment concludes that a minimum 10% biodiversity net gain to be achieved and detailed planting plans and habitat enhancement details can be provided at reserved matters stage.

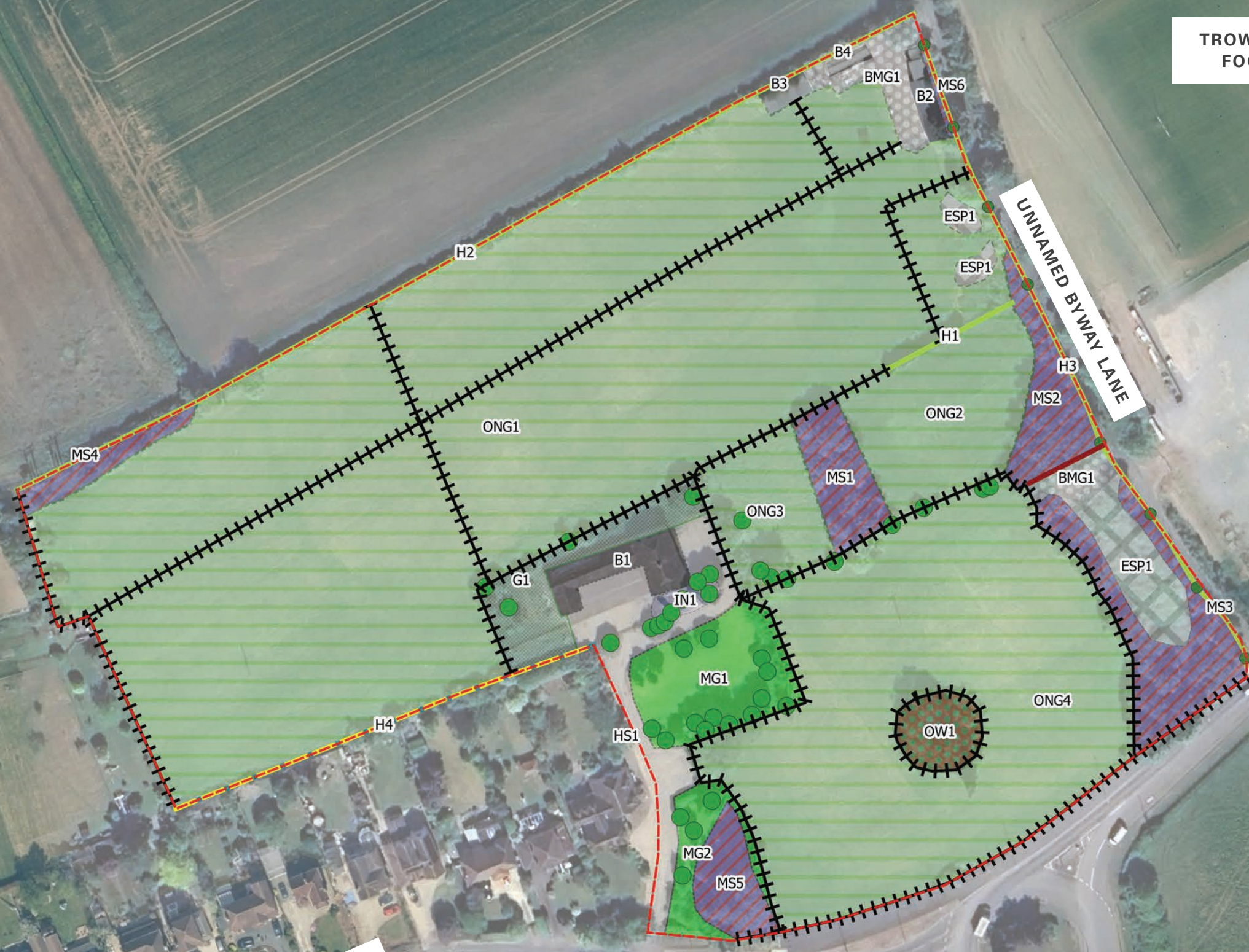


KEY

- Site Boundary
- Rural Tree (Broadleaved)
- 1160 – Introduced shrub
- 17 – Ruderal/ephemeral
- g3c – Other neutral grassland
- g4 – Modified grassland
- h3h – Mixed scrub
- u1b – Developed land, sealed surface
- u1b5 – Buildings
- u1c – Artificial unvegetated unsealed surface
- Vegetated Garden
- w1h – Other woodland mixed
- Native Hedgerow
- Native Hedgerow with trees
- Ornamental Hedgerow
- Wall
- Fence



TROWBRIDGE RUGBY
FOOTBALL CLUB



Proposed Masterplan

The proposed masterplan sets out the design principles for the development of the site. The key principles including:

ACCESS & MOVEMENT

- Site access to be formed off the existing Devizes Road/ A361 roundabout to the south of the site.
- Tree lined boulevard primary street leading from the roundabout. (18.3m wide corridor)
- Hierarchy of streets leading off primary street with secondary and tertiary streets. Private drives fronting open spaces to the north and southern edges provide informal transition to the edges of the development.
- Sustainable movement framework with integrated cycle route to primary street and a new footpath/cyclepath route to the south west, providing linkage to the existing cycle route on Devizes Road.
- Pedestrian footpath connection to the north east corner of the site linking to the bridleway on the existing lane.
- The future Spine Road will comprise of a 7.3m carriage way, with 3m grass verges and 3m cycleway one side, 3m grass verges and a 2m footpath the other side, a total of 18.3m

LANDSCAPE & GREEN INFRASTRUCTURE

- A green infrastructure led approach with an extensive 50m wide habitat area to the eastern edge of the development, providing mitigation for BNG and bat flight corridor.
- Sustainable drainage integrated into the design with SUDS basins to the eastern and southern open spaces including tanks.
- Proposed new 5m landscape buffer to the rear gardens of the properties fronting Devizes Road.
- 10m corridor to western boundry and to houses

DEVELOPMENT FORM & PLACEMAKING

- Perimeter block form of development providing active frontage to edges and clearly defined fronts and backs of dwellings and private areas.
- Development set back from Devizes Road to respect existing building line.
- Focal point triangular shaped central green provides visual relief and interest to the primary street . This nodal green space provides an area for centralised play provision and the opportunity for larger tree planting .
- Medium density housing sympathetic to character of suburban neighbourhood.
- Increase density and continuity of frontage along the primary street to create variation in character and reinforce distinctive street hierarchy.

KEY

-  Site Boundary
-  Site Access
-  Pedestrian Routes
-  Pedestrian Access
-  Active Travel Route
-  Indicative position of potential bus stop to serve wider development in the north – not being proposed as part of this scheme
-  Car Routes
-  Bus/Car Routes (7.3m)



TROWBRIDGE RUGBY
FOOTBALL CLUB

FUTURE LINK

LINK TO
FUTURE
PHASE

7.3m
WIDTH

50M LANDSCAPE BUFFER AND ECOLOGICAL CORRIDOR

SuDS

SuDS

WESSEX WATER APPARATUS
SEWER AND RESERVOIR

5M LANDSCAPE
BUFFER

10M LANDSCAPE
CORRIDOR

Devizes Road

A361

Hilberton Drive

Proposed Masterplan

Illustrative Site Layout

The design of illustrative layout has been developed to inform the appropriate site capacity, proposed housing mix and character by testing the masterplan in greater detail.

