

Land East of Showell Farm, Chippenham

Design and Access Statement

MAY 2026

Client Team



Masterplanning, Landscape,
Ecology and Arboriculture



Planning



Drainage and Utilities



Transport



Archaeology



Heritage

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Figure 1. Site Context (edp2272_sk005)

1. Introduction

Document Purpose and Structure

This Design and Access Statement (DAS) has been produced on behalf of Hallam Land ('the applicant') and forms part of the Outline Planning Application materials for Land East of Showell Farm, Chippenham ('the site').

In line with requirements set out within the *National Planning Practice Guidance* (Paragraph: 031 Reference ID: 14-031-20140306), the purpose of this DAS is two-fold:

- (a) explain the design principles and concepts that have been applied to the proposed development; and
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The DAS also explains the approach to access and how relevant policies have been taken into account.

This document also demonstrates how the design responds to the Ministry of Housing, Communities and Local Government *National Design Guide* (NDG) 10 Characteristics of Well-designed Places. This approach recognises that well-designed places have individual characteristics which work together to create its physical character. Embracing these ten characteristics helps to nurture and sustain a sense of community and positively address environmental issues affecting climate, and contribute towards meeting the themes for good design set out in the *National Planning Policy Framework* (NPPF).

NOTE: Please refer to the Site Location Plan (edp2272_d001h) for the definitive red line boundary. Some of the illustrative materials in this Design and Access Statement show a simplified red line, or do not include the highways area for the sake of clarity.

This document is structured as follows:

Chapter One: Introduction

Chapter One sets out the structure and purpose of the DAS and describes the applicant's over-arching vision for the site.

Chapter Two: Evaluation

Chapter Two summarises the findings of technical studies undertaken by the consultant team across a range of disciplines which accompany the planning application. From these technical studies, a series of constraints and opportunities have been identified which have formed the basis of the design process.

Chapter Three: The Design Evolution

This Chapter documents the evolution of the design proposals from conceptual work leading up to the final Illustrative Masterplan. The key influences are summarised along with the design decisions which have shaped the proposals. This Chapter also includes a brief summary of feedback received during early consultation and the stakeholder engagement process.

Chapter Four: The Proposal

Chapter Four sets out in detail what the development proposals comprise and the elements of the proposals which are 'fixed' (parameters).

Chapter Five: Summary

Chapter Five provides a concise summary of the key features and benefits of the proposals.



Vision

Land to the East of Showell Farm forms the natural extension to Rowden Park, with excellent connections into Chippenham. It offers the potential to deliver up to 400 high quality new homes, and a local centre with and a local centre with flexibility to include shops, commercial, business uses and community facilities..

The site benefits from a location well connected to the conveniences of town life whilst being on the doorstep to the Wiltshire countryside. The landscape-led masterplan is focused around the Riverside Park along the Avon, with mature trees forming a green spine through the site and providing numerous biodiversity, recreational and amenity benefits to new residents.



A vibrant mixed-use centre, with the flexibility to provide local shops, workspaces and/or community space, for the benefit of new and existing residents alike.



A riverside park on the River Avon, with pedestrian and cycle routes providing connectivity into the Rowden Park development and Chippenham town centre. New native planting and wetland features will provide biodiversity enhancements.



A diverse range of new homes, including affordable homes, built to modern energy efficiency standards with electric car charging facilities and convenient access to open spaces.



A sense of community created with new public spaces, a central park with play facilities, allotments and orchards and landscaped walkable streets and spaces, making the development inclusive and accessible.

Development Specification

- Up to 400 dwellings;
- A Local Centre, accommodating uses within classes E (commercial, business and service) and F2 (local community uses);
- Public open space, including natural green space, amenity green space, equipped and informal play spaces, allotments and community orchard;
- Creation of new vehicular, cycle and pedestrian access (B4528) including emergency access;
- Internal vehicular, cycle and pedestrian routes;
- Any required diversions to the PROW;
- Drainage infrastructure including attenuation basins;
- Utilities infrastructure; and
- Ground remodelling.

2. Evaluation

Planning Context

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was most recently published in December 2024 (as amended February 2025) and sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which locally-prepared plans can provide for housing and other development in a sustainable manner.

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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” - NPPF 2024

A new draft NPPF was released for consultation, which ended 10 March 2026, outlining further reforms. These include a default 'yes' to well-located housing and promotion of higher densities of 40+ dwellings per hectare in well connected places.

Local Plan

Wiltshire Core Strategy (2015)

The Wiltshire Core Strategy, adopted in 2015, sets out the strategic planning policy for Wiltshire and covers the period up to 2026.

Core Policy 1 – Identifies the settlements where sustainable development will take place. Chippenham is identified as a principal settlement and therefore a focus of *“significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment”*.

Core Policy 41 – Encourages new development to incorporate design measures to reduce energy demand.

Core Policy 50 – Requires proposals to demonstrate how they will protect features of nature conservation and geological value, securing the integrity of local ecological networks and provision of ecosystem services and seeking opportunities to enhance biodiversity.

Core Policy 51 – Requires development to protect, conserve and where possible enhance landscape character, mitigating as far as possible any negative effects through sensitive design and landscape measures.

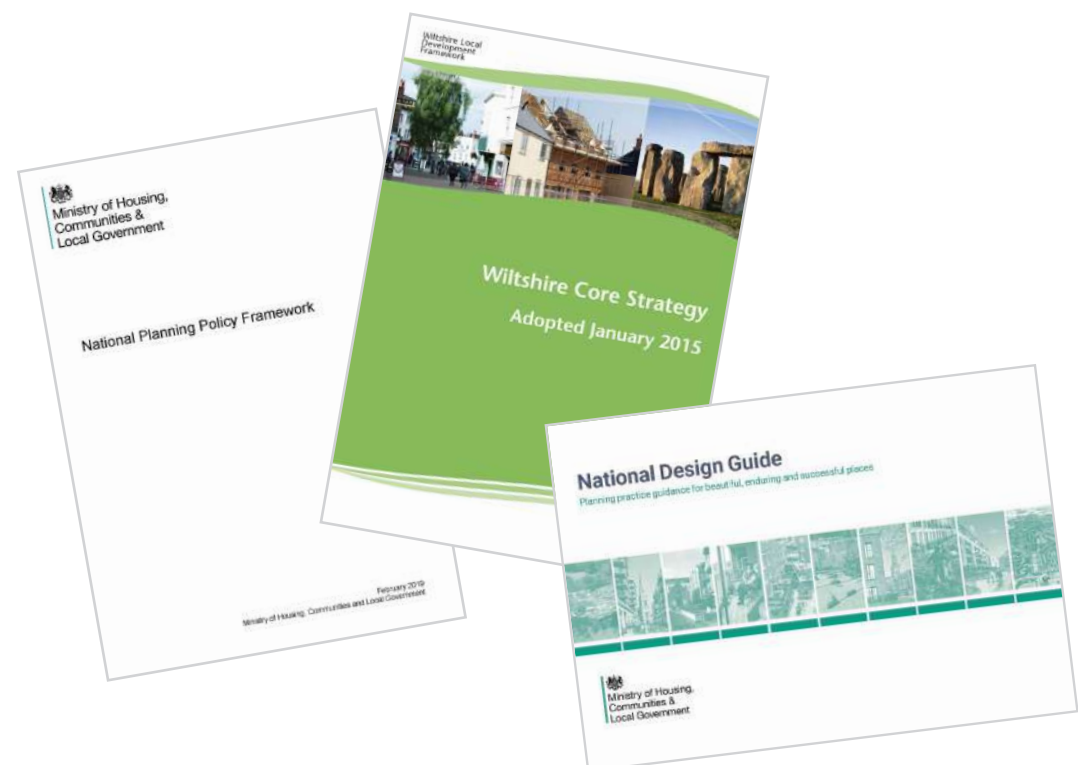
Core Policy 52 – Requires development to make provision for the retention and enhancement of green infrastructure and ensure that suitable links to the network are provided and maintained. The provision for accessible open spaces should be in accordance with the requirements of the adopted Wiltshire Open Space Standards.

Core Policy 57 – Seeks high quality design and place shaping. Securing a strong sense of place through drawing on the local context and being complementary to the locality, relating positively to its landscape setting and the existing pattern of development. It also requires retention and enhancement of important landscaping natural features, making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area.

Core Policy 58 – Requires development to protect, conserve and where possible enhance the historic environment in a manner appropriate to its significance.

Core Policy 61 – Requires new development to be located and designed to encourage the use of sustainable transport and reduce the need to travel by private car.

Core Policy 67 – Requires new development to include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground, such as through the use of sustainable urban drainage.



Submitted Local Plan

The Council has been progressing a new Local Plan for the period 2020-2038. The draft Wiltshire Local Plan 2020-2038 was submitted for Examination on 28 November 2024 and demonstrated a commitment for continued growth at Chippenham, as a principal settlement and economic and service centre within Wiltshire. The application site was included as a location for development along with neighbouring land to it's east.

Planning for Chippenham (September 2023) is an evidence base document to the Draft Local Plan and explains the context and rationale for growth in this location. It identifies the site and the influencing factors that support its selection of the site and confirms that it does not appear to have any overriding significant impacts that justified excluding the site at the review stage.

On Friday 27 February 2026, Wiltshire Council received the response from the Inspectors to the proposed programme of work submitted to them on 30 January 2026. The Inspectors set out two options for the council, to either (i) withdraw the Local Plan from examination or (ii) request that the Inspectors draft a final report (which would recommend non-adoption). Wiltshire Council are planning to take a report (recommending proceeding with one of these two options) to the scheduled Cabinet (6 May) and Council (19 May) meetings in May 2026.



Figure 2. NDG 10 Characteristics of Well-designed Places

Chippenham Neighbourhood Plan 2023-2036

The Chippenham Neighbourhood Plan was made on 29 May 2024 and now forms part of the Wiltshire Council Development Plan, with its policies given full weight when assessing planning applications affecting land within Chippenham Parish. The site is not within the Neighbourhood Plan boundary, but adjacent to it.

There are a number of key objectives for the Plan, that include the creation of a strategic green corridor of open space along the River Avon, creating a network of inter-linked green spaces across the town and through into the surrounding countryside; promoting sustainable transport by improving infrastructure and making modal shift easier in favour of public transport, walking and cycling; provision of electric vehicle charging infrastructure; and encouragement of Business Incubator Units – small scale office spaces that specialise in supporting the growth of new and early stage businesses.

Design Policy Review

As part of the masterplanning process, The Environmental Dimension Partnership Ltd (EDP) have reviewed the policy and guidance documents relevant to design at the national and local governmental levels.

National Design Guide

The National Design Guide was updated in January 2021 and provides an illustrated guide to the delivery of good design. It focuses on the best practice principles to deliver places that are fit for purpose, durable and bring delight. It is structured around the '10 Characteristics of Well-designed Places' as depicted in the diagram (Figure 2).

The Wiltshire Design Guide (2024)

The Wiltshire Design Guide sets out a context-led approach to development that prioritises reinforcing local character. It emphasises an understanding of the landscape setting, settlement pattern, and historic grain of towns and villages, and translating that into well-proportioned streets, coherent building forms, and high-quality public spaces. Key themes include walkability, connected street networks, and mixed-use development, alongside careful attention to materials, scale, and detailing so new buildings sit comfortably within their surroundings. The guide also places importance on sustainability, biodiversity, and climate resilience, arguing that good design is not just aesthetic but functional, adaptable, and rooted in place.

Surrounding Development Context

Rowden Park

Rowden Park is a 126 hectare (ha) consented development to the north of the site, the first phases of which are already under construction and homes are occupied. The vision for Rowden Park is to create a new Garden Village and Riverside Park capable of delivering up to 1,000 homes. The design of Rowden Park seeks to create a strong identity and sense of community through a close engagement with the site's landscape setting and historic character.

The development includes a local centre with a food store and other small retail units, a healthcare facility and a new 210 place primary school. Improvements are planned to the A350 junctions and the proposed routing of the bus service into the site.

Figure 3 shows the Land to the East of Showell Farm located directly to the south of Rowden Park. The site is strongly associated with it and forms the next logical development phase in line with the pattern of recent sustainable growth in Chippenham. The landscape context and character of the site shares that of Rowden Park, creating a continuation of the proposed Riverside Park and active travel connections to the town.

Southpoint Business Park

West of the site, adjacent to the A350 is Southpoint Business Park, some 50,000 sqm of employment space. This was completed in December 2025 and is occupied by Siemens.

Former Showell Nursery

Development is consented immediately north of the site at the former Showell Nursery, for some 120 dwellings.

The Riverside Park

The Riverside Park is an extensive, semi-rural open space alongside the Rowden Park development, which will be a major recreational and ecological asset for the whole of Chippenham. Lying alongside the River Avon, the park forms a green finger that connects northwards to Chippenham Town Centre. It connects at Avenue La Fleche, where upgrades to the path network have already been carried out as part of the Chippenham Avon Project (a segment referred to as 'Reach 1') to deliver a flood proof 3m wide shared use route as far as Gladstone Road.

The works underway/already completed at the Riverside Park include the delivery of the 'Rowden Mile' - a new pedestrian and cycle route linking the Rowden Park site to Avenue La Fleche (and onwards to the town centre) which will be reachable in under 20 minutes. This infrastructure has created an attractive, traffic-free active travel route that forms a genuine alternative to car travel.

The Land East of Showell Farm site ties directly into this network of new routes via existing public rights of way, as shown on **Figure 3**. As well as the primary, paved shared footpath/cycleway routes (shown with dotted yellow lines), a secondary network of nature trails, boardwalks and paved paths and cycleways are integrated within the park to provide recreational access.

Ecological and landscape enhancements are planned, including planting of new copses, reinforcement of hedgerows and management of grasslands to create wet meadows and wildflower meadows. Interpretation boards are included to increase awareness of the history of the site as battlefields during the English Civil War.



