Land at Damask Way, Warminster

Design and Access Statement

April 2026

240707 R 01

CliftonEmerydesign

Prepared on behalf of Backhouse Housing Ltd

Contents

1.0 Introduction
1.1 Background
1.2 The application
1.3 The site and context
1.4 About the proposal
1.5 Purpose of the document
1.6 Outline Planning Application content

2.0 Factors shaping development
2.1 Constraints and opportunities
2.2 Existing development
2.3 Relevant Planning Policy
2.4 Heritage and Archaeology
2.5 Topography
2.6 Ground conditions
2.7 Utilities
2.8 Transport and Access
2.9 Drainage and Flood Risk
2.10 Ecology
2.11 Arboriculture
2.12 Landscape and Visual Impact Assessment

3.0 Approach
3.1 Vision
3.2 Design Strategy

4.0 The Proposal
4.1 The Proposal
4.2 Layout and Street Hierarchy
4.3 Amount and Use
4.4 Scale
4.5 Energy efficiency
4.6 Access and Parking
4.7 Landscape
4.8 Ecology
4.9 Lighting
4.10 Air Quality
4.11 Landscape and Visual Impact Assessment

5.0 Conclusion
5.1 Conclusion



Application boundary

Above: Aerial site photograph

1.1 Background

1.1.1 This Design and Access Statement (DAS) has been prepared in support of an Outline Planning Application for up to 49 dwellings at Damask Way, Warminster with matters reserved with the exception of access. Details relating to layout, scale, appearance and landscaping will be determined at the Reserved Matters (RM) stage.

1.1.2 The statement has been prepared by Clifton Emery design (masterplanning, urban design and LVIA) on behalf of Backhouse Housing Ltd with expert assistance from CoCreation UK (Planning), MJA Consulting (Civils), SLR consulting (Drainage and Noise), Nicholas Pearson Associates (ecology and BNG), GE Consulting (arboricultural consultant), AC Archaeology (Heritage), Erban Consulting (Energy and Sustainability), QODA Consulting (Lighting) and Rappor Engineering and Environmental Consultants (Transport).

1.2 The application

1.2.1 The application site is located on the south eastern edge of the market town of Warminster in Wiltshire. The site is bordered by residential areas to the south and west and a local nature reserve to the north. A PRoW runs through the site and the National Cycle Route 24 runs along the southern border of the site at Upper Marsh Road.

1.2.2 The development site was subject to a previously approved outline application (Ref: 17/12348/OUT) for up to 28 dwellings with all matters reserved except access with a new access proposed off Upper Marsh Road. A further Reserved Matters Application was submitted and approved with Conditions (19/04677/DOC).

1.2.3 The site measures 3.51ha, of which 1.36ha have been utilised and identified for development giving a density of 36dph against proposed 49 no. dwellings, making efficient use of the site. The remaining land not within the development area of 2.15ha will accommodate drainage features, associated set backs and no build areas for ecological preservation, retained vegetation and public open space.

1.2.4 The illustrative layout features a range of 1, 2, 3 and 4-bedroom properties with 30% affordable housing (15 no.) in accordance with policy requirements.

1.2.5 Proposals have been shaped around policy requirements and identified constraints and opportunities. Issues considered include ecological and habitat assessments, flood risk and drainage, highway and access and biodiversity net gain measurements and mitigation.

1.2.6 One access point for vehicles is proposed from Upper Marsh Road on the south western border of the site. The location is based upon that adopted within a previously consented outline approval, which itself formed the basis of a further consented Reserved Matters Application and discharged associated conditions. The design proposal sought to retain access as per previous agreements and approvals on the premise that this location would remain a preferential and acceptable access point for the development.

1.2.7 The site also includes further pedestrian links and access to provide a route along and through the existing PRoW which traverses through the site from the northern and southern boundaries.

1.2.8 Open space has been designed to meet policy requirements providing a range of accessible spaces, areas of habitat creation and wildlife mitigation and space around retained trees, the PRoW and hedgerows, helping to connect the site to the surrounding landscape.

1.3 The site and context

1.3.1 The site as noted measures 3.51 ha and is comprised of one field parcel of land although it represents an non-orthogonal shape 'wrapping/ encircling' existing context to the west at Damask Way and extending to that of existing highways to the south and field markers to the east and north.

1.3.2 The site is relatively flat and level within the centralised area through a plateau before the land falls away more steeply to the north, east and south. The level changes through the site are range from contours of 110m at the lowest to 130m AOD.

1.3.3 Established residential areas are located immediately to the west of Damask Way and to the south off of Upper Marsh Road. Small Brook Meadows Local Nature Reserve is located immediately north of the site.

1.3.4 An existing PRoW traverses through the site from north to south and opens up access to Warminster Town centre and Smallbrook Meadows Reserve (WARM 53).

1.3.5 The site is not located within a conservation area. Warminster Conservation Area is located approximately 0.5km north of the site.

1.3.6 There are no scheduled monuments or other designated heritage assets within the site. There are a number of Listed Buildings within Warminster Town but none within the red line area of the site.



1 Outside site looking towards PRoW



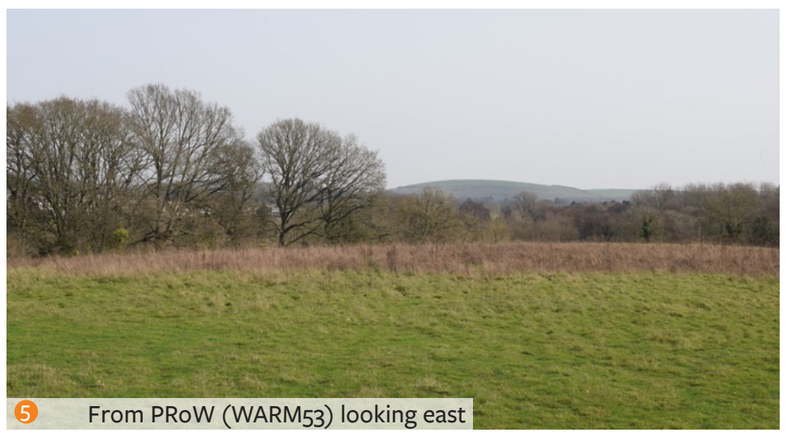
2 PRoW WARM53 running through the site



3 From PRoW (WARM53) looking south west



4 From PRoW towards existing development



5 From PRoW (WARM53) looking east



6 Centre of site, facing south

Above: Site photos

1.4 About the proposal

1.4.1 Backhouse Housing proposes a development of up to 49 dwellings with associated landscape and infrastructure that makes efficient use of land while meeting planning policy requirements and guidance and utilising principles of previously consented developments. Proposals take account of the identified constraints and opportunities.