The key points to note from the illustrative layout are:

AMOUNT

The illustrative layout demonstrates how up to 80 dwellings can be successfully accommodated within the development parameters while achieving high quality place making.

HOUSING MIX

The layout proposes 30% affordable housing in well integrated clusters within the development.

MOVEMENT

The layout creates a clear hierarchy of streets, with a primary street connecting the southern roundabout on Devizes Road to the northern boundary. Secondary and tertiary streets branch off from this main route to serve development parcels, with private drives providing access to small groups of dwellings.

The primary street corridor is 18.3 metres wide and includes a 7.3 metre carriageway to allow for future bus route, a tree-lined boulevard, and a cycleway on one side.

Homes fronting the primary street are either served by rear parking or include on-plot

turning areas, ensuring vehicles enter and exit the street in a forward gear.

Parking will be provided in accordance with Wiltshire Council standards, with one space for one-bedroom homes, two spaces for two- and three-bedroom homes, and three spaces for four-bedroom homes. Additional visitor parking will be provided across the development to achieve 20 per cent.

Cycle storage will be provided for each dwelling to meet Wiltshire Council standards, either within the rear of garages or in dedicated sheds located in rear gardens.

Cycle infrastructure is included to encourage sustainable travel, with a cycle route along the primary street and a further route along the south-west boundary linking to the existing cycle path on Devizes Road.

SUSTAINABLE DRAINAGE

The proposed development has been designed in accordance with the National Standards for Sustainable Drainage Systems (SuDS), with particular regard to the requirement to manage the first 5mm of rainfall on site without surface water runoff to surface waters or piped drainage systems.

The drainage strategy prioritises source control measures to intercept and manage rainfall as

close to where it falls as practicable. The first 5mm of rainfall will be retained and managed within the site through a combination of rain gardens and permeable paving.

Rain gardens are incorporated within landscaped areas of the site and are designed to temporarily store and attenuate surface water runoff from adjacent impermeable surfaces. These features provide shallow surface storage and engineered soil media to retain the first 5mm of rainfall.

Permeable paving is proposed within suitable hardstanding areas and is designed to capture rainfall directly through the paved surface. The permeable construction allows the initial rainfall to be stored within the sub-base layer, preventing immediate runoff and reducing peak flows during smaller rainfall events.

Through the use of these integrated SuDS measures, the development ensures that the first 5mm of rainfall is retained within the site, thereby minimising runoff for frequent rainfall events, improving water quality, and complying with the objectives of the National Standard for SuDS.

The surface water strategy for the development utilises a piped gravity system, discharging into a combination of beneath ground attenuation crates and above ground attenuation, prior to discharging via a flow control to an existing Wessex Water surface water manhole.

KEY

- Site Boundary
- Social Rent
- Shared Ownership



TROWBRIDGE RUGBY
FOOTBALL CLUB

7.3M SPINE ROAD

UNNAMED BYWAY LANE

SuDS

LAP

A361

SuDS

DEVIZES ROAD

HILPERTON DRIVE

Illustrative Site Layout

Combined Parameter Plans

The parameter plan to the right sets out the key design parameters for the development that must be followed as part of a future reserved matters planning application. The Parameter Plan is intended to be a drawing for approval under the outline planning application.

LAND USE

Development will be located within the beige coloured highlighted areas on the parameter plan. There is a tolerance of plus or minus 3m on the development area boundaries to allow for detailed design development at reserved matters stage.

A play space (LAP) is proposed centrally within the development located within the central green.

MOVEMENT

- The access location is to be from the roundabout on the Devizes Road.
- The primary street alignment is indicated on the parameter plan and is subject to a tolerance of plus and minus 10m in location to suit detailed design development.

GREEN AND BLUE INFRASTRUCTURE

Green and blue infrastructure is set out to the east and southern areas of the scheme. The precise size and shape of the SUDS basins will be further refined at the reserved matters and technical design stages and therefore are indicative in size.

A small triangular pocket green provides focal space along the primary route framed by housing.

A minimum 50m wide habitat corridor is proposed to the eastern edge of the development for the bat flight path.

5m & 10m landscape buffers to south west boundary.

KEY

-  Site Boundary
-  Development Area (Max Height 2 Storeys)
-  Landscape Buffers & Corridors
-  SuDS
-  Play Area
-  Bus Route
-  Mixed Pedestrian/Cycle Route



TROWBRIDGE RUGBY FOOTBALL CLUB



Devizes Road

Devizes Road

Hilberton Drive

A361

Combined Parameter Plans

Storey Heights Illustrative Plan

The majority of building heights within the development will be a maximum 2 storey in scale. In order to allow some limited variation in roofscape to create feature buildings and visual interest a maximum of 10% of the dwellings may be 2.5 storey in scale.



KEY

- 1 Storey
- 2 Storey
- 2.5 Storey



3D Massing Model |

Architectural Character

CHARACTER AREAS

The accompanying plan prescribes the character areas that inform the illustrative design proposals and which give a legibility and distinctive design response.

DEVIZES ROAD FRONTAGE

The Devizes Road frontage includes the dwellings and open space that address Devizes Road and forms a key arrival space to the wider site allocation. A high-quality approach to building design, materials, and landscape treatment is required. Dwellings are set back to reflect the established building line of existing properties to the west. Lower-density detached homes are provided to reflect the suburban character of nearby development, with high-quality design and materials that complement adjacent properties on Devizes Road. A tree-lined boulevard marks the access to the primary street, with informal private drives serving dwellings that front the open space. The landscape strategy creates a parkland-style entrance, and a cycle link is integrated with the existing cycle path on Devizes Road.

HABITAT AREA

The eastern habitat area provides a 50-metre-wide corridor designed primarily to protect the bat flight path along the eastern boundary by maintaining a dark corridor. Existing significant trees and hedgerows are retained, and sustainable drainage features such as basins and swales are integrated into the landscape.

Meadow grassland and planting enhance biodiversity net gain, and an informal network of footpaths links to the north-eastern corner of the site and connects to the public right of way running north to south along the



PRIMARY STREET FRONTAGE

The primary street is the main movement route through the development and forms the entrance and gateway to the wider site allocation. It is designed as a tree-lined boulevard with a triangular green space creating a focal point along the route. A high-quality approach to building design and materials reflects the hierarchy of the street and its gateway function, with a cohesive architectural character drawing on locally distinctive materials and vernacular. A strong continuity of built frontage addresses the primary street, with limited opportunities for 2.5-storey dwellings, up to 5 per cent, where needed to add visual interest or vary the roofscape. Access from private drives and parking onto the primary street is designed so vehicles enter and exit in a forward gear, with homes either rear-parked or providing on-plot turning. Front gardens are clearly defined using estate railings and or hedgerows.

STREETS AND LANES

The streets and lanes character area forms lower-order development parcels set behind the primary street frontage, creating a quieter residential environment. These areas provide attractive streets and frontages through a clear hierarchy of secondary and tertiary streets and private drives, with shared surfaces used where appropriate to create traffic-calmed conditions. Development includes a mix of detached and semi-detached homes arranged along informal streets, all at a two-storey scale. Informal landscaped verges, street trees, and soft planting are incorporated to soften the street scene, with frontage treatments using hedges, shrubs, and estate railings to key plots.