Photographs showing the implemented 'Rowden Mile' active-travel route through the riverside park.



TO CHIPPENHAM
TOWN CENTRE

RIVERSIDE
PARK

LOCAL
CENTRE

SOUTHPOINT
BUSINESS PARK

ROWDEN
PARK

SOUTHPOINT
BUSINESS PARK

FORMER
SHOWELL
NURSERY

FOOTPATH AND CYCLE
PATH CONNECTIONS



Site Boundary



Other Land in Applicant's Control



Opportunities for extension to foot/
cycle path connections

Figure 3. Surrounding Development Context Plan

Strategic Location

Located approximately 38km east of Bristol and 32km south-east of Swindon, Chippenham is a strategically important town within the county of Wiltshire and the administrative area of Wiltshire Council. The importance of the town is in part due to its location on a main railway line and the M4 corridor. With a population estimated to reach nearly 50,000 by the 2030s there is a strong need for high quality development in Chippenham.

Figure 4 shows the geographic relationship of Chippenham with other principal settlements in the region. Chippenham is highly accessible by road and rail with excellent connections to Bristol, Bath, Swindon and London using the railway network - thus reducing the need for more unsustainable car journeys.

Figure 5 opposite shows the site location at the settlement scale, on the southern edge of Chippenham. The B4528 is a key route into the town centre and, linking in with the A4 and A350, provides a fast connection towards the motorway and the rail station.

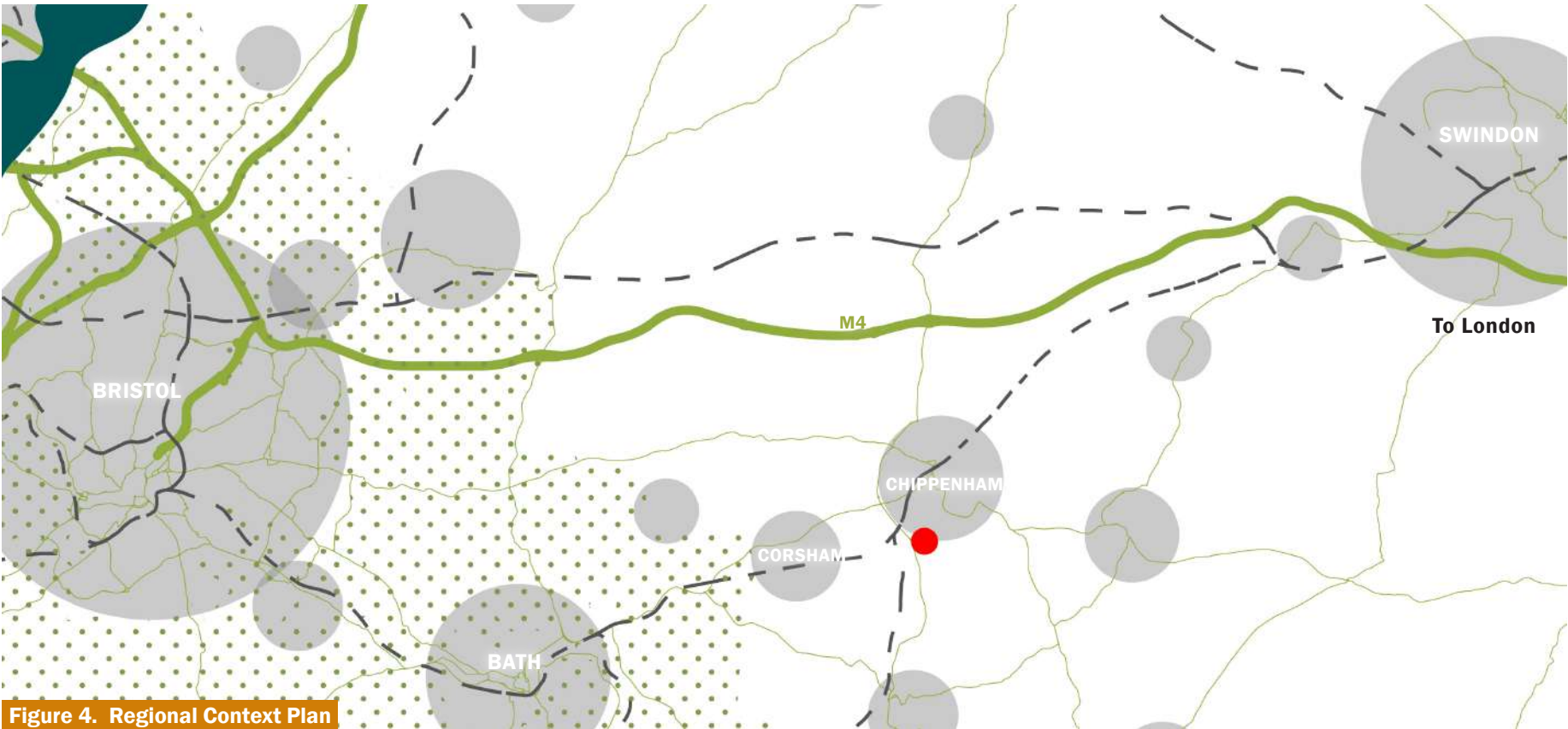
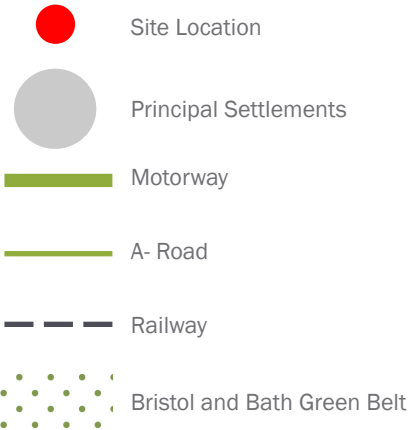


Figure 4. Regional Context Plan

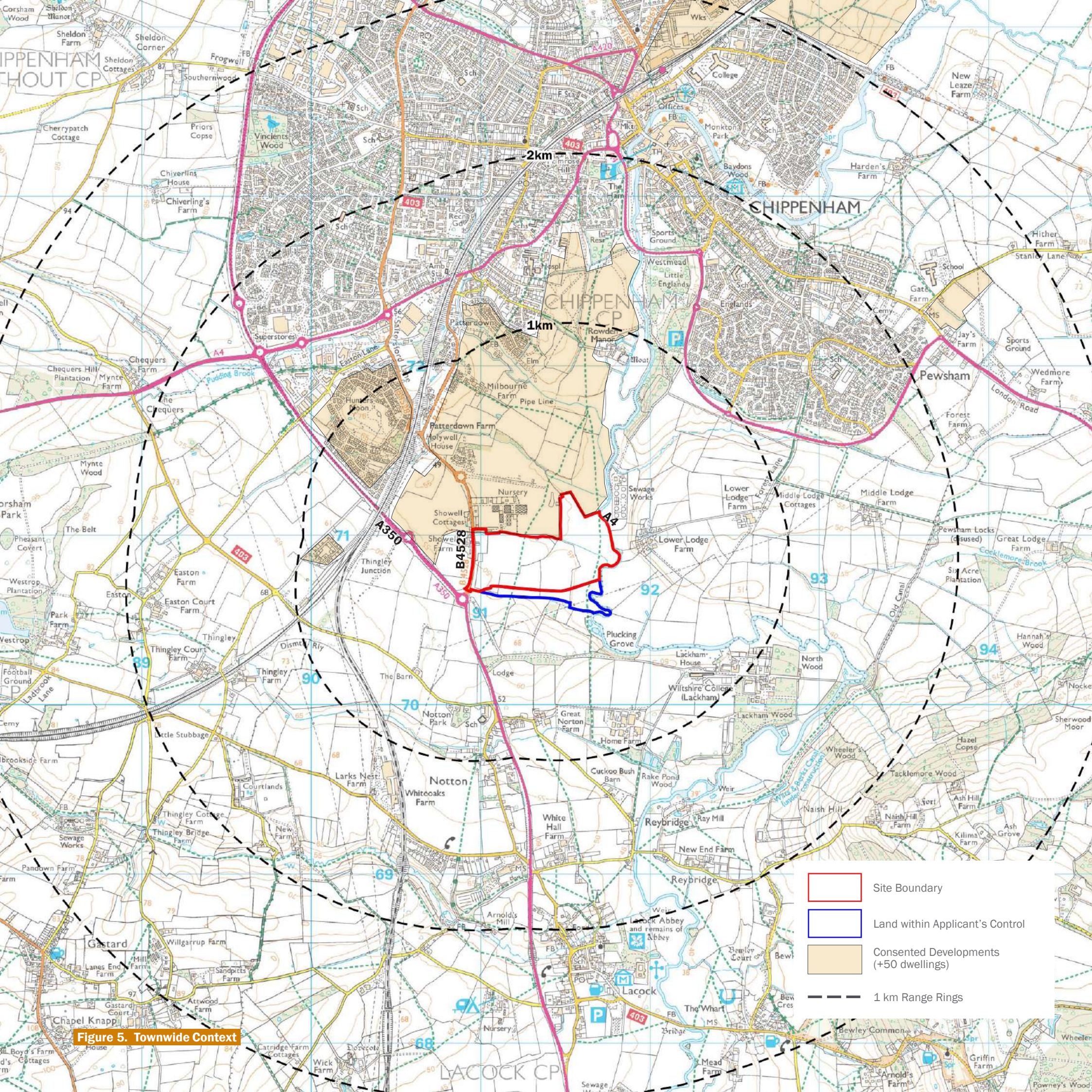


Figure 5. Townwide Context

Site Description

- The site comprises five fields, currently in agricultural use, as shown in **Figure 6**;
- Several mature hedgerows with trees form a strong landscape feature, linking together to form a green infrastructure corridor zig-zagging diagonally from south-west to north-east. The hedgerow culminates in a small copse on the northern boundary;
- Further hedgerows divide the southern fields and mark the peripheries to the site;
- The northern boundary is formed predominantly of mixed hedgerows, with some short stretches of timber or wire fencing. A single property lies to the north-western edge;
- The site's northern boundary wraps around the southern and eastern edge of the proposed residential development at Rowden Park (Phase 5 of that development, which is under construction);
- The majority of the two eastern fields lie within the Avon Valley floodplain, and the site's eastern boundary is formed by the meandering channel of the Avon;
- To the west, the site is bound by Patterdown Road (B4528), with Grade II Listed Showell Farm, Granary and Barn located on the opposite side to the north-west of the site;
- Opposite Showell Farm, in the north-western corner of the site, a newly planted hedgerow forms a rectangular enclosure. This enclosure contains a small shed and walled area within it; and
- The site has two public rights of way (PRoW) passing through it from north to south, centrally and alongside the Avon.



Central hedgerow



View east across Avon Valley



River Avon and flood plains



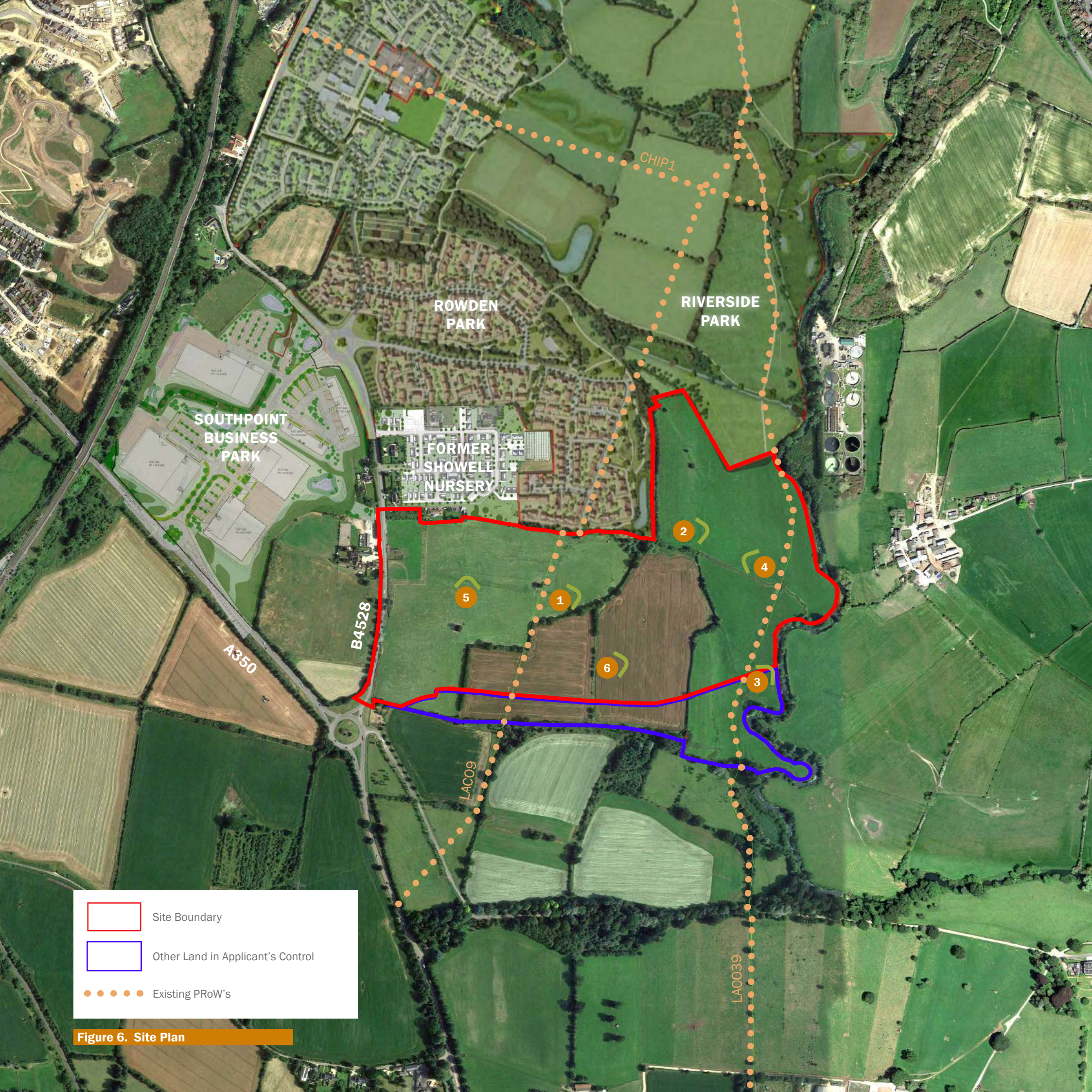
View west along ditch from eastern edge of site



Northern field looking towards northern boundary



View over eastern fields



Site Boundary

Other Land in Applicant's Control

Existing PRoW's

Figure 6. Site Plan

Site Connectivity

Walking and Cycling

Two public rights of way cross the site from north to south, one centrally and linking into Phase 5 of Rowden Park to the north, and a further footpath along the Avon Valley. Both of these routes provide onward access to the Riverside Park being delivered by the Rowden Park development and providing a continuous high quality link into the centre of Chippenham. To the south of the site, Footpath LAC09 terminates at the A350 whilst Footpath LAC039 connects to Lackham College and the wider PRoW network providing access to Lacock village and rural Wiltshire. To the north the footpaths connect with Footpath CHIP1 providing access to Chippenham town centre.