1.4.2 The proposals comprise:

- Site area: 3.51 ha;
- 49 dwellings including 30% affordable (15 no.);
- The developable area of the site is restricted to 1.36 ha, with the remaining areas of the site providing and visual and usable amenity, retention of existing landscape, hedgerows and drainage. Within the development proposals public open space including a formal LAP is provided;
- The development includes the retention of an existing PRoW through the site, albeit will require diversion;
- Dedicated ecological areas for mitigation and enhancement have been included within the development to positively contribute towards Biodiversity Net Gain with further offsite contributions as necessary to accord with planning requirements.

1.5 Purpose of the document

1.5.1 This DAS illustrates the process that has shaped the proposed outline scheme. It explains the proposals in a structured way, following assessment of identified constraints and analysis of the site and surrounding area. It describes the design process as well as how guidance and feedback have shaped the proposals.

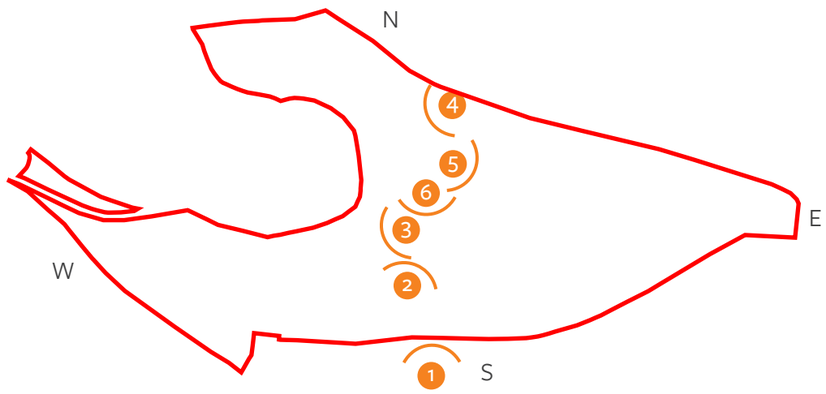
1.5.2 In illustrating this process, the DAS along with the other submission documents, describe the site and its wider context, relevant design guidance, planning requirements and design principles and how this has been considered or informed any proposals.

1.6 Outline Planning Application content

1.6.1 The DAS should be read in conjunction with the suite of supporting documents. These include:

- Planning Statement
- Ecological appraisal and accompanying BNG assessment
- Arboricultural Impact Assessment
- Heritage assessment
- Flood Risk Assessment and drainage strategy
- Landscape and Visual Impact Assessment
- Energy and Sustainability Statement
- Noise Assessment
- Lighting Assessment
- Transport Assessment.

1.6.2 The illustrative information contained within this design statement demonstrates how a scheme for 49 dwellings could be accommodated on the site in a satisfactory manner, and in a way that addresses the identified issues and constraints, whilst meeting policy requirements. The vision and illustrative layout provide a foundation for a Reserved Matters scheme that will be an attractive, high quality, distinct development with a strong sense of the place borne out of the locality.





Key

- Application boundary
- Existing settlement
- Existing buildings
- Warminster Town centre
- Listed buildings
- Scheduled monument
- Mixed used allocation
- Nature reserve
- Flood zone
- Facilities
- Sport club
- School
- Pub / restaurant
- Church
- Supermarket / convenience store
- Community centre / town hall
- Post office
- Health care
- Main road
- Railway
- Public Right of Way
- Train station
- Bus stop

Above: The site in context

2.1 Constraints and opportunities

2.1.1 The illustrative site layout and information that accompanies this Outline Planning Application has been designed considering a number of factors that make the site and its surroundings distinctive.

2.1.2 The following highlight the main considerations and factors that have influenced the scheme:

- Existing development, near neighbours
- Planning Policy
- Archaeology / Heritage
- Topography
- Drainage and flood risk
- Transport and access
- Utilities
- Ecology
- Trees / arboriculture
- Landscape and Visual Impact Assessment
- Lighting

2.2 Existing development

2.2.1 The site comprises one development area totalling 3.51ha of land immediately east of the existing urban edge of Warminster, bordered to the west and the south by 2 storey houses as well as Upper Marsh Road and NCR 24. PRoW WARM 53 runs through the site from the north to the south and connects the site to Warminster.

2.2.2 The site boundaries are formed by hedgerows. Some of the hedgerows have intermittent tree planting whilst also bordered by many mature trees and some deciduous woodland in the north west. To the east, dwellings border the site on Damask Way. The site is defined by the Upper Marsh Road to the south and has larger, two storey housing on both sides of the Upper Marsh Road.

2.2.3 To the north of the site is Smallbrook Meadows Nature Reserve, which connects to the Warminster Lake Pleasure Grounds via the footpath WARM 53 that comes through the site. The NCR24 connects the site to the wider county and other parts of Warminster. The Avon Road Bus Stop is approximately a 8 minute walk away and allows for bus routes and travel around Warminster.

2.2.4 In the immediate vicinity of the site, much of the housing consists of 2 storey forms. Many of the dwellings on Damask Way appear to be from a post war development. The dwellings to the south of the site, on Upper Marsh Road, appears to be a mixture of pre war (circa 1930s) and post war housing (1980s).

2.2.5 Warminster has a wide range of facilities and amenities - with the town centre being within a 20-minute walk from the site. Notable facilities include:

- New Close Primary School on Imber Road around a 15 minute walk to the north
- A number of Super Markets including a petrol station to the north and north west of the site
- Warminster Train Station close to Warminster Town Centre
- A large variety of pubs, bars and restaurants in the Town Centre
- Warminster Town Football Club to the east
- Two post offices to the north of the site
- Warminster Area Community Orchard to the east of the site
- A range of business and employment opportunities in and around Warminster.

2.2.6 The site lies within the market-town of Warminster with the town centre an approximate 15 minute walk from the site. Amenities nearby also include the Local Nature Reserve, Longleat Park and Gardens, Warminster Lake Pleasure Grounds and various shops, restaurants, bars and pubs both concentrated within the town centre and dotted around.

2.2.7 Warminster also boasts direct connections by train to a number of cities including Bath, Bristol, Cardiff, London, Portsmouth, Southampton and Salisbury. Bath and Salisbury are also within 1 hours drive from Warminster.