Illustrative Architectural Appearance |

The character of residential properties around Hilpertown is varied and distinctive to the era they were built. The site presents an opportunity to create a distinctive and friendly neighbourhood using appropriate detailing that complements the Hilpertown village vernacular and in line with Hilpertown Village Design Statement.

The material and colour palette are based on building materials found traditionally in Hilpertown. These include a palette of bath stones, earth reds, white and creamy render, with a complementary colour applied to details (doors, windows, and rainwater pipes).

The proposed buildings will consist of a variety of facing material distinctive to Hilpertown. The wall materials include predominately buff coloured stone with some introduction of multi- red facing brick and brick quoins with brick horizontal band at plinth level to add interest. Roofs will be in interlocking slate grey and dark red roof tiles. Doors will be composite doors in a variety of matching colour to its building and surroundings. Windows will be white, grey and cream UPVC casement.

Features above the windows will also be used and the use of bay windows in particular will add interest and articulation to building frontages. They will be used at important locations, such as where houses turn corners or to add emphasis to a building that terminates a key view. Boundaries to garden and front will be a mix of timber fence and stone wall throughout the site to distinguish private or public space.

Illustrative Appearance

STREET ELEVATIONS



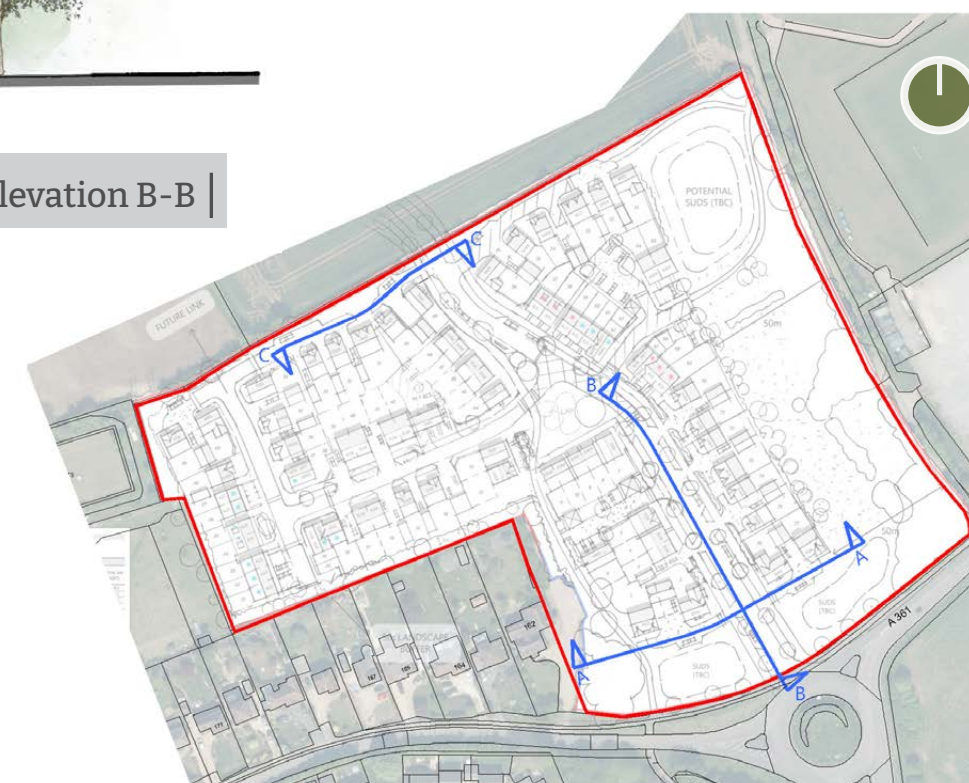
Street Elevation A-A



Street Elevation C-C



Street Elevation B-B |



Landscaping

LANDSCAPING STRATEGY INTRODUCTION

Informed by the LVA, existing site features, and prior comments; the layout and landscape strategy have evolved and seek to:

- Provide a counterpoint to the busy Devizes / A361 road frontage through the creation of a high quality landscaped gateway entrance frontage with residential properties set back from the main road.
- Retain, reinforce, enhance and bolster existing trees and vegetation where possible; with new native tree and shrub planting, species rich grass, daylighted open water (SUDs) provision and associated marginal and aquatic vegetation also proposed.
- Protect and enhance landscape buffer treatments and ecological corridors by providing a range of pollinator plants, non-poisonous berry and fruit planting through the creation of a diverse range of vertically stratified habitat structures; from taller tree and shrubs, to lower herbaceous perennial and forbs [including species rich/mown grass], as well as semi aquatic/aquatic habitats.
- Promote sustainable drainage (SuDS) and raingardens throughout the scheme as integral to achieving visual amenity and biodiversity benefit.

- Ensure natural surveillance to public open spaces.
- Promote intra-development pedestrian connectivity where appropriate.
- Identify opportunities for naturalistic, creative and explorative play.
- Establish a clear and robust management strategy which promotes long term stewardship whilst ensuring long term biodiversity net gain.

The information identified within the landscape strategy and DAS is information purposes only as a guide to general principles and intent. All landscape measures including tree numbers, positions and species are subject to detailed design in accordance with the relevant standards (such as 'Sewers for Adoption').



PLANTING STRATEGY

The planting strategy focuses on native and ornamental mixes appropriate to their location in relation to the proposed scheme.

TREE PLANTING

For reasons of enhanced site legibility, tree planting typologies will be in accordance with, and appropriate to, the prescribed route hierarchy, architectural character areas, and locality. For the purposes of visibility, promotion of sightlines, maintenance and adoption, all trees adjacent highways are to have a 2-2.5m clear stem height with limited canopy spread & will be placed a minimum 5m away from street lighting columns.

- Larger taller ornamental trees such as Tilia cordata ‘Greenspire’ are proposed along the entrance frontage to soften and frame views into the development.

- Large pyramidal or columnar trees such as Carpinus betulus ‘Frans Fontaine’, or ‘Corylus columna’, are proposed along the primary road network.
- Predominantly medium scale trees such as Sorbus spp., Acer campestre ‘Streetwise’, Prunus avium ‘Plena’ etc. are proposed along the secondary road network.
- Small to medium scale trees such as sorbus spp. amelanchier, magnolia spp., etc. are proposed within residential areas. Additional small multi-stem / fruit tree species may be deployed as appropriate.
- A range of native tree types are proposed within the open space network. These may be large, with broadly spreading canopies (for example, oak, beech, walnut, bird cherry etc.) or small to medium canopies (such as, birch, alder, mountain ash, etc)



Magnolia stellata



Oak



Alder



Walnut



Beech



Birch



Tilia cordata ‘Green Spire’



Carpinus ‘Frans Fontaine’



Corylus columna



Sorbus ‘Sheerwater Seedling’



Amelanchier ‘Robin Hill’



Mountain Ash

Landscaping

RESIDENTIAL PLANTING

- Landscape treatment to plot frontages shall be as determined by frontage depth. Smaller frontages will be weighted towards provision of ornamental plant mixes with deeper frontages weighted towards provision of hedge planting treatments for reasons of enclosure, privacy and visual amenity.
- Enhance seasonal variety through the provision of native and ornamental hedge planting.