Rail

Chippenham railway station is located in the town centre, approximately 3.7km away. It is reachable by bus or a cycle ride, or a seven minute drive.

The station has services to:

- London Paddington - 1 hour 10 minutes;
- Bath Spa - 12 minutes;
- Bristol Temple Meads -27 minutes;
- Swindon - 16 minutes; and
- Westbury - 26 minutes (via Melksham and Trowbridge).

Bus

There are two services, the X34 and the 55 that pass the site and the following improvements are planned as part of the Rowden Park infrastructure proposals:

- The X34, which runs every 30 minutes, will be diverted through Rowden Park. An increased service (to every 15 minutes) during the peak hours and extended services to cover the early morning and later evening are also proposed. There is a possibility to introduce a weekend service; and
- Service 55 which operates between Swindon, Woodshaw, Royal Wootton Bassett, Calne and ending at Chippenham Railway Station, could be extended to Rowden Park.

Figure 7 also indicates the existing bus stop opposite Showell Farm, immediately adjacent to the site. Furthermore, proposed bus stops within the Rowden Park site will provide a closer walk to properties on the eastern side of the site.

Local Facilities

Education

The nearest primary school will be within the Rowden Park development to the north of the site. Of the existing schools in the area, they include Charter Primary School, King's Lodge Primary School, St Mary's Catholic Primary School, Queen's Crescent School and Frogwell Primary School. The nearest Secondary schools include Sheldon School, Hardenhuish School and Abbeyfield School.

Wiltshire College and University Centre Lackham is located near the site to the south, off the A350 roundabout.

There are several pre-school facilities near the site, including Busy Bees (near Sainsbury's along A350).

Health

Chippenham Community Hospital is located 1.5km to the north. The Rowden Medical Partnership is located just north of the hospital and a dental practice is also within the hospital complex.

Retail

Chippenham Town centre offers a wide range of shopping and services. More locally, a large retail park near Chequers raundabout offers a variety of supermarkets such as Sainsbury's a and M&S Foodhall. Further out of town retail is available nearby at the Pheasant roundabout. The proposed local centre at Rowden Park will also include a foodstore and other retail units, within a 10 minute walk. A beauty clinic is located immediately to the north of the site.

Leisure

Chippenham has a number of active sports clubs, with a hub to the north where the Chippenham Harriers running club, Chippenham Town Football Club, Hockey and Badminton Clubs are located.

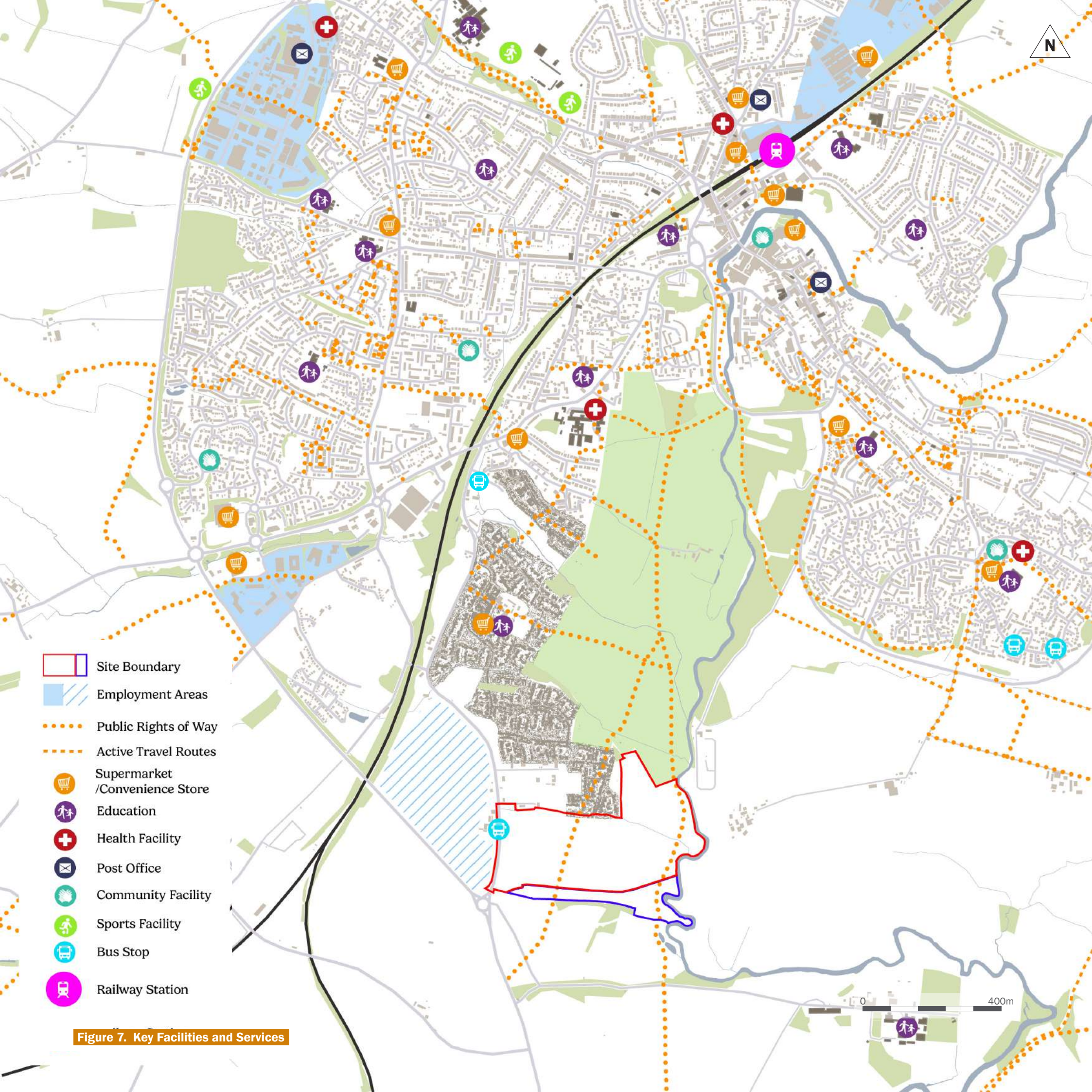


Figure 7. Key Facilities and Services

Historic Evolution of Chippenham

Historically, Chippenham was centred on a meander of the River Avon with growth following key routes alongside the valley.

The arrival of the railway resulted in associated growth to the west of the Avon, still broadly following the pattern of growth along the valley edge.

The arrival of the M4 and car-centric post-war suburban development shifted the balance away from the historic significance of the town’s relationship with the river.

Rowden Park demonstrated that its development provided an opportunity to rebalance the growth of Chippenham by situating it along a historic transport route overlooking the River Avon.

Land East of Showell Farm follows the Rowden Park growth pattern and extends slightly further along the river corridor, consistent with the recent pattern of growth.

The site evolution follows a pattern of development works with the historic structure of the town and addresses the relationship to the river and town centre that is a fundamental aspect of Chippenham’s unique sense of place.

Figure 8 illustrates the evolution of Chippenham through the town’s key periods of growth, from the medieval origins of the town to its Victorian neighbourhoods, to the 20th century and recent development.

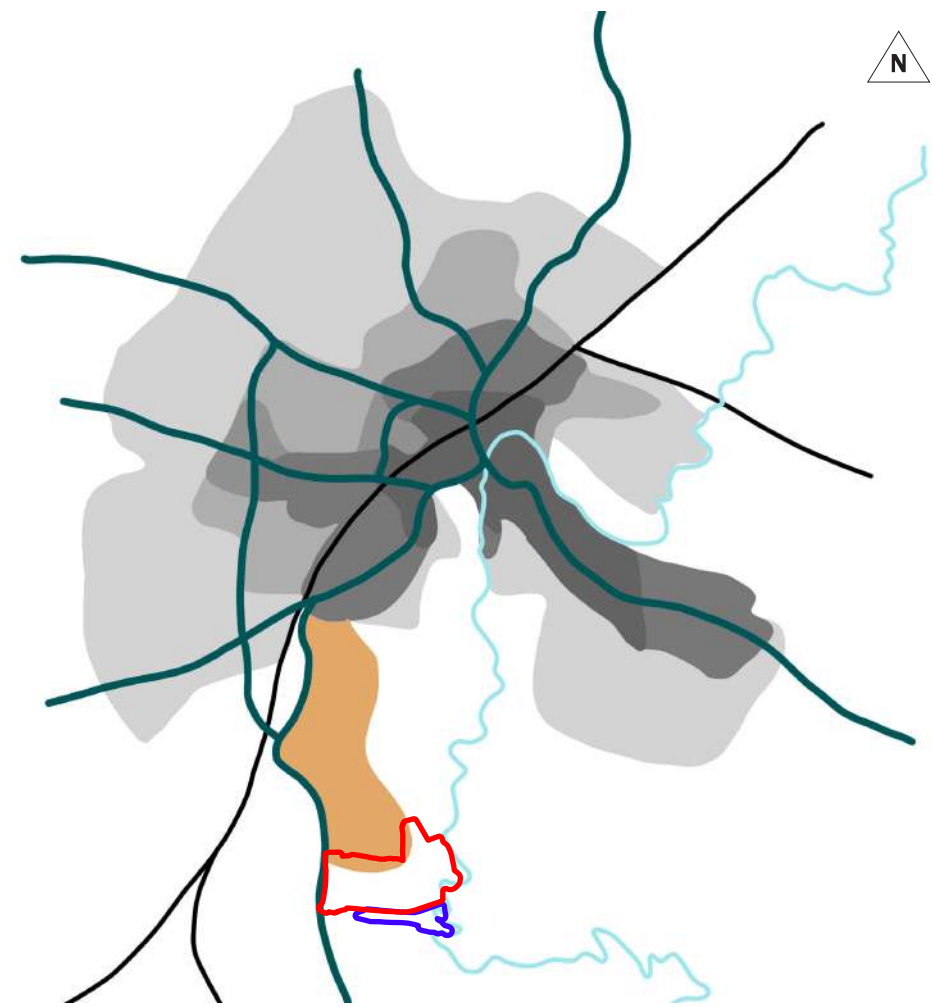
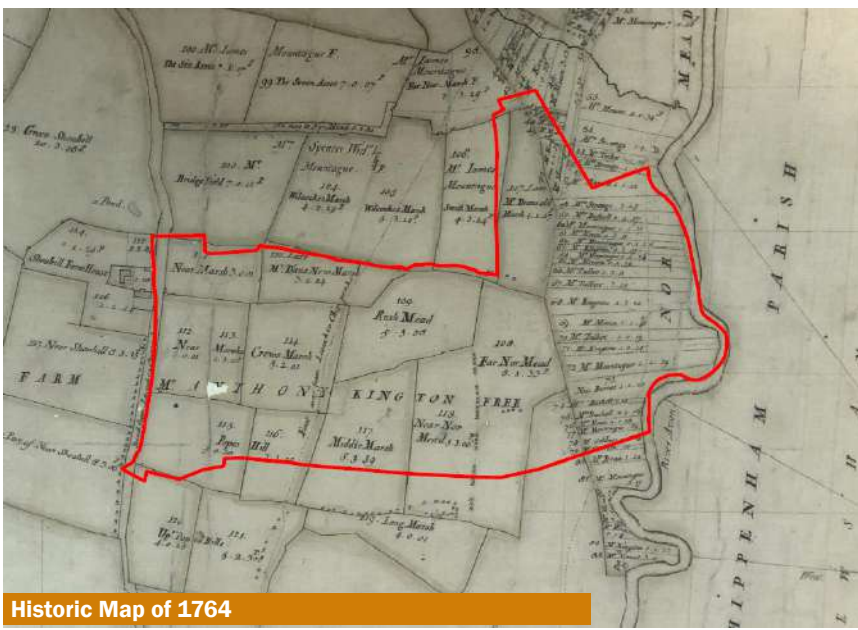


Figure 8. Settlement Evolution Plan



Heritage and Archaeology

A Heritage Assessment has been carried out, which accompanies the application and identifies a number of listed buildings located within the immediate and wider vicinity of the site. There are no designated archaeological or built heritage assets located within the site.

Within the 500m study area of the site there are 4 grade II listed buildings as shown on **Figure 9** below. They include:

- Showell Farmhouse (NHLE1022145);
- The granary to the south of Showell Farmhouse (NHLE1363926);
- The barn to south-east of Showell Farmhouse (NHLE1198151); and
- Front Lodge, Lackham College.

A shelter shed within a stone wall enclosure, which forms part of the Showell farm complex, is located within the site, considered as a non-designated heritage asset. The shelter shed itself has been the subject of insensitive alteration over the years.