2.3 Relevant Planning Policy

2.3.1 The relevant development plan for the application site comprises the following:

— Wiltshire Housing Site Allocations Plan (adopted February 2020)
— Wiltshire Core Strategy (adopted January 2015)
— Warminster Neighbourhood Plan (Made November 2016)

2.3.2 The proposed development complies with the relevant policies within the development, with the exception of the settlement boundaries. However, these are deemed out of date, as considered in the Planning Statement.

2.3.3 In terms of design, the proposed development provides for the following:

- New Close Primary School on Imber Road around a 15 minute walk to the north
- A number of Super Markets including a petrol station to the north and north west of the site
- Design measures to reduce energy demand – Policy CP41
- 30% affordable housing – Policy CP43
- Avoid disturbance to protected species and enhance biodiversity – Policy CP50
- Protect, conserve and must not have a harmful impact upon landscape character; negative impacts must be mitigated as far as possible – Policies CP51 & E5
- Provision of open space – Policy CP52
- High quality design & reflect Building for Life criteria – Policies CP57 & L1
- Promote sustainable travel, reduce the need to travel and mitigate impacts on the highway network – Policies CP60, CP61 & CP62
- Avoid development in areas liable to flooding, protect existing watercourses and resources – Policies CP67, CP68 & CP69
- Protect, conserve and where possible enhance the historic environment – Policy CP58
- The proposed development has been informed by these policies and complies with all of their requirements.

2.3.4 The Wiltshire Local Plan Review is not proceeding and therefore not considered to be relevant to this application.

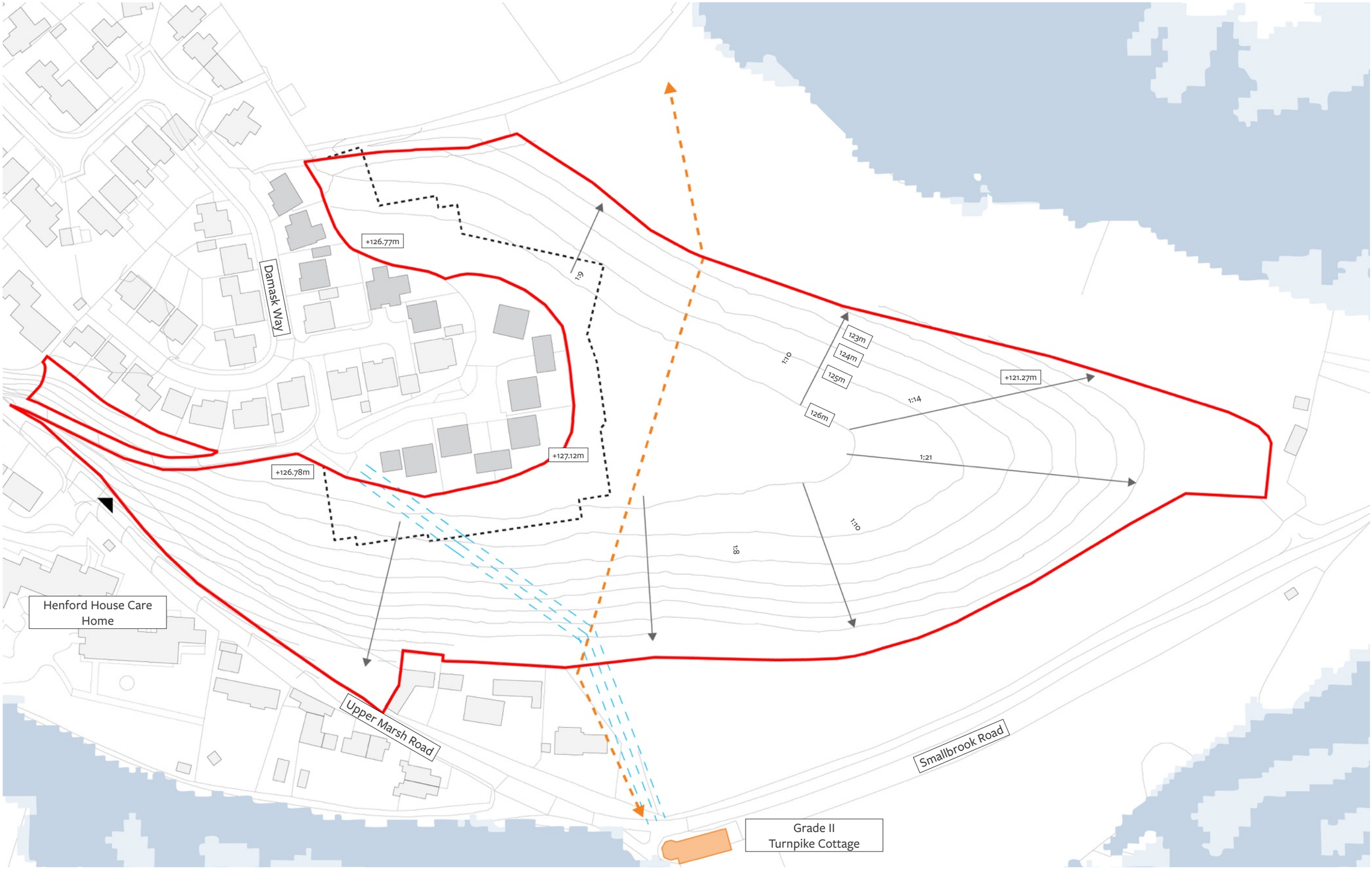
2.3.5 The replacement Warminster Neighbourhood Plan is at an early stage but is proposing a Local Green Space at the application site. This is only given limited weight given its early stage.

2.4 Heritage and Archaeology

2.4.1 A geophysical survey and archaeological trial trench evaluation have previously been undertaken on the site. The latter identified a small number of ditches, likely to be Iron Age in date, as well as a deposit containing probably Neolithic flints. The latter finds may have derived from activity further up the hill in the adjacent Damask Way development where Neolithic pits have been discovered. An updated version of the evaluation report is included within this application.

2.4.2 Previous advice from the Wiltshire Council Assistant County Archaeologist was that a programme of archaeological investigations would be required. This would be undertaken following the granting of a Reserved Matters Application, and no further archaeological investigations are required to support the current outline application.

