

DESIGN AND ACCESS STATEMENT

LAND OFF STORRIDGE ROAD
WESTBURY

APRIL 2026

CSA environmental

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01. INTRODUCTION

1.1 Introduction

This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Gladman Developments Ltd for a proposed residential development at Storridge Road in Westbury, Wiltshire (the Site). The Site lies within the administrative area of Wiltshire Council.

The Site measures approximately 9.89 hectares and lies on the northern and western edge of an existing residential development called The Ham. The submitted planning application seeks outline planning consent for a high quality sustainable development comprising the following:

- **Residential development of up to 165 new homes, including 40% affordable homes.**
- **Green infrastructure (GI) including retained trees and hedges, and new areas of greenspace incorporating ecological mitigation and habitat creation, sustainable drainage features, play and recreation space and a community orchard.**
- **Full approval is sought for the demolition of properties 5 and 6 to facilitiate the vehicular access point taken off Storridge Road.**

1.2 Purpose of the Design and Access Statement

The DAS explains the design rationale for the scheme and how the applicant has fully considered the proposals, and understands what is appropriate and feasible within the context of the Site and its surroundings.

Good quality design is an integral part of sustainable development. The National Planning Policy Framework (NPPF) recognises that design quality matters and that planning should drive up standards across all forms of development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.



This Design and Access Statement is comprised of the following sections:

1. Introduction: This section introduces the development proposal and purpose of the Design and Access Statement.

2. Planning Context and Design Guidance: This section sets out the relevant planning policy and design guidance that applies to the development of the Site.

3. Site Assessment: This section demonstrates the steps taken to appraise the Site and its surroundings.

4. Influences and Opportunities: This section identifies the influences and opportunities of the Site and its surroundings.

5. Design Proposals: This section describes and illustrates the design proposals and demonstrates how they respond to the influences and opportunities identified in Section 4.0 and local design guidance.

6. Conclusion: This section evaluates the proposals against Building for a Healthy Life sustainability and design criteria.

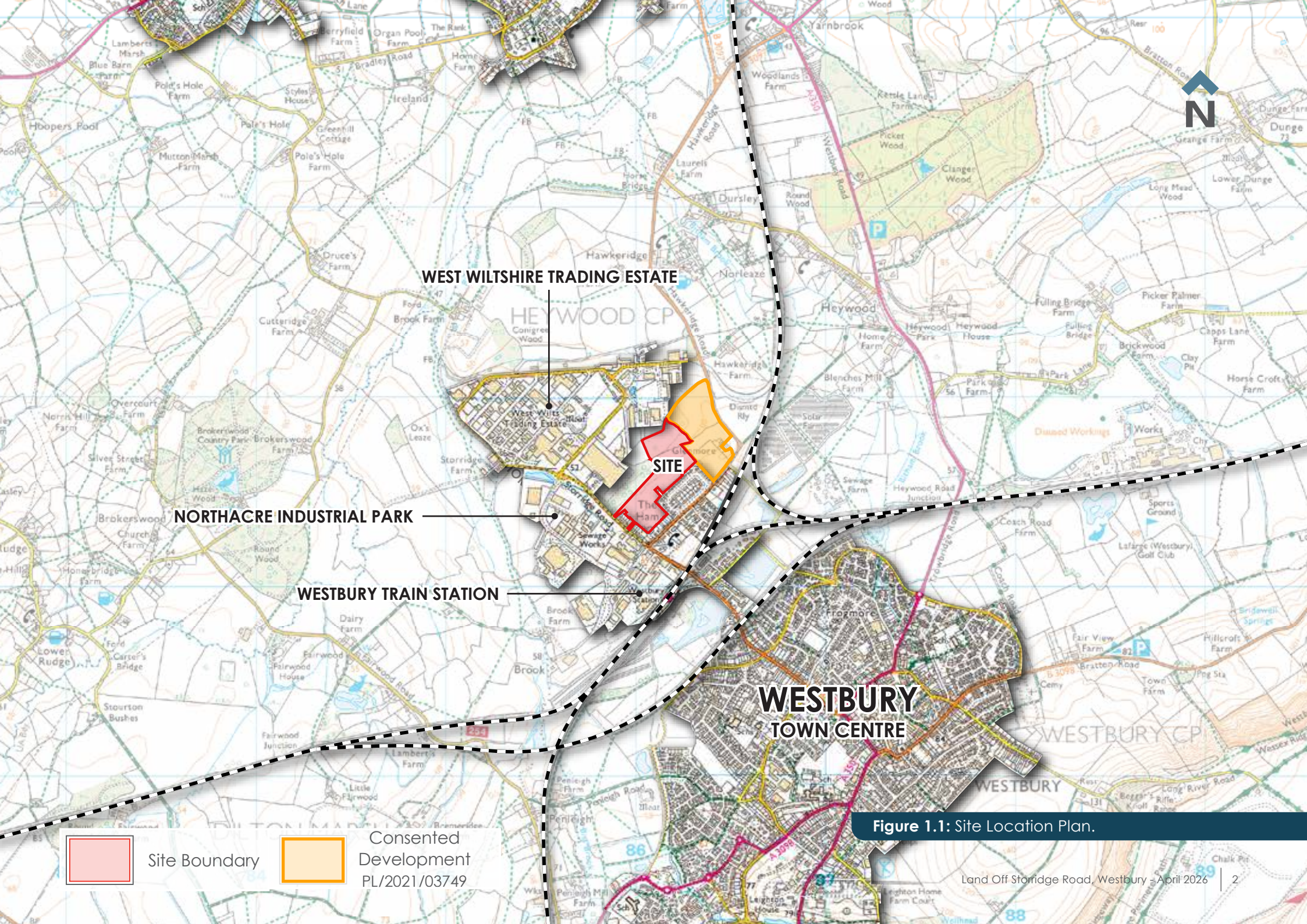


Figure 1.1: Site Location Plan.

02. PLANNING CONTEXT AND DESIGN GUIDANCE

2.1 National Planning Policy

A detailed assessment of the planning policy framework is set out in the Planning and Retail Statement, which accompanies this planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework (NPPF)

At the national level the relevant policy guidance is set out in the NPPF (December 2024). The NPPF sets out a presumption in favour of sustainable development and is a material consideration in the making of planning decisions, setting out the parameters by which planning applications are to be assessed in relation to:

- *The presumption in favour of sustainable development.*
- *Decision-making.*
- *Delivering a sufficient supply of homes.*
- *Promoting healthy and safe communities.*
- *Promoting sustainable transport.*
- *Making effective use of land.*
- *Achieving well-designed places.*
- *Conserving and enhancing the natural environment.*

The NPPF recognises the important contribution small and medium sized sites can make to the supply of new housing in an area (Paragraph 73), particularly as they can be built out relatively quickly.

Paragraph 131 of the NPPF states that "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Paragraph 135 provides a set of design criteria which new development should seek to achieve:

- **Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.**
- **Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.**
- **Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).**
- **Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.**
- **Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.**
- **Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.**

National Planning Practice Guidance

The Planning Practice Guidance (PPG) explains how the NPPF policy should be implemented. Paragraph 006 (ID: 26-001-20191001) of the PPG provides further information on design in the planning process. It states:

"...development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

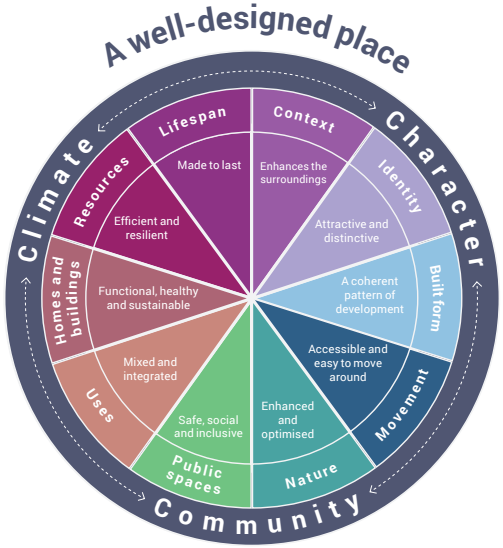
National Design Guidance

In October 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published the National Design Guide (NDG). The NDG has been put in place to advise local authorities and their officers when assessing planning applications, councillors when making planning decisions, applicants and their design teams when preparing a planning application and local communities and their representatives.

2.2 Local Planning Policy

Whilst it seeks to inform development proposals and guide the assessment of them, it also supports paragraph 130 of the NPPF which states "planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

Part 2 of the NDG sets out the ten characteristics which help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.



The ten characteristics of well-designed places

Wiltshire Local Development Framework - Wiltshire Core Strategy (2015-2026) Adopted January 2015

The adopted Wiltshire Core Strategy is the Council's key planning document and is used as the basis for all planning decisions taken within the district. It contains policies against which development proposals can be assessed. The adopted Core Strategy forms part of the Local Plan for the district. The key policies of relevance to the DAS are outlined below:

Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 3: Infrastructure Requirements
Core Policy 32: Spatial Strategy for the Westbury Community Area
Core Policy 41: Sustainable Construction and Low Carbon Energy
Core Policy 42: Standalone Renewable Energy Installations
Core Policy 43: Providing Affordable Homes
Core Policy 45: Meeting Wiltshire's Housing Needs
Core Policy 50: Biodiversity and Geodiversity
Core Policy 51: Landscape
Core Policy 52: Green Infrastructure
Core Policy 57: Ensuring High Quality Design and Place Shaping
Core Policy 60: Sustainable Transport
Core Policy 61: Transport and Development
Core Policy 62: Development Impacts on the Transport Network
Core Policy 67: Flood Risk

Of particular importance to this Design and Access Statement is Core Policy 57 (Ensuring High Quality Design and Place Shaping), which states:

'Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate the proposal will make a positive contribution to the character of Wiltshire by:

- **Enhancing local distinctiveness.**
- **Retention and enhancement of existing important landscaping and natural features.**
- **Responding positively to existing townscape and landscape features.**
- **Making efficient use of land whilst taking account of the characteristics of the site and the local context.**
- **Having regard to the impact on the amenities of existing occupants.**
- **Incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour.**
- **Ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible.The case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place.**
- **Meeting the requirements of Core Policy 61 (Transport and New Development).**

Supplementary Planning Documents

Supplementary Planning Documents (SPD) expand upon and provide further details and guidance to policies in the adopted Development Plan Documents. The following SPDs are considered to be of relevance to the DAS:

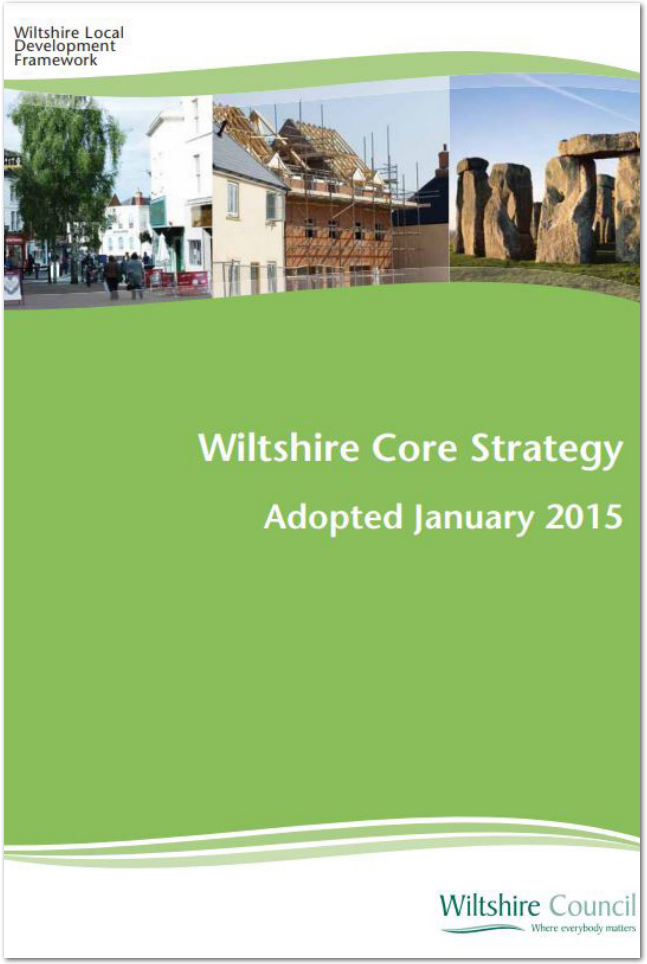
- **West Wiltshire Leisure and Recreation DPD (February 2009)**
- **Design Guide (June 2004)**
- **Residential Design Guide (November 2005)**
- **Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (March 2011)**

Local Plan Review

Wiltshire Council are currently undertaking a review of their adopted Core Strategy. The Local Plan Review document intends to set a new plan period of 2016 to 2038, extending the current plan period by 10 years. An initial consultation on the Wiltshire Local Plan Review occurred between January and March 2021.

As part of this consultation Wiltshire Council published the "Planning for Westbury" report which outlined that when taking into consideration existing commitments the number of dwellings required to be delivered in Westbury over the emerging plan period of 2016-2038 is approximately 600 dwellings. Wiltshire Council also published a "Site Selection Report for Westbury" which contained suitability assessments of sites in Westbury which have been submitted to the SHELAA as available for development. Within this report, the application site (SHELAA ref: 883375 and 742) was combined with the Westbury LVA LLP site at Glenmore Farm (SHELAA ref: 1014) and the Site has been considered as suitable for further consideration. The Councils commentary on the site states that it has good accessibility and is generally well-screened from far views, and near views could be mitigated by better management of boundary hedge and subsequent reinforcement through additional planting.

The Regulation 19 Draft Plan consultation of the Wiltshire Local Plan Review took place in autumn 2023. Limited weight can therefore be given any of the initial work published supporting the Local Plan Review.



Westbury Neighbourhood Plan 2023 - 2036 ('Made' March 2024)

The Neighbourhood Plan Area was designated on 10th April 2017. The Plan covers the area of Westbury governed by the Town Council, including the wards Westbury North, Westbury East and Westbury West. Although the Site ultimately sits immediately outside the boundary of the area covered by the plan, the content of it has been carefully reviewed and considered due to the close proximity of the Site to the Neighbourhood Plan Area.