An appropriate masterplan response is identified to respond sensitively to the setting of the identified heritage assets, to allow an appreciation of the farmhouse within a landscaped setting.

The southern boundary of Rowden Conservation Area is located some 45m north of the site. The conservation area centres on the listed and scheduled Rowden Manor complex c.750m north/north-east of the site. It includes the agricultural land around the manor complex. Visual effects are considered as part of this application.

The site has a high potential for archaeological remains dating to the prehistoric periods. A geophysical survey and evaluation trenching has revealed a series of rectilinear and D-shaped enclosures as well as a number of ring ditches and linear features of prehistoric and Romano-British date. Remains of medieval ridge and furrow cultivation are also present which are of local significance. Based on the known archaeology within the site and subject to flexible design and mitigation responses, archaeology is not considered to preclude or to represent a constraint on the potential development of the study site. A programme of archaeological mitigation excavation and recording will be undertaken as a condition of planning permission.

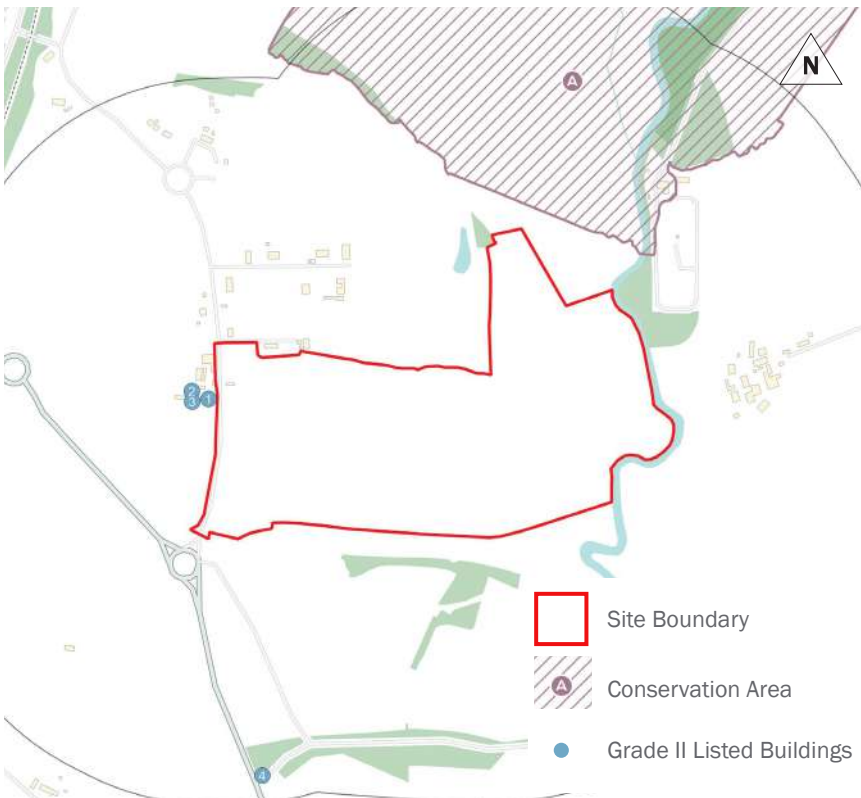


Figure 9. Designated Heritage Assets within 1km Study Area



View towards Showell Farm from the site with shelter shed and enclosure in foreground

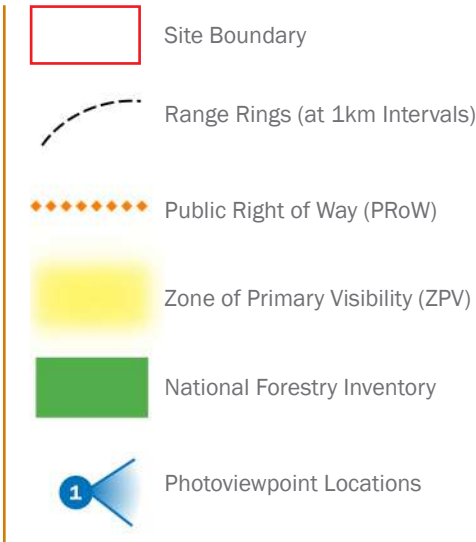
Landscape and Visual Assessment

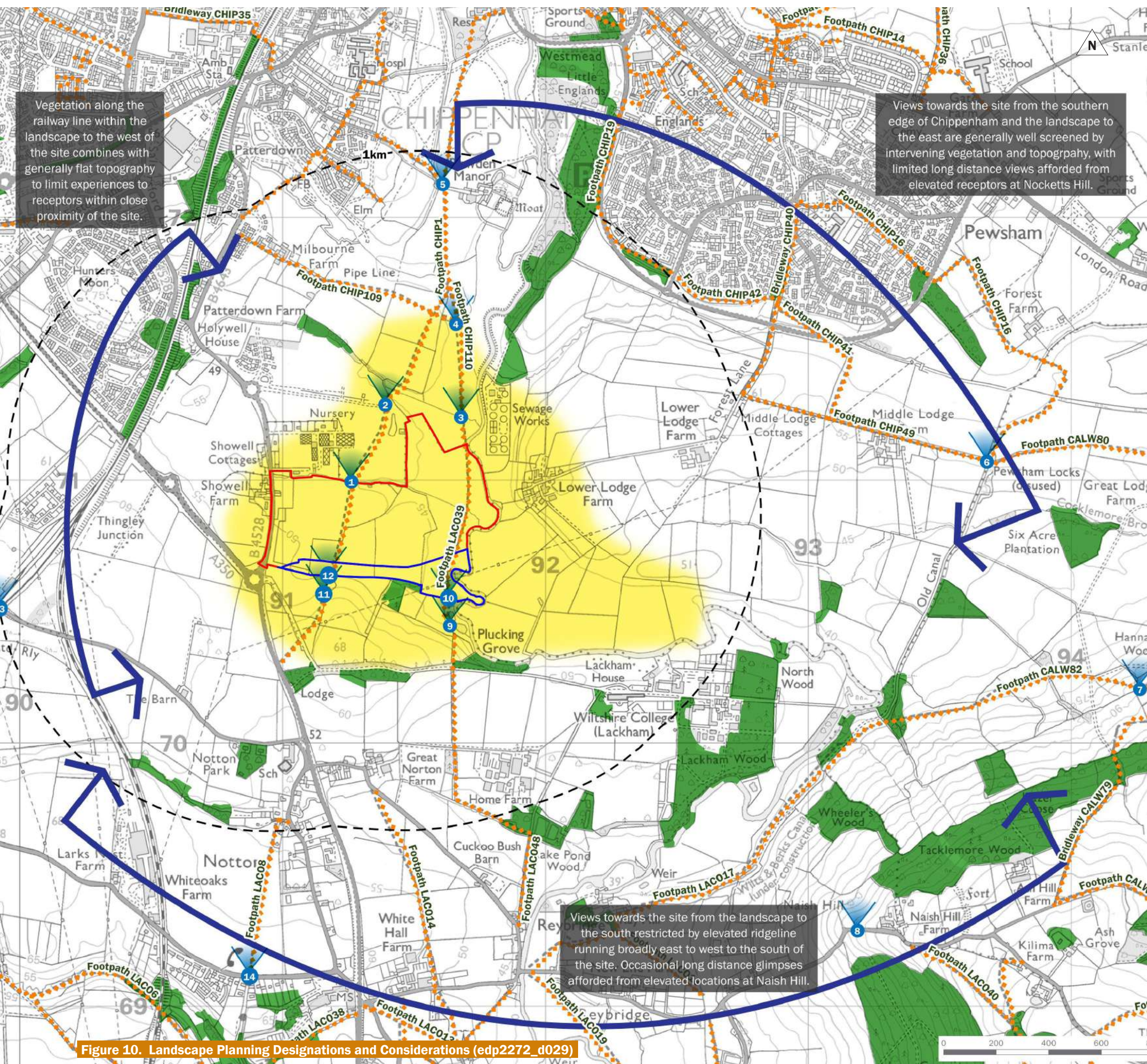
The application is accompanied by a Landscape and Visual Assessment in order to establish the landscape character and visual constraints of the site. There are no landscape designations covering the site or the immediate area.

A landscape-led approach has been taken with the design of the masterplan, focused on an appropriate response to the on-site and surrounding environmental context. Some 60% of the site is open space, which includes a Riverside Park, and area of natural open space adjacent to the Avon that will be managed sensitively for biodiversity enhancement. Links to the existing PRoW will be created and a network of paths will connect northwards to link into the park delivered by Rowden Park.

Consideration to be given to topographic changes across the site and resultant visual impacts have been assessed as part of the proposals. Views into and out of the site are to be controlled by the creation of new areas of planting and retained and strengthened hedgerow features that filter and enclose new development parcels, in keeping with the character of existing shelter belts.

Existing vegetation will be retained wherever possible. The retained natural features such as the hedgerows and veteran trees along the site boundary and centrally within the site, create green corridors through which to structure the development parcels incorporating appropriate off-setting. The proposals will improve upon the existing features by creating new areas of open space and new habitat provision.





Topography

The terrain in and around the site is generally fairly flat due to the relationship with the Avon Valley. To the south-east the land rises to form a ridge with a high point at Bowden Hill at 180m aOD. Closer to the site, immediately south a minor landform rises to 68m aOD, creating a visual barrier.

Within the site the highest point is in the south-west corner at an elevation of 51m aOD. The site slopes down in broadly a north-easterly direction towards the River Avon, which is at an elevation of 41m aOD. A minor valley is formed by a ditch with a west to east alignment, following the northern boundary and connecting across to join the Avon.

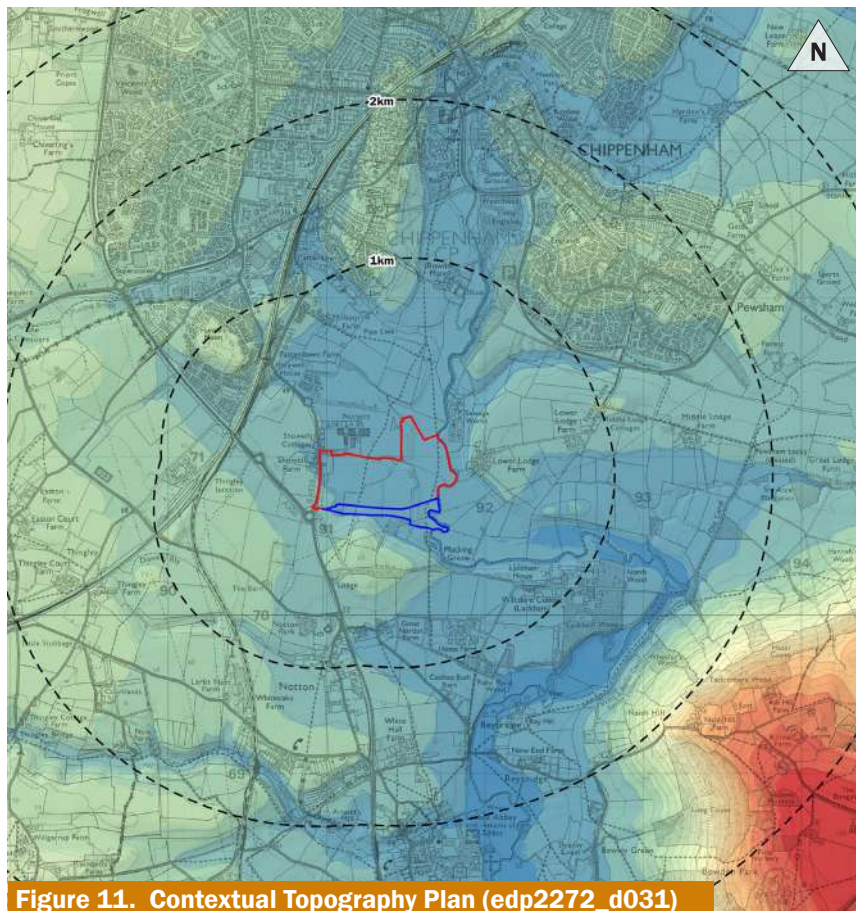


Figure 11. Contextual Topography Plan (edp2272_d031)

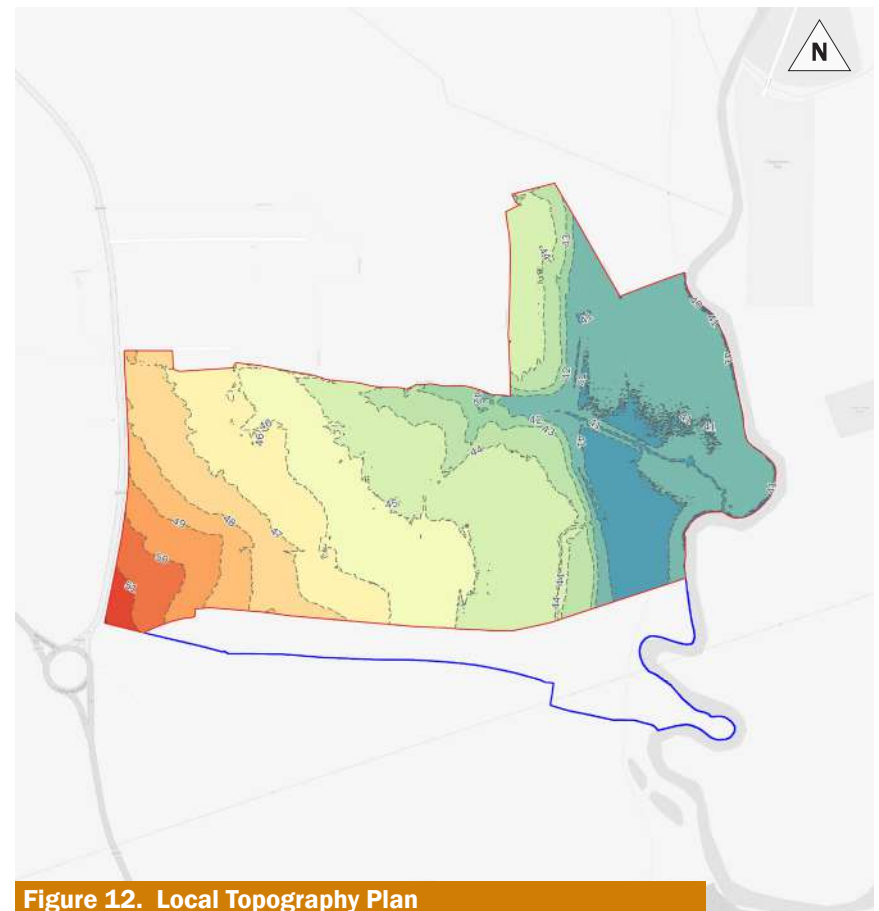


Figure 12. Local Topography Plan

Arboriculture

The site and its immediate surroundings do not contain any Tree Preservation Orders (TPO) or Ancient Woodland, nor is the site within a designated conservation area.