2.4.3 A note raised during a previous application was an impact, through change to setting, to the significance of the nearby Turnpike Cottage, a Grade II Listed Building. A new assessment, presented within a Heritage Statement included within the information for this application, has concluded that a short length of the access road will be visible in a single view of the cottage, but that the proposals will not impact aspects of setting contributing to the significance of building. It concludes there will be no change to its significance.



Above: Topography, Flood Risk, Utilities, Site Access and Heritage Plan

Key

- Application boundary
- 20m Existing building offset
- Public Right of Way
- Contours
- Existing pipeline
- Flood zone 2
- Flood zone 3
- Site Access
- Listed Buildings

2.5 Topography

2.5.1 The site has a centralised plateau at approximately 126m AOD from which the ground then falls away to the north, south and eastern boundaries.

2.5.2 Gradients vary as the site falls away ranging from 1:21 located to the east with then steeper areas of 1:8 to the south.

2.5.3 The topography of the site has restricted the developable areas of the ground, whilst also informing the potential layouts and considerations for any proposed built form, focusing any developed land to that of the centralised flat and gently sloping areas.

2.5.4 However the development proposed does traverse across the contours of the land and therefore level changes through the site are required. This has been controlled through varying the FFL levels of the properties, proposing new gradients and sloping land but retaining accessibility, and through the use sparingly of retaining features and walls to allow the development to respect the natural ground lines.

2.6 Ground Conditions

2.6.1 The site is within the catchment of the River Wylye and the Hampshire Avon Special Area of Conservation, which is unfavourable condition with regard to phosphorus. The site will generate additional phosphorus loading post development and mitigation will be required. Mitigation will be provided through the purchase of nutrient credits from a third party credit provider and therefore not impact upon the design proposals.

2.7 Utilities

2.7.1 There is an existing gas main within the site that connects from the southern boundary to that of the western edge.

2.7.2 This existing utility is to be retained and currently will see no development within the zone with the exception of the main primary access route travelling across this.

2.8 Transport and Access

2.8.1 A transport and access assessment has been undertaken by MJA Consulting. Please refer to the full report, submitted alongside this application, for more information.

2.8.2 Access into the development site is proposed from the south western corner with the provision of a new junction connecting to Upper Marsh Road. The design of the proposed junction has been based upon previous designs attached to consented outline and Reserved Matters proposals on the premise this would remain the preferential location and acceptable once more.

2.8.3 The new entry road will continue from the south west corner into the site following the site contour lines and providing access to the centralised plateau, before then continuing to serve the furthermost eastern and western edges of the site. No further vehicular access points are proposed into the site.

2.8.4 However further points of pedestrian access are proposed into the site through the southern and northern boundaries which will assist with retaining the provision of a PRoW across and through the development.

2.8.5 Local Bus stops are located in the adjacent residential areas to the west, with stops located in Wylye Road and Avon Road accessible via a short walk from the development site, and providing connections to the wider area and town centre.

2.8.6 Beyond public transport Warminster town centre is located within 1km of the development site giving access to a range of healthcare, commercial and retail functions.

2.9 Drainage and Flood Risk

2.9.1 The site is located within its entirety as Flood Zone 1 and is therefore consider ‘low risk’ in reference to future flooding

2.9.2 The principles of drainage within the development adopts a strategy of appropriate sustainable drainage systems, to provide a development of low risk to surface water run off and water quality. The proposals from the inception were to adopt below ground crates with permeable paving and surface materials to assist with controlling water run off as the main drainage strategy.



Above: Arboriculture and Ecology Plan

Key

- Application boundary
- Acidic grassland
- 20m Badger offset
- 7.5m Woodland offset (dark corridor)
- Potential bat roost
- Existing vegetation
- Root protection area (all categories)

2.10 Ecology

2.10.1 An ecological impact assessment has been undertaken by Nicholas Pearson Associates. Please refer to the full report submitted within this application.

2.10.2 The proposed development and illustrative layouts have been informed from the findings and recommendations of the ecological impact assessment which identified a number of ecological receptors at and around the site;

- Nature conservation designations within the Zone of Influence of the site;
- Habitats on site of intrinsic nature conservation value (acid grassland, deciduous woodland);
- Bat commuting / foraging habitat, and;
- A low population of grass snake.

2.10.3 To avoid significant ecological impacts and make positive contribution to gaining a 10% biodiversity net gain the proposals sought to adopt the following principles;

- Will be phosphorus neutral;
- Provide a recreational space on site;
- Protect and buffer the acid grassland and woodland;
- Provide a dark vegetated buffer to the woodland edge to maintain a coherent network of bat habitat connected to the wider landscape;
- Provide amphibian connectivity across the site;
- Create and enhance habitats to increase the extent and diversity of higher value habitats present on site e.g. extent of acidic grassland and tree planting;
- Provide integrated bat and swift boxes in the new dwellings.

2.11 Arboriculture

2.11.1 An arboricultural assessment of the condition, age and size of the existing trees and hedgerows has been undertaken by GE Consulting. Please refer to the full report, submitted alongside this application, for more information.

2.11.2 Within the site a single tree is to be removed to assist with the siting of a centralised level plateau, but generally the inner areas of the site do not include existing trees or mature landscaping.

2.11.3 Surrounding the development and located alongside the sites boundaries there are a series of existing trees and hedgerows which are to be retained through proposed built forms being located centrally and limited construction on the site boundaries.

2.11.4 Trees and hedgerow removal will be necessary to facilitate the provision of the new main site entrance vehicular entrance, however the design of this new junction has sought within the design to minimise this impact through considerate plotting and design. Equally the access location has been based upon a premise previously deemed acceptable from previous planning submissions and approvals.

2.12 Landscape and Visual Impact Assessment (LVIA)

2.12.1 An LVIA of the sites landscape and how development would affect or impact views from differing viewpoints across the existing has been prepared by Clifton Emery design. Please refer to the full report, submitted alongside this application, for more information.

2.12.2 The site occupies one field on the east side of Warminster. It does not lie within any qualitative statutory or local landscape designations.

2.12.3 However the site is viewed from that of the wider context and therefore consideration to the placement of built forms within the illustrative masterplan, and consideration of limited associated heights of notional buildings to that of 2 storeys has been developed.