SHRUBS



Choisya ternata



Hebe raikaiensis



Skimmia japonica
'Rubella'



Sarcococca
hookeriana



Spiraea japonica
'Goldflame'

ORNAMENTAL HEDGE



Griselinia littoralis



Choisya ternata
'Sundance'



Escallonia 'Donard
Radiance'



Stipa tenuissima



Deschampsia
caespitosa



Echinacea purpurea



Rudbeckia
'Goldsturm'



Liatris spicata

NATIVE HEDGE



Carpinus Betulus



Ligustrum vulgare
flowers

BLOCK PLANTING



Lonicera nitida
'Maygreen'



Prunus 'Otto
Luyken'



Cornus alba
'Sibirica'



Cornus 'Flaviramea'



Viburnum davidii

LANDSCAPE AND ECOLOGICAL CORRIDORS

A range of landscape buffer treatments are proposed adjacent the site periphery for landscape and ecological enhancement and boundary definition purposes. Corridors range from 5-10 metres in width in the north and west, to a 50m wide ecological corridor in the east. Paths within this area are to include a 1m mown edge with other areas of species rich grassland, managed to circa 300-600mm height to restrict other uses and other measures required by the Ecological strategy.

Key points include:

- Planting may be deployed linearly to form new hedgerow or by area to form natively planted tracts or margins of native edge habitat.
- Species may include, beech, hawthorn, hazel, dogwood, spindle, holly, guelder rose, etc.
- Additional planted swales may also be created within verges and landscaped areas as appropriate.



Hawthorn hedge with rough grass margins



Dogwood



Guelder Rose



Spindle



Green verge with swale



Species rich grass adjacent existing hedgerow

Landscaping

LOCAL AREA FOR PLAY (LAP)

A LAP is proposed within the residential core to help promote community cohesiveness, inclusivity and minimise ecological impact within the development curtilage habitat corridors. A minimum of 5m offset from residential properties is to be observed. Relatively low key natural play elements such as timber balancing equipment and traditional timber seating with back and armrests are also proposed. Scope for natural and sensory play is provided with the inclusion of tree planting and seasonal planting.



Timber Seating



Balance Beam



Timber Stilts

LANDSCAPE AND WATER MANAGEMENT

With open spaces now required to serve more functions than ever, their ability to accommodate a variety of uses and users is essential for creating vibrant, sustainable developments. To meet the needs of people, animals, and the changing climate, multifunctional design should be considered from the outset.

Integral to this, the Sustainable urban drainage systems (SuDS) shall be integrated into the development as a holistic system with a site-wide approach, in accordance with Defra guidelines.

Water will be managed from source, within the landscape with features like permeable surfaces, swales, and rain gardens, where possible. As such, SuDS features are to be incorporated throughout the proposal and not be confined to the strategic landscape areas but integrated within verges and the private curtilage, where appropriate.

The principle location of any SuDS features will fall under the drainage engineer's remit as part of the detailed design but collaborative working will help integrate these features into the landscape.

Key features within the landscape shall include:

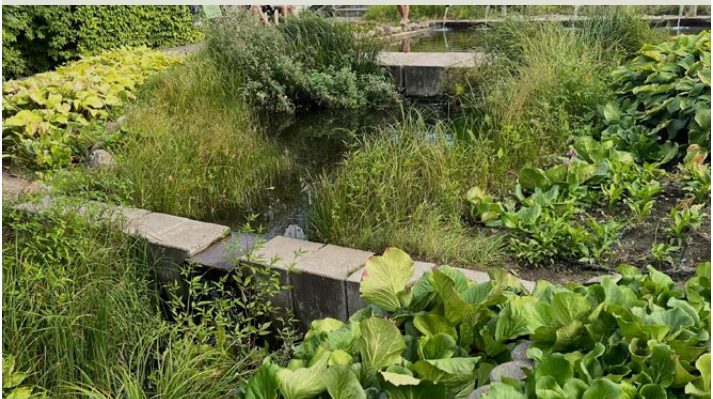
Attenuation Basins – These features will be 'Dry' and serve as multifunctional spaces for enhanced biodiversity, (contributing to Biodiversity Net Gain) and placemaking. The basins should be seamlessly integrated into the landscape through thoughtful contouring and landscape design, ensuring they are attractive features rather than solely functional drainage systems.

Swales and Rain Gardens - Rain gardens are envisaged to be located throughout the development meaning they contribute to placemaking. Their use within private and public areas gives scope for both contemporary / more modern appearance as well as more naturalist /

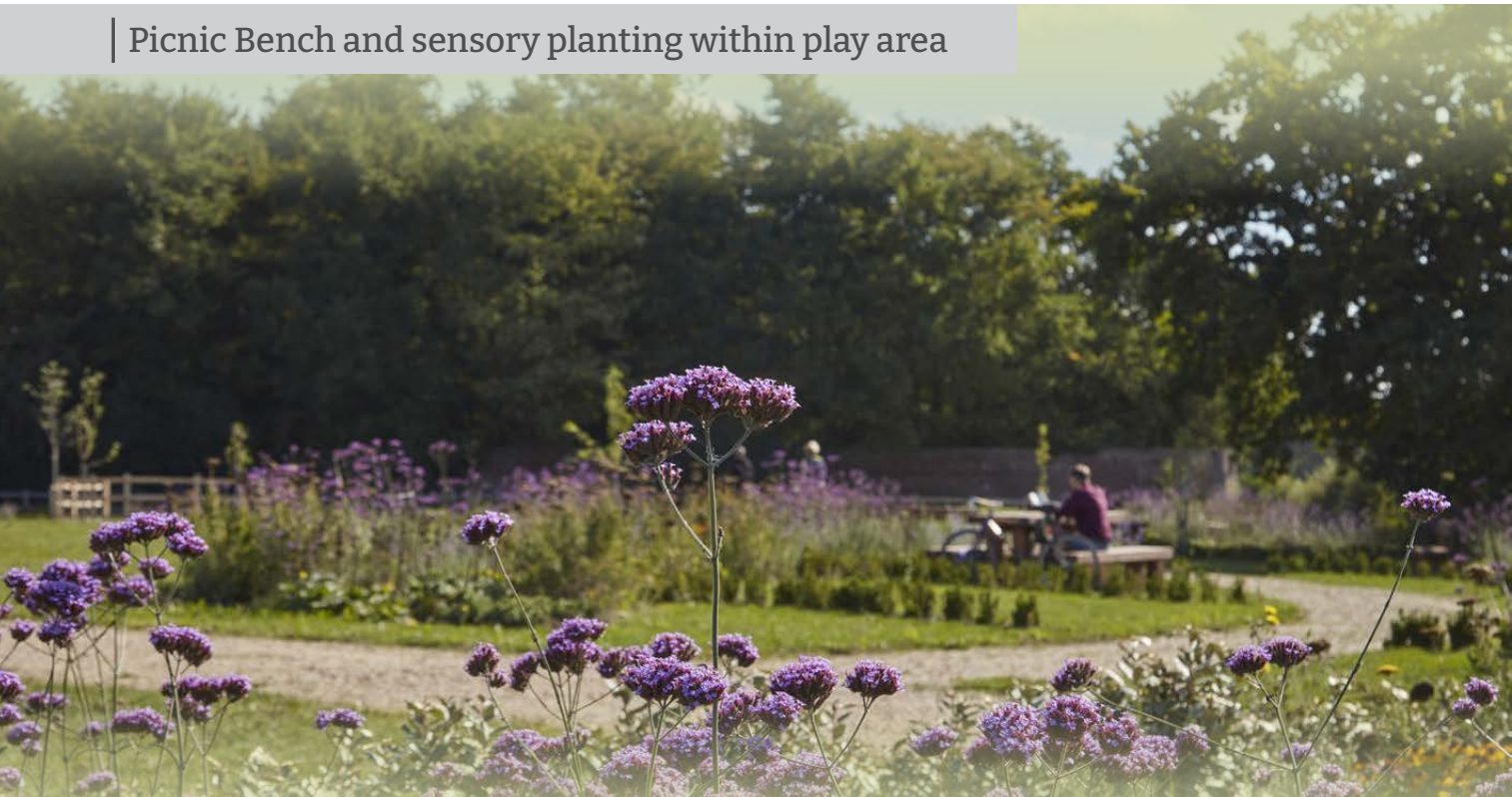
softer approaches. Exact requirements should be determined as part of the detailed design. A key part of this will be the selection of suitable plant species for features such as rain gardens.