The Westbury Neighbourhood Plan was 'Made' in March 2024. It sets out 12 key objectives which the Neighbourhood Plan seeks to achieve, which were established through community engagement. The objectives most relevant to this Site and Document are outlined below:

- **Objective 1:** To mitigate and adapt to climate change, all new developments shall be of a sustainable construction. Enhanced fabric first measures over and above building regulations will be considered positively and the use of renewable energy and low-carbon technologies will be supported.
- **Objective 2:** To further raise the quality of development and support sustainable development, all land made available for development shall be developed efficiently with the aim of improving quality of life.
- **Objective 3:** To secure well designed homes and places that integrate with and respond sensitively to the surrounding built and natural environment to enhance the town and reflect its uniqueness.
- **Objective 4:** To celebrate, enhance and protect Westbury's historic character, from the townscape to the distinctive landscape.
- **Objective 6:** To ensure the balanced delivery of the right type and mix of housing in the right locations to meet future housing needs that provide for a good quality of life, now and in the future, for all ages.
- **Objective 8:** To ensure an accessible and well-connected town for both current and future residents, particularly with public transport and walking and cycling links between key locations and facilities such as the train station, town centre, employment areas, schools and health services.
- **Objective 11:** To protect, extend and enhance natural environment and network of green spaces to benefit people and wildlife.

Draft Character Statement & Design Guide

This Character Statement and Design Guide has been prepared as part of the evidence base for the Westbury Neighbourhood Plan.

This document provides supplementary detail to Neighbourhood Plan policies that guide the assessment of future development proposals and encourage well-designed, beautiful and safe spaces that support communities' health and well-being.





03. SITE ASSESSMENT

3.1 Site Location and Context

The Site is located to the north west of Westbury town centre adjacent to the existing residential development at Storridge Road and to the south of West Wilts Trading Estate.

Westbury is a small market town situated at the western edge of Wiltshire beside the chalk downlands that form Salisbury Plain. The Market Place within Westbury is designated as a Conservation Area and contains many of the town's oldest buildings, some of which are registered as Listed Buildings. To the north east of the town is Westbury White Horse, a prominent chalk landmark with panoramic views from Westbury Hill.

The Site is linked to Westbury town centre via Storridge Road (B3097) which continues north westerly to West Wiltshire Trading Estate. The Site is bound to the north west by the West Wiltshire Trading Estate, with a number of large warehouses and associated car parking located to the immediate north west of the Site. A large block of woodland adjoins the majority of the north west Site boundary, separating it from the industrial estate.

To the south west of the Site lies a row of properties along Storridge Road, which back onto the Site. At the Site's north-western corner, a current field gate provides access into the Site. A local store and Post Office sits at the Storridge Road/The Ham mini roundabout.

To the south east of the Site lie a row of properties along The Ham and the housing estate at Hawkeridge Park. A children's play area on the edge of Hawkeridge Park lies adjacent to the Site's south eastern corner and a pumping station off Hawkeridge Park indents the south eastern Site boundary.

Westbury railway station lies approximately 320m to the south east of the Site, with the railway line running parallel to the Site on a south west to north east alignment. The railway station provides services to Trowbridge, Newbury, Keyford and further afield to London, Bath Spa, Warminster and Salisbury. Alternatively, the A350 provides excellent road connections, including bus routes, to these towns as well.

To the north-east of the Site there is a consented development for up to 145 new homes (application ref: PL/2021/03749), public open space and associated infrastructure.



View looking towards the Site through the existing field access on Storridge Road.

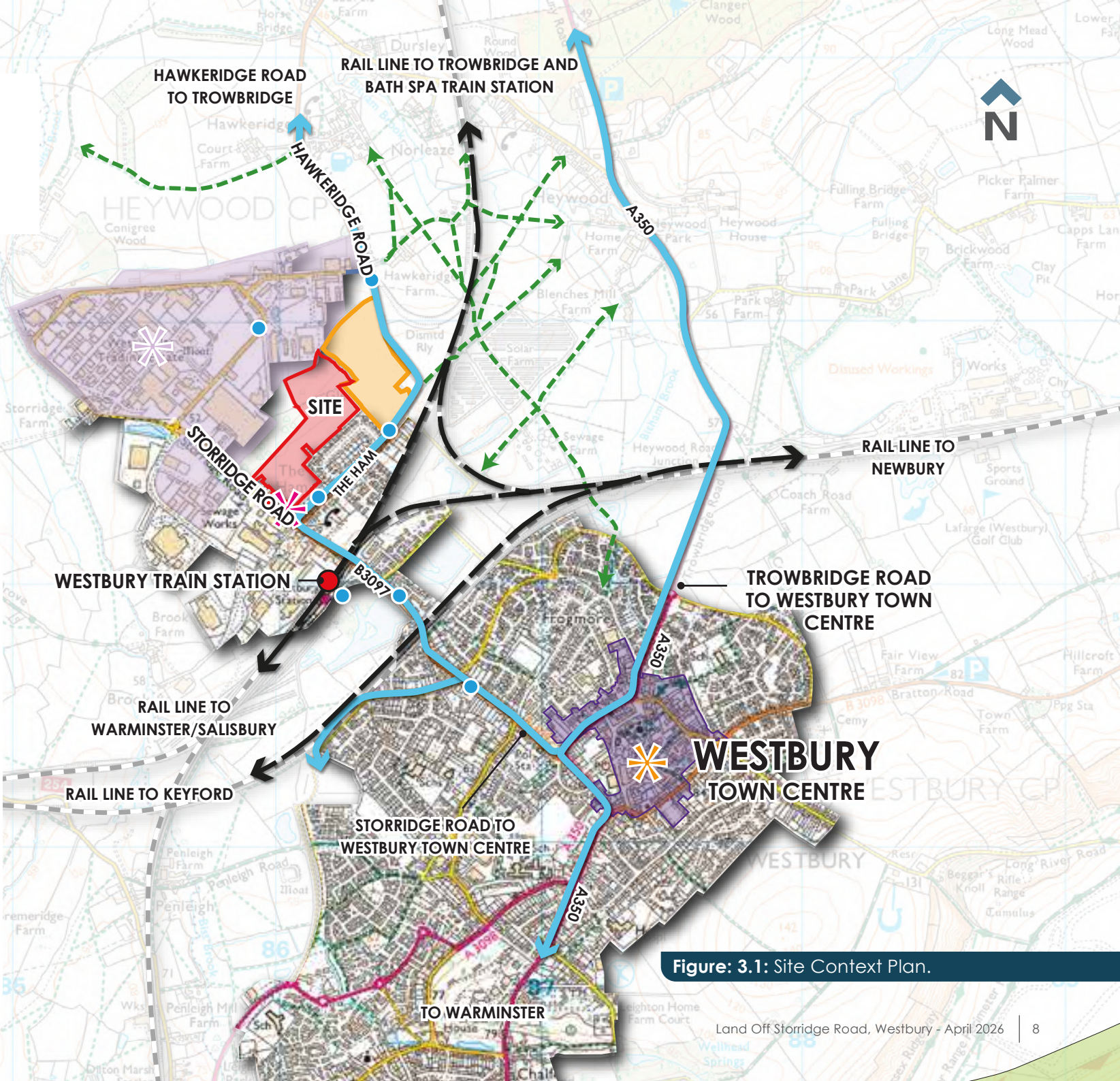


Figure: 3.1: Site Context Plan.

3.2 Surrounding Designations

The Multi Agency Geographic Information for the Countryside Map (MAGIC) and the Wiltshire Core Strategy Interactive Policy Map indicates that the Site is not covered by any statutory or non-statutory designations.

Figure 3.2 identifies that a number of designations lie within the wider context of the Site.

Landscape

The Site is not covered by any statutory or non-statutory designations for landscape character or quality.

Conservation Area and Listed Buildings

The Site does not lie within or adjacent to any Conservation Areas. There are no Listed Buildings within the Site. The nearest Listed Buildings are Storridge Farmhouse and Hawkeridge Farmhouse located approximately 450m to the north and 500m to the west o the Site respectively. Other Listed Buildings include 5 Hawkridge and Court Farmhouse, both located approximately 700m to the north of the site and Brook Farmhouse approximately 750m to the south-west of the Site.

Furthermore, Westbury Conservation Area lies approximately 1.2km to the south-east of the Site.

Public Rights of Way

There are no public rights of way crossing or within the immediate vicinity of the Site. Public rights of way within the wider context of the Site are described below.

Public bridleway HEYW24 is located approximately 260m to the east of the Site and leads north east from Hawkeridge Road, connecting with the surrounding network of public footpaths.

Public footpath DMAR10 is located approximately 570m to the west of the Site and leads south adjacent to the western edge of the trading estate.

Tree Preservation Orders

There are no Tree Preservation Orders covering any trees within or adjoining the Site. This was ascertained by studying the Wiltshire Council online planning maps on 20th April 2025 as well as through the Arboricultural Assessment that has been prepared in support of the planning application.

Ecology

The Site is not covered by any statutory or non-statutory designations for ecology.

There were two statutory sites located within 10km of the site boundary including Salisbury Plain SAC and SPA (3.45km southeast) and River Avon SAC – (8.36km south).

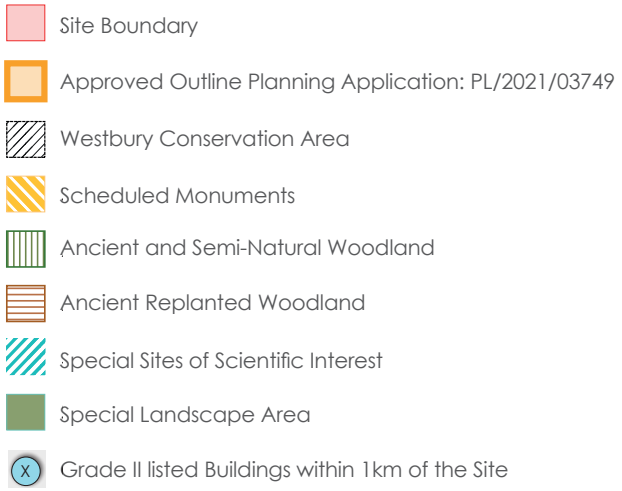
The Salisbury Plain SAC lies approximately 3.45km to the southeast of the application Site

The River Avon SAC is located 8.36km South, at its nearest point.

Bath & Bradford-on-Avon Bats SAC, and Mells Valley SAC, are located 10.5km north and 11.1km west of the application Site, respectively.

Two nationally important statutory sites were identified within 2km of the application Site, the nearest of which comprised Picket & Clanger Wood SSSI (located 1.39km northeast) and Westbury Ironstone Quarry SSSI (located 1.49km southwest).

There is one non-statutory designated Local Wildlife Site (LWS) located within 1km of the site boundary. Westbury Lakes is located 375m southeast of the application site.



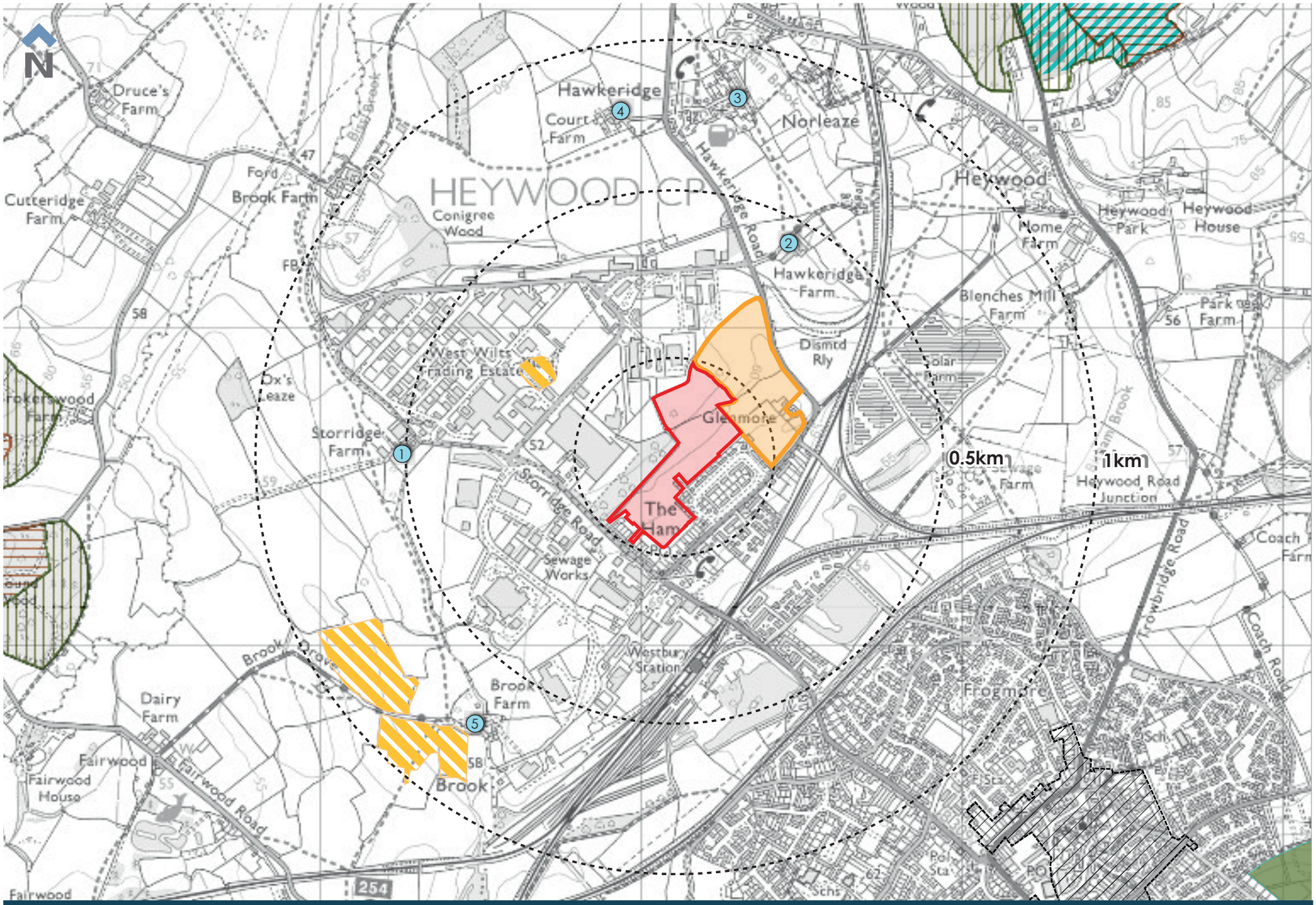


Figure: 3.2: Designations Plan.

