

LEONORA APARTMENT SCHEME

Design and Access Statement



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1.0 | INTRODUCTION



1.1 APPLICATION

This Design and Access Statement is submitted in support of an outline application for the erection of 5no. apartment blocks with associated parking, cycle and refuse storage. The statement should be read in conjunction with the following supporting information:

Horizon Homes drawings:

- 002C Block Plan
- 003D Site Plan
- 004D Site Sections
- 005 Existing Care Home Plans
- 010B Block A Floor Plans
- 011B Block A Elevations
- 012B Block B Ground Floor Plan
- 013B Block B Floor Plans
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- 018C Block D Floor Plans
- 019C Block D Front Elevation Colour
- 020C Block D Elevations Colour
- 021C Block E Floor Plans
- 022A Cycle & Refuse Store Details
- 023A Block E Elevations Colour
- 100C Site Location Plan



Figure 1.0 - Satellite Imagery Showing Site Boundary

1.2 SITE & CONTEXT

The application site (0.32171ha) is located within the market town of Chippenham, Wiltshire, in the Southwest region of England. The area falls under the jurisdiction of Wiltshire Council and the Chippenham Hardens & Central Ward.

The immediate locality of Wood Lane is predominantly residential. The area primarily features a mix of terraced and semi-detached housing, which is common for an urban/suburban neighbourhood. Properties have historically been a mix of terraced and detached dwellings, often with gardens. Materials comprise standard brick and rendered finishes.

The site is situated near the centre of Chippenham, allowing residents relatively easy access to the town centre and its commercial and leisure facilities. Local amenities include the following:

- Education - Charter Primary School (approximately 150 Yards South of the application site).
- Convenience Stores (0.5 Miles).
- Healthcare – Lodge Surgery (approximately 650 Yards). Chippenham Community Hospital (0.8 Miles).
- Transport Links – Chippenham Railway Station (within 1 Mile).

1.3 SITE PHOTOGRAPHS



Figure 1.1 – Drone imagery of the site

1.4 PLANNING HISTORY

Previous Applications

N/97/00575/FUL- 21.03.1997 - Installation of Bay Windows into Rooms -14 ALTS

PL/2023/01228 – 24.11.2023 - Outline planning permission for the erection of 7no. dwellings following the demolition of No92 Wood Lane with associated works

PL/2025/04121 – 30.05.2025 - Outline planning permission for the extension to No.90 Wood Lane to form an additional attached house, and the erection of 3no. houses within the side garden of No.92 Wood Lane, with associated works

PL/2025/08741 - Outline application for the demolition of 90A Wood Lane and the erection of 5no. dwelling houses

2.0 | SITE ANALYSIS

2.1 HISTORICAL ANALYSIS



Figure 2.0 - OS Map as of 1899



Figure 2.1 - OS Map as of 1922



Figure 2.2 - OS Map as of 1937



Figure 2.3 - OS Map as of 1966

Ordnance Survey mapping confirms that the building (now known as Leonora Home) was originally set within private grounds surrounded by open fields in the late 19th century. During the early 20th century, there was a gradual transition from the rural edge of the site to an integrated suburban setting. Post war residential estates progressed around the site and infilling the surrounding fields. The original Victorian building (Leonora Home) was retained but subject to minor expansions.

Leonora Home was later established in 1974 as part of a change of use application. The site became the Leonora Care Home Facility – named in honor of key fund raiser Leonora Gay.

The care home closed in 2021 and resulted in the site becoming a brownfield opportunity for renewal. The land was assembled to include the former care home complex and associated properties including No.s 90, 90a and 92 Wood Lane.



Figure 2.4 – Satellite imagery showing site boundary

2.2 AJDACENT BUILDINGS & CURRENT USE

The immediate locality of Wood Lane is predominantly residential. The area primarily features a mix of terraced and semi-detached housing, which is common for an urban/suburban neighbourhood. Properties have historically been a mix of terraced and detached dwellings, often with gardens. Materials comprise standard brick and rendered finishes.

Local amenities include the following:

- Charter Primary School - The most immediate amenity
- Chippenham Town Centre - Approximately 1 mile (1.6 km) access to high street shops, banks, and public services.
- Chippenham Railway Station - 1.1 miles (1.8 km)
- Local Shopping Services – 1.1 miles