A BS 5837:2012 compliant tree survey of all trees within and adjacent to the site was undertaken, identifying individual trees, groups of trees, and hedgerows. There are some category A and category B trees of good value, with the majority being of poorer value. There are three veteran trees within the site boundary. The proposals will look to retain all high-quality trees where possible; the majority of trees lie along a hedgerow boundary that crosses diagonally through the site, south-west to north-east and along the periphery of the site boundary.

The three veteran trees are located in the central, and northern sections of the application site. Full information on these features is provided in the arboricultural baseline report, and illustrated on the plan below.

Overall, the items identified across the application site are primarily of low value, with the exception of six category A items and 15 category B items. The majority of category A and B items are spread out throughout the centre and the periphery of the Study Area and are proposed to be retained.

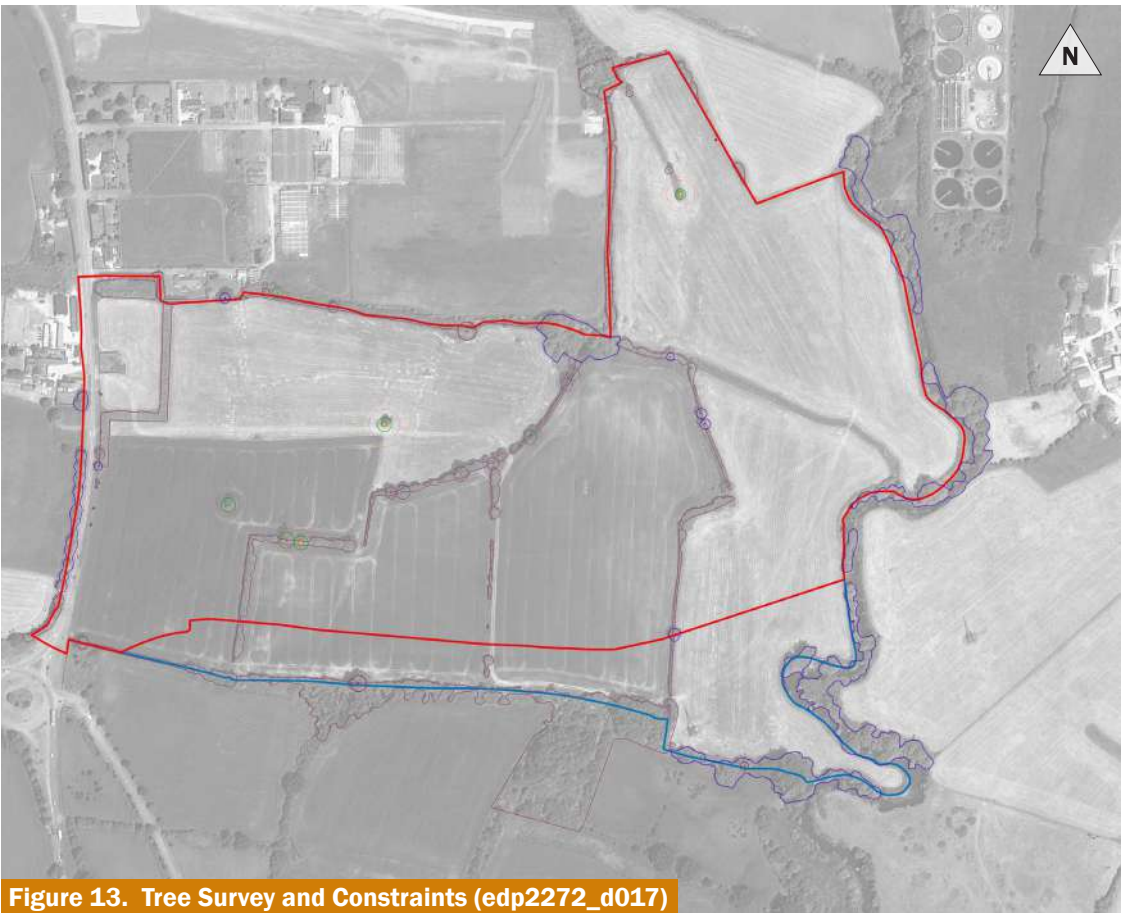


Figure 13. Tree Survey and Constraints (edp2272_d017)



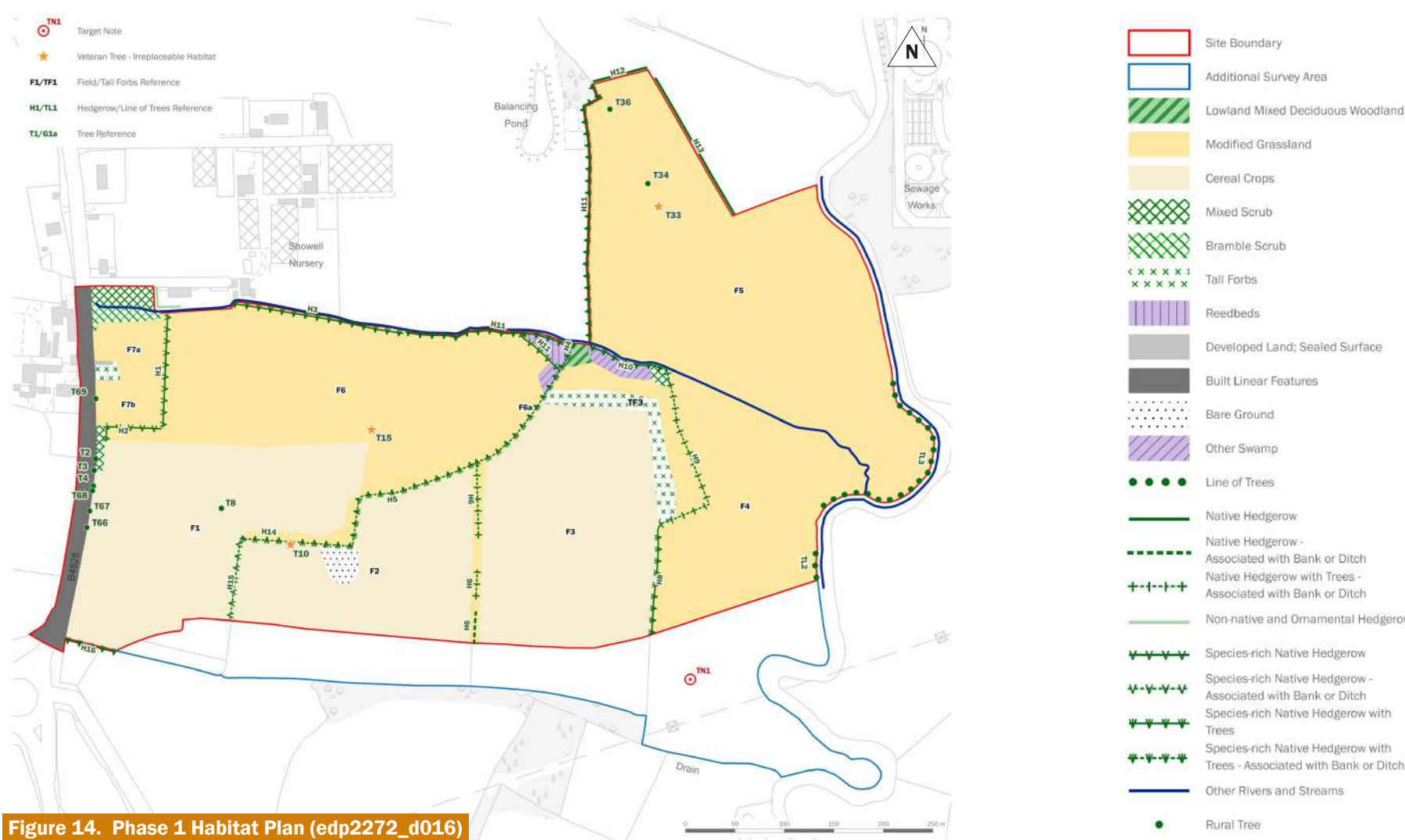
Ecology

No statutory designations cover the site. There is one Internationally designated site (Bath and Bradford-on-Avon Bats SAC) within a 10km radius of the site, two Nationally designated sites within 5km (SSSIs), and one County-level designated site (LWS) within 2km.

A habitat assessment has been undertaken for the site, reporting mixed scrub, lowland mixed deciduous woodland, reedbeds, other swamp, hedgerows and a stream. There are also three Veteran trees within the Site which are an Irreplaceable Habitat.

Protected Species surveys have been carried out, informed by the habitats present on the site, some of which are reported to have Local-level or greater importance include birds (breeding), bats (roosting, foraging and commuting), otter, and beaver.

The site is low value arable land and modified grassland field margins, and therefore the development offers an opportunity to enhance the ecological value of the site, achieving a net gain in biodiversity of at least 10% in terms of both Habitat Units and Hedgerow Units. This increase will bring a long-term local benefit to protected species currently present at the site and within the local area.



Flood Risk and Drainage

The majority of the site lies within Flood Zone 1, being an area of low probability of flooding and outside both the 1 in 100 and 1 in 1,000-year flood events. The eastern part of the site, adjacent to the river Avon, lie within Flood Zones 2 and 3. A Food Risk Assessment (FRA) has been prepared to support the application which considers risk of flooding from fluvial, pluvial and groundwater. The FRA concludes that the site is suitable for development from a flood risk perspective. A key objective for development will be to ensure that any surface water run-off arising from development can be adequately managed through Sustainable Drainage System (SuDS) measures.

Areas within the flood plain are retained as natural open space, and surface water run-off will be collected and conveyed to the proposed infiltration basins at the eastern edges of the site, with flows managed for discharge into the River Avon.

Technical Appraisal

Utilities

A foul drainage network will be located within the development roads and will employ a point of connection agreed with Wessex Water and offered for the adoption of Wessex Water.

There is an overhead 33kV electricity line that crosses from the south-west corner to the top of the site.



Figure 15. Flood Map for Planning - Fluvial Flooding
(Source: Environment Agency - Brookbanks Flood Risk Assessment)

-  The Site
-  Extent of Extreme Flood - Flood Zone 3
-  Extent of Extreme Flood - Flood Zone 2

Design Influences and Opportunities Summary

The following points summarise the analysis of the design influences at, and surrounding the site. Key elements of this analysis are illustrated graphically on the plan opposite and described as a series of influences and opportunities below:

Access and Connectivity

- A primary access for vehicles, cyclists and pedestrians is to be taken from the west with a new junction off Patterdown Road (B4528);
- A second access point is provided further north for emergency vehicular access, cyclists and pedestrians; and
- Two existing PROWs through the site should be retained and integrated into the POS network.

Landscape and Visual Context

- Existing blocks of mature woodland and hedgerows, and individual trees in the landscape are to be retained wherever possible;
- Consideration to be given to topographic changes across the site and resultant visual impacts; and
- Views into and out of the site to be controlled by the creation of new woodland and hedgerow features, filtering and enclosing new development parcels in keeping with the character of existing shelter belts.

Ecology

- Exploit opportunities for enhancement of biodiversity – including the network of woodland habitats of intrinsic ecological value in the local context.

Arboriculture

- Seek to retain the mature hedgerows and trees within the site; and
- Protect the three veteran trees located in the site by incorporating sensitively within green space.

Heritage

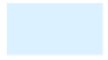
- An appropriate masterplan response is identified to respond sensitively to the setting of the identified heritage assets; and
- The shelter shed within a stone wall enclosure, which forms part of the Showell farm complex, is located within the site, considered as a non-designated heritage asset. The shelter shed itself has been the subject of insensitive alteration over the years, however a more sensitive approach has been taken when considering the extents of the proposed built form.

Drainage

- New SuDs attenuation features to be created to the east of the development to manage run-off on-site; and
- All built development sits within Flood Zone 1 and outside surface water flood risk areas.

Utilities

- The 33kV electric overhead line will be placed underground.

	Site Boundary
	Listed Buildings
	Rowden Conservation Area
	Flood Zone 2 and 3
	Non-designated Heritage Assets
	Overhead Electric Line (33kV)
	Overhead Electric Line (132kV)
	5m Contours
	Public Rights of Way
	Existing Pedestrian Access Points
	Existing Vegetation
	Trees and Hedges with Root Protection Areas
	Veteran Tree and Offset

3. Design Evolution

Public Consultation

Public Consultation

A public consultation website (www.showellfarmconsultation.co.uk) was created to seek local opinion on the proposals. The website content is shown in **Figure 17**.

The website presented the information relevant to the site, including the evolution of the concept plan and key design features. It also provided information in relation to the sustainability credentials that are embedded into the masterplan and those to be delivered through the construction of the scheme. A5 flyers were printed and posted to circa 200 properties within the local area, directing them towards the website, where they were encouraged to give feedback via the online form by Friday 17th of April. Chippenham Town Council, Lacock Parish Council and the Ward Member were notified of the public consultation event.

Full details of the consultation responses received are summarised in the Planning Statement.