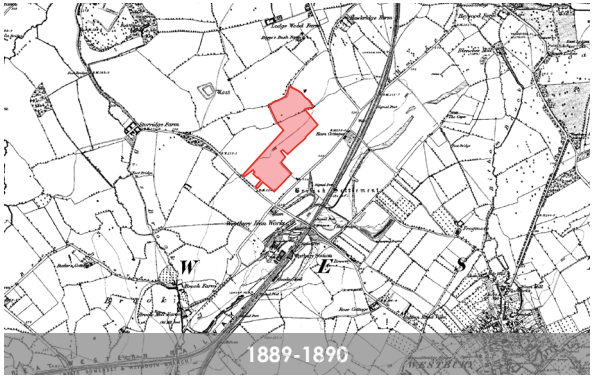
3.3 Historical Development

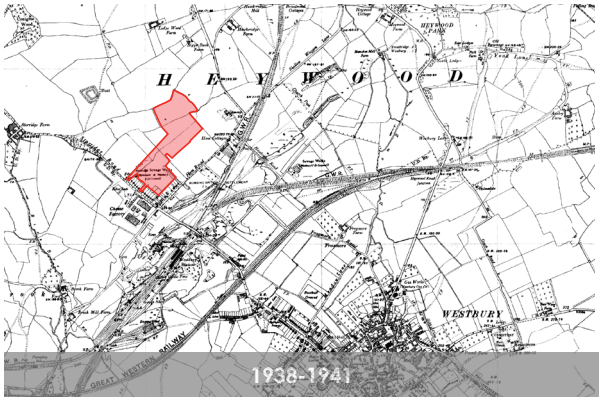
The historic maps below show how Westbury has grown since 1889. The centre of Westbury grew due to the production of high-quality cloth, up until the 19th Century. Today the legacy of the industry can still be seen in the old mills now converted to private accommodation within the town centre.

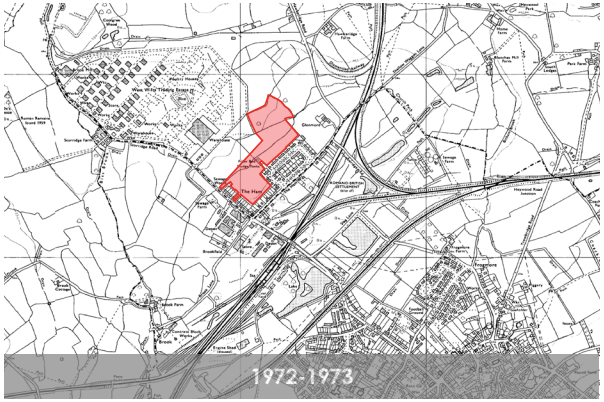
Westbury experienced further growth following the arrival of Westbury Railway Station in 1848. The railway station was originally a terminus line from Chippenham, then expanded in the 1800s and again in the early 1900s to form part of the main line from London Paddington.

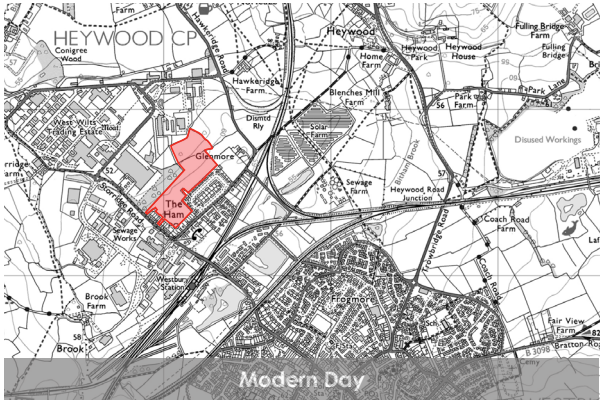
The 1971 - 1973 map shows how the village grew over the course of the early 1970's with the construction of the West Wiltshire Trading Estate. The map also shows that Westbury expanded towards the railway line, evidenced by the housing areas to the south and the south west of the Site at Storridge Road and The Ham.

Figure 3.2: Historic maps illustrating the development at Westbury.









3.4 Settlement & Architectural Detail

The historic core of Westbury, which is also Westbury's Conservation Area, comprises a range of architectural styles, building types and ages. Most historic buildings typically being semi-detached or terraced and sitting on or close to the back edge of the pavement or with small front gardens.

Between the 1930s and 1940s new homes were built along Storridge Road to The Ham. These houses were typically larger, with larger plots to allow for on-plot parking. Properties are generally detached or semi-detached. Westbury has experienced a lot of residential development since the 1970s. Many of these houses have between 3-5 bedrooms and are largely semi-detached or detached, with long front gardens for driveways or garages. Development frames cul-de-sacs or small loop roads following the same frontage line.

Recent residential development is evident in the west. Instead of cul-de-sacs, there is a clear street hierarchy formed by much smaller residential blocks, whereby a mix of house types define the street character. Individual plots are smaller and the overall density is higher with the majority of parking within the curtilage of the property.



A - Church Street



- Historic centre of Westbury.
- Narrow streets bound by brick walls and buildings directly adjacent to the pavement.
- Mix of 2 to 3 storey buildings.
- Openings in street scene created by clusters of larger front gardens.



B - Storridge Road



- Deep front gardens and off-street parking.
- Mature boundary landscaping separates housing from industrial zones.
- Consistent 20th Century architectural character.



C - Hawkeridge Park



- Single loop spine road serving cul-de-sacs.
- Buildings set back behind driveways.
- Mix of detached and semi-detached housing.



D - Fell Road



- New housing development.
- Mix of garden sizes and building set backs.
- Integrated street hierarchy and public open space.



Character & Architectural Context

There are a range of building details and materials within Westbury, which vary depending on the building's age of construction. Traditional materials found in Westbury's historic core include red brick, a mix of slate and clay plain tiles and pantiles, stone quoins and white sash and casement windows. Coloured render is used to further define Westbury Town Centre.

Away from the historic core, the mid to late 1900s housing has its own distinct building style but the choice of materials are still inkeeping with Westbury's architectural heritage, such as red brick, cream render and white windows. Whereas Hawkeridge Park adjacent to the Site introduced a new palette of materials such as buff/yellow brick with bands of wood cladding.



Horizontal stone and corner stone detailing with red brick.



Extended gable with slate roof tiles.



Projecting front facing gable roof and hanging tiles to add vertical interest.



Bay windows and stone door surrounds.



Modern red brick housing with white sash windows.



Cream render to break up the streetscape with variation. Small bay windows and flat roofed porches.

3.5 Existing Site Features

The Site comprises of a large irregular shaped agricultural field as seen on Figure 3.3. There are no buildings or structures within the Site and all of the landscape features are contained within the Site boundaries.

The majority of the north western Site boundary is defined by a woodland block lying outside of the Site with some large mature trees on the edge of the woodland. The rest of the north western boundary is defined by a line of trees and understorey scrub planting.

The south western Site boundary is defined by scattered scrub vegetation and occasional tree planting which line the rear boundary fences to properties on Storridge Road. A field access gate is also located in the western edge of the Site, providing farm access from Storridge Road.

The south eastern Site boundary is defined by scattered tree planting which lines the rear boundary fences to properties on The Ham. A pumping station, located off Hawkeridge Park indents the centre of the south eastern boundary, with trees surrounding the pumping station boundary.

The north eastern Site boundary is defined by a line of mixed hedgerow/scrub vegetation with small tree planting, which separates the Site from the adjacent fields.



View from within the Site looking south east towards properties on The Ham.



View from within the Site looking north west towards the adjacent West Witshire Trading Estate.



View from within the Site looking north east towards the Site boundary.



Figure 3.3: Aerial Photograph showing Site boundary and photo locations.

3.6 Landscape & Visual Character

A Landscape and Visual Impact Assessment (LVIA) has been prepared in support of this planning application. The findings and conclusions of the LVIA are summarised below:

- The Site is visually well contained by the boundary hedgerows and mature trees as well as the large area of woodland to the immediate west of the Site. Views into the Site are possible from a number of properties backing onto the Site on Storridge Road and The Ham, but new boundary planting can aid privacy and help protect the amenity of existing properties.
- The Site is well related to the existing settlement of Westbury, with residential development to the south and the West Wiltshire Trading Estate to the north. The LVIA recommends that development proposals should maintain a separation between residential and industrial areas of development, through the use of proposed public open space.
- The LVIA concludes that an appropriate development can be accommodated which respects the Site's existing landscape features and provides a sensitive edge to the adjoining countryside and neighbouring properties. It recommends the retention of the established tree and scrub planting to the Site boundaries and reinforcing with additional native tree planting, particularly to the north western boundary, providing additional screening of the adjacent trading estate. This will assist in embedding the proposed development within the existing urban fabric and the wider landscape, without resulting in material harm to the surrounding countryside's landscape and visual character.



View from within the Site looking north west towards the woodland block which abuts the Site's western boundary. This woodland effectively screens warehouses within the West Wiltshire Trading Estate.

3.7 Topography

The Site lies on a gradual north west facing slope, lying between 55m and 60m Above Ordinance Datum (AOD).

The land surrounding the Site gently undulates, varying between around 50m AOD and 85m AOD. The landform rises steeply approximately 3km to the south east of the Site, up to a high point of 220m AOD, forming Westbury Hill. The Westbury White Horse is located on the western facing slope here; it is not visible from within the Site.

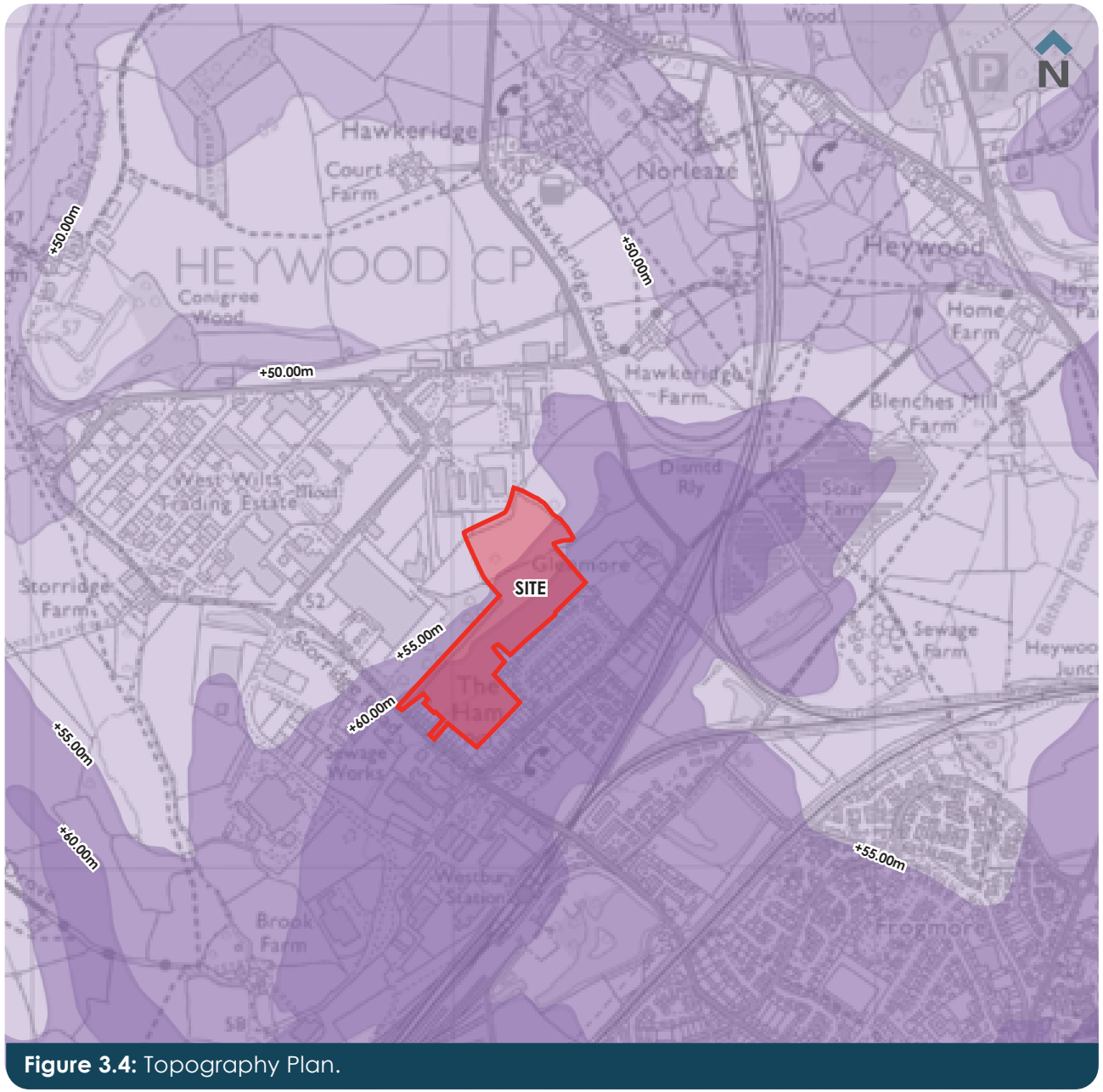


Figure 3.4: Topography Plan.