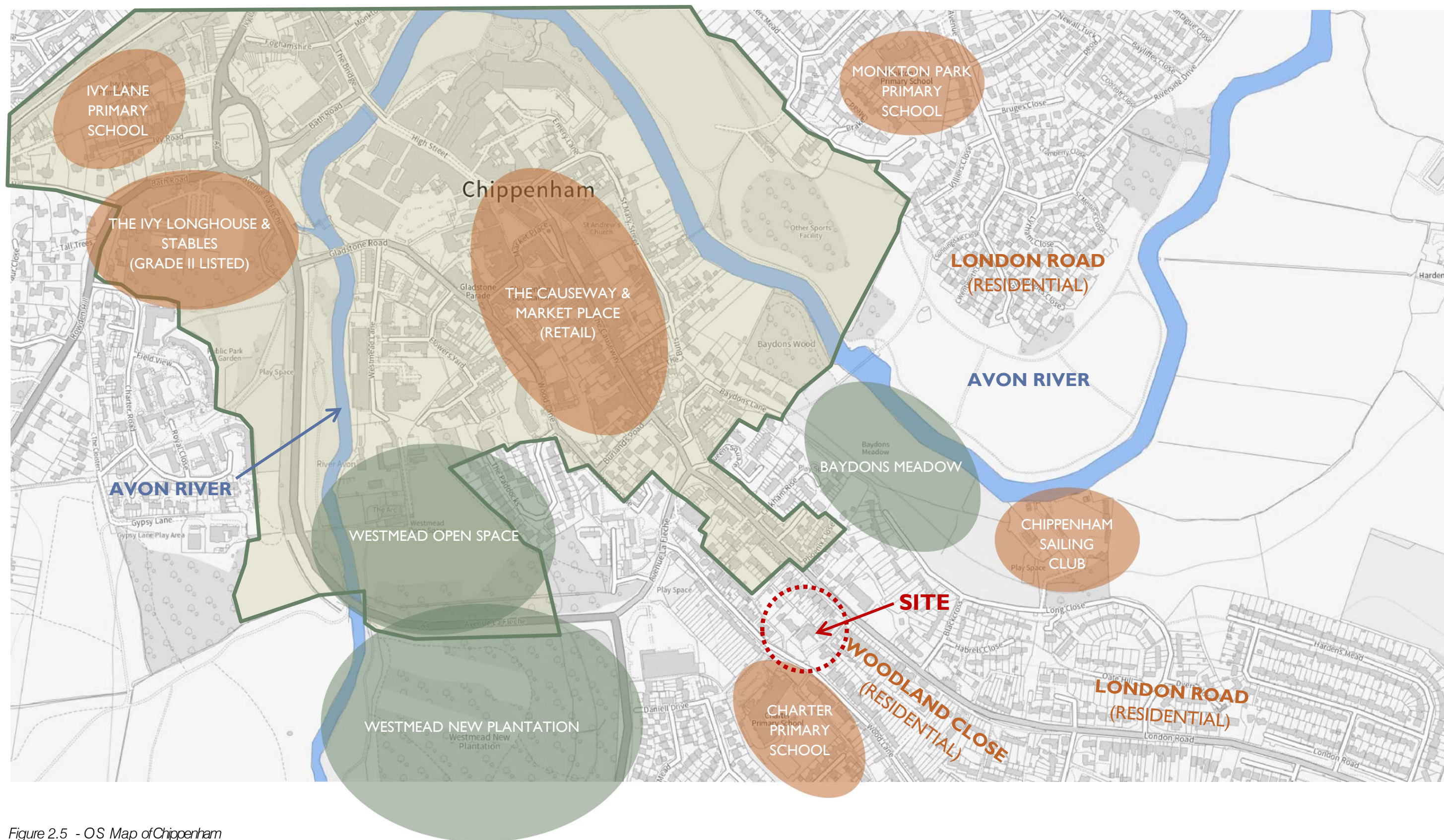


Figure 2.5 - OS Map of Chippenham

2.3 SITE ACCESS

The application site comprises vehicular access that has been introduced to the Northeastern and Southwestern boundaries. The access point from Wood Lane provides 2no. routes leading to the proposed development (Blocks A,B & E) and the neighbouring development that has been approved by the local planning authority. Access from London Road leads to Blocks C & D, with a pedestrian footpath surrounding Block C that ties the entire site together and allows residents to circulate through.

With regards to pedestrian access, Blocks A & E can be accessed directly from the public footpaths that follow the main road. All other apartment blocks are accessed from the parking forecourts introduced either side of Block C.