Above: Massing Model

3.1 Vision

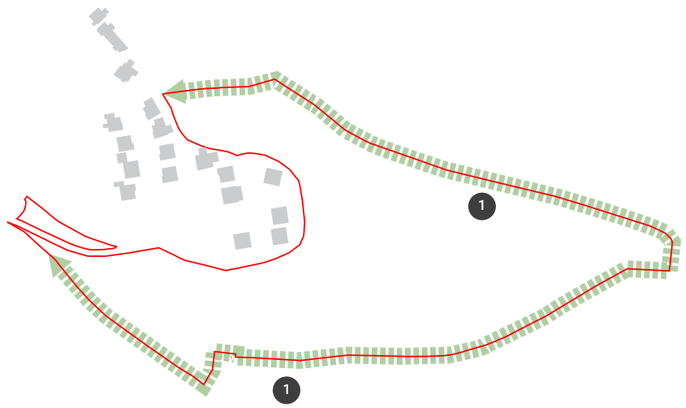
3.1.1 The vision and scheme aspirations for land at Damask Way has taken its precedent from that of the local context, respectful of existing site constraints whilst seeking to maximise opportunities to create a place borne of its surroundings within a good sustainable and accessible location providing a quality new housing development which will be a joy for future occupiers.

The scheme has adopted the following key drivers within the illustrative layout and proposals to ensure that any suggestions are appropriate for the site:

- Retention of existing hedgerows, trees and important ecological elements with associated no build buffers and offsets to that of any proposed development to allow retention and protection of existing habitat and wildlife.
- A layout that responds sympathetically and logically to that of the site levels and contours assisting in managing levels.
- Open space incorporated within the site layout to ensure that there is adequate public space to be shared amongst users and occupiers, including the retention of a PRoW through the development.
- New 'Green' and 'Blue' Infrastructure through the development maximising the provision of water attenuation or retention on site whilst also maximising the proposals for biodiversity
- A well connected new community which can contribute to that of the wider context utilising surrounding local facilities through pedestrian friendly routes or being in close proximity to existing bus stops.



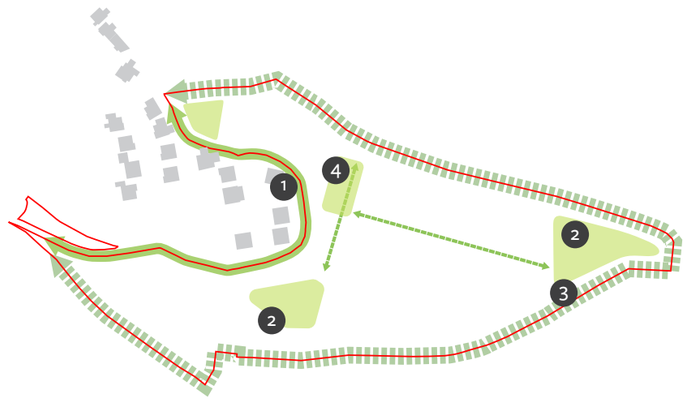
Above: Massing Model



1. Existing vegetation

Existing trees and hedgerows retained and enhanced.

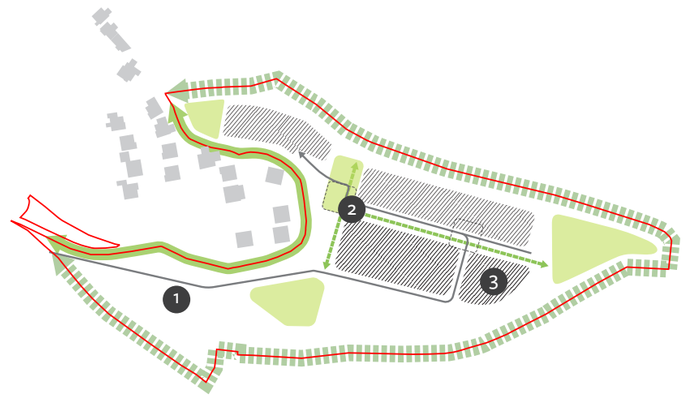
1. Existing trees and hedgerows retained and enhanced through new supportive landscaping



2. Structure and Connection of Landscape

Proposed connected street hierarchy and structure, connected and forming public open space, and green breaks.

1. Proposed green buffer with dense tree planting
2. Public Open Space
3. Enhanced Boundary planting
4. Linear tree planting along site



3. Access and development

Development areas framed by green links with public transitional spaces and informal walks through open space.

1. Main access route
2. Transitional spaces
3. Development parcels

Above: Concept Drivers

3.2 Design Strategy

The design strategy for the development has considered and identified four key components to which the scheme relates:

Habitat and Wildlife

A network of retained and enhanced landscaped areas and nature habitats are included surrounding the development. New mitigation features located within the new development itself are proposed to ensure that development can connect comfortably with the wider site and context.

Contours and Levels

The layout seeks to work with the existing contours and levels ensuring that proposed gradients throughout the site are adequate allowing for ease of access and manoeuvrability with a focus of utilising the provision of a level plateau within the heart of the development. Retaining walls and features however are required to address the changing levels but these have been placed to allow retention of existing green infrastructure and allowing their incorporation within the proposals.

Street Hierarchy and connectivity

A concept has been adopted for a connected and permeable development through a logical and considered layout. A series of well proportioned wide streets are proposed to ensure ease of vehicular and pedestrian connections whilst retaining and providing a clear PRoW through the development linking the north and south boundaries. Parking for vehicles is carefully controlled to ensure that the vehicles do not become the dominant features of the associated streets.

Public Open Space

The layout promotes Public Open Space and provision as a focus through the development. This is achieved through retaining existing landscaped areas to the boundaries coupled with provision of a new communal square / green accessed via the retained/altered north to south PRoW or proposed main road, and a new LAP on the eastern boundary.





Key

- Application boundary
- 1 Access from Upper Marsh Road
- 2 Arrival green space
- 3 Terraced housing addressing primary street
- 4 Periphery dwellings
- 5 Shared surface space
- 6 Parking court
- 7 Vegetated boundary to existing dwellings
- 8 Local Area of Play (LAP)
- 9 Retained trees
- 10 Retained and realigned PRoW between Smallbrook Road and Smallbrook Meadows Reserve
- 11 Retained ecological habitat area
- 12 Orchard
- 13 Existing services and associated offset

- Rerouted Public Right of Way
- Indicative amphibian route

N

Above: Illustrative Masterplan

4.1 The Proposal

4.1.1 An illustrative proposal has been provided to indicate how the site could be arranged and developed which achieves the identified key scheme drivers and aspirations within an appropriate means, respectful of existing constraints and without promoting adverse impacts.