3.8 Ecology

An Ecological Appraisal, which accompanies this application, has been undertaken. The findings and conclusions of the report are summarised below:

- **The majority of the Site is low biodiversity arable farmland, or poor semi-improved grassland. The native species hedgerows and mature/semi-mature trees on the boundaries of the Site are of higher ecological value. It is recommended that these are retained within the proposed landscape framework for the Site.**
- **The woodland area bordering the west of the Site, and linear landscape features such as hedgerows, provide habitat for commuting and foraging bats, including small numbers of annex II bat species: lesser and greater horseshoe. It is recommended that these features are retained within the landscape framework, with the provision of a 15m greenspace buffer included along linear features, which will create green corridors and assist in reducing light spill from the residential areas. Further enhancements could be made through the installation of bat boxes near suitable habitat. The attenuation/SuDs basin, situated in the north-western corner of the Site, if designed to retain water and planted with appropriate aquatic and marginal plants, will provide an additional foraging resource for bats.**
- **New planting can provide further foraging opportunities. It is recommended that native tree species are planted and that areas of new grassland are sown with species rich mixes to encourage greater invertebrate diversity and therefore provide an additional foraging resource.**
- **There is the opportunity to include areas of rough grassland and suitable native species-rich grassland and wildflower areas within the informal green space to replace the current farmland and grassland habitat. This would provide new habitats for reptiles, invertebrates, mammals, and birds and increase the diversity of native plant species on-site.**

The assessment concluded that given the low value of the existing arable habitat and following the implementation of the mitigation measures and habitat enhancements outlined above, it is considered unlikely that the proposed development will have a significant adverse effect upon the status of any of the bat species recorded during the surveys.

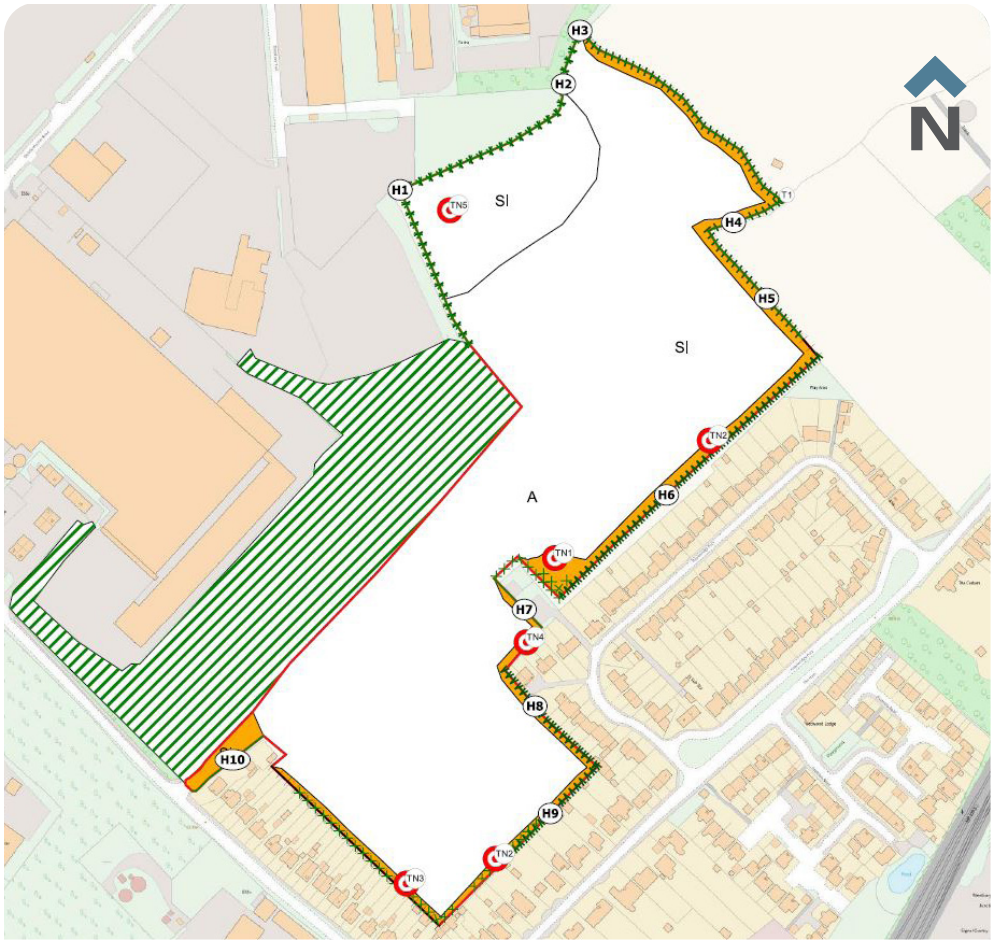


Figure 3.5: Habitats Plan.

Application Site Boundary
Broadleaved woodland
Defunct hedge (native species-rich)
Intact hedge (native species-rich)
Fence
Scrub - scattered line
A Cultivated/disturbed land - arable
Broadleaved woodland - plantation
SI Neutral grassland - semi-improved
SI Poor semi-improved grassland

3.9 Arboriculture

An Arboricultural Assessment has been prepared in support of the planning application to assess the impact of the development on the Site's trees and hedgerows. The Arboricultural Assessment concludes that there are no high quality trees (Category A) on the Site, but the majority of the trees and hedgerows on the boundaries of the Site are of moderate quality (Category B).

These should be retained as part of the proposed landscape framework, whilst allowing for some removal to enable access to the Site. This loss can be mitigated through the provision of new planting elsewhere within the new development.

There are no Tree Preservation Orders covering any trees within or adjoining the Site. This was ascertained by studying the Wiltshire Council online planning maps on 20th April 2026.



Category B trees within the Site boundary will be retained.

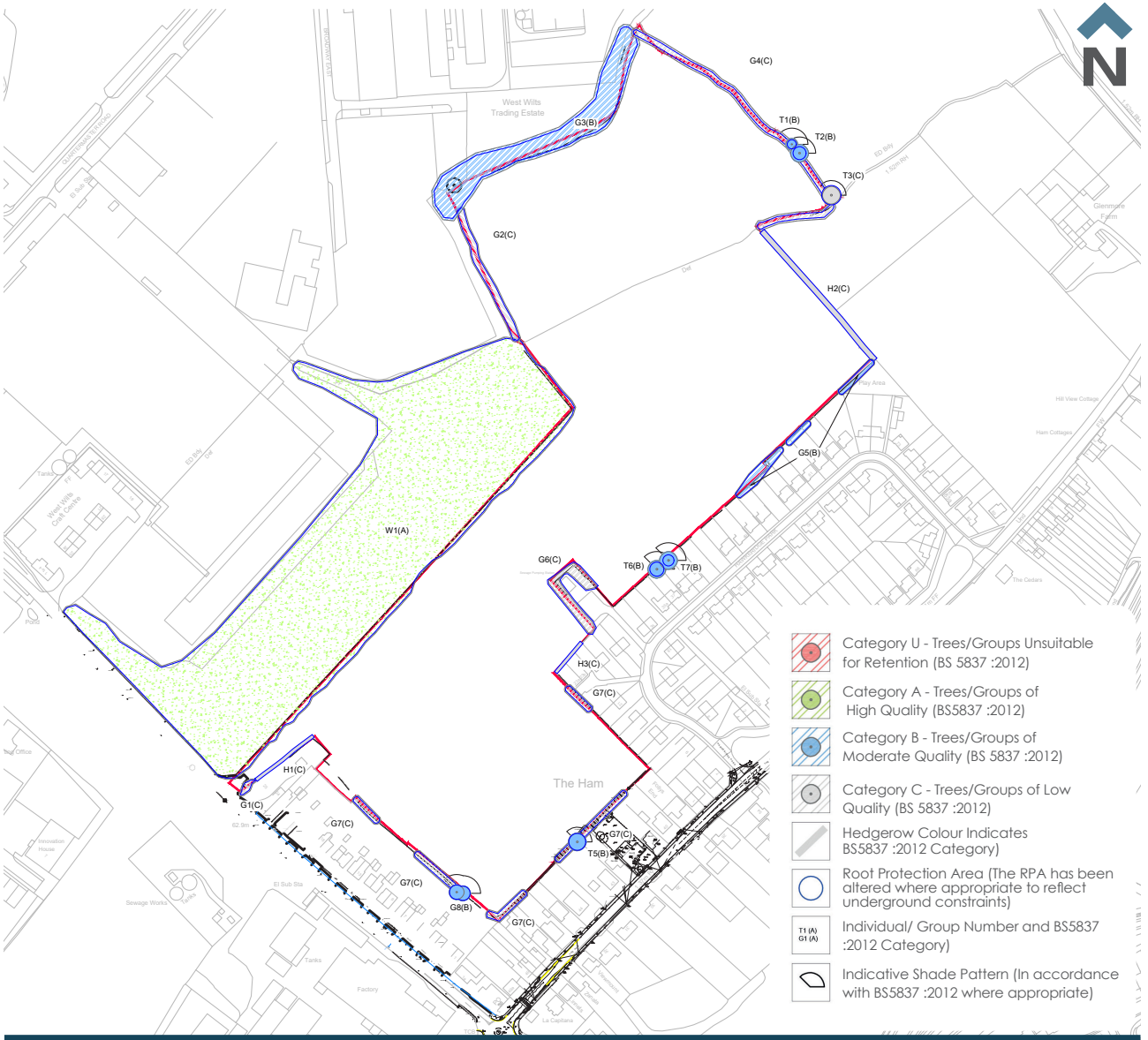


Figure 3.6: Tree Constraints Plan.

3.10 Access, Movement & Facilities

Local Facilities and Public Transport

A local store and Post Office lies approximately 450 metres (circa 6 minute walk) from the Site. The nearest bus stop is on The Ham situated approximately 550 metres (circa 7 minute walk) from the Site and provides three bus services to Westbury, Boreham Field, Trowbridge and Bath City Centre.

Westbury benefits from a number of local services and facilities, including supermarkets, doctors, dentists, pharmacies, care homes, restaurants and pubs. Bus services 265 and 264 provide a service from The Ham every 30 minutes to Westbury Town Centre. The average journey time is 15 minutes.

County Infants and Junior School is the nearest school to the Site, approximately 0.8 miles (1.34km) to the north west of the Site. The nearest school for 11-18 year groups is Matravers School on Springfield Road and is located 1.1 miles (1.8km) from the Site.

Located conveniently close to the Site is Westbury Train Station, approximately 0.7 miles (circa 16 minutes walk) from the Site. Services include trains to Bath Spa every 20 minutes and to Bristol Temple Meads also every 20 minutes.

Local Employment

As well as the services within Westbury Town Centre, there are also potential employment opportunities within walking distance of the Site, including West Wiltshire Trading Estate, Northacre Industrial Park and businesses located on Brook Lane. Currently the West Wiltshire Trading Estate covers 165 acres and occupies very large industrial and commercial facilitates to small individual start-up businesses. The Site and West Wiltshire Trading Estated benefit from good roads links to London via the M4, Bristol, Bath, Exeter and Southampton.





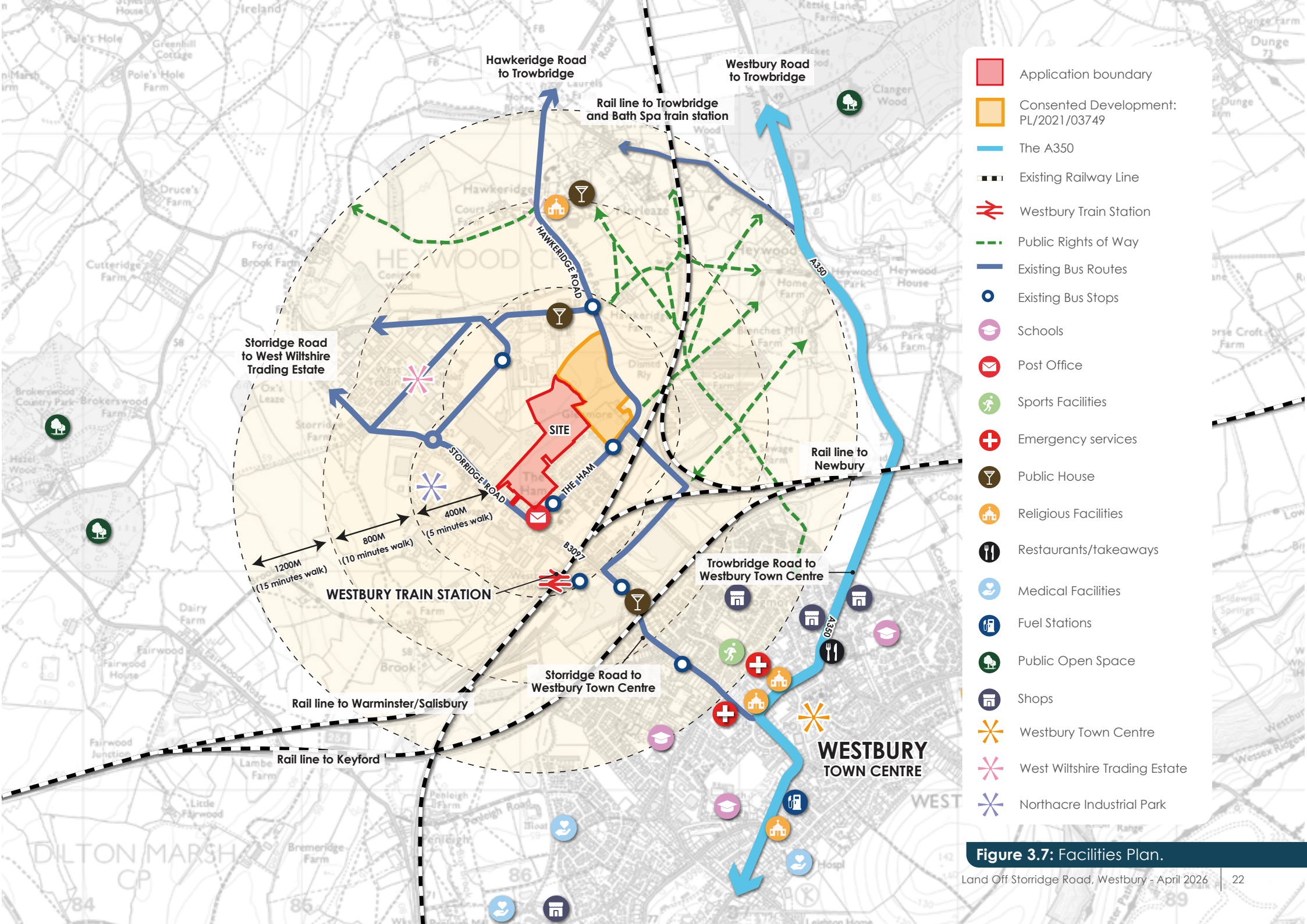


Figure 3.7: Facilities Plan.