Potential species may include (but are not limited to):

- Agrimonia eupatoria - Common Agrimony
- Briza media - Quaking Grass
- Carex elata 'Aurea' - Bowles' Golden Sedge
- Comarum palustre - Marsh Cinquefoil
- Fritillaria meleagris - Snake's Head Fritillary
- Geum rivale - Water Avens
- Iris foetidissima var. citrina - Stinking Iris
- Linaria vulgaris - Common Toadflax
- Primula veris - Cowslip
- Sanguisorba officinalis - Great Burnet



| Picnic Bench and sensory planting within play area



Hedge frontages to the Primary Street (where possible) to provide a strong green character through the core of the development.

Rain gardens to be incorporated.

Material surface change at key junctions to aid site legibility.

Soft landscape to integrate the LAP to the public realm / Primary Street.

LAP (subject to detailed design in accordance with FiT / LPA Guidelines), to provide year round use and a variety of play. Key components to include timber equipment, sensory planting, surfacing, seating and a litter bin.



A species rich meadow managed to promote a flower rich cover, full of polinators for biodiversity an habitat enhancement. Assumed to be circa 300-600mm high to mitigate other uses.

Mown margin to path edges.

Open access points to create safe edges and allow views through for interest. Timber bollards / fence to add to the informal character and to restrict access.

SuDS basins (subject to detailed design) to provide transitional habitats for ecological benefit. To integrate shallow slopes so they remain accessible / visible for safety.



A simple, robust Primary Street comprising wide verges and an avenue of trees to clearly define character. Generally hedged frontages (where possible) to boundaries fronting the space.

A planted edge softens the development edge into the landscape setting and provides privacy / enclosure.

Pedestrian / cycle connection.

A significant open space fronts the development, providing a sense of arrival and transition from the Public highway. An estate railing boundary and significant trees will provide a sense of place, with open views to SuDS and a mosaic of species rich meadow grassland, and retained trees.



Landscape Strategy Plan

Key points highlighted by landscape architects:

- i. Entrance bounded by estate railings & framed by large trees to soften views into the development from Devizes Road & the A361.
- ii. Attenuation basins framed by native aquatic / marginal planting.
- iii. Lap with information signage, seating & play elements such as stepping logs and balance beams.
- iv. Access to byway.
- v. Verge planted trees to continue into future phases.
- vi. Boundaries to existing properties / gaps reinforced with mixed native and beech hedgerow.
- vii. Enhanced native planted periphery / POS areas / buffer zones (as dimensioned) with woodland, shrubs, species rich grass & aquatic habitats. Planting types subject to other restrictions such as easements.
- viii. Maintenance access points.

KEY

-  Application Site Boundary
-  Primary Route
-  Secondary Route
-  Formal Footpath Access
-  Informal Footpath Access
-  Estate Railing
-  Large Scale Trees
-  Primary Street Trees
-  Secondary Street Trees
-  Informal / MEWS Trees
-  Boundary Enhancement / Tree Groups / Clusters
-  Beech Hedge
-  Native Hedge
-  Rain Gardens - opportunities for rain gardens to be incorporated as part of the detailed design where possible
-  Approx. Location of water main and easement (No trees within 6m)



TROWBRIDGE RUGBY
FOOTBALL CLUB

FUTURE LINK

LINK TO
FUTURE
PHASE

73m
WIDTH

WESSEX WATER APPARATUS
SEWER AND RESERVOIR

5M LANDSCAPE
BUFFER

10M LANDSCAPE
CORRIDOR

This drawing is for information purposes only. All landscape measures including tree numbers, positions and species are subject to detailed design in accordance with the relevant standards (such as 'Sewers for Adoption').

Landscape Strategy Plan

Sustainability

Wiltshire Council has adopted a Climate Strategy. The strategy is structured around several key themes, including Transport, Built Environment and Energy.

A number of sustainability measures have also been identified and incorporated within the design, in particular with regards sustainable transport, embodied carbon and climate change adaption. As this is an outline application all measures will be reviewed as part of the detailed design.

This strategy highlights that the development will meet local and regional energy policies, delivering a sustainable and future- proofed energy solution.

In summary these strategies have been addressed as follows:

TRANSPORT

- A detailed Transport Assessment accompanies the application and sets out strategy for encouraging sustainable movement patterns. The development is sustainably located on the edge of the settlement with good bus connectivity.
- The primary street incorporates a 3m wide cycle route to one side, linking to Devizes Road cycle infrastructure.
- The primary street is designed at 7.3m wide to incorporate a future bus route and bus stops as part of the vision for the wider urban extension.
- Dwellings will be provided with on-site covered cycle storage, either in the rear of garages or garden cycle stores.
- New Homes will be equipped with high speed broadband to enable work from home and recue the need for travel.

- The scheme will provide electric charging points for vehicles.

BUILT ENVIRONMENT

- Dwellings are to be provided with dedicated space for waste recycling to comply with the local authority collection standards.
- The proposed development has been designed in accordance with the National Standards for Sustainable Drainage Systems (SuDS). The design will incorporate a series of sustainable drainage including rain garden features to assist in sustainably managing the infiltration and attenuation of surface water.
- Tree planting in the streets assists with creating cooling and enhancing biodiversity.
- Provision of composting facilities / or compost recycling bins.
- Green and blue infrastructure, offering opportunities for biodiversity net gain and habitat enhancement.
- An aspirational target of 110 litres per person per day has been targeted and achieved with the proposed fittings and specification.