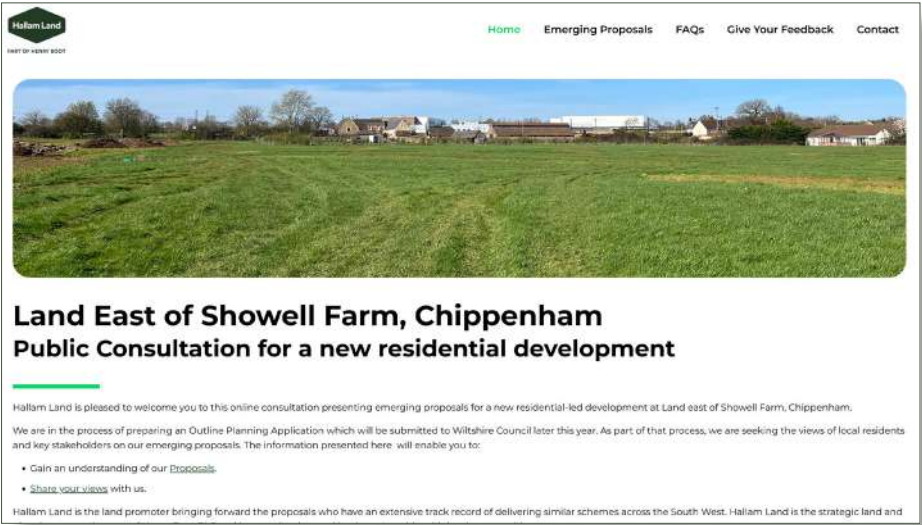


Figure 17. Public Consultation Website Pages

4. The Proposal

Fixed Elements

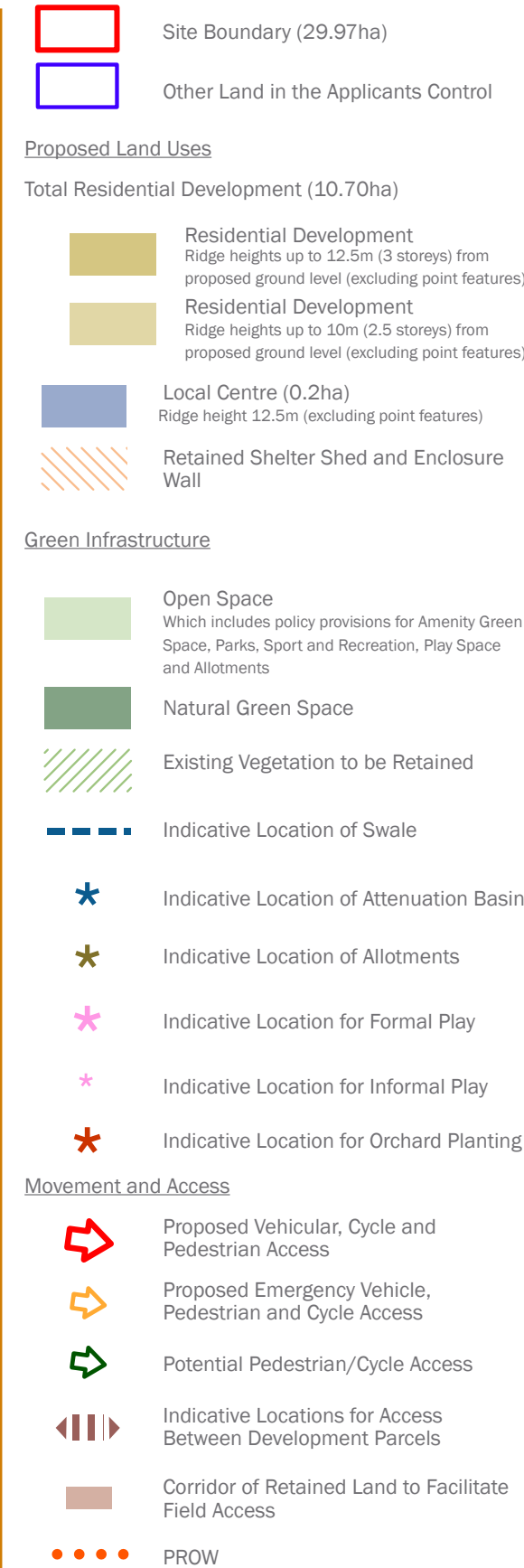
The fixed elements establish the key aspects of the proposal which are fundamental to delivering the proposals.

Parameter Plan

The Parameter Plan establishes the broad distribution of land uses and the primary site access positions - the key aspects of the proposal which are fundamental to delivering the application. It fixes these parameters to deliver the following:

- Up to 400 dwellings;
- A Local Centre, accommodating uses within classes E (commercial, business and service) and F2 (local community uses);
- POS, including natural green space, amenity green space, equipped and informal play areas, allotments and community orchard;
- Creation of new vehicular, cycle and pedestrian access (B4528) including emergency access;
- Internal vehicular, cycle and pedestrian routes;
- Any required diversions to the PRoW;
- Drainage infrastructure including attenuation basins;
- Utilities infrastructure; and
- Ground remodelling.

The plan opposite (**Figure 18**) illustrates the proposed distribution of land uses.



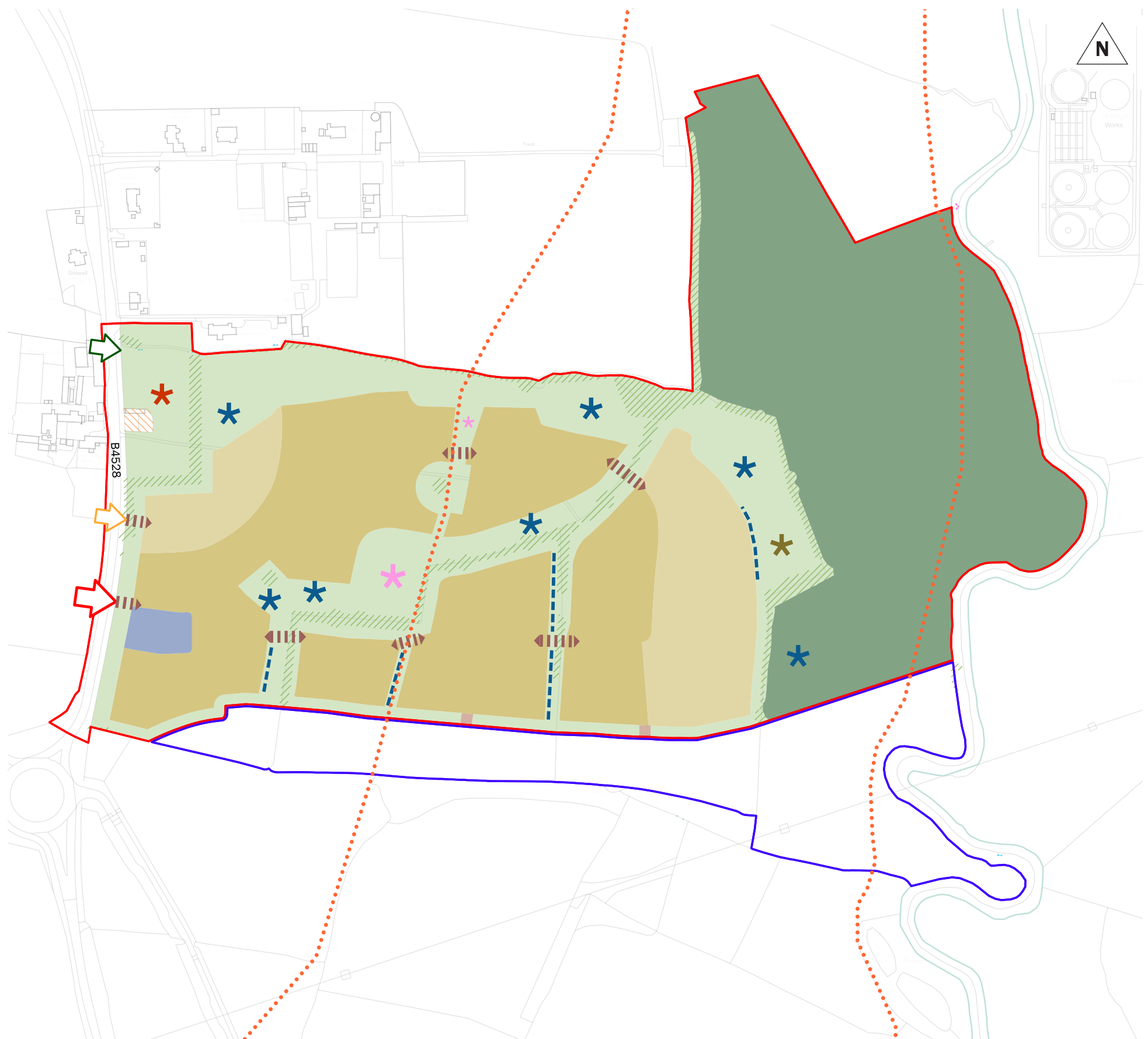


Figure 18. Parameter Plan (edp2272_24AB)

Site Access

Site Access

Access is designed in detail, as shown opposite in **Figure 19**.

The proposed 6m wide vehicle access will take the form of a priority 'give-way' junction from Patterdown Road (B4528), with a right-turn ghost island to maintain the free flow of northbound traffic on Patterdown Road. From the site access, suitable visibility splays for a 40mph speed road can be achieved to ensure vehicles can safely exit the site.

The vehicle access will be flanked by 3m shared use cycleways; to the south the cycleway will provide access to the proposed bus lay-bys on Patterdown Road and to the north it will provide a link to the Patterdown Road footway proposed by the permitted Showell Nurseries development and connect to the 3m shared use path at the constructed Rowden Gate roundabout access via a parallel crossing. Additionally, to the north of the vehicle access, a shared use path will provide a segregated route for pedestrians and cyclists which will also act as an emergency vehicle route in the unlikely event that the vehicle access is blocked. The internal road network will be designed to focus on the creation of safe routes and encouraging accessibility for pedestrians and cyclists.

Car and cycle parking will be provided in accordance with the standards sets out in Wiltshire Council's Third Local Transport Plan. Electric Vehicle Charging Points will be provided in accordance with the requirements set out in the Building Regulations.

The likely vehicle trip generation of the site indicates 154 two-way vehicle movements in the AM peak hour and 151 two-way vehicle movements in the PM peak hour. An assessment of the highway network using traffic flows from the Wiltshire strategic transport model indicates that the proposed development will not have a detrimental effect on the operation of the junctions in Chippenham, with only localised widening of the western approach to the Chequers Roundabout required to mitigate the impact of the development.

Walking and Cycling Access

The two PRow that route through the site will be accommodated on their existing alignment. The western footpath will be upgraded to a consolidated surface suitable for use within the proposed residential development and will link to the Rowden Park development's extensive active travel network, providing access to Avenue La Fleche for onward travel to the town centre. The eastern footpath will remain in natural green space and be surfaced with self-compacting gravel.

The site will provide a local centre and will be located within walking distance of the local centre and primary school to be provided within the Rowden Park development. The site benefits from being located within a suitable walking and/or cycling distance of a large number of existing services and facilities, including food and non-food retail, education, employment and health.

Public Transport Access

The development will be supported by a Travel Plan which will seek to reduce single occupancy vehicle journeys to and from the site.

There is an opportunity, via a contribution pooled with the agreed monies from the Rowden Park and Showell Nurseries developments, to deliver a regular bus service.