3.11 Water, Drainage & Hydrology

The outline planning application is accompanied by a Flood Risk Assessment (FRA), which has been prepared to demonstrate that, following construction of the development, the risk of flooding on the Site and the potential risk of flooding elsewhere will not increase. Particularly the report concludes that:

- The site lies in an area of Zone 1 Flood Risk. This is land defined within the NPPF as land assessed as having a less than 1 in 1000 annual probability of flooding (<0.1% in any year). All uses of land are appropriate in this zone.
- There are no water bodies or watercourses which present a source of risk to the development. Whilst surface water flood mapping does identify a risk contained within the site, the topography is such that this is generated by greenfield run off from within the site area, the source of which will substantially be removed by the introduction of the development drainage system. Levels will be set to ensure that any residual flows do not impact on the development.
- It is proposed to provide an attenuation basin located within the open space in the north west area of the site. Overall, flows up to the 1 in 100 year event plus allowance for 45% climate change will be contained on site.
- Whilst ground conditions are considered unsuitable for the incorporation of infiltration based drainage techniques, the risk to water quality from housing developments is categorised as low to very low. Floor levels will be set a minimum of 0.15m above external ground level and will encourage any flows generated by an exceedance event.

3.12 Utilities

As part of the development plan process, searches have been undertaken with all the local service providers. The searches show six separate utilities crossing the Site. They are not considered to be a significant constraint to the development proposals as the easements can be incorporated into the development proposals.

The utilities which cross the Site are shown on Figure 3.8 and include:

- High voltage cable
- Public foul sewer
- Surface drainage
- Public water main
- Unknown utility

The pumping station which indents the Site's south eastern boundary will also require a 15 metre cordon sanitaire whereby no new dwellings can be proposed.

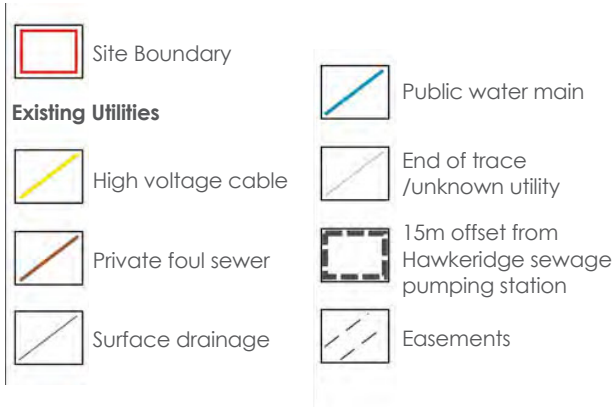




Figure 3.8: Utilities Plan.

3.13 Acoustics

A noise assessment has been carried out and has considered the Site's suitability for the proposed development, in terms of noise impacts from existing sources. The noise assessment has been informed by baseline noise surveys carried out at the Site in April 2018 and July 2022. Industrial noise has been identified as the main source of noise across the Site.

Existing transportation sources in the immediate area, including road traffic noise from Storridge Road and The Ham, and railway noise from the Westbury to Trowbridge railway line has been found to have a low impact across the Site.

The assessment of entertainment noise at the proposed development from events held at the adjacent Club Venom indicates a negligible impact on proposed development.

The industrial noise impact assessment considers noise from existing industrial premises on West Wilts Trading Estate that borders the Site. An application on the Site was previously refused at appeal due to concerns about the need to close windows to control internal noise levels to a desirable level, and because it was felt that noise from the WWTE could potentially increase to a greater extent than had been assessed.

In response to the Planning Inspector's previous concerns, the revised scheme eliminates reliance on closed windows for achieving acceptable internal conditions and now incorporates orientation and layout changes that ensure habitable rooms are sited on the quietest façades wherever possible. In addition, the assessment has explicitly addressed the Agent of Change principle by modelling a theoretical uplift in WWTE noise levels up to the point at which adverse effects would begin to occur at existing dwellings. Even under this highly conservative scenario, only very marginal exceedances of target internal levels (up to 2dB) were predicted for a small number of rooms, and these levels remain extremely low in absolute terms and below thresholds associated with sleep disturbance or meaningful behavioural change.

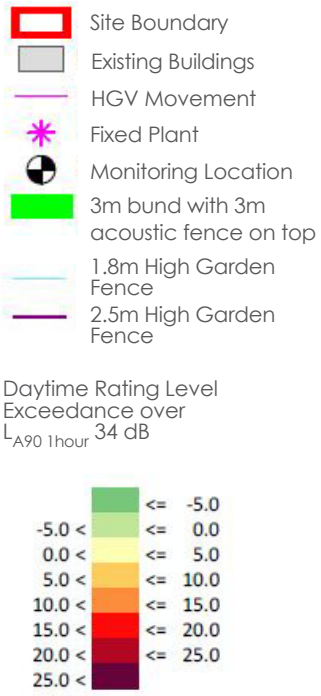




Figure 3.9: Daytime Industrial Noise Contours.



Figure 3.10: Night-time Industrial Noise.

3.14 Consultation

Gladman Developments has engaged in a process of community consultation, which has informed the development of the proposals for the site.

A leaflet covering the application proposals was delivered to core stakeholders and interested parties for information.

Full details of the consultation and information presented, which includes the consultation boards, are set out in the Statement of Community Involvement accompanying the Planning Application.

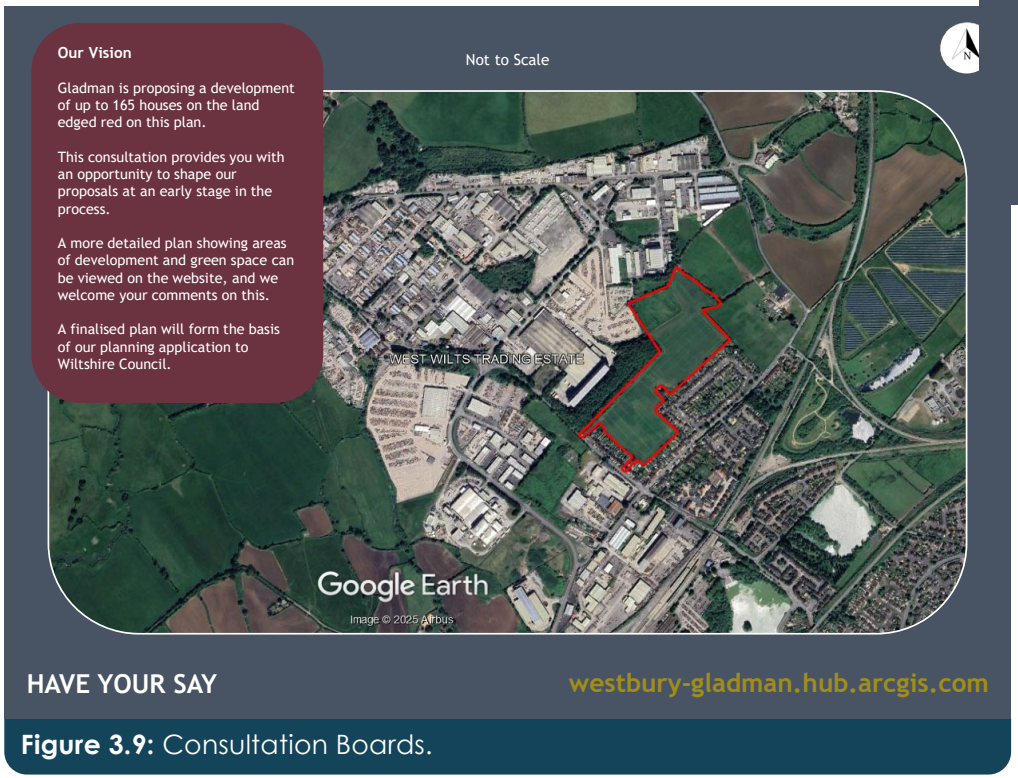




Figure 3.9: Consultation Boards.


Arla

04. INFLUENCES AND OPPORTUNITIES

The Opportunities and Influences associated with the proposed development have been identified following the assessment of the Site and its surroundings, as detailed in Sections 2 and 3. These are listed below and shown on the Opportunities and Influences Plan on the adjacent plan. This assessment of the Site and its surroundings has informed the design proposals.



Opportunities

- Provision of high quality sustainable housing, with the Site able to accommodate up to 165 new homes with associated green infrastructure.
- There are currently no public rights of way crossing the Site. The development offers the opportunity to create new recreational routes across the Site, connecting public open space and recreational facilities within the Site, with Storridge Road.
- The opportunity exists to provide new public open space and wildlife habitats in the north of the Site, creating a green buffer between the new development and the West Wiltshire Trading Estate.
- Provision of a strong landscape framework will add character to the new development whilst maintaining green corridors and habitat for commuting and foraging bats.
- The opportunity exists to create new wildlife habitats within the Site, through the provision of a new SuDS feature and native planting.
- There is the opportunity to provide a community orchard in the public open space in the north of the Site.
- The opportunity exists to provide a new Local Equipped Area for Play (LEAP) with associated informal play space in the south-west of the Site.
- Creation of a locally distinctive development which draws on the local vernacular.
- Opportunity to provide a new pedestrian/cycle link into the proposed new development to the north of the Site.

Influences

- The north western part of the Site should remain undeveloped to separate the new homes from the West Wiltshire Trading Estate.
- The existing trees and hedgerows on the boundaries of the Site should be retained as an integral part of the development proposals. Compensatory planting will be provided where it is necessary to remove vegetation, in respect of the proposed vehicular access point.
- The landform falls towards to the western Site boundary and the low point of the Site is located within the north western corner, therefore defining the location of the attenuation basin (SuDS feature).
- Development should respect the privacy and amenity of the existing properties that border the Site.
- The key constraint is the many utilities which cross the Site. This is not considered a significant constraint as the opportunity exists to create a series of public open spaces and green corridors where the easements lie.
- Noise from the adjacent employment area comprises a critical constraint, but the opportunity exists to provide a bund to mitigate this impact.
- A 15m buffer offset is required from the proposed pump station and Hawkeridge sewerage pump.
- The inclusion of 15m greenspace buffer strips into the scheme to protect the linear habitat features situated along the western and northern edges of the Site and provide habitat for commuting and foraging bats.

Key

Site Boundary

Influences

Existing Site contours

Existing vegetation to be retained where appropriate

Root Protection Area

Easements to existing utilities (Hawkeridge sewage pump requires 15m buffer zone)

Opportunity to strengthen existing boundaries with new tree planting

Potential noise and air quality constraint

Respect the privacy and amenity of neighbouring properties

Opportunities

Potential developable area

Potential vehicular access point

Existing bus routes & bus stops

Potential public open space/ play space

Potential location for sustainable drainage feature at the lowest point of the Site (SuDS)

Potential location for Locally Equipped Area for Play (LEAP) (requires 20m buffer)

Potential location for a pumping station with 15m easement to the nearest habitable building

Opportunity to enhance and retain bat corridor through the Site

Opportunity exists to provide a community orchard

Local facilities and services

Existing field access

Opportunity to provide new acoustic bund

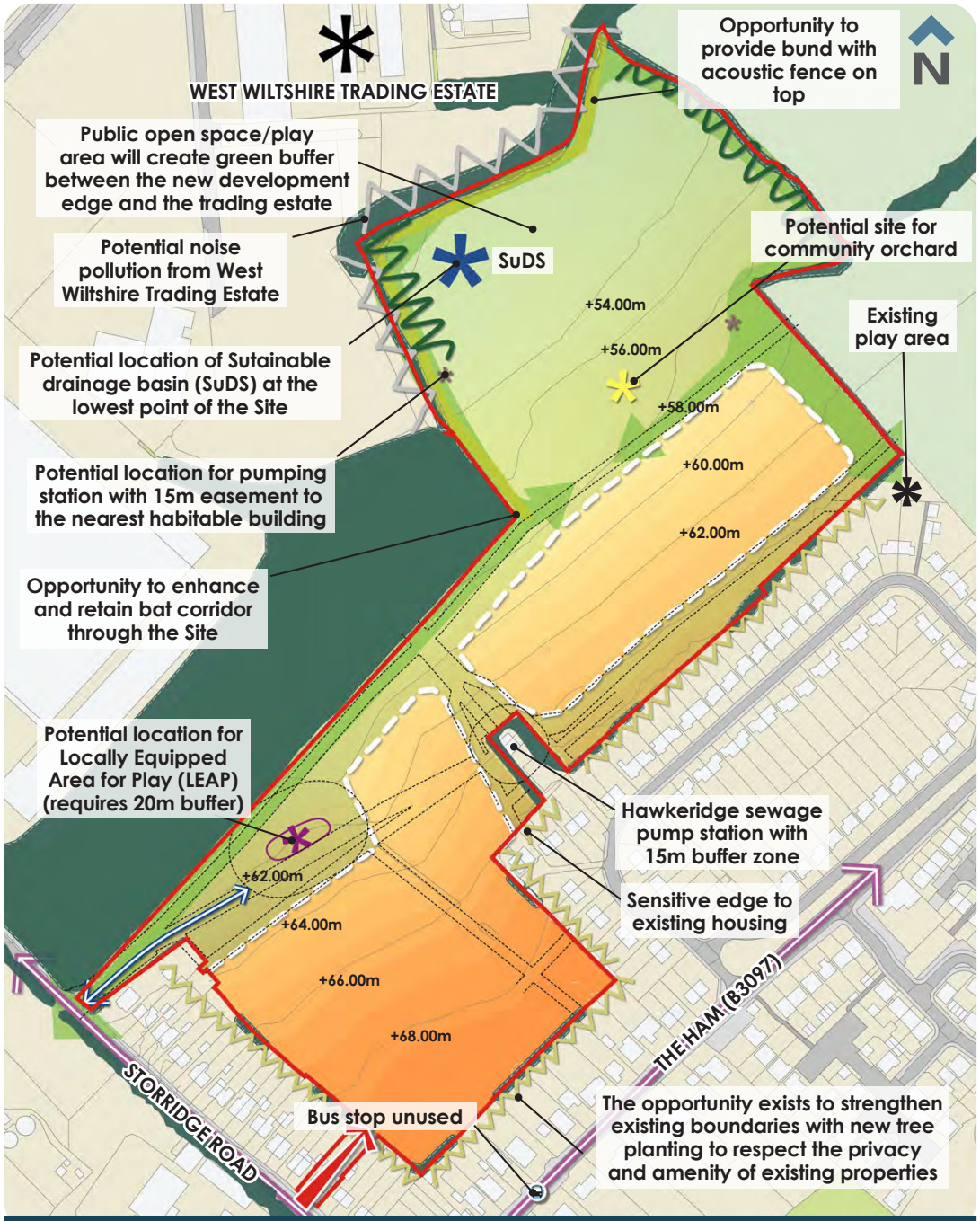
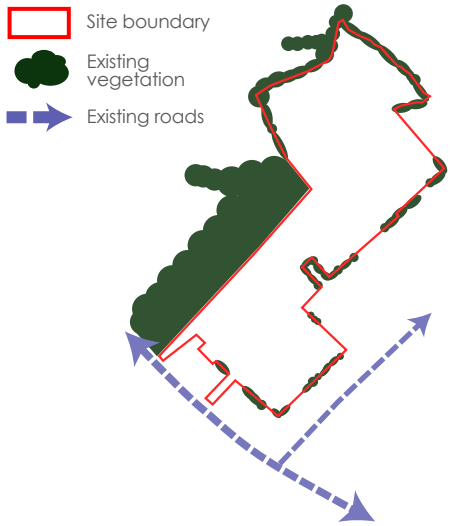


Figure 3.10: Opportunities and Influences Plan.