4.1.2 The site access location is fixed utilising previously accepted and planning approved positions/design proposing a singular access point connected to Upper Marsh Road at the western extent. The access location will include the removal of existing trees and hedgerows but aims to minimise the impact as far as practicable. The site entry road which extends from the access then follows the existing site contours to minimise the need to raise or lower the road impacting on the provision of retaining features, whilst providing a suitable gradient.

4.1.3 The proposed road network traverses to the centre of the site giving access to further spurs and private drives serving the outer extents of the development. The road network has been considered and designed to allow servicing of larger vehicles for refuse, delivery of life safety provision by adopting turning facilities where necessary.

4.1.4 A series of streets are proposed through terraced housing or detached dwellings aligned to the road network providing activity and natural surveillance of these key movement zones. The units create frontage and aspect over the areas of retained landscape taking advantage of views from the site and providing a frontage to views onto the site from that of the wider area.

4.1.5 The illustrative layout allows for a variety of house type sizes, forms and orientation as well as proposals for differing tenure types. The site proposes a more densely populated core situated on the location of the existing plateau which faces predominately north and south to avoid overlooking or inter-visibility of the existing context and neighbouring plots to the west.

4.1.6 Within this central location the homes and street frontage include terraced units and upper level apartments which assist in screening communal parking courts. From this central area as the proposed homes continue towards the site boundaries the development adopts a series of detached or semi-detached dwellings to present a dispersed and more open edge to the north, east and south allowing direct sunlight into rear garden areas and more broken massing towards this more rural edge.

4.1.7 The illustrative layout includes areas of public open space terminating the streets as vistas and focal points providing pockets of usable communal space. Street trees are dispersed throughout the site which coupled with the retained landscape boundaries ensures that landscape remains a focus for residents and visitors.

4.1.8 The layout employs a logical street layout with good and safe design principles throughout. Natural surveillance is provided through plot frontage and orientation.

4.1.9 Parking for units is provided whilst minimising the impact of the car through provision of on plot side parking, utilising parking courts and using FOG type units. Through this provision this limits the amount of parking to the front of units that could dominate the associated street scenes. A number of units include private garages which are set away from the principal frontage of the plots allowing for additional parking in front and limiting the viewable parking to that of the associated street.

4.1.10 Each of the properties benefits from allocated parking in accordance with guidance material, whilst each property will have associated cycle storage located within their private garden amenity, or within their associated garage.

4.1.11 The development proposal is for up to 49 no. homes in total and ranges from the provision of 1 and 2 bedroom apartments, and 2, 3 and 4 bedroom homes.

4.1.12 Within the provision of up to 49 no. homes a 30% affordable need and provision has been accommodated through providing 15 no. units.

4.1.13 The proposal whilst retaining significant areas of landscaping to the border creates pockets of usable public open space throughout with the provision of a LAP on the eastern boundary.



Above: Street Hierarchy

4.2 Layout and Street Hierarchy

4.2.1 An illustrative proposal has been provided to indicate the site could be arranged and developed which achieves the elements noted as key drivers or scheme aspirations within an appropriate way, respectful of existing constraints and without promoting adverse impacts.

4.2.2 The proposed and illustrative layout has a simple, navigable and legible street hierarchy promoting a central looping primary access route from which a series of secondary and tertiary private drives are accessed. The primary street connects to the new main site entrance before traversing west to east along the existing contour lines to travel into the centre of the site overlooked by terraced units to the north. The primary street then turns to the north through a tree lined and shared surface central area which accommodates on street parking and direct frontage of detached and semi-detached units before turning and extending back towards the western boundary terminating on a small area of public open space.

4.2.3 The primary street is defined with a generous front to front distances to proposed units with tree planting interspersed with buildings or parking. Building lines are consistent adopting small setbacks from a consistent foot-way to provide defensible space to the units from the main movement zones, whilst units front onto this main route to provide natural surveillance and active frontage.

4.2.4 As this primary street extends from the west to the east and creates a looping road to connect to the outer edges of the site location a public right of way route cuts across this area travelling north to south, giving access to the wider context. The PRoW crosses the initial extent of the primary street before passing to the side of the central located terraces overlooked from the gables of the end units before connecting to the public open space which terminates the primary road.

4.2.5 From the primary street secondary streets are proposed which extend to the east and west of the developable area. These streets adopt greater amounts of detached and semi detached units addressing the street with regularity and rhythm in their positions, whilst the front to front relationship of units is narrower to that of the main street but retains the provision of defensible spaces.

4.2.6 Tree planting is more sporadic and less formal within the secondary streets but each also provide focus to the existing retained landscape due to open boundary treatments or through the provision of connecting footways and vistas.

4.2.7 A series of footpaths are connected through aligning to the primary and secondary streets and through traversing through the developable areas to ensure that the layout has permeability for occupants.

Amongst this, the existing public right of way has been retained within the site, however the alignment will be adjusted as part of a future application.

4.3 Amount and Use

4.3.1 An illustrative layout has been designed to accommodate up to 49 no units employing a variety of types, sizes and orientations whilst also considering alternative tenure mixes or uses, to provide a broad range of dwellings upon the site.

4.3.2 The proposed house types consist of 1 bed apartments, and 2, 3 and 4 bedroom homes. The provision of 15 no. units to provide affordable housing at 30% of the overall total has been accommodated.

4.3.3 The mix of housing units through the site has been purposely suggested to provide variety and interest throughout the associated layout and street scenes whilst contributing to natural surveillance and activity to these streets and public open spaces.

4.3.4 The provision of 49 no. units provides an average density of 36dph which represents an efficient use of the land.

Accommodation Summary
1B APT - 4 no.
2B APT / FOG - 2 no.
2B House - 12 no.
3B House - 26 no
4B House - 5 no
Total - 49 no. units

4.3.5 All proposed dwellings would meet the minimum requirements of National Described Space Standards (NDSS).

4.4 Scale

4.4.1 The height of the proposed units and buildings aims to reflective that and compliment that of the local context which is 2 storey. Maintaining heights at 2 storeys for the main homes with single storey garages will create a development in keeping with the wider and immediate context.

4.4.2 The illustrative layout does suggest the adoption of varying roofscape by altering pitched roofs from being located as eaves to street with others as gable forms. This alteration will further assist in creating interest to the associated street scenes whilst altering the roofscape when viewed from further extents of the site.

4.5 Energy Efficiency

4.5.1 The proposed development at Damask Way would provide energy efficient, healthy, and sustainable housing. The development site is sustainably located with a wide range of services, facilities and amenities within walking and cycling distance.