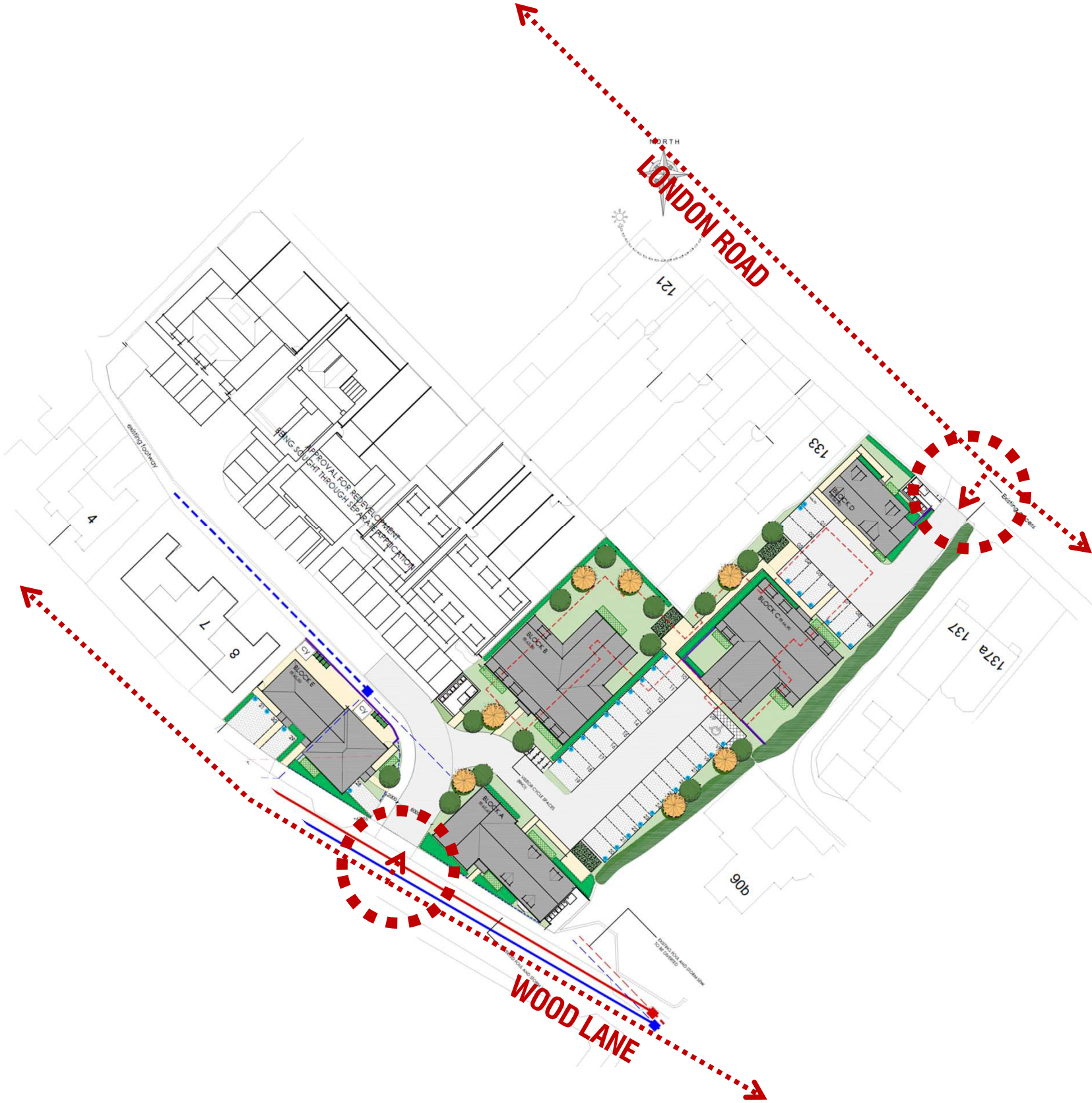


Figure 2.6 – Site layout showing vehicular routes towards site entrance

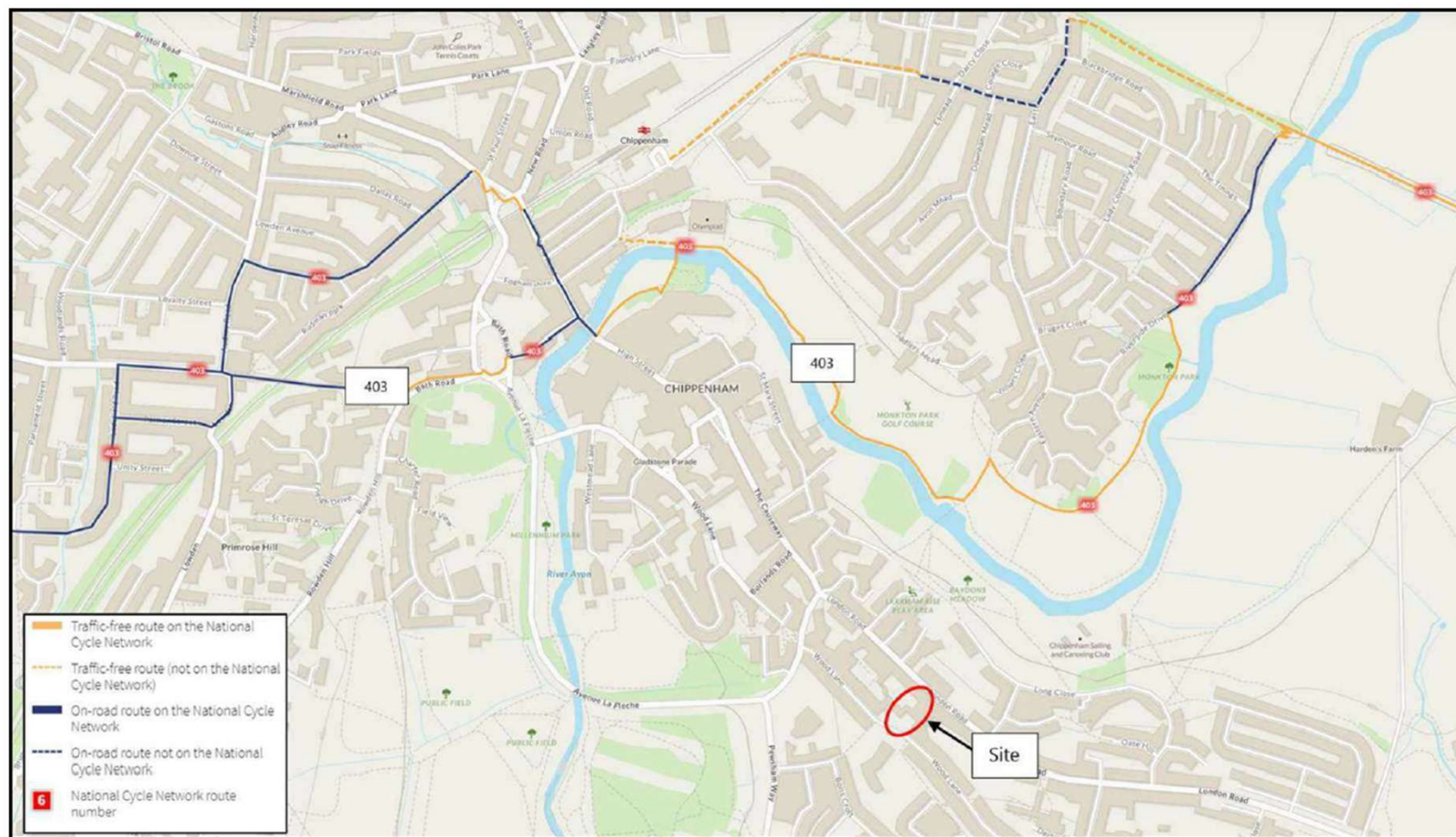


Figure 2.7 – National Cycle Network routes in the vicinity of the site



Figure 2.8 – Extract of Wiltshire Council's Public Rights of Way map

The site is ideally situated within an established active travel network, promoting sustainable transport choices. It is located just a five-minute cycle (1.1km) from National Cycle Network (NCN) Route 403, which links Chippenham to Marlborough, the Kennet & Avon Canal, and the North Wessex Downs. The immediate vicinity offers a mix of traffic-free and on-carriageway routes, ensuring safe and convenient connectivity for cyclists.

The site also benefits from an exceptionally high degree of pedestrian permeability, being situated within a dense network of Public Rights of Way (PROW) that facilitate active travel.

As illustrated on the *Public Rights of Way Map*, the development on Wood Lane is immediately served by a series of established footpaths. Notably, footpaths CHIP101 and CHIP105 branch directly off the main carriageway to the north and south respectively, providing safe, traffic-free pedestrian links to the wider residential neighbourhood.

Furthermore, the site is within walking distance of Baydons Meadow and the River Avon (visible to the north-east), connected via this established footpath network. This infrastructure ensures that future residents have immediate access to recreational walking routes and sustainable connections to the town centre without sole reliance on the private car.

2.4 OPPORTUNITIES & CONSTRAINTS

Opportunities

- **Established Residential Context:** The site is located within an existing residential area, making new housing development a natural fit for the surrounding land use. This aligns with local planning objectives for housing delivery and infill development.
- **Plot Size:** The site is a substantial plot compared to its neighbours, providing a significant opportunity for comprehensive redevelopment and the delivery of multiple new homes. This size allows for efficient layout planning and the provision of adequate amenity space and parking.
- **Proximity to Amenities:** The location offers excellent access to local facilities, including the adjacent Charter Primary School, and is within walking distance of retail services and public transport (as discussed in previous context). This enhances the sustainability and appeal of the new housing.

Constraints

- **Drainage and Infrastructure:** As an older institutional site, the redevelopment will require comprehensive assessment of existing drainage (foul and surface water) and utilities infrastructure to ensure it can support the increased density of the new residential use.
- **Interface with Charter Primary School:** The site is located directly opposite, or immediately adjacent to, Charter Primary School. This requires careful consideration regarding traffic and highway safety.



Figure 2.9 - Site location plan showing boundary line (in red)

2.5 SUSTAINABILITY & ENERGY STRATEGY

The development has been designed to meet and exceed the requirements of the Wiltshire Core Strategy (Core Policy 41) and the National Planning Policy Framework. The strategy adopts a 'Fabric First' approach, prioritising a highly efficient building envelope to minimize energy demand before utilising renewable technologies.