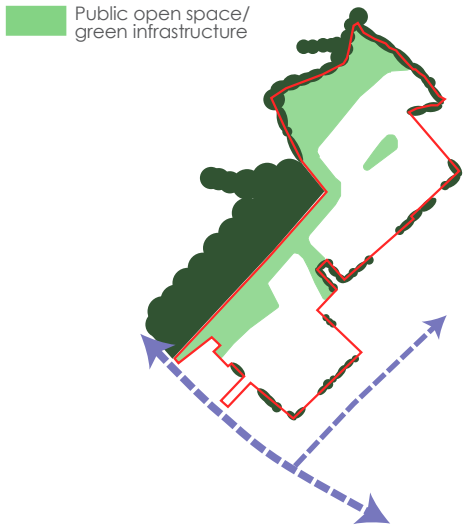
05. DESIGN PROPOSALS

5.1 The Design Concept



Principle 1: Retain and enhance existing landscape features.

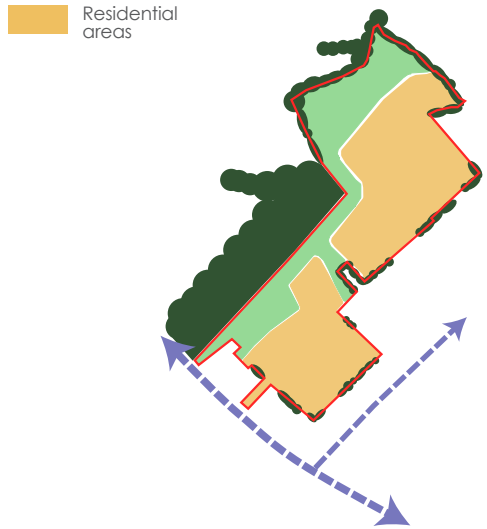
Preserve the Site's natural assets such as the existing trees, groups of trees and hedgerows, and enhance the Site's woodland backdrop to the north-west to give character and diversity to the landscape framework.



Principle 2: Connect and enhance existing landscape features, establish an ecological corridor and define a new sympathetic settlement boundary.

New trees and hedgerows will be planted along the Site's boundaries, with an emphasis on the western boundaries to incorporate a 15m buffer/ecological corridor following the existing woodland pattern and, therefore, creating both a soft, well-landscaped, and appropriate new settlement edge. Site's green space will be also providing a green corridor connection to the Site's peripheral areas of public open space.

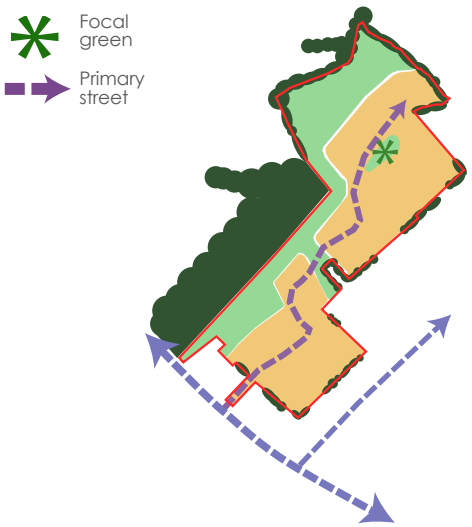
Finally, the new landscaping will help to screen and filter views of the proposed homes, whilst also connecting existing trees and hedgerows within green corridors.



Principle 3: Identify the most appropriate area for new homes, areas for public open space.

New homes to be located adjacent to existing settlement edge to knit the development into the existing fabric of Westbury, forming a logical extension to the town. The principles informing the location of the green spaces inherently defines a logical location for the new homes, based upon a sound understanding of the Site's principal opportunities and influences.

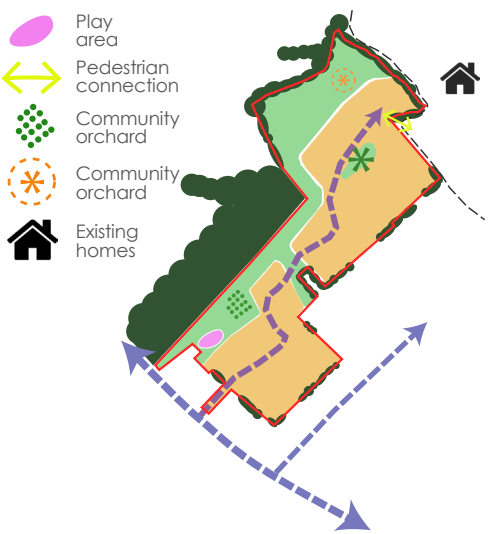
Large area of public open space will be located within the vicinity of West Wiltshire Trading Centre to provide development screening.



Principle 4: Primary Street and main access.

The new primary street will run through the entire developable area, following a rectalinear design to be inkeeping with the existing settlement pattern.

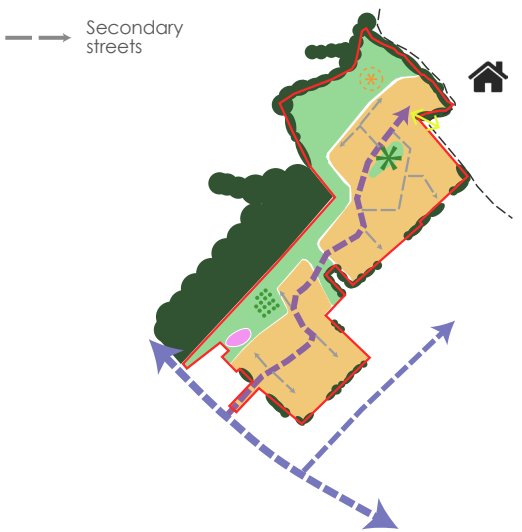
Green corridors and tree planting will mark the importance of the primary street through the development, and assist in creating a legible and memorable new neighbourhood.



Principle 5: New community benefits to encourage active lifestyle and support health and well-being.

Providing new community benefits are a fundamental element of the vision. The new homes will be enclosed by the areas of public open space, which will deliver biodiversity enhancements, and provide a range of social, leisure, play and recreational opportunities within easy reach of all the new homes, as well as the existing properties. This will help to physically integrate the new neighbourhood with the existing settlement, with existing residents also benefiting from easy access to the publicly accessible green spaces such as the community orchard.

A new children's play area will be located in an area where there will be opportunities for overlooking from the surrounding houses.



Principle 6: Secondary connections and final street network.

Carefully designed and beautifully landscaped secondary streets, pedestrian links, and further connections inform the final movement network of the Site, unifying its overall layout.

5.2 Design Evolution

Dismissed Scheme 2024 | Application PL/2022/09842

In July 2024, an appeal was heard on the basis of the previous site layout (Figure 5.1). The previous scheme was for up to 200 dwellings and ultimately the Inspector concluded that as the future residents for a large portion of the site wouldn't be able to have their windows open in habitable rooms and achieve the agreed noise criteria requirements that the scheme was poorly designed and the quality of the accommodation proposed would not be acceptable. Within the appeal decision at paragraph 39, the Inspector states that "a further alternative layout to that as proposed would be to restrict the proposed built form to the southern part of the site, to the east of the existing woodland buffer to WWTE. This would remove nearly all the properties affected by noise above the LOAEL threshold from the proposal".



Figure 5.1: Development Framework Plan.

As the DFP for this revised proposal shows (Figure 5.5), this is the exact approach which has been taken for this application resulting in a reduction of over 80m between the edge of the proposed built development extent and that previously proposed. Overall the distance between the built development edge and the West Wiltshire Trading Estate is over 220m.

Taking this a stage further, a number of property layouts have been considered for the section of the site which forms a "barrier block" to the WWTE. The first (option A) is a continuous run of terraced properties, to add visual interest these will vary in building heights with some being 2 storeys and some being 2.5 storeys. Internal layouts have also been shared with the Council during pre-application discussions which ensure that there are no habitable rooms which face the direction towards the WWTE, this ensures that all habitable rooms can achieve the agreed noise criteria requirements.



Figure 5.2: Proving Layout (Option A).

A further two layouts have also been prepared and run through the noise model. Option B adds in the inclusion of linked garages to further break up the street scene along the building frontage.



Figure 5.3: Proving Layout (Option B).

Option C includes a number of 1.2m gaps between properties, therefore creating 6 mews terraces containing a maximum of 4 properties per mew. Again, internal layouts have also been shared with the Council during pre-application discussions which ensure that there are no habitable rooms which face the direction towards the WWTE, to ensure that the majority of habitable rooms can achieve the agreed noise criteria requirements.



Figure 5.4: Proving Layout (Option C).

5.3 The Development Framework

The design proposals for the Site have evolved through an iterative design process informed by environmental and technical work, an understanding of the development's relationship to its surrounding context, and an assessment of planning and design policy. This has resulted in the formulation of the Development Framework Plan (Figure 5.5), which seeks to minimise environmental impacts whilst maximising social, economic, biodiversity and sustainability benefits.

The Development Framework Plan shows the Application Site boundary, the means of access to the Site, the areas of retained and new landscaping, and the location and extent of the proposed land use, including the amount of built development.



Vision - A Placemaking Approach

The overarching vision of the masterplan draws upon fundamental principles of placemaking and is tailored to the requirements of the relevant policies and opportunities relating to the Site.

- **Provide up to 165 dwellings, offering a range of dwelling types, sizes and tenures, 40% of which will be affordable housing in line with the county-wide target set out in Core Policy 43.**
- **Provision of 5.43 hectares of publicly accessible green infrastructure to promote an active lifestyle and a sense of well-being by providing new public open space, outdoor seating area and recreational routes that tie into the existing network of public footpaths and existing footway network.**
- **The provision of a new high-quality children's play area in a key location, adjacent to new recreational routes to encourage an active and integrated community for the whole of Westbury.**
- **The new homes should be set within an attractive green infrastructure network which will allow for appropriate landscape and ecological enhancement measures to be applied.**
- **The provision of a new community orchard to serve both new and existing residents alike.**









Green Infrastructure and Play Provision	
Orchard:	0.17ha
Multi-functional Greenspaces:	4.93ha
Sustainable Drainage Basin:	0.29ha
Locally Equipped Area for Play (LEAP):	0.04ha
Total:	**5.43ha**

55% of the Site Area will be Green Infrastructure and Play Provision

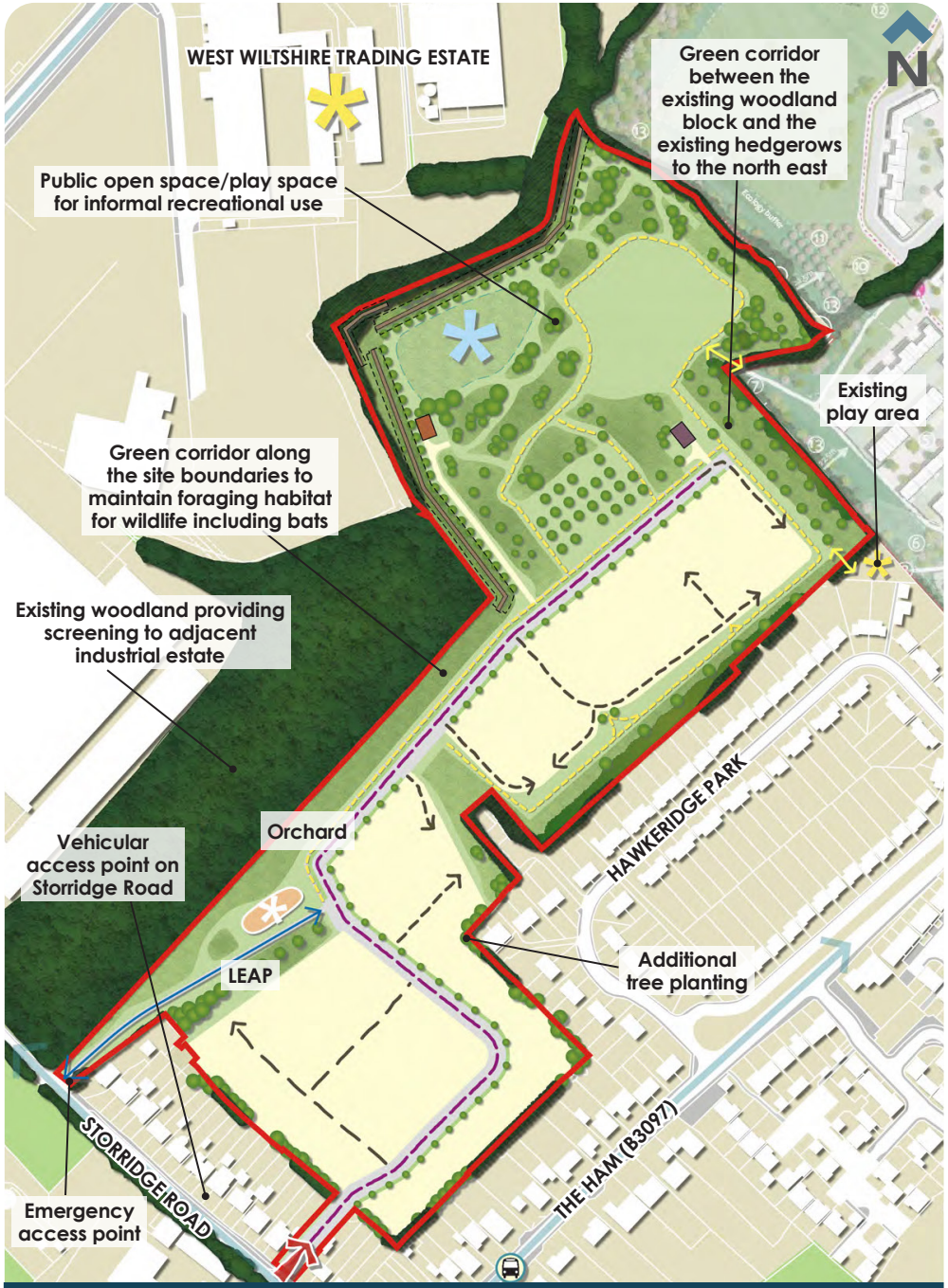


Figure 5.5: Development Framework Plan.