4.5.2 The development would encourage the prudent use of natural resources by minimising energy and water use and by utilising responsibly sourced materials with a low environmental impact where practical.

4.5.3 Waste and pollution would be minimised throughout the construction operation of the dwellings, and measures such as passive cooling design would be adopted to mitigate and adapt to climate change.

Above: Access render



Above: Amount and Use

4.6 Access and Parking

4.6.1 The illustrative layout has been designed to accommodate vehicular parking to all dwellings in accordance with Wiltshire Local Transport Plan 2011- 2026, through on plot parking with some units including garages, a limited number of parking below upper level living with FOG units, through off street parking linear parking or through shared accessible parking courts.

4.6.2 Through the adoption of varying forms of parking the illustrative layout has sought to limit the impact of the car on the associated street scenes or open spaces.

4.7 Landscape

4.7.1 The illustrative proposal includes areas of accessible and usable public open space dispersed throughout the site.

4.7.2 The illustrative layout also indicates the retention of existing landscaping surrounding the site boundaries, which will be enhanced with future planting and complimentary landscaping.

The landscaping envisaged within the development would seek to create:

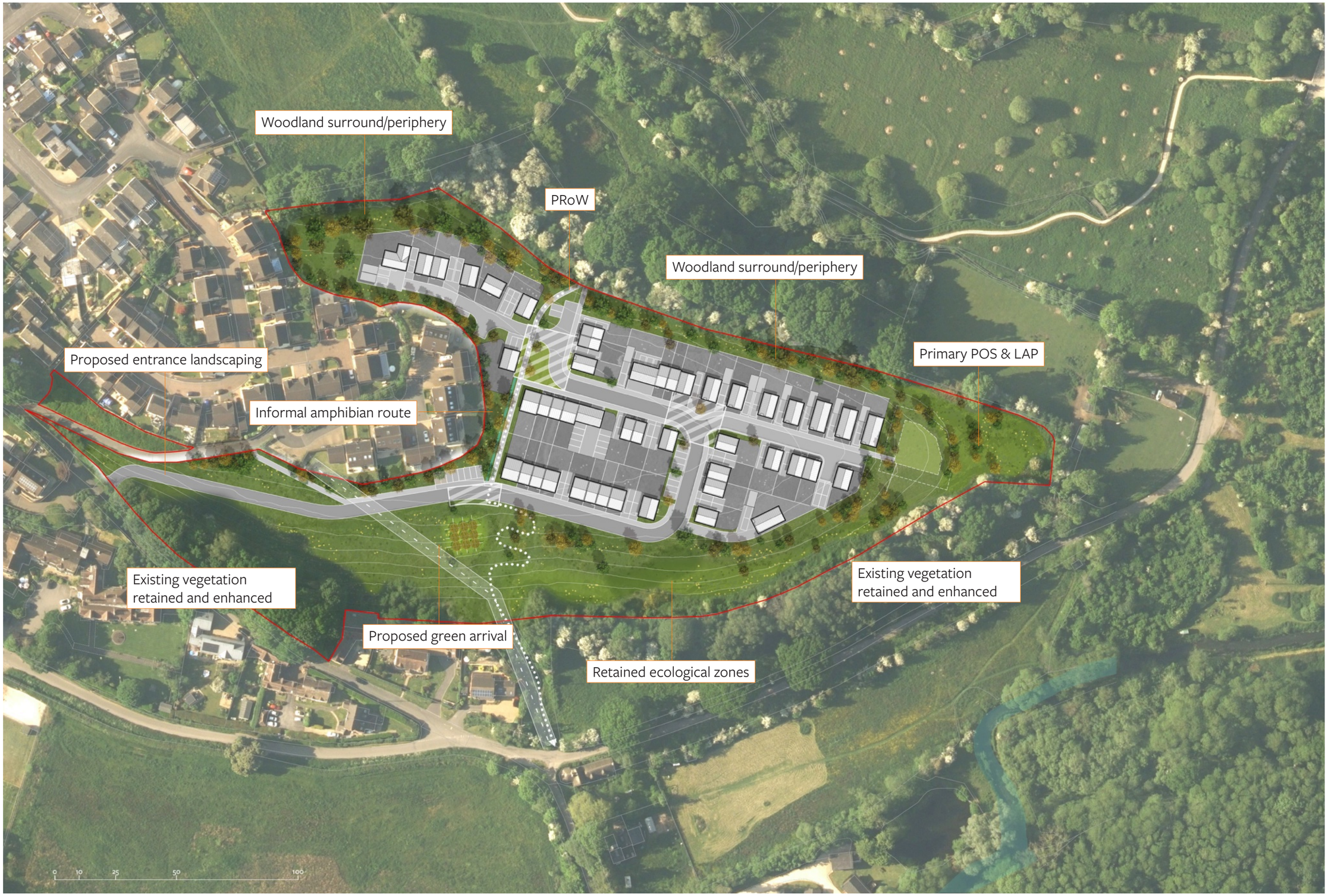
- A green and leafy residential environment
- A retained peripheral landscape belt surrounding the site allowing focus and views from the development and that of the neighbouring context
- Strengthened landscape boundaries with additional hedgerow and tree planting, but respectful to existing wildlife
- Ecological features such as wildflower, marginal shrub, perennial planted areas along with new tree planting to assist with positive biodiversity provision
- Further support of existing wildlife and habitats through consideration and inclusion of key features such as bird boxes, controlling lighting levels through key areas and allowing for bat boxes, bee bricks and reptile habitats including toad passageways throughout the house types and the site layout
- Informal and a formal LAP areas to be provided to allow for residents and visitors to enjoy a variety of communal activity
- Considered accessible areas for residents and visitors within the developed areas allowing permeability and connection throughout the layout and the local environment, including the retention of a public right of way
- New green infrastructure connecting retained and retained landscape with new planting assisting with creating pleasant new streets whilst indicating the street hierarchy



Above: Access render



Above: Parking Layout



Above: Landscape

4.8 Ecology

4.8.1 The illustrative layout has sought to minimise any negative impacts on the areas noted with high ecological value

4.8.2 The southern boundary of the site key in terms of existing wildlife habitats including two badger setts have been respected with the provision of a no build area. From these existing setts a 20m 'no final development zone' has been adopted ensuring that no homes are located within that distance. This assists with the creation and maintains a 'buffer' zone for the safety of the existing wildlife so they will not be harmed by the development.