ENERGY

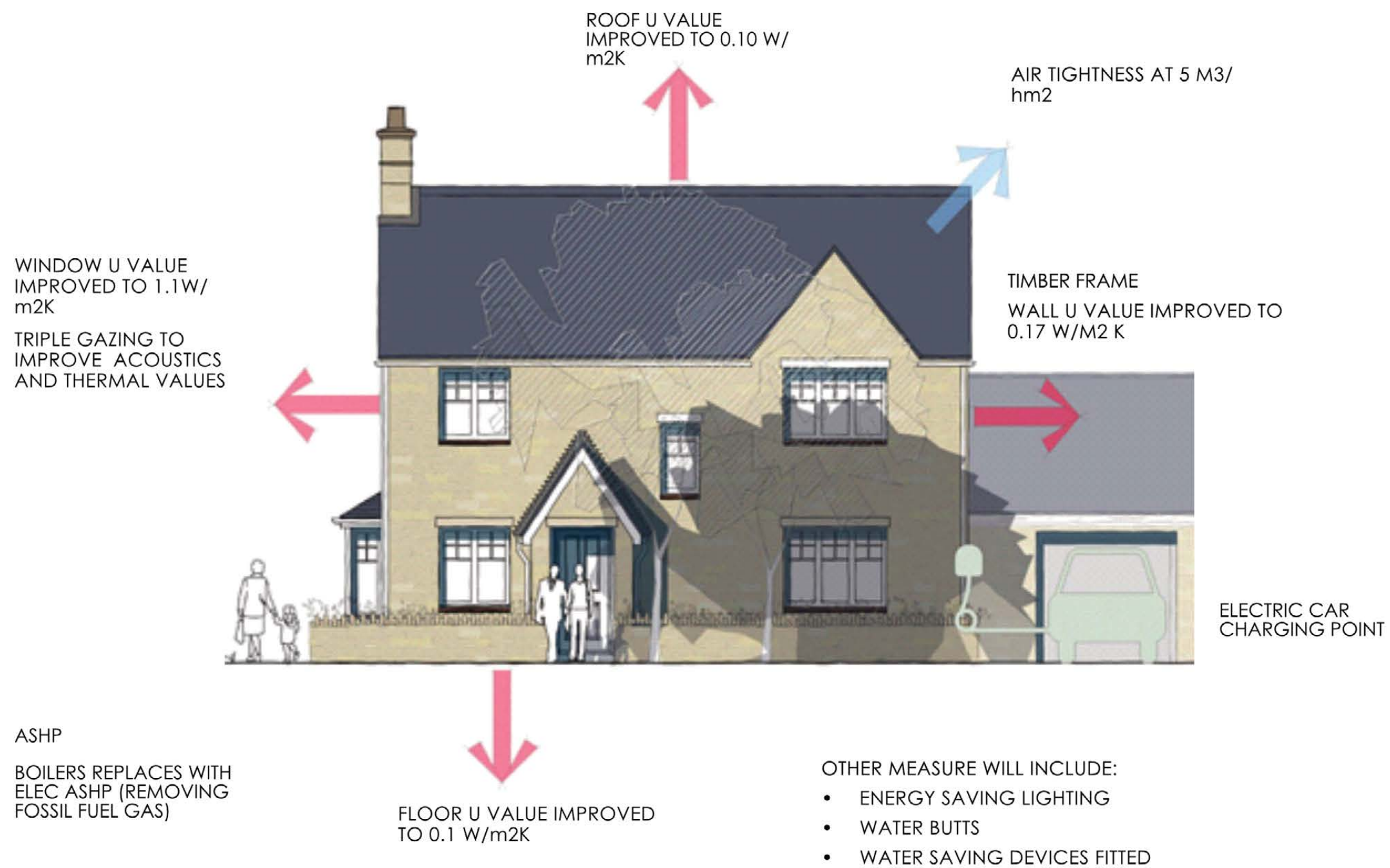
The development delivers a highly efficient and sustainable energy strategy, meeting the requirements of national and local planning policy, including CP14 of the Wiltshire Core Strategy. An Energy Strategy report accompanies the application and has been prepared by Energist, a summary of the key points is set out as follows:

By integrating passive design measures, efficient energy supply, and renewable technologies, the development achieves a total site wide reduction of 68.4% in regulated CO2 emissions, representing a significant carbon reduction over minimum requirements.

The strategy follows the principles of the Energy Hierarchy.

- Optimised building fabric, energy-efficient glazing, low energy lighting and minimum thermal bridging result in a low energy demand design.
- Individual ASHP systems provide space heating and hot water and will contribute to further carbon reductions compared against regulatory requirements.
- Overall reduction of 68.4% over Part AD L2021
- Electric car chargers to all plots
- Highly insulate timber frame





| Energy Saving Measures Diagram



Conclusion

The Design and Access Statement has been prepared on behalf of Redcliffe Homes to provide supporting information for an outline planning application for the proposed development to the north side of Devizes Road.

The proposals provide a framework for landscape led approach that creates a distinctive character and high-quality place making.

In summary the development provides:

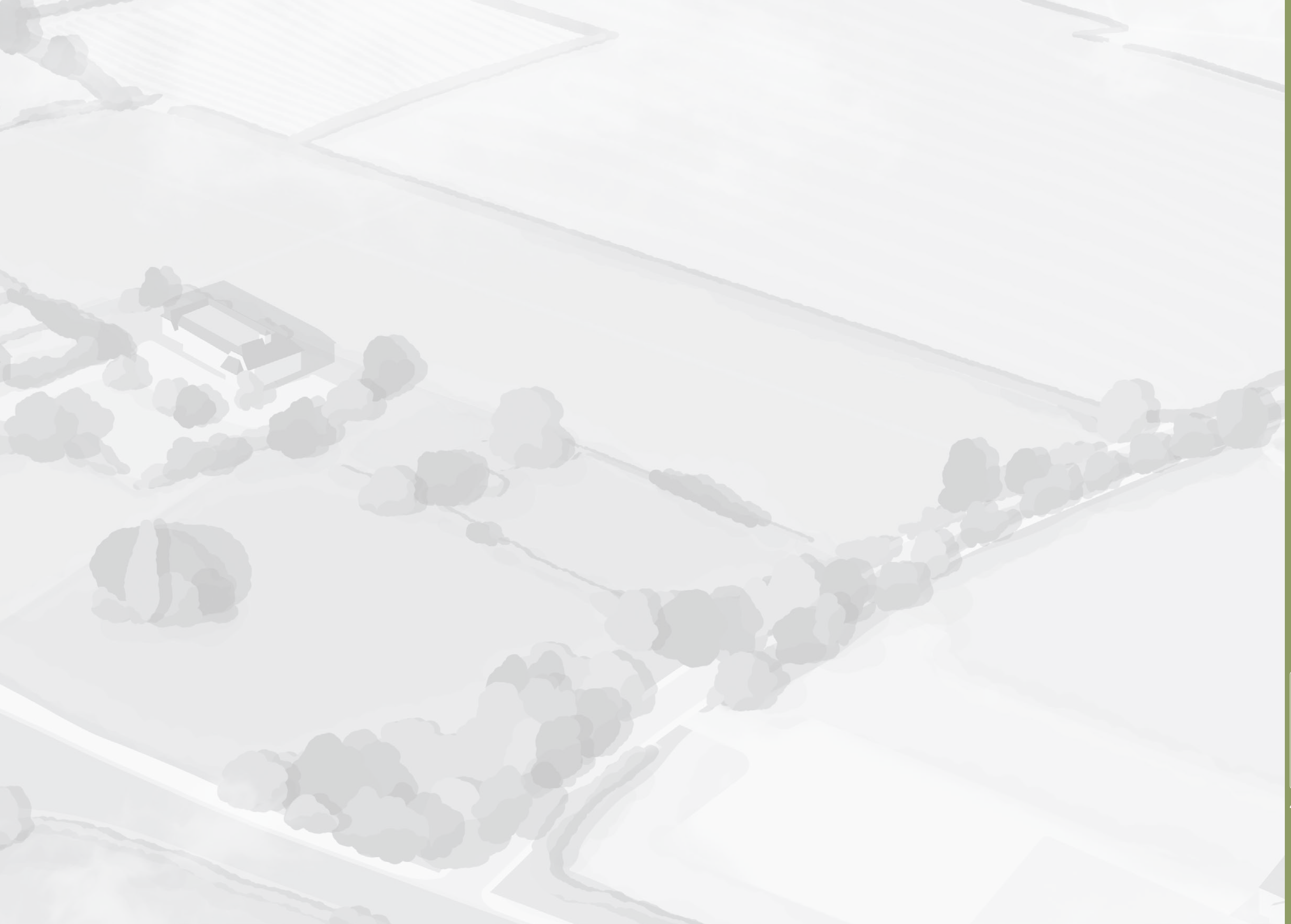
- Up to 80 dwellings,
- Policy compliant, 30% affordable housing
- Access from the roundabout to the south of the site, connecting to the A361 Devizes Road. Creation of a gateway to the northeast Hilperton urban extension.
- A landscape and ecology led design approach that mitigates the impact of the development on the SAC and provides a 50m wide bat commuting and foraging corridor to the eastern boundary.
- Promoting sustainable movement with incorporation of cycle paths and cycle storage. A primary street with 7.3m wide bus corridor and cycle route is provided.
- Sustainable and energy efficient design to meet the aspiration of the Wiltshire Design Guide and the Wiltshire Climate Strategy.
- Sensitive design that responds to the site characteristics, retaining landscape trees and noteworthy features. A design approach that respects the setting of neighbouring properties on Devizes Road providing an appropriate set back and continuity of build line.
- A distinctive and legible character framework that establishes an aspiration for a high-quality design approach at reserved matters stage which will create positive placemaking and legible design.