- Site Boundary: 9.89ha
- Residential area: **4.26ha**
  Up to 151 homes @ 38dph
- Proposed vehicular and pedestrian access point
- Proposed emergency and pedestrian/cycle access point
- Existing vehicular routes and bus routes
- Primary street through development
- Secondary streets/private lanes and drives
- New recreational routes
- Potential pedestrian links
- Pedestrian priority crossing points

Open Space Provision

- Existing vegetation and root protected areas
- Public open space/play space
- Additional tree planting along the boundaries of existing rear gardens of properties overlooking the Site
- Community orchard
- Location for Locally Equipped Area for Play (LEAP)

Flood Risk and Drainage

- New sustainable drainage basin - SuDS (Can also enhance wildlife biodiversity and form integral part of green infrastructure)

Further Considerations

- Local facilities and services
- Location for a foul pumping station (15m buffer to the nearest habitable room)
- Location for a surface water pumping station (15m buffer to the nearest habitable room)
- 3m bund with 3m acoustic fence on top

5.4 The Illustrative Masterplan

The Illustrative Masterplan (Figure 5.6), which is based upon the Development Framework Plan, has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the Site.

It is important to note that the layout of the development is a Reserved Matter. However, the Illustrative Masterplan, together with the Design and Access Statement, communicate the key design principles that a subsequent Reserved Matters application should reflect in order to respect the in depth analysis of the Site and its surrounding context.

The Illustrative Masterplan indicates the principles of the development's urban structure; the proposed patterns of streets and spaces, the urban grain, the location, arrangement and design of the principal development blocks and the green infrastructure that the new development will sit within.

The Illustrative Masterplan provides for up to 165 dwellings (up to 40% affordable housing) and will include substantial new areas of public open space, part of which will be a naturalistic area adjacent to the north western boundary of the Site. This will provide a green buffer between the residential area and West Wiltshire Trading Estate, in addition to providing new habitats and recreation space. The existing hedgerows and trees on the Site boundaries will be retained and connected by new green corridors and tree planting. The corridors will provide habitat for foraging and commuting bats from the neighbouring woodland and limit the impact of lighting from the new residential development. The landscape framework will incorporate new footways which will provide secure and direct routes for pedestrians to the new children's play area, community orchard, Storridge Road and The Ham.





- Site Boundary
- Proposed new dwellings
- Existing vegetation
- (1) Public open space/ play space for informal recreational use
- New Local Equipped Area for Play (LEAP)
- (2) Proposed vehicle and pedestrian access point
- (3) Proposed emergency access point
- Proposed recreational routes
- (4) Potential location for community orchard
- (5) Proposed location for pump station
- (6) New sustainable drainage basin (SuDS)
- (7) Noise bund



Figure 5.6: Illustrative Masterplan.

5.5 Street Hierarchy

The Development Framework Plan has been designed to show how a clear hierarchy of streets and spaces should be created so that it will be clear for residents and visitors alike to know where the principal routes are and how to navigate their way around the development. The design proposals provide for a layout where each street and route within the hierarchy will be an identifiable type.

Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling, in order to slow vehicles and to encourage users to drive with caution, it is expected that some, or all of the following methods, will be used:

- **Locating buildings so that they are close to the street edge or carriageway.**
- **The introduction of features that act as visual 'incidents' along the street.**
- **Changes in the carriageway surface.**
- **The use of well-designed 'shared surfaces' to create streets for all.**

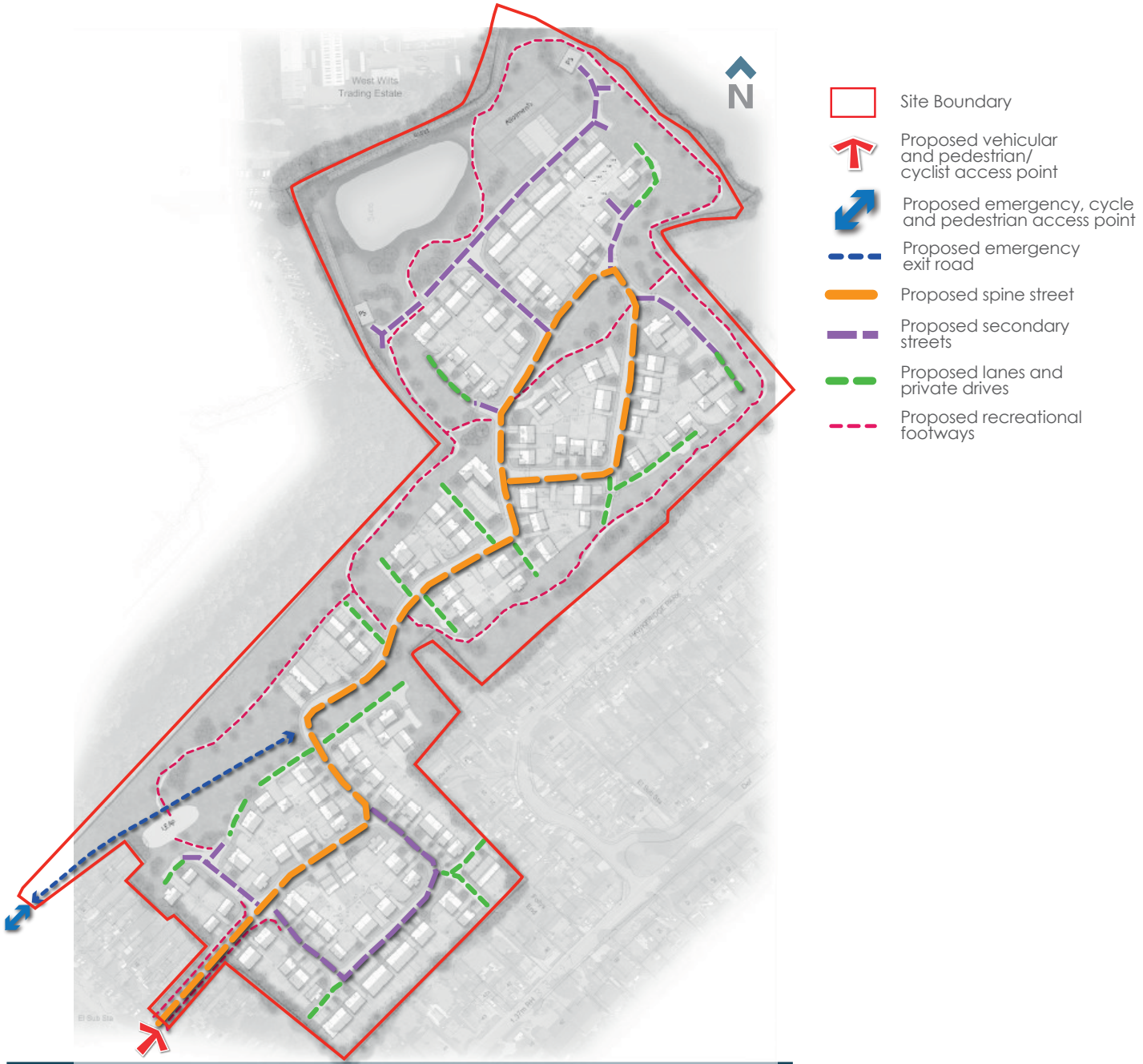


Figure: 5.7: Street Hierarchy Plan.

Primary Street

The Primary Street will be the main movement corridor through the new development, facilitating safe transport corridors for pedestrians, cyclists and motorists.

This street will exhibit higher densities and more contemporary building styles.

The NPPF recognises that trees make an important contribution to the character and quality of the built environment, and can also help mitigate and adapt to climate change. The tree-lined character of the primary street, therefore, accords with this requirement. Its tree-lined character will also help to create a visually stimulating development that is legible and has a strong sense of place.



Secondary Street

The Secondary Streets will be subservient to the Primary Streets. Typically, they will have 5.5m wide carriageways and may include a tree-lined verge on one side.

A less formal building arrangement than the Primary Street will highlight the change in street hierarchy. The character of the new homes will vary between the areas along Primary and Secondary Streets.

New homes located along Secondary Streets will generally reflect a more suburban character and will have higher variety in terms of the building materials and colours used.



Lanes and private drives

Informal character of larger dwelling types where (one-sided) development abuts the adjacent countryside or one of the development's principal open spaces, or where a shared drive is provided from the Primary or Secondary Streets to serve a small number of homes within the development parcel.



5.6 Access

Vehicular Access

Vehicular access will be provided from Storridge Road via a new priority give-way T-junction. Properties 5 and 6 Storridge Road will be demolished to facilitate the site access. The carriageway width is proposed to be 5.5 metres wide. Further details of this access point are included as part of this planning application, within the transport assessment

Pedestrian and Cycle Access

The main pedestrian and cycle access to the Site will be via 2x 2 metre wide combined footways along either side of the proposed new carriageway. The footways will link with proposed recreational routes running through the new areas of public open space. Where recreational routes cross new streets between green spaces, safe pedestrian crossing points will be provided that include dropped kerbs, tactile paving and appropriate signage.

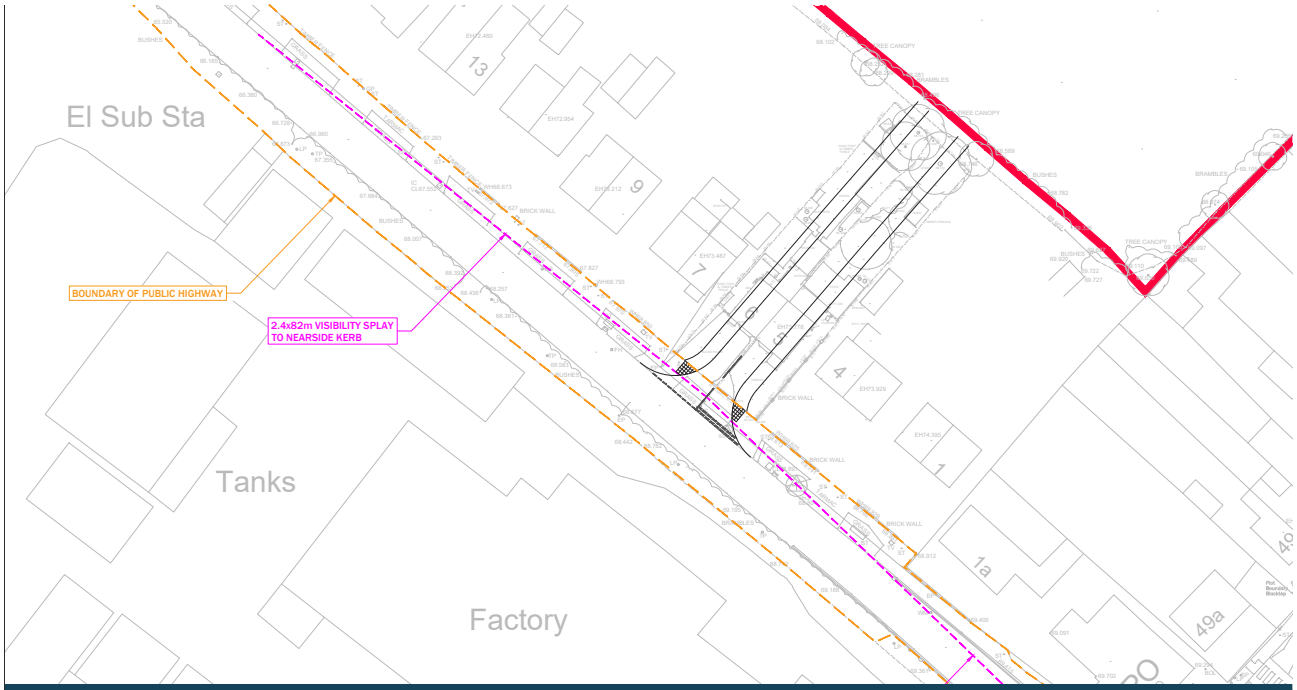


Figure 5.8: The Proposed access strategy creates an integrated development.

Public Transport

The Site is well-located with regards to existing bus stops on Storridge Road and The Ham. Westbury train station is also located within a convenient walking distance to the site providing frequent services to Bath Spa and Bristol Temple Meads.

Service Vehicles

The detailed design and dimensions of the development's new streets will be submitted and agreed with the LPA as part of the future Reserved Matters submissions. Critically, the streets will be designed to accommodate service vehicles without allowing their requirements to dominate the layout. The detailed layout design will accord with Schedule 1, Part H of the Building Regulations to ensure appropriate waste collection, vehicle access and bin carry distance standards are achieved.