All dwellings are designed to comply with Part L 2021 of the Building Regulations, delivering a 31% reduction in carbon emissions compared to previous 2013 standards. The scheme also incorporates a specific mix of Low and Zero Carbon Technologies:

- Air Source Heat Pump Cylinders
- Roof-mounted PV panels
- EV charging points
- Mechanical Extract Ventilation

The development commits to the optional higher standard of water efficiency, limiting usage to 110 litres/person/day (compliant with Part G) through the use of dual-flush WCs and flow-regulated taps. The site lies within Flood Zone 1 (lowest risk). Surface water is managed via a Sustainable Drainage System (SuDS) including permeable paving and bioretention areas.

3.0 | DESIGN STRATEGY

3.1 PRECEDENTS



Figure 3.1 – Street view of The Pack Horse, 104 London Rd (Grade II Listed) – traditional hipped roof with dormers



Figure 3.2 – The Royal Oak, 76 London Rd (Grade II Listed) – traditional hipped roof with dormers

Figure 3.1 – Aerial view of Bond's Lodge Almshouse



Figure 3.3 – 3D Visual Showing Block D from London Rd



Figure 3.4 – 3D Visual Showing Block C

3.2 MATERIALS & APPEARANCE

Proposed materials comprise a mixture of red-facing brickwork and light render with terracotta toned roof tiles and dark painted timber casement windows. Window reveals consist of reconstituted stone heads and cills, and the dark painted timber entrance doors are surrounded by traditional timber framed entrance canopies with roof tiles to match the main houses

The proposed blocks with a light render finish comprise a feature band detailing for further articulation its appearance. Traditional dormers have been introduced with materials to match the eaves, soffits and bargeboards of the main buildings.

A permeable herringbone brick surface is to be introduced to the forecourts containing residential parking bays, with stone paving leading towards the main entrances to the apartment blocks.

3.3 SCALE & MASSING

The building heights in this proposal are primarily 2.5 storeys with dormer windows to the hipped roofs. The height of the proposed apartment blocks tie in with the dwellinghouses in close proximity to the site, with the form of the roof following key precedents within the immediate locality.

The use of gables and porches and hipped roofs help reduce the perceived massing compared to buildings with a flat roof; therefore, helping the proposed scheme blend into the existing streetscape.

Each apartment block comprises a different number of flats – all adhering to the technical housing standards (see below):

SCHEDULE OF ACCOMMODATION

BLOCK A					
G.I.A.	388m2				
TYPE	SIZE	Person	Balcony	No	
2 bed flat	70m2	3	yes	4no	
1 bed flat	50m2	2	no	2no	
				6no	
BLOCK B					
G.I.A.	600m2				
TYPE	SIZE	Person	Balcony	No	
1 bed flat	50m2	2	Juliet	3no	
2 bed flat	62m2	3	Juliet	6no	
				9no	
BLOCK C					
G.I.A.	600m2				
TYPE	SIZE	Person	Balcony	No	
1 bed flat	50m2	2	Juliet	3no	
2 bed flat	62m2	3	Juliet	6no	
				9no	
BLOCK D					
G.I.A.	220m2				
TYPE	SIZE	Person	Balcony	No	
1 bed flat	51m2	2	Juliet	1no	
2 bed flat	65m2	3	yes	2no	
				3no	
BLOCK E					
G.I.A.	122m2				
TYPE	SIZE	Person	Balcony	No	
2 bed flat	61m2	3		4no	
			TOTAL	31no	



Figure 3.5 – 3D Visual Showing Block C (Left) and Block B (Right)

3.4 LAYOUT

The site is a residential development arranged around a central internal access road, comprising a total of 31 apartments distributed across 5 separate blocks (labeled A through E). The layout is longitudinal, stretching from an access point at the north (top) down towards Wood Lane Bungalows at the south (bottom).

The main vehicular circulation runs vertically through the center of the site. A designated parking strip runs along the eastern boundary (right side), adjacent to Block C and Block D, with numbered bays (visible from 10 to 22). Visitor cycle spaces are indicated near the turning head at the southern end of the road. There are also green landscaped buffers surrounding each block.



Figure 3.6 – 3D Visual Showing Block B (Centre)



Figure 3.7 – 3D Visual Showing Blocks A & B (Looking west from central courtyard)