Appendix

A preliminary Building for Life Assessment has been carried out as part of evolving the design proposals as set out in the appendix. The Building for Life Assessment will be further reviewed and updated at the reserved matters stage to ensure that the detailed design meets the various design criteria.



Building for a Healthy Life



INTEGRATED NEIGHBOURHOOD

INTEGRATING INTO THE NEIGHBOURHOOD

1. NATURAL CONNECTIONS

- Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place.
- Identify the places, facilities and services you need to connect to.
- Draw points of connection into and through your site - creating a strong and direct street, path and open space network.
- Create well-connected street and path networks, providing opportunities for these to be extended beyond the Red Line Boundary in the future.
- Research and respond to how water flows and nature moves across your site and the wider surroundings.

EVALUATION

- ✓ Edge to edge connectivity
- ✓ Allow for pedestrian and cyclist desire lines
- ✓ Create connected street patterns with mostly include straight to makes pedestrian routes as direct as possible
- ✓ Create Filtered permeability
- ✓ Create new movement corridors for nature
- ✓ Where retained, keeping hedgerows within the public realm
- ✓ Streets and routes that can be extended in future phases

EVIDENCE

- ✓ Movement plan as part of the Design Statement.
- ✓ Movement plan shows routes.
- ✓ Site layout and movement plan shows routes.
- ✓ Movement plans shows multiple routes/paths.
- ✓ Green routes and spaces. Existing nature movement corridors also retained.
- ✓ Existing boundary hedgerow/trees retained within the site as part of public realm.
- ✓ No other phases proposed, however routes through the site are provided.

SCORE



2. WALKING, CYCLING AND PUBLIC TRANSPORT

- Cycle and walk the neighbourhood to understand where off-site interventions will be most useful. Local residents and councillors can help you understand where investment in improvements to pedestrian and cycle infrastructure might have most impact.
- Invite people to cycle within the site and beyond to destinations within at least a three mile radius; with routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads.
- If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations.
- Ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services).
- Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient.
- Make sure that all streets and routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm.
- Exploit existing (or planned) public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport.

- ✓ Share street space fairly between pedestrians, cyclists and motor vehicles.
- ✓ Pedestrian and cycle priority (see Local Transport Note 1/20)
- ✓ Nudge people away from the car.
- ✓ Start or contribute to a Local Cycle and Walking Strategy Infrastructure Plan.
- ✓ Demand Responsive Transport, car clubs and car shares.
- ✓ Short and direct walking and cycling connections
- ✓ 20mph design speeds,
- ✓ Protected cycle ways along busy streets.

- ✓ Shared surfaces provided.
- ✓ Connectivity as part of the wider site.
- ✓ Cycleways / pedestrian routes shown.
- ✓ Dedicated pedestrian routes located throughout the site to enable short and direct connections.



3. FACILITIES AND SERVICES

- Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafes and other meeting places that respond to local community needs.
- Locate any new facilities in the best location for those walking, cycling and using public transport.
- Consider whether improving existing facilities will add more value to the local community than adding new ones.
- Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people.
- Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.
- 'Play on the way' can make car-free trips more fun for children making them want to walk or cycle to school.
- Sustainable drainage schemes that contribute towards an attractive and accessible network of streets and public spaces.

- ✓ Intensifying development in locations that benefit from good public
- ✓ Transport accessibility.
- ✓ Reserving land in the right locations for non-residential uses.
- ✓ Active frontages.
- ✓ Clear windows along the ground floor of non-residential buildings.
- ✓ Mixing compatible uses vertically.
- ✓ Giving places where routes meet a human scale and create public squares.

- ✓ High density on the main routes connecting to the main roads and wider transport network.
- ✓ Active frontages principles adhered to within this document.
- ✓ The development will deliver generous public open spaces and new play areas, with recreational links to the existing network.
- ✓ Routes leads to open spaces.



4. HOMES FOR EVERYONE

- A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes for those downsizing and supported living.
- Maximising the opportunities offered by supported accommodation, placing these homes at the heart of new developments above active ground floor uses such as shops, community facilities and pre-schools.
- Offering people access to at least some private outdoor space. This is particularly important for people's mental health and wellbeing especially when social distancing and travel restrictions are in place.

- ✓ Tenure blind architecture and surroundings.
- ✓ A range of housing typologies supported by local housing needs.
- ✓ Homes with the flexibility to meet changing needs.
- ✓ Affordable homes that are distributed across a development.
- ✓ Maisonettes with some private outdoor amenity space

- ✓ Elevations shows same architectural detail/design.
- ✓ Affordable units located in all several character areas across the site.