Emergency Vehicles

The pedestrian and cycle access point onto Storridge Road will also provide a point of access for emergency vehicles. The detailed design of the layout will be designed in accordance with Part B of the Building Regulations, 'Access and Facilities for the Fire Service' to ensure sufficient carriageway widths and appropriate access for fire appliances can be achieved.

Inclusive Access

At the detailed design stage, the new homes will be served by level entrances to meet disabled access requirements. Driveways and pathways will be constructed in a slip-resistant surface.

5.7 Car and Cycle Parking

Parking

The parking standards for new residential developments are set out in the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy. In line with current Government guidance, the Parking Standards document expresses the parking requirements as a minimum standard. Therefore, in accordance with the Strategy, the following car parking standards will be applied at the Reserved Matters stage:

- **1 bedroom dwellings:**
  Minimum of 1 space per dwelling
- **2 and 3 bedroom dwellings:**
  Minimum of 2 spaces per dwelling
- **4+ bedroom dwellings:**
  Minimum of 3 spaces per dwelling

A further 0.2 spaces per dwelling will be provided as unallocated visitor parking.

Note: A garage will only be counted as space where they have internal dimensions of 7m x 3m.

At the detailed design stage, the car parking will be designed so that vehicles do not dominate the streescene or cause inconvenience to pedestrians and cyclists. The principal means of car parking for the residential development include on-street parking and garages within the curtilage of dwellings. Onstreet car parking will principally be used for visitor parking in parallel bays.



5.8 Green Infrastructure & Drainage

Landscape Design

The landscape proposals have evolved through an analysis of the Site and its setting as well as best practice design guidance. As set out earlier in the DAS, the development comprises 5.43 hectares of green infrastructure. Therefore, approximately 55% of the Site will comprise areas of retained trees and hedgerows, new landscaping, public open space, a children's play area, community orchard and an attenuation basin.

The following key green infrastructure and landscape design principles are proposed:



Orchard

- The northernmost part of the Site will remain undeveloped to form a buffer between the residential area and adjacent West Wiltshire Trading Estate, where new recreational footways will meander through a mosaic of new wildlife habitats, including wildflower, aquatic and grassland.
- Amenity public open space to serve the development will frame the development edge. This space will accommodate recreational routes and a new children's play area, which together with the community orchard, will maximise opportunities for social interaction and street life bringing wider social benefits.
- Green corridors between the development blocks will aid legibility and soften the built form. These will also provide a green link for wildlife, connecting the existing tree belt to the surrounding countryside and minimising the impact of light pollution from the new dwellings.
- The proposed attenuation basin will create an attractive landscaped feature designed to maximise its wildlife value. This feature will store water during periods of persistent or heavy rainfall in order to maintain run-off from the Site to present day conditions.
- A new landscape buffer will be planted on the northern and western boundaries to filter views of West Wiltshire Trading Estate and of the new development from the east.
- The proposed acoustic bund and fence will be landscaped to provide additional screening.
- The future maintenance and management will be secured for the long-term via a planning obligation using an appropriate public body or private management company.

Recreation

The proposed development will include a mix of formal and informal open spaces providing a range of recreational benefits for both new and existing residents.

It is proposed that formal provision will be provided in the form of a Locally Equipped Area for Play (LEAP). At the detailed design stage the children's play area will be designed to blend into its attractive setting by incorporating natural materials and play elements, along with new landscaping. The play area will also be designed to offer disabled children the same play opportunities as other children.

The new community orchard will provide a new community asset for both new and existing residents.



Play Area

Sustainable Drainage Systems (SuDS)

The detailed drainage strategy for the development will be determined in accordance with the standards set out by the Lead Local Flood Authority (LLFA). An attenuation basin is proposed in the north west of the northernmost field, and will restrict surface water discharge from the development to the natural greenfield run-off rate. The attenuation basin will provide storage to attenuate the balance of water required to restrict surface water discharge to greenfield rates for a 1 in 100 year plus climate change event.

The following SuDS features are proposed for the development:

- **Permeable paving:** allows rainwater to infiltrate through the surface for storage before discharge to downstream SuDS components at a controlled rate. Pervious pavements will provide some treatment to any pollution within the runoff as it percolates through the layers of the systems.
- **Attenuation basin:** Shallow vegetated basin for the attenuation and retention of flows. It will condition the quality of the water and provide landscape, amenity and ecological benefits. The attenuation basin will be landscaped with native submerged, emergent and marginal vegetation.



The attenuation basin will provide an attractive landscape feature.



Figure 5.9: Green Infrastructure Plan.

5.9 Use and Amount

The outline planning application covers a total area of 9.89 hectares. The proposals encompass the following uses:

Residential Development Area – Up to 165 dwellings (4.26 hectares)

The development accommodates a new residential development area measuring 4.26 hectares, providing for up to 165 dwellings. The average net density for the residential development area is 38 dwellings per hectare (dph).

The housing mix will be determined at the Reserved Matters stage, but it is expected to include a broad range of house types, sizes and tenures. In accordance with Wiltshire Council's Adopted Core Strategy, it is anticipated that 40% of the new homes will be affordable and these will be fully integrated within the market housing, and be of a type and size that meets local need.

Green Infrastructure - 5.43 hectares

As shown on the Land Use Plan (Figure 5.10), the proposals for the Site include 5.43 hectares of green infrastructure. The green infrastructure will have a range of functions and provide a range of benefits:

- **Landscape:** Retention of the established tree and scrub planting to the Site boundaries and reinforcing with additional native tree planting, particularly to the north western boundary, providing additional screening of the adjacent West Wiltshire Trading Estate.
- **Recreation and Play:** To accommodate a new equipped play area. Areas for informal recreation, and new recreational routes for walking will also be provided.
- **Community Orchard:** Community orchard will form a focal point for food growing and habitat creation.
- **Accessible Natural Greenspace:** To maintain existing wildlife features and habitat connectivity across the Site, and provide new biodiversity features such as native trees, wildflowers and grasses.
- **Amenity Greenspaces:** Part of a network of public open space designed to create a sense of place. Greenspaces will include recreational routes for walking and play provision which have a 'cared for' general appearance.
- **SuDS:** An attenuation basin will manage excess surface water run-off during periods of heavy or persistent rainfall.

The quantity of open space provision is set out in West Wiltshire District Councils 'Leisure & Recreation Development Plan Document (DPD)' adopted January 2009.

The proposed quantity standards relevant to this planning application include:

- **Equipped play:** 300m straight line walking threshold
- **Multi-functional greenspaces:** 12sqm/person
- **Teenage facilitates:** 0.25sqm/person

The proposed 5.43 hectares of proposed green infrastructure is therefore in excess of the requirements of the DPD to be provided on-site. Remaining quantity standards will be achieved through off-site provision or enhancement.



Figure 5.10: Land Use Plan.

- Site Boundary: **9.89ha**
- Residential Area: **4.26 ha**
- Public Open Space: **5.43ha**
- Children's Play Area: **0.04ha**
- SuDs Basin: **0.29ha**
- Community Orchard : **0.13ha**
- Pumping Station: **0.04ha**
- Remaining Infrastructure including the vehicular access point and emergency acccess: **0.15ha**

06. CONCLUSION

This Design and Access Statement has been prepared on behalf of Gladman Developments Ltd (Gladman) in support of the outline planning application for up to 165 dwellings, the demolition of properties 5 and 6 Storridge Road, access on to Storridge Road, public open space, landscaping, sustainable drainage system and associated infrastructure.

The revised proposals have evoloved from the previous application to fully take into account issues raised by the previous appeal inspector, such that noise mitigation is now fully embedded into the design and layout of the scheme to ensure that there will be no significant adverse amenity impacts on future residents

The design proposals for the Site have carefully considered the economic, social and environmental dimensions set out in the NPPF. Our analysis of the Site shows that it is not subject to any physical or infrastructure constraints and therefore it can make a significant contribution to housing delivery within a 5 year period. In the context of the NPPF, this contribution is considered to be beneficial and therefore amounts to a significant social benefit. Moreover, the development will provide new affordable housing which is seen as a further social benefit in the context of the NPPF.

The new housing will also bring economic benefits during the construction phase and through the contribution new residents will make to the local economy through their household expenditure.

In terms of the environmental dimension, the Site lies close to Westbury train station and several local retail and community facilities in Westbury. Walking and cycling will therefore be a realistic alternative to car trips to employment or local services and facilities. Using the key design objectives established by the NPPF, the proposals for the Site have been designed to create a successful and sustainable new neighbourhood as follows:

KEY BENEFITS

- ✓ **The provision of up to 165 high-quality new homes**
- ✓ **The delivery of 40% affordable housing**
- ✓ **Helping Wiltshire Council to meet its housing targets**
- ✓ **Creating substantial areas of public open green space for all to enjoy**
- ✓ **New area for community orchard**
- ✓ **Protecting existing habitats and creating new ones, including the retention and extensive enhancement of the existing trees and hedgerows on-site**
- ✓ **Creating local jobs during the construction phase**
- ✓ **Investing in the local economy**
- ✓ **Financial contributions towards the improvement of infrastructure**



BUILDING FOR A HEALTHY LIFE (BHL)

Healthy placemaking has become an increasingly important matter, and arguably more so since the start of the COVID-19 Pandemic in March 2020. Well-designed places will encourage regular exercise in daily life, make it easier to walk and cycle to local services, facilities and work, and allow people to have a greater understanding of their natural environment, all of which can help support a greater sense of wellbeing.

Using the Building for a Healthy Life (BHL) design tool, the table on the following pages demonstrates how the proposals for the Land off Storridge Road, Westbury site have been shaped to create a place that maximises benefits for people and nature.

INTEGRATED NEIGHBOURHOODS		SCORE
Natural connections	✓ The planning application allows for 'edge to edge connectivity' facilitated by street tree planting where possible, running through the length of the Site and a number of traffic-free routes which pass through the Site's connected network of green spaces. ✓ A connected street network is achieved. ✓ The principles of 'filtered permeability' are achieved whereby the private drives/lanes create pleasant low traffic environments with pedestrian connections provide links to the public footpath which runs across the Site. ✓ A connected network of green spaces connects existing and new habitats, existing wildlife corridors, and create new movement corridors for nature. ✓ Majority of the existing vegetation is retained within the public realm, safeguarding their future retention, management and improvement.	
Walking, cycling and public transport	✓ The primary street is designed to accommodate a pedestrian footway along both sides of the carriageway. ✓ The lanes are to form shared surface street spaces. ✓ Footways along the primary street and secondary streets will provide a connected pedestrian network. ✓ All of the homes are located within easy reach of bus stop along The Ham.	
Facilities and services	✓ The new natural play area and community orchard located along the route of the new recreational path will create a focal point of community activity, enhanced with new, attractively landscaped areas of public open space.	
Homes for everyone	✓ At the detailed design stage, the homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences. ✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community. ✓ Affordable homes are to be distributed across the Site.	

DISTINCTIVE PLACES		SCORE
Making the most of what's there	✓ A thorough understanding of the Site has been gained by site visits and desktop research in order to appreciate the local area and how the Site's existing features can be incorporated into the design proposals. ✓ Existing features, such as landscape and ecological elements are used as "anchor features" to inform and shape the design proposals. ✓ The attenuation basin will form a key and integral part of the Site's green infrastructure, delivering both landscape and ecological enhancements. ✓ Existing habitats are to be protected and enhanced. New habitats are to be created.	
A memorable character	✓ New green spaces, and the existing and new landscaping within them will create places with a memorable character. ✓ The masterplan proposals create a design framework within which memorable spaces and building groupings will be created at the detailed design stage. ✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality.	
Well defined streets and spaces	✓ All streets will benefit from having active frontages. ✓ The streets and spaces are to be well-defined using buildings and landscaping to enclose and define spaces. ✓ At the detailed design stage, front doors will face streets and public spaces. Dual-aspect homes on street corners will have windows serving habitable rooms. ✓ The design proposals are based upon well-defined perimeter blocks.	
Easy to find your way around	✓ Legibility has been a key consideration from the outset of the design process. The streets have been designed to connect with one another and to be as direct as possible. ✓ The Development Framework Plan and Illustrative Masterplan demonstrates how streets are to be used as the main way to help people find their way around a place. For instance, the primary street will be distinguishable from the more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies, materials and boundary treatments.	

STREETS FOR ALL		SCORE
Healthy Streets	✓ The design speed for the Primary Streets and Secondary Streets will be 20mph and 15mph for the Lanes and Courtyards and Private Drives. ✓ Tree-lined verges and a focal green will be located along Primary Streets. The focal green will contain tree and shrub planting, and areas for doorstep play and seating. ✓ The shared surface nature and low design speeds of the Lanes and Private Drives will create streets that encourage more social interaction and street life, bringing wider social benefits. ✓ At the detailed design stage, new and existing landscape will provide layers that add sensory richness to a place – visual, scent and sound. ✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood.	
Cycle and car parking	✓ The DAS sets out both the car and cycle parking provision, which is to be provided in accordance with the Wiltshire Council Local Transport Plan 2011-2026 Car Parking Strategy and Cycling Strategy. The emphasis is on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. ✓ Cycle parking is to be secure, covered and overlooked. ✓ If used, parking courtyards will have properties within courtyard spaces with habitable rooms providing natural surveillance.	
Green and blue infrastructure	✓ The connected network of green spaces will maintain movement and feeding corridors for wildlife. ✓ The new recreational footways, the focal green and natural play areas will encourage physical activity and social interaction. ✓ The attenuation basin will capture and manage water close to where it falls. This feature will form an integral part of the development's green space to deliver a range of landscape, recreational and ecological benefits. ✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis. ✓ Natural surveillance opportunities are maximised from the adjacent dwellings and buildings and from the connected network of traffic-free routes.	
Back of the pavement, front of home	✓ At the detailed design stage, defensible space and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce Arcadian characteristics. ✓ At the detailed design stage, waste storage and utility boxes will be well-integrated. ✓ In places, such as the lanes, deeper front garden spaces will create opportunities for social interaction. ✓ If used and wherever possible, ground floor apartments with their own front doors and semi-private amenity spaces will be used to help to enliven the street whilst also reducing the amount of people using communal areas.	

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