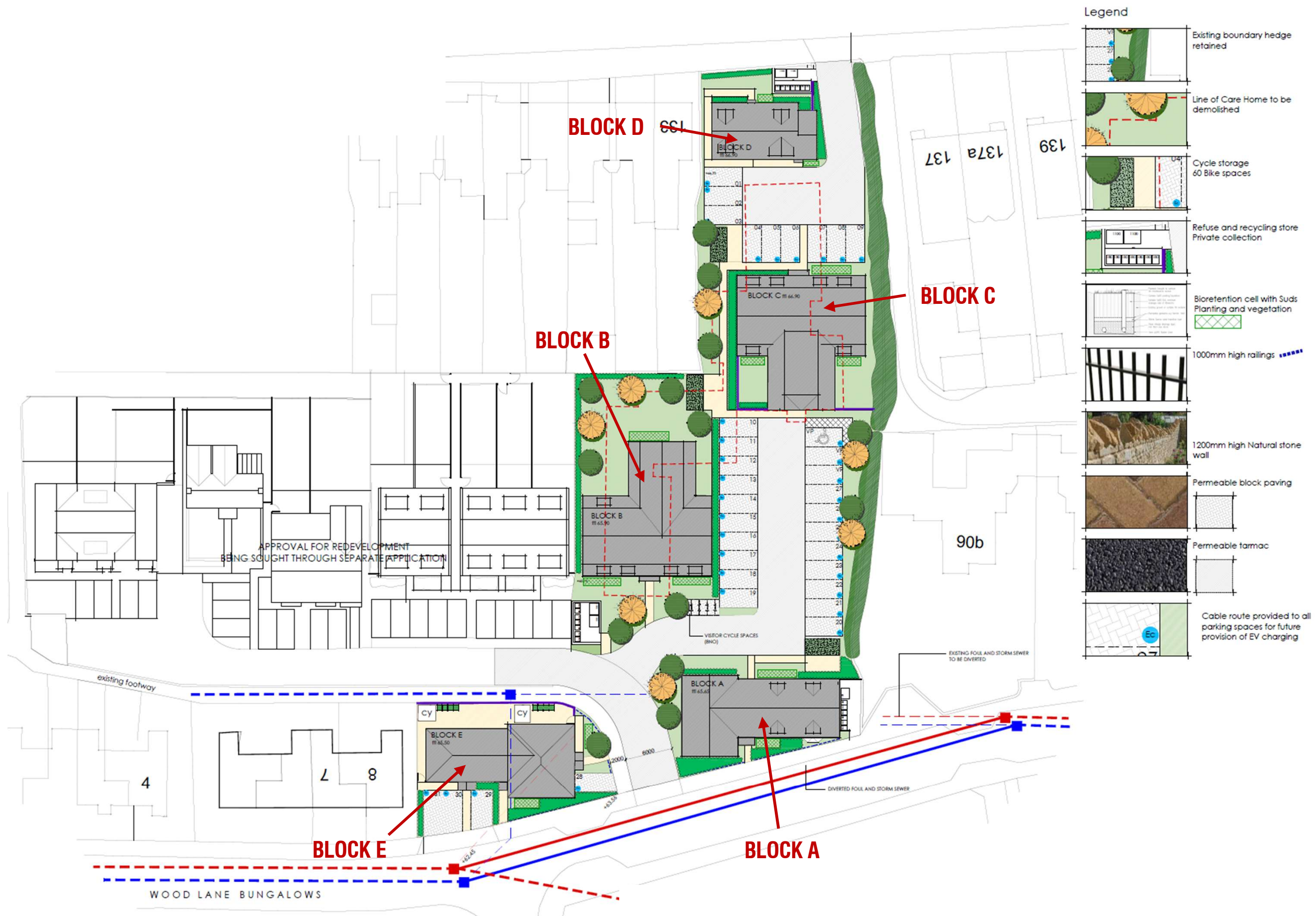


Figure 3.7 – Site Layout As Proposed



Figure 3.8 – Block A – Plans and Elevations

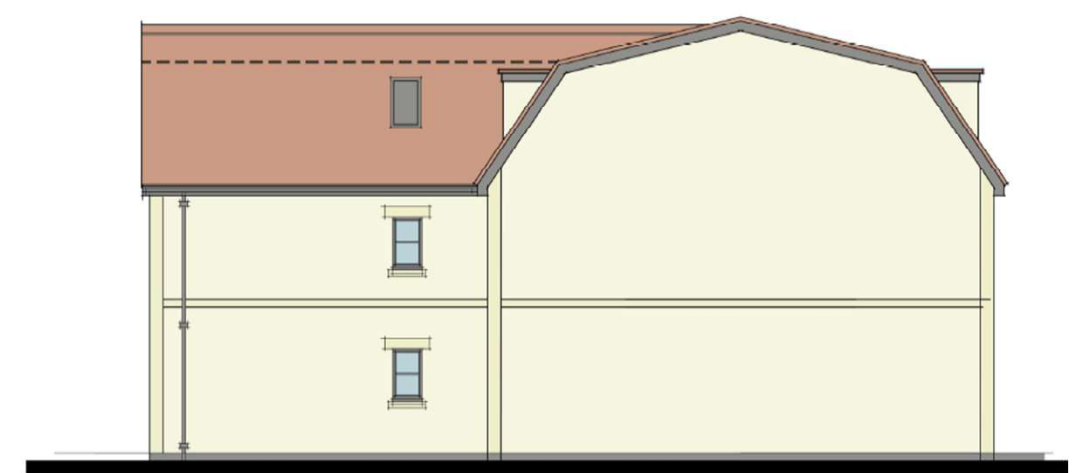
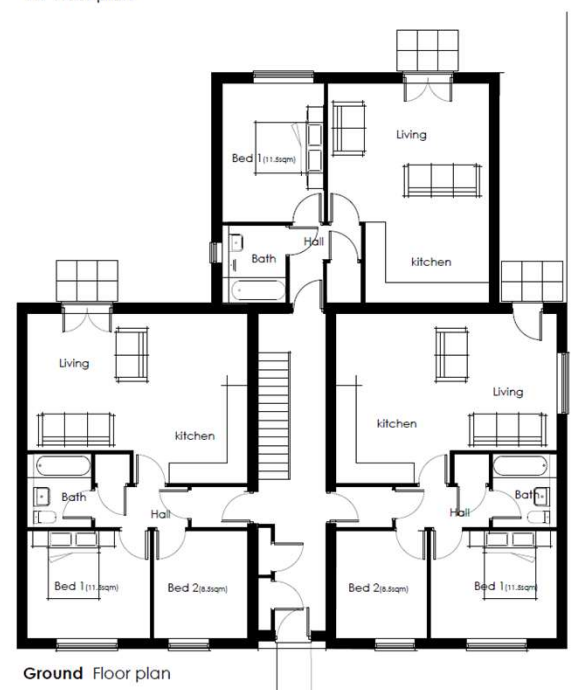