DISTINCTIVE PLACES				
CREATING A PLACE		EVALUATION	EVIDENCE	SCORE
 	5. MAKING THE MOST OF WHAT'S THERE • Allow time for good design, walk the site and the surroundings with the local planning authority. Discuss, understand and agree opportunities and constraints building a shared vision that makes use of the topography and other existing assets on and beyond the site. • Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place. • Identify any visual connections into, out, through and beyond the site. • Work with the contours of the land. • Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people's sense of wellbeing. • Draw all these considerations together to get the street, block and open space structure right from the start (a framework or concept plan). • Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure. • Identify opportunities to integrate and reuse existing features of value, these might • Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity. • Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens. • Using the landform and ground conditions (soil) in a considered way. For instance, low-nutrient subsoils are ideal to put to one side if you wish to establish wildflower meadows rather than importing new topsoil.	✓ Taking a walk to really understand the place where a new development is proposed, ✓ Using existing assets as anchor features, ✓ Positive characteristics, ✓ Sensitive transitions between existing and new development. ✓ Protecting and enhancing existing habitats; creating new habitats.	✓ Existing boundary trees designed in mind. ✓ Responds to and enhances existing features on site and in the surrounding context. ✓ Open spaces and boundary trees creates ecology corridors.	✓
	6. A MEMORABLE CHARACTER • Create a place with a locally inspired or otherwise distinctive character. • Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture. • Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details. • Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts. • Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character. • Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life.	✓ A strong design concept. ✓ Drawing inspiration from local architectural and/or landscape character. ✓ Reflecting character in either a traditional or contemporary style. ✓ Structural landscaping as a way to create places with a memorable character. ✓ Memorable spaces and building groupings.	✓ Vision provided, Development framework and masterplan created with key landscapearea typologies. ✓ Character defined architecture. ✓ Distinctive public realm with tree lined boulevard and central green space. ✓ Distinctive landscape-led green and blue infrastructure design, with retained trees and hedgerows and eastern green coridor.	✓

Building for a Healthy Life

  	DISTINCTIVE PLACES			
	CREATING A PLACE	EVALUATION	EVIDENCE	SCORE
	7. WELL DEFINED STREETS AND SPACES • A strong framework of connected and well overlooked streets and spaces. • Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street? • Perimeter blocks with clearly defined public fronts and private backs. • Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation. • Carefully considered street corners. • Three dimensional models (physical or computer generated) and simple, hand drawn street cross sections can be particularly useful tools to understand and test the spatial qualities of a place.	✓ Streets with active frontages. ✓ Using buildings, landscaping and/or water to enclose and define spaces. ✓ Cohesive building compositions and building lines. ✓ Front doors that face streets and public spaces. ✓ Dual aspect homes on street corners. ✓ Perimeter blocks. ✓ Well resolved internal vistas.	✓ Street Frontage principle applied throughout the scheme. ✓ Building typologies designed along the same streets with same set backs. ✓ All front doors face on to streets. ✓ Dual aspect house types used. ✓ Buildings forming perimeter blocks with frontages onto streets. ✓ Buildings located at the end street vistas.	✓
	8. EASY TO FIND YOUR WAY AROUND • Streets that connect with one another. • Streets that are as straight and as direct as possible. • Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a 'mental map' of a place. • Streets with clearly different characters are more effective than 'character areas' in helping people grasp whether they are on a principal or secondary street. • For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around.	✓ Designing for legibility when creating a concept plan for a place. ✓ Using streets as the main way to help people find their way around a place. ✓ Frame views of features on or beyond a site. ✓ Create new legible elements or features on larger developments. ✓ Simple street patterns based on formal or more relaxed grid patterns.	✓ Site plan set out various public open spaces as well as character areas and together with a clear street hierarchy all provide a clear legibility of the site. ✓ Street hierarchy shown on movement plan. ✓ Buildings in corners and junction are distinct in appear for improved wayfinding ✓ Large public spaces provided.	✓



STREETS FOR ALL

STREET & HOME



9. HEALTHY STREETS

- Low-speed streets and neighbourhoods with pedestrian and cycle priority.
- The right balance between movement and place functions.
- Rethinking the way we distribute street space. At times of more relaxed social distancing, demand for better quality cycle provision is expected to increase as public transport capacity reduces. Congestion caused by motor vehicles will make it unattractive for people to switch from public transport to cars creating a unique opportunity to change the way we move around our cities, towns and villages.
- Healthy streets improve people's physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle (or scooter) to school can create opportunities for social interaction and street life bringing wider social benefits.
- Street trees.
- Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.
- Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.
- Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.
- Well overlooked streets with front doors facing streets and public spaces.
- Provide conditions for cycling appropriate to the speed and volume of motor traffic.
- Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.

EVALUATION

- ✓ Streets for people.
- ✓ 20mph (or lower) design speeds; 20mph designations.
- ✓ Tree lined streets.
- ✓ Places to sit, space to chat or play within the street.
- ✓ Pavements and cycleways that continue across side streets.
- ✓ Anticipating and responding to pedestrian and cycle 'desire lines'
- ✓ Landscape layers that add sensory richness to a place – visual, scent and sound.

EVIDENCE

- ✓ Low key shared streets and drive provided as well as dedicated pedestrian paths along tree lined routes.
- ✓ Streets designed with pedestrian priority and low speeds.
- ✓ Movement plan shows multiple routes for desired lines.
- ✓ Landscape strategy provides a range of planting including bat foraging areas.

SCORE



10. CYCLE AND CAR PARKING

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips.
- Integration of car parking into the street environment.
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage.
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).
- Generous landscaping to settle frontage car parking into the street.
- Shared and unallocated parking.

- ✓ At least storage for one cycle where it is as easy to access as the car.
- ✓ Shared and unallocated on street car parking.
- ✓ Landscaping to help settle parked cars into the street.
- ✓ Green relief on frontage parking rows.
- ✓ A range of parking solutions.
- ✓ Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.

- ✓ Vehicular parking provided in line with LCC Parking Standards.
- ✓ Unallocated street parking provided.
- ✓ Parking within public spaces have planting or trees adjacent.
- ✓ Layout shows a range of parking arrangements.
- ✓ Courtyards have habitable rooms overlooking the parking.



11. GREEN AND BLUE INFRASTRUCTURE

- Create a strong landscape strategy that has impact from 'day one'. Don't 'layer' landscape onto a scheme at the end of the process. Landscape changes can offer opportunities to reintroduce lost habitats and species.
- Create a network of different types of spaces.
- Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity.
- Create food growing opportunities such as allotments and orchards on larger developments.
- Have a sustainable drainage 'treatment train' thinking about the 'four pillars'. Capture water as close as possible to where it falls. Be creative with rain gardens, ponds and swales and avoid steeply sided or fenced holes in the ground.
- Well-designed multi-functional sustainable drainage will incorporate play and recreational opportunities.
- Well-overlooked public open spaces with strong levels of natural surveillance.
- Robust management and long term stewardship.

- ✓ Biodiversity net gain.
- ✓ Movement and feeding corridors for wildlife.
- ✓ Plans that identify the character of new spaces,
- ✓
- ✓ Capturing and managing water.
- ✓ Create a habitat network providing residents with opportunities to interact with nature on a day to day basis.
- ✓ A connected and accessible network of public open spaces with paths and other routes into and through.

- ✓ The layout is landscape-led, ensuring the development is set within generous and sensitive landscaping promoting biodiversity and well-being of the wider community.
- ✓ Existing and new corridors provided
- ✓ Landscape strategy defines each of the above.
- ✓ Permeable surfaces.
- ✓ Green avenue and back to back gardens provides habitat network.
- ✓ All 'greens' connected by either Green routes or paths.



12. BACK OF PAVEMENT; FRONT OF HOME

- Clearly define private spaces through strong boundary treatments
- Manage changes in level in a way that does not compromise the qualities of the street
- Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) Avoid pieces of 'leftover' land that serve no useful public or private function
- Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes

- ✓ Defensible space and strong boundary treatments.
- ✓ Boundary treatments that reinforce distinctive local characteristics.
- ✓ Front garden spaces that create opportunities for social interaction.

- ✓ Landscape strategy provides hedging/planting for defensible spaces.
- ✓ Variety of boundary treatments.





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DESIGN & ACCESS STATEMENT
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