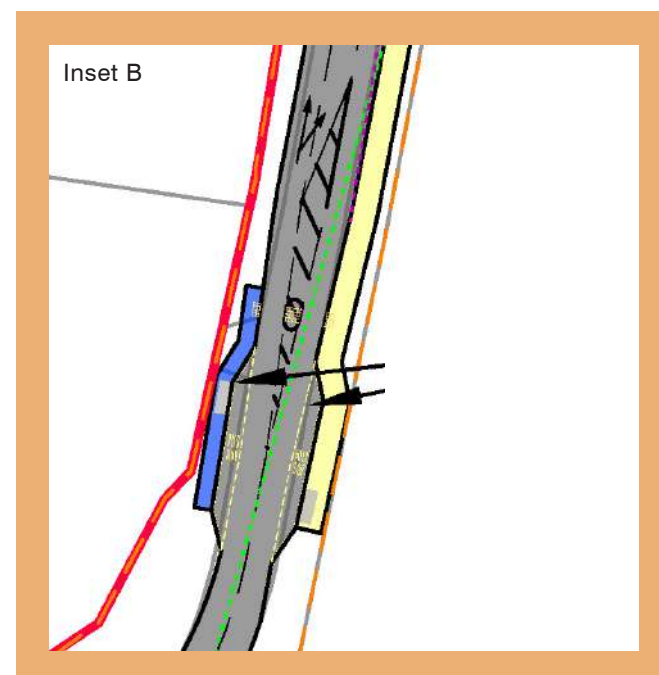
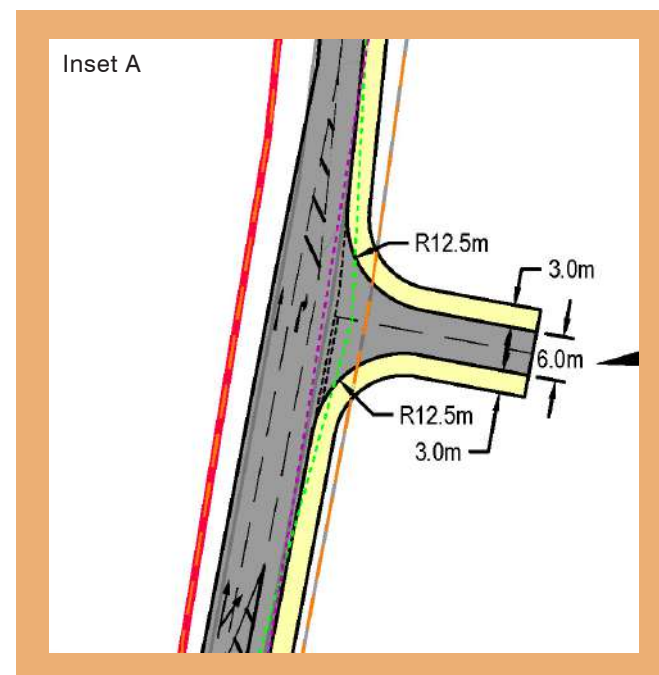
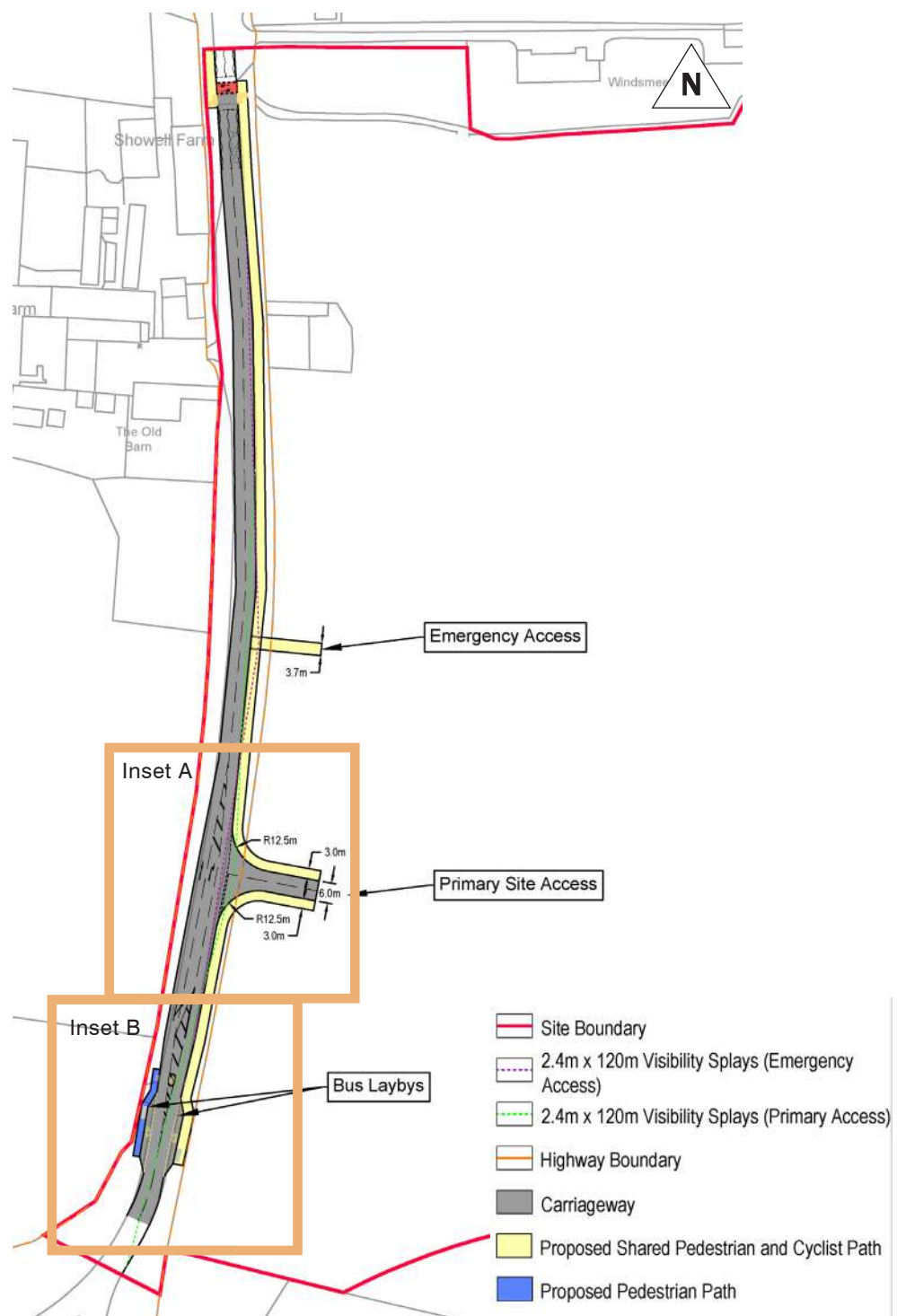


Figure 19. Proposed Site Access (Ridge)

Illustrative Elements

The illustrative elements present indicative design details that are not fixed proposals but demonstrate how the site could be developed in line with the objectives to deliver a locally appropriate, high-quality residential development.

The Illustrative Masterplan

The Illustrative Masterplan is underpinned by the site appraisal and engagement from public and stakeholders consultations. The resultant design strategies are described over the following pages in this section of the DAS.

The Illustrative Masterplan shows how the intended design principles, including density, street hierarchy, urban design townscape and landscape design come together to create a place with a strong identity and character that is responsive to the site’s urban and landscape context.

Landscape-led Approach

A landscape-led approach has been taken with the design of the masterplan, focused on a sensitive response to the on-site and surrounding environmental context.

- The Riverside Park is a c.20ha natural open space that will be managed sensitively for biodiversity enhancement. Links to the existing PRow will be created and a network of pathways will connect northwards to link into the park delivered by Rowden Park;
- Existing vegetation will be retained wherever possible except where minimal removal is required to allow for access between development parcels, with the mature tree and hedgerow corridors forming the primary structuring elements to the masterplan and providing a verdant setting;
- Planting of an orchard in the north-west corner to provide a buffer to the listed Showell Farm buildings as well as a community resource and the retention of the shelter shed and enclosure wall within the scheme;
- A central park with children’s and youths play facilities, seating and tree planting is included; and
- Sustainable drainage features will be designed to enhance biodiversity and provide attractive features within the development.

	Site Boundary
	Other Land in Applicant’s Control
	Primary Vehicular Access
	Secondary Vehicular Access
	Pedestrian Access
	Retained Vegetation
	Proposed Tree Planting
	Proposed Scrub Planting
	Meadow Grassland
	Open Amenity Space
	Mown Path
	Footpath
	Drainage Feature
	Area for Play Provision
	Primary Road Alignment
	Secondary Road Alignment
	Private Drive/Shared Surface Road
	Public Square
	Allotment
	Orchard



Figure 20. Illustrative Masterplan (edp2272_d066)

Density Strategy

Within the development a variation of density is proposed, and an illustration of how this could be distributed is shown in the Density Strategy Plan opposite (**Figure 21**). The proposed density bands seek to address the site context and to provide variety and character to different parts of the development, to avoid a homogeneous appearance.

The overall net density is approximately 37 dwellings per hectare. This is reflective of the site’s location on the edge of the town and an appropriate response to character and context, whilst also being cognisant of the need to make the most efficient use of land and create a vibrant and compact new community.

The overall density is also based on the anticipated mix of house-types, which will include a proportion of smaller dwelling types as well as a proportion of apartments that, when plotted out, tend to result in higher densities. This will be balanced by larger homes in other areas that result in lower densities. The mix of house-types will be established at Reserved Matters stage.

By distributing density carefully across the masterplan, smaller areas of relatively higher density can be located at key nodes in the development and help create a more vibrant and lively community character. By focusing higher density at key nodes the lower densities can be acheived at the peripheries of the development where the built form transitions to areas of public open space.

For these reasons a density gradient is proposed across the masterplan to reflect a nuanced variation of character across the scheme. The proposed density bands are set out opposite:

Higher Density

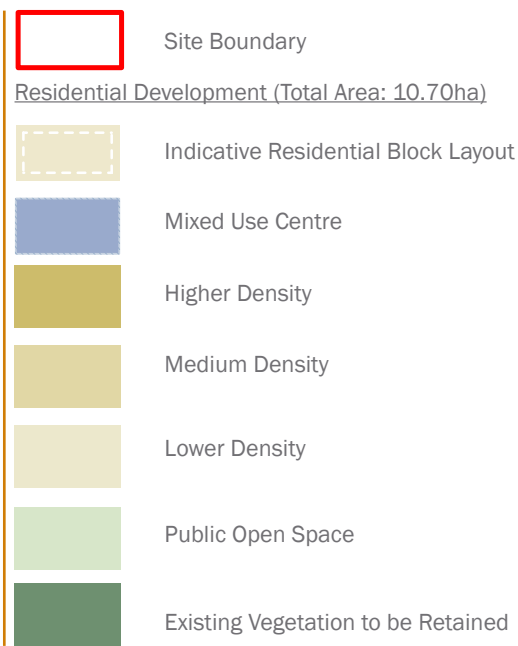
A higher density is proposed along the main circulation street and at squares in the north-west and south-east corners. This emphasises the hierarchy of the primary movement network, brings legibility to the structure of the masterplan and allows for a more continuous development frontage along those key routes.

Medium Density

The majority of the site will be at the medium density in response to the site’s setting and allowing for a variety of house types but predominantly 3, 4 and 5 bed homes.

Lower Density

Land on the north-eastern and eastern edge to have a lower density in response to the landscape context of the River Avon valley.



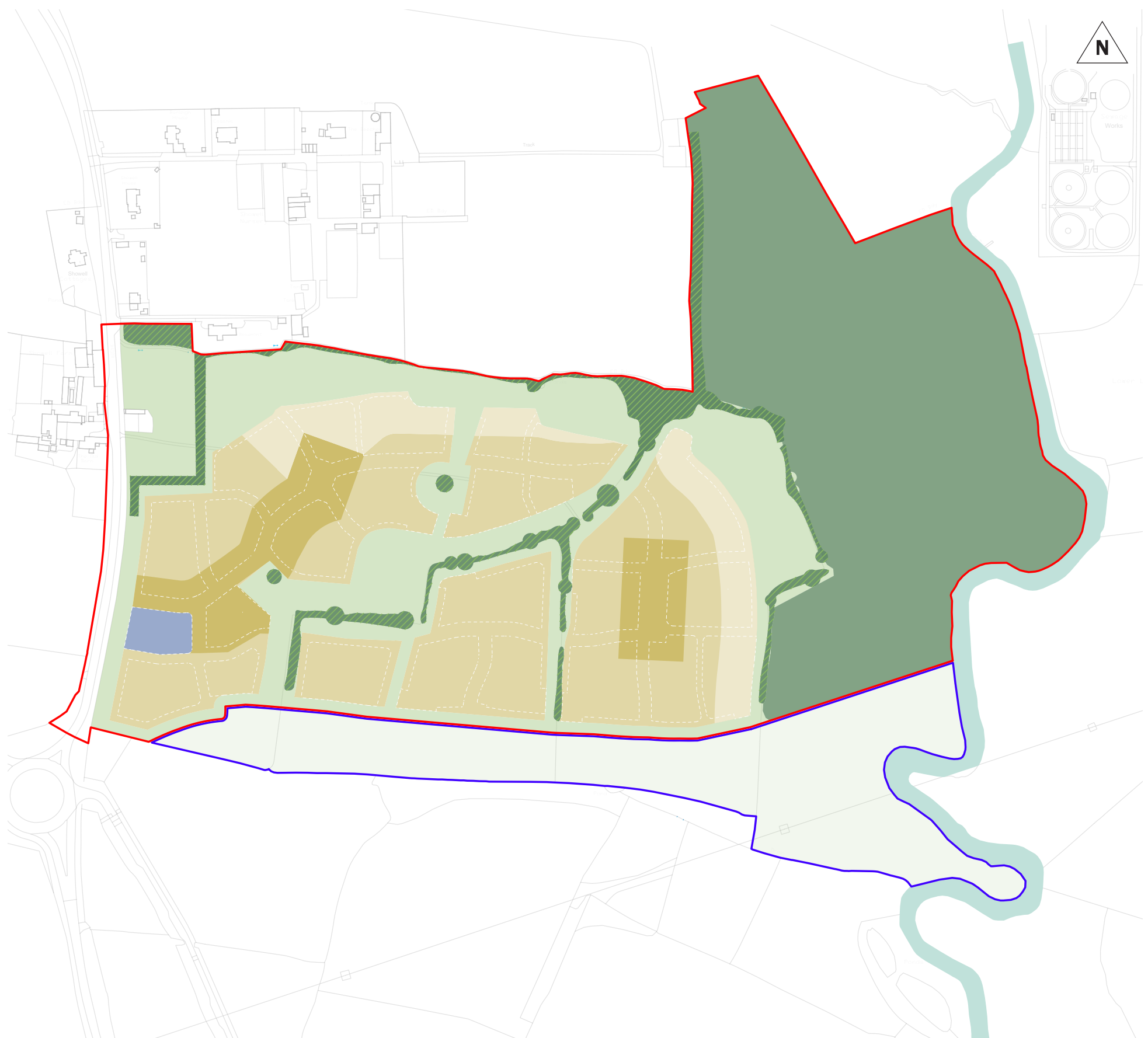


Figure 21. Density Strategy Plan (edp2272_d032)

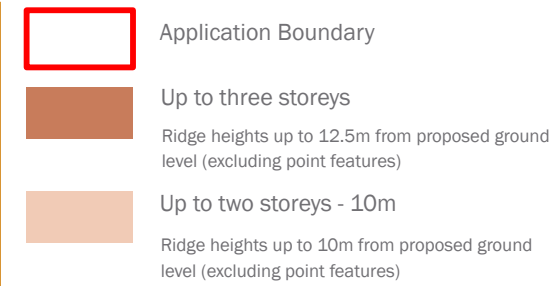
Building Heights Strategy

The building heights and scale of the proposed development is informed by the character and scale of the existing housing in the locality, together with the landscape context and topography.