Figure 3.9 – Block B – Plans and Elevations

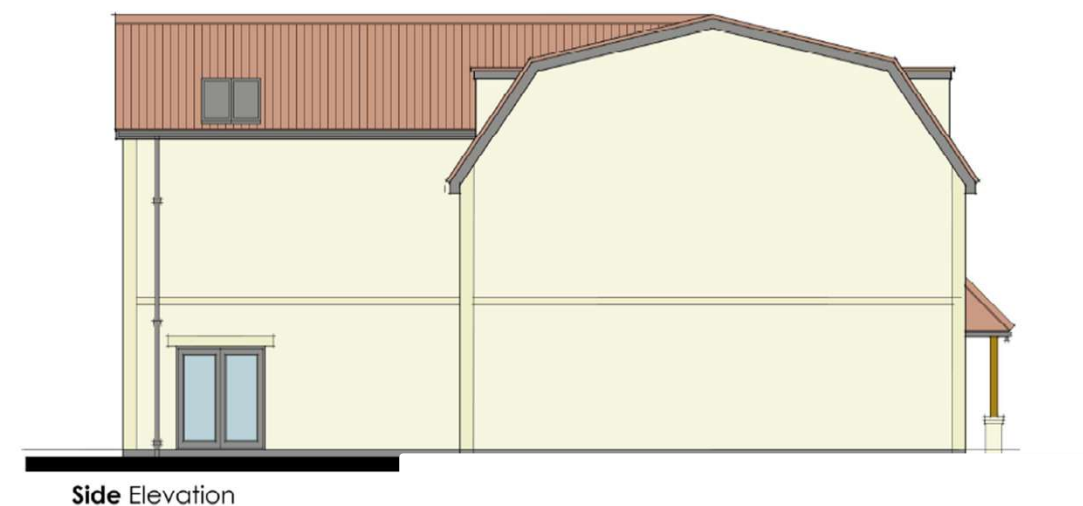
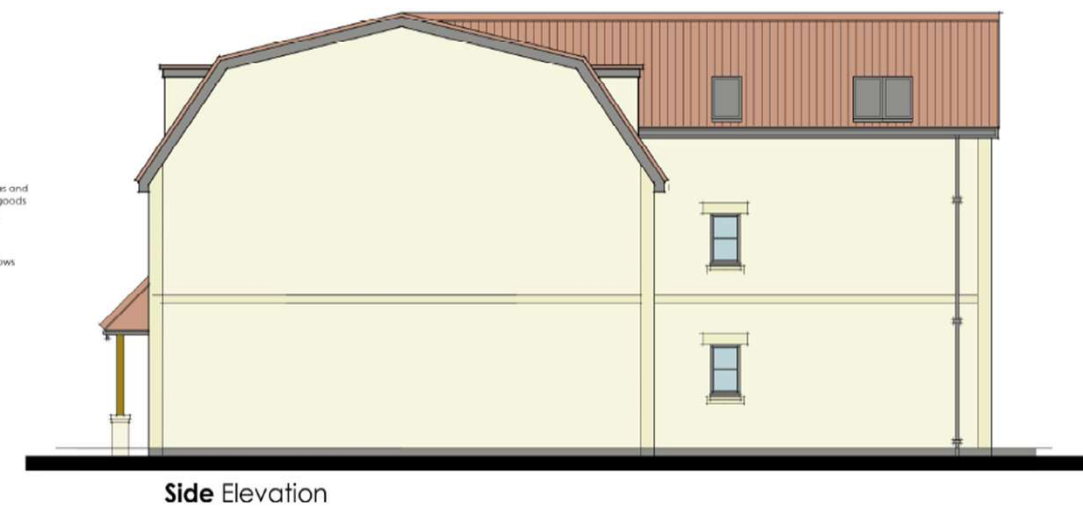


Figure 3.10 – Block C – Plans and Elevations

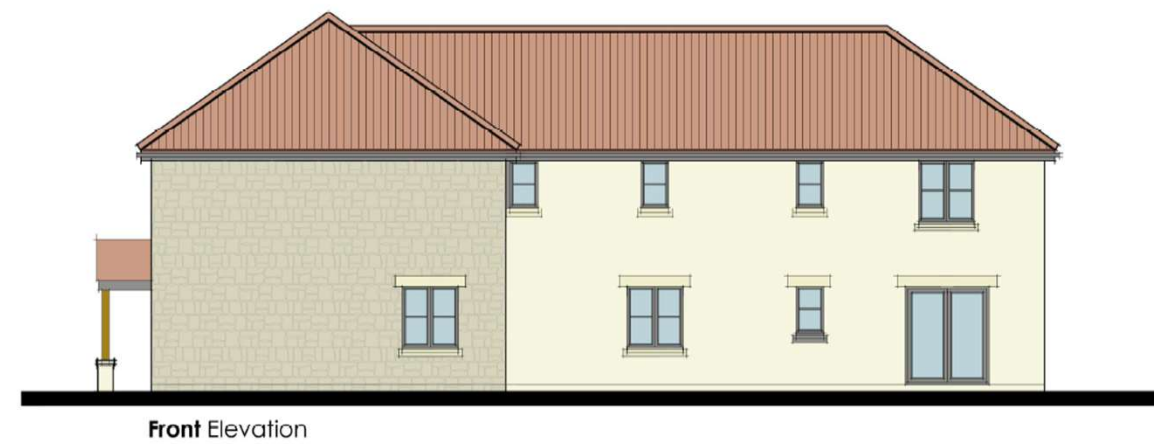
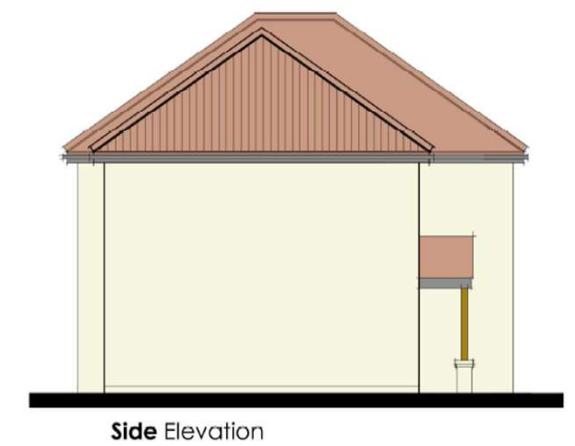
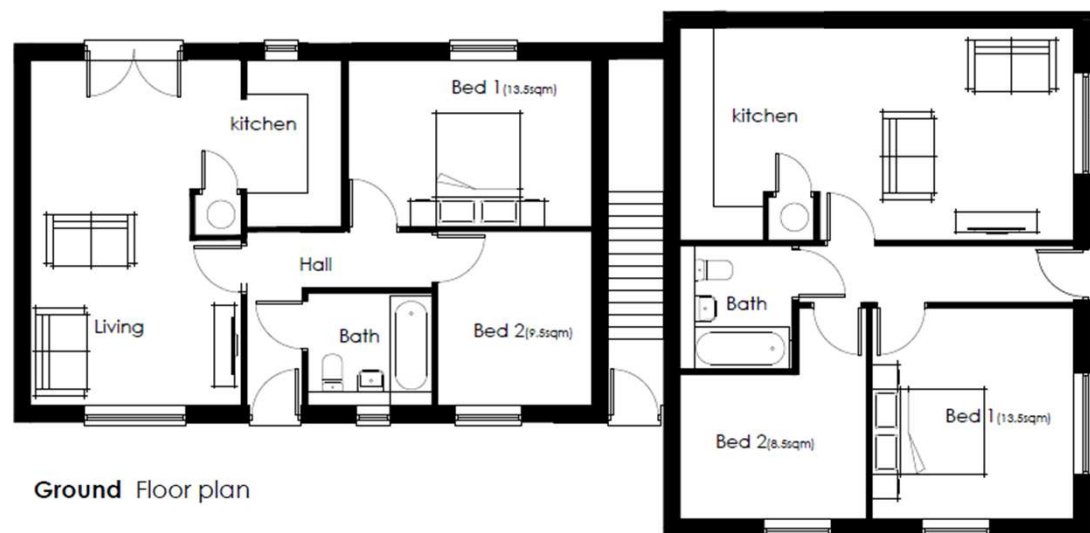
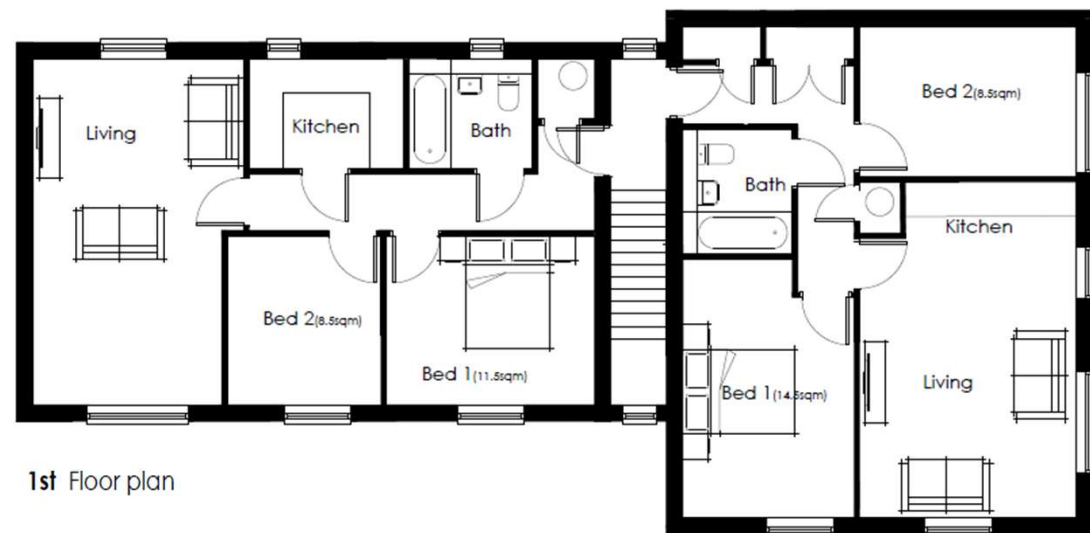