4.8.3 The northern boundary has retained a darkened corridor by having units that back onto this aspect, using the garden spaces as a buffer to the built form of the homes but also with the employment of suitable boundary conditions preventing light spill.

4.8.4 Areas within the site such as that housing acid grassland is to be undeveloped and retained.

4.9 Lighting

4.9.1 A lighting Impact Assessment has been collated as part of the application material and should be referenced.

4.9.2 The Lighting Impact Assessment establishes a strategy to ensure safe movement for vehicles and pedestrians while strictly adhering to the environmental limitations of its E2 rural classification.

4.9.3 To mitigate potential effects on local ecology and neighbouring residential receptors, the design prioritises downward-orientated optics and full cut-off luminaires to eliminate sky glow and glare, ensuring that light spill at the nearest sensitive boundaries is negligible and comparable only to natural moonlight.

4.9.4 This technical strategy complies with relevant British standards and local authority requirements, utilising Dark Sky luminaires with smart control systems such as daylight sensors and time clocks to synchronise illumination with the existing adjoining development, thereby maintaining a consistent and unobtrusive lighting environment throughout the completed development.

4.10 Air Quality

4.10.1 An air quality assessment accompanies this application and should be referenced.

4.10.2 The assessment demonstrates that the proposed development is located in an area with good baseline air quality, with pollutant concentrations well below the relevant objectives. Construction activities may generate temporary dust; however, with the implementation of standard IAQM-aligned mitigation measures, effects will be not significant.

4.10.3 During operation, the development will generate modest traffic increases, all of which fall below relevant screening thresholds, resulting in insignificant impacts on human and ecological receptors. The site is therefore suitable for residential use, requiring no specific air quality mitigation beyond standard construction controls and the provision of EV charging in line with local policy.

4.11 Landscape and Visual Impact Assessment

4.11.1 Following the undertaking of an LVIA the following determinations and conclusions were noted:

— The site does not lie within any nationally or locally designated landscapes. In addition, the wider landscape context is in one that is consistent with the existing settlement (Warminster) with infrastructure influencing the baseline character of the local landscape. Moreover, visual effects are similarly limited in extent, largely confined to receptors in immediate proximity to the site with the majority of effects being assessed as moderate - minor or negligible adverse at year 15 and therefore not significant

— The assessment identifies a consistent improvement in visual effects over time. As planting matures and structural landscape elements become established, the perception of new development reduces significantly. By year 15, visual effects at almost all of the viewpoints reduce to moderate-minor or negligible adverse, with the development read as part of the established settlement edge rather than a visually isolated or dominant feature.

— In conclusion, the LVIA confirms that whilst the development proposals would alter the local landscape, the resulting effects would be localised, diminish materially over time and would not result in unacceptable long-term landscape or visual harm within the planning balance.



Above: Massing Model

5.1 Conclusion

5.1.1 This design statement and the other submission documentation describes the nature and extent of the proposals attached to the redevelopment at Damask Way in Warminster. The document identifies how proposals work with the constraints and opportunities afforded by the site, conform to published design guidance and adhere to the parameters approved with the previous application. They demonstrate how 49 quality homes can be accommodated within a well structured layout.

5.1.2 As described, the layout and the mixture of differing homes have been considered and selected for the benefit of the site. Building locations and frontage have been considered to provide an attractive coherent place which can support contemporary lifestyle. Well proportioned streets with a clear hierarchy, connected and accessible areas with permeability throughout the site and the inclusion of public open space will assist with the creation of a distinct sense of place.

5.1.3 The areas of public open space can be enjoyed by residents, visitors and the wider community and retain important ecological and arboricultural elements to assist the proposals in settling within the existing landscape.

5.1.4 The proposed development represents a sensible proposition, accords with the approved information in a sustainable location. It will provide much needed new housing as well as many identifiable, tangible and long lasting benefits for the local area. The proposed information / submission described in this report will deliver a development that achieves the objectives of the National Design Guide - a high quality and enduring place to live.

Context

5.1.5 The scheme design has been developed through an analytical approach, considering existing built form and local character - including reference to previous approvals, topography of the site and wider area, access, inward and outward views and access to local facilities and existing public rights of way.

Identity

5.1.6 It has a clear identity with all components working together to create a cohesive place.

Built form

5.1.7 2D and 3d modelling has been used to ensure the new place is accessible, permeable, navigable, memorable and well laid out. It has a simple and coherent pattern to the site organisation with streets and spaces defined by buildings, corners and transitions.

Movement

5.1.8 The proposals feature a network of safe and accessible routes and connections for all. The layout promotes activity and social interaction and inclusion through design and interplay between buildings, streets and spaces with a primary focus on retained and enhanced landscape at the periphery and new public space within the development itself. It connects to the existing movement network through provision of allowing pedestrian links and easy access to these public spaces;

Nature

5.1.9 The scheme has been developed with input from ecologists, landscape architects and engineers to ensure that the proposals promote the retention of as much existing landscape as possible whilst providing adequate space for the new homes and the amenity areas.

Community Spaces

5.1.10 The proposals integrate existing natural features and add to the biodiversity and health of the overall place through the provision of a range of safe, attractive, well located, good quality public open spaces which can incorporate a variety of native and non-native tree, shrub, grass and wild-flower planting. The designs also maintain the provision of new LAP areas to the east.

Uses, homes and buildings

5.1.11 The scheme incorporates a mix of house types to cater for a variety of end users or occupiers whilst also considering a mix of tenures upon the site. House types used in consideration of layouts and proposals have been based upon units that would allow NDSS adherence.

Longevity

5.1.12 Building design, form layout, orientation and construction will help to reduce resource requirements and create long lasting high quality homes that are efficient and resilient. The layout, homes and landscape have been designed with adaptation and changing requirements to provide a home that can grow with the occupants.

Lifespan

5.1.13 The scheme is designed to be lived in and to grow with its residents, and provide a focus for the community through a shared ownership of open spaces provided.

5.1.14 The proposed development represents a sensible proposition, accords with the previous consented scheme principles and furthers these elements within a considered and appropriate new application. It will provide much needed new housing as well as many identifiable, tangible and long lasting benefits for the local area, that achieves the objectives of the National Design Guide and the overarching objective of provision a high quality and enduring place to live.

EXETER
Hems House
84 Longbrook Street
Exeter, Devon, EX4 6AP

01392 368866
mail@cliftonemerydesign.co.uk

www.cliftonemerydesign.co.uk

CliftonEmerydesign