Figure 3.12 – Block E – Plans and Elevations



Figure 3.13 – Street Scene Elevations As Proposed

3.5 LANDSCAPE

The soft landscaping is strategically used to enhance visual appeal, absorb runoff and soften the edges of the built environment low-level shrubbery and planting beds have been introduced at the bases of the houses and along the edges of the driveways, acting as a visual buffer and providing ecological benefits.

New trees are to be introduced within the curtilage of the application site to soften the appearance of the hard landscaping parking areas and provide privacy shielding from neighbouring properties.



Figure 3.14 – Site Layout showing landscaping, trees and hedgerows

The proposed development adopts a comprehensive Sustainable Drainage System (SuDS) strategy to manage flood risk and enhance on-site biodiversity. Permeable surfaces have been extensively incorporated across the site access roads and parking courtyards (serving Blocks A, B, C, D, and E). As shown in the 'Surface Water Drainage Strategy', these areas utilize permeable block paving to provide immediate 'source control' by allowing rainwater to infiltrate naturally rather than contributing to rapid runoff.

To further mitigate surface water impact, the scheme integrates:

- **Bioretention Areas:** Located within the soft landscaping zones, these features (labeled 'Bioretention 1-11' on the plan) capture runoff while creating habitats that support the site's biodiversity goals.
- **Cellular Attenuation:** Underground cellular storage tanks are positioned strategically (e.g., adjacent to Block E) to store excess storm water during heavy rainfall events.
- **Rainwater Harvesting:** To promote water efficiency in line with sustainability targets, the design includes dedicated rainwater harvesting tanks for each residential block, providing between 1,000 and 4,000 litres of storage per unit for garden irrigation and non-potable use.
- **Controlled Discharge:** Surface water flow is regulated via a flow control device before connecting to the public sewer system to the south, ensuring the development does not increase flood risk downstream."

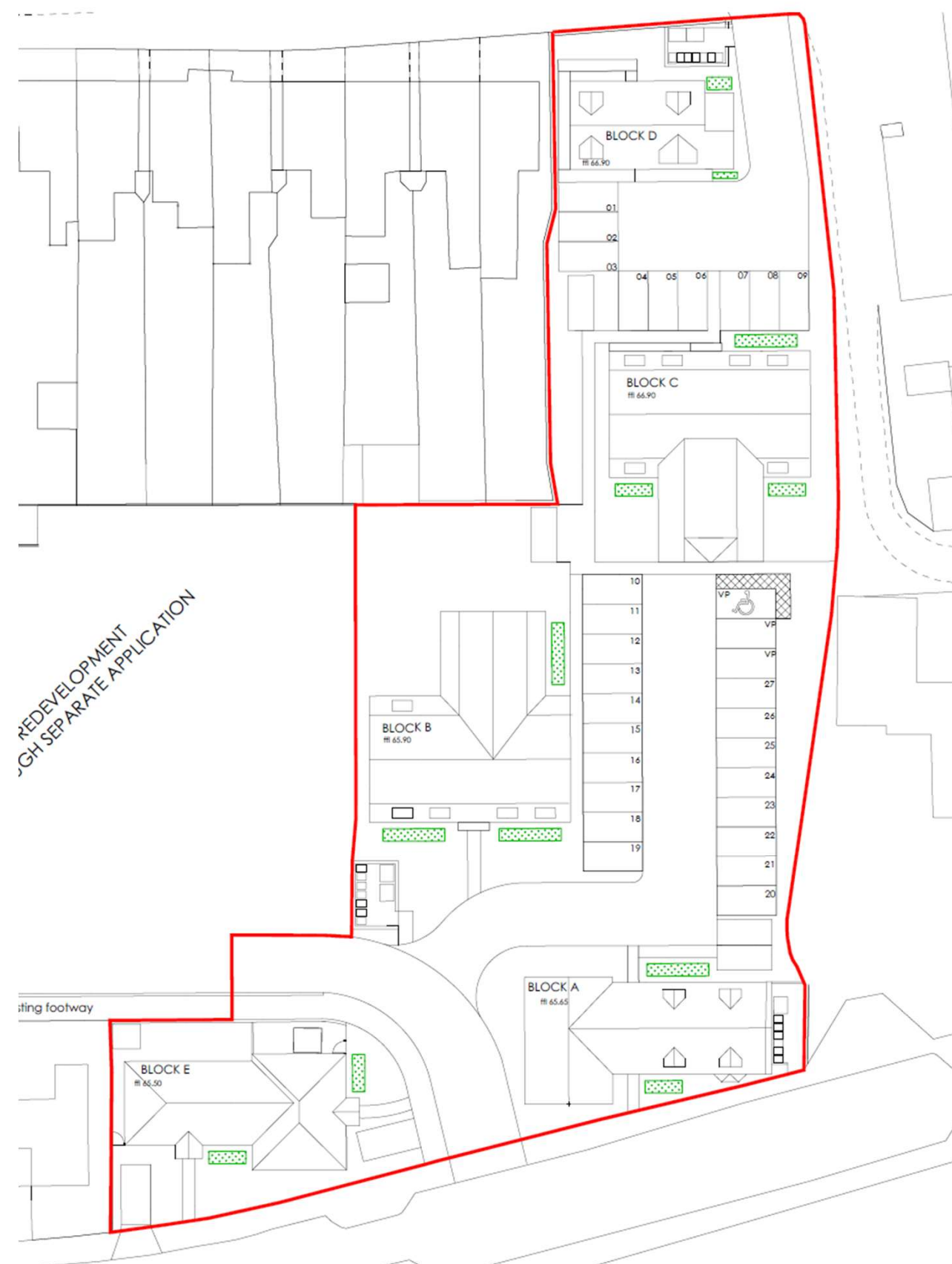


Figure 3.15 – Site Layout showing bioretention areas

3.6 PARKING

The proposal seeks to include the following parking bay numbers:

- Northeastern Forecourt: 9no. Spaces
- Southwestern Forecourt: 18no. Spaces including 3no. Visitor Parking (One bay serving as a disabled parking bay).
- Block E: 3no. Spaces (one serving each unit).



Figure 3.16 – Parking Layout (Accessed off London Rd)

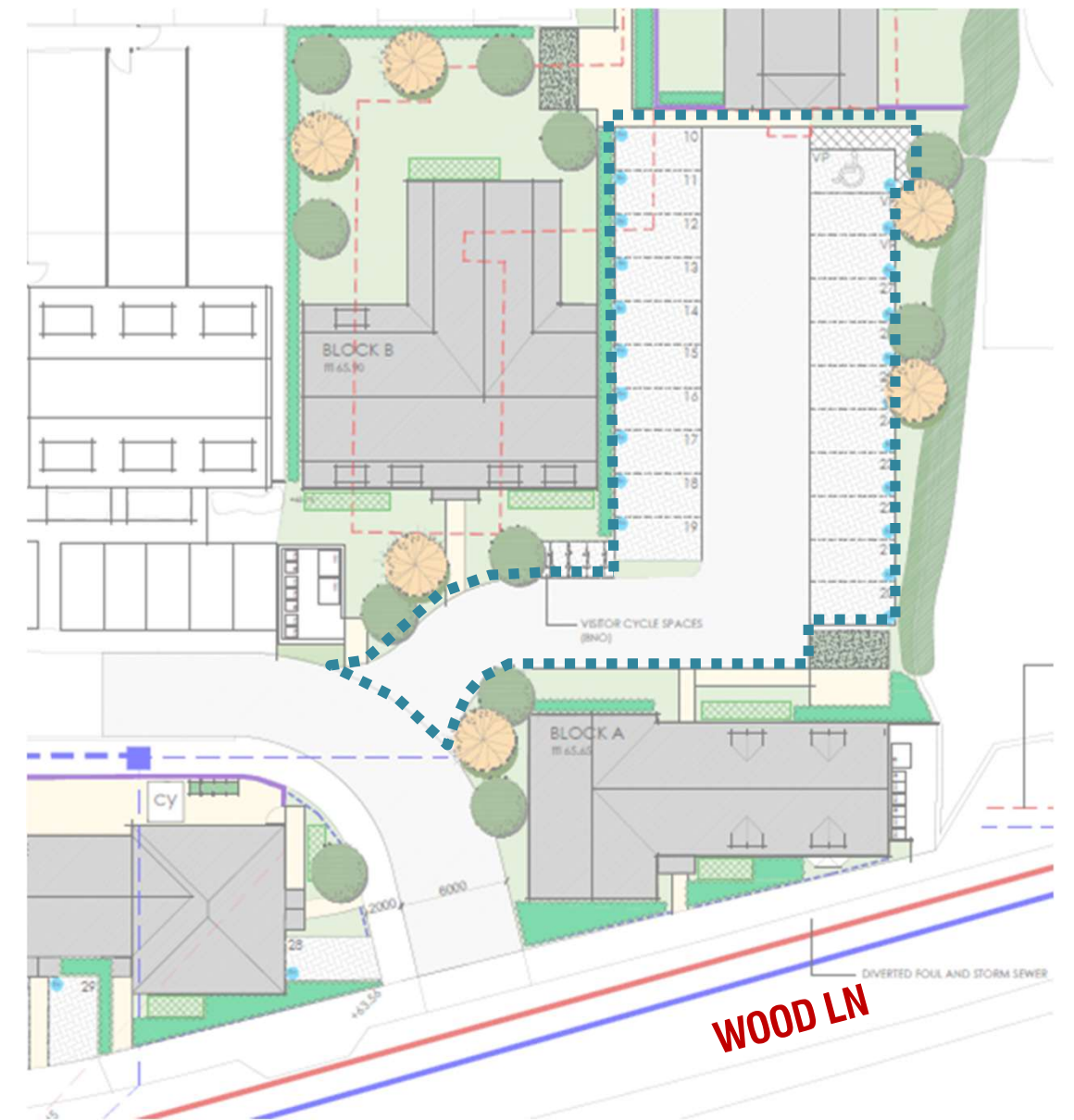


Figure 3.17 – Parking Layout (Accessed off Wood Lane)



Figure 3.18 – Parking Layout (Block E)

4.0 | CONCLUSION

4.1 CONCLUSION

It is considered that the proposed development will have no detrimental impact to the brownfield infill site. The application site falls outside of the Countryside Policy Areas.

The proposal adheres to the Chippenham Neighbourhood plan, the NPPF , and the guidance set out in the Wiltshire Core Strategy and designed in response to the following planning policies of Wiltshire Council:

- Core Policy 1 (Settlement Strategy)
- CP2 (Delivery Strategy)
- Core Policy 3 (Infrastructure Requirements)
- Core Policy 41 (Sustainable Construction and Low-Carbon Energy)
- Core Policy 43 (Providing Affordable Homes)
- Core Policy 57 (Ensuring high quality design and place shaping)