The proposed development will be predominantly two storeys in height, with variety and interest in the streetscene achieved through the variation of heights across the site in response to context, up to a maximum of three storeys in certain areas to create nodal focus points and to give a variety of densities. Two height parameter categories have been set out:

- Up to three storeys - whilst the development will likely be predominantly two storeys, the potential for three storey buildings is left flexible across the majority of the site to allow for taller buildings at key spaces or nodes, and at the Local Centre. This will allow prominence to be given to focal buildings, punctuating the streetscape and enabling more variety to the roofscape;
- Up to two storeys - development in certain areas of the masterplan will be restricted to two storeys where there is a more sensitive frontage. These locations are on the eastern edge of the development where development forms a new settlement edge, and in proximity to existing homes so as not to create an overbearing or inappropriate relationship, and in courtyard areas, which should be subservient to the main streets.

The Building Heights Strategy Plan (**Figure 22**) opposite sets the maximum roof height to ridge of the new buildings within the context of the existing setting.



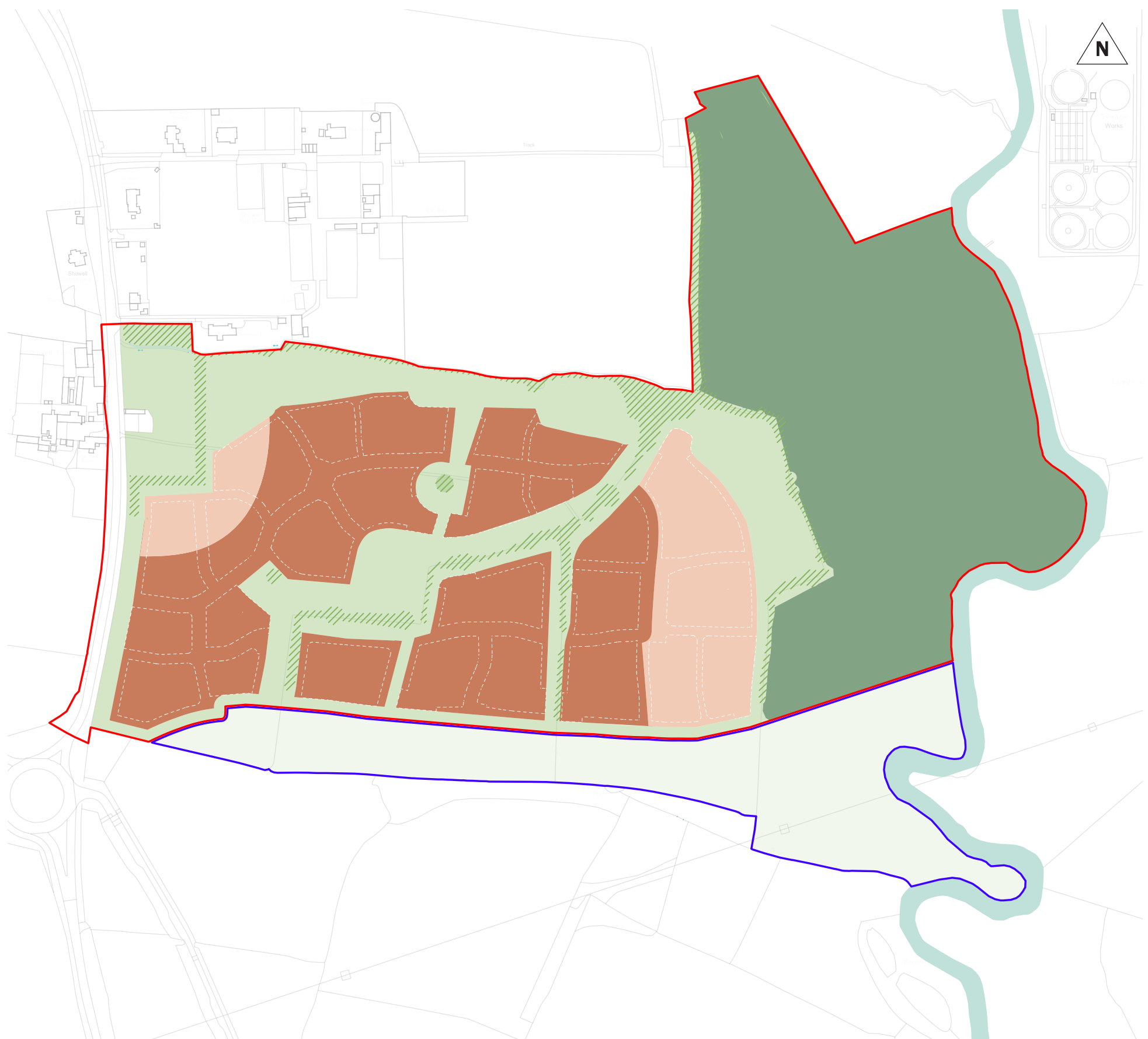


Figure 22. Building Heights Strategy Plan (edp2272_d033)

Open Space Provision

The table below sets out the open space standards for Wiltshire as set out in the Wiltshire Open Space Standards (2020).

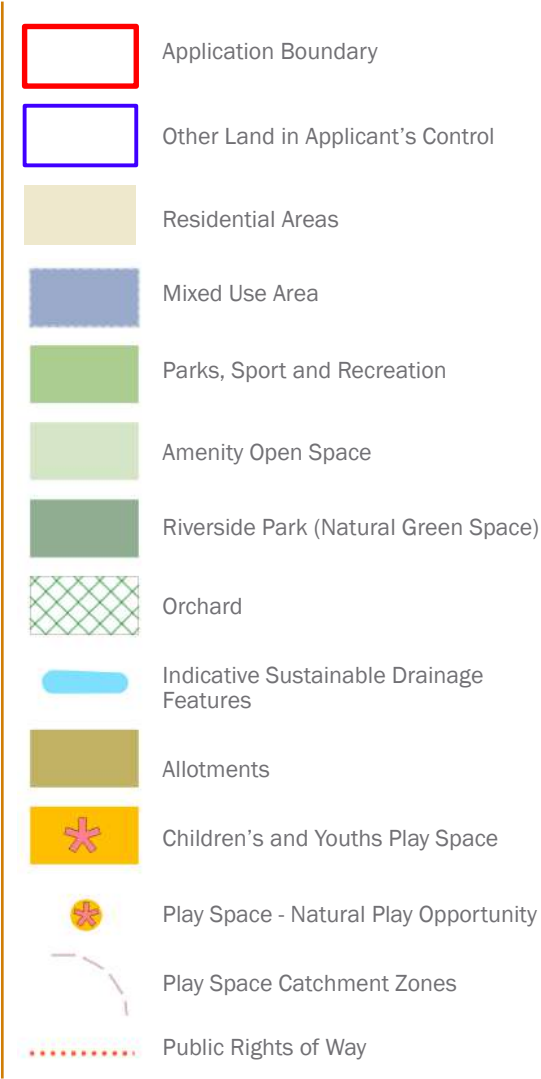
The masterplan delivers the correct amount (or in excess of the correct amount) of open spaces in all categories.

Open Space Type	Ha per 1000 people	Access Standard	Requirement (ha)	Proposed (ha)
Allotments	0.2	480m or 10min walk	0.23	0.23
Amenity Green Space	1.5	480m or 10min walk	0.83	1.55
Parks, Sport and Recreation	1.2	600m or 13min walk	1.02	5.35
Play Space (Children)	0.05	480m or 10min walk	0.23	0.23
Play Space (Youth)	0.02	600m or 13min walk	0.28	0.28
Natural Green Space - (Riverside Park)	1.5	N/A	1.67	10.65

Over 60% of the site is proposed as green infrastructure, with a range of functions as per the open space standards set out in policy.

The primary play space is has been located centrally to allow for accessibility and to provide a sense of vibrancy and community at the heart of the scheme. This amounts to 0.5ha in total, which will include an equipped, active zone equivalent to a Neighbourhood Equipped Area of Play (NEAP) to provide facilities for both youths and children. Informal play, with lawns and kickabout space is located around the active zone. This is supplemented by a natural play space of c.0.1ha in the north-east of the site near the allotments.

Sustainable Drainage Features are included within the above categories as shown on the plan.



Landscape Strategy

Landscape is a matter to be reserved for future determination, however, the Illustrative Landscape Strategy Plan opposite (**Figure 24**) has been prepared to support the scheme.

Riverside Park

An area of around 12.5ha (c.40% of the site) is included as a Riverside Park. The park will be managed for biodiversity and nature enhancement with wet meadows, areas of scrub and woodland clusters along the river’s edge.

Amenity Green Space

The primary green infrastructure corridor within the development site itself is formed by the existing hedgerow and tree spine that zig-zags diagonally across the site. Generous buffers to the existing vegetation are provided to maintain and enhance identified bat corridors that are used for commuting and foraging. Having regard to root protection zones of the retained trees and hedgerows, the buffers could be planted with wildflower meadow with scattered native trees to strengthen and enhance the green infrastructure network. SuDS areas have been included within the amenity green space.

Parks, Sport and Recreation

A central park has been included in the proposals to allow for community functions and more active outdoor uses including formal play areas. Connecting to this space are two green links with retained trees, providing mature landscape character in the heart of the development.

Allotments

Allotments are provided in the north-east of the masterplan. These could potentially be designed either as formal plots (c.12 no. 5m x 20m full plots and 12 no. 5m x 10 half plots) or as community gardens with shared raised beds, communal areas and opportunities for other activities such as bee keeping. A small parking area would be included near the entrance to the allotment site, with a hedgerow or fence boundary.

In addition to the allotments, the masterplan also provides 0.59ha of orchard planting. This space will provide potential for community use (e.g.. apple days and informal picnics) as well as high biodiversity value with an organic management approach.

Play Spaces

A combined children’s and youth’s play space is proposed as a central feature of the site within the central park. The play space will take the form of a Neighbourhood Equipped Area of Play (NEAP) and have segregated zones for different types of play, including equipment for toddlers all the way through to areas for wheeled toys and space for teens to enjoy. A secondary play space is located in the north-east corner, designed as a natural play feature.

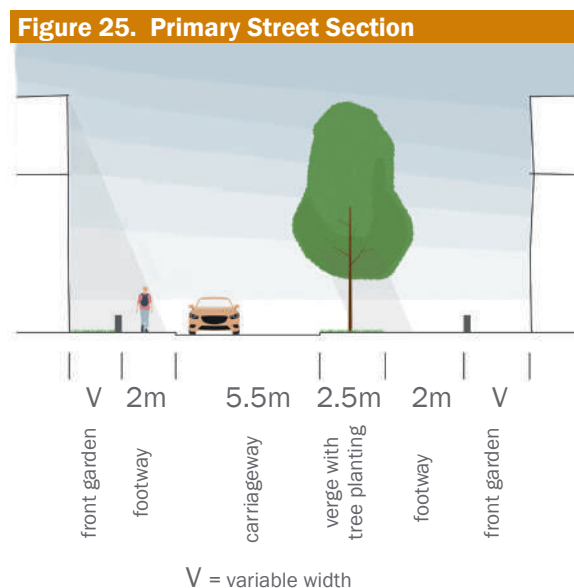


Street Hierarchy

The street types identified below are designed in line with best practice guidance from *Manual for Streets*. The Street Hierarchy Plan (**Figure 28**), illustrates how the masterplan could be structured into a legible and permeable framework of people-friendly streets, designed to prioritise pedestrians and cyclists and create a characterful place that is not dominated by cars. The indicative street sections below also illustrate how landscape and tree planting will be integrated into the streetscapes in line with the NPPF and seek to provide a verdant tree lined character aligned with the street hierarchy. The design proposed here sets out the principles to be followed in order to achieve the proposed development character, however, it should be noted that the final street dimensions will be set at Reserved Matters stage in consultation with the relevant authorities.

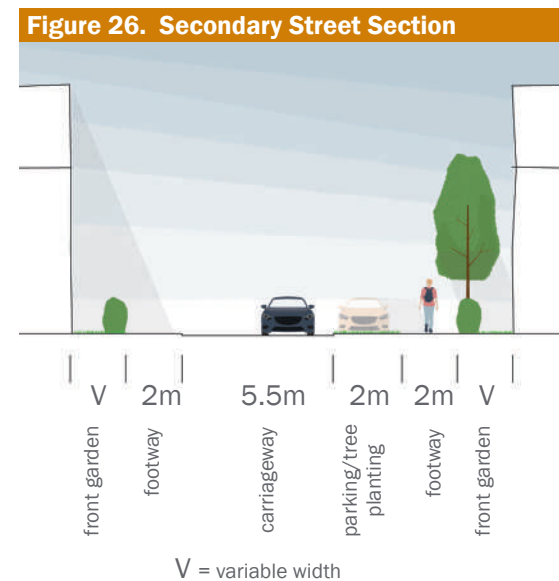
Primary Street

The primary street will consist of 5.5m wide carriageway with a 2m footway on one side and a 3m shared footway/cycleway on the other. The primary street will form a loop around the development connecting to the access junction and the mixed use area. It is intended that the primary street has a verge on alternating sides to allow for street tree planting.



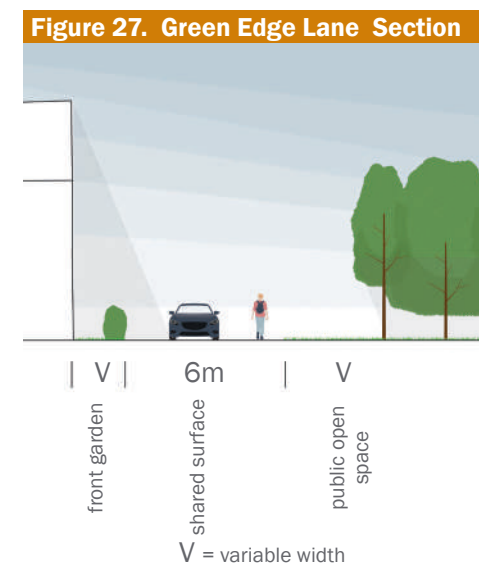
Secondary Streets - Lanes

Secondary streets will have tighter cross sections with trees and parallel parking alternating on either side of the road. 2m wide footways will be provided.



Green Edge Lanes

Private lanes will be shared surface and are mostly located on the periphery of the development. They are to provide informal parking where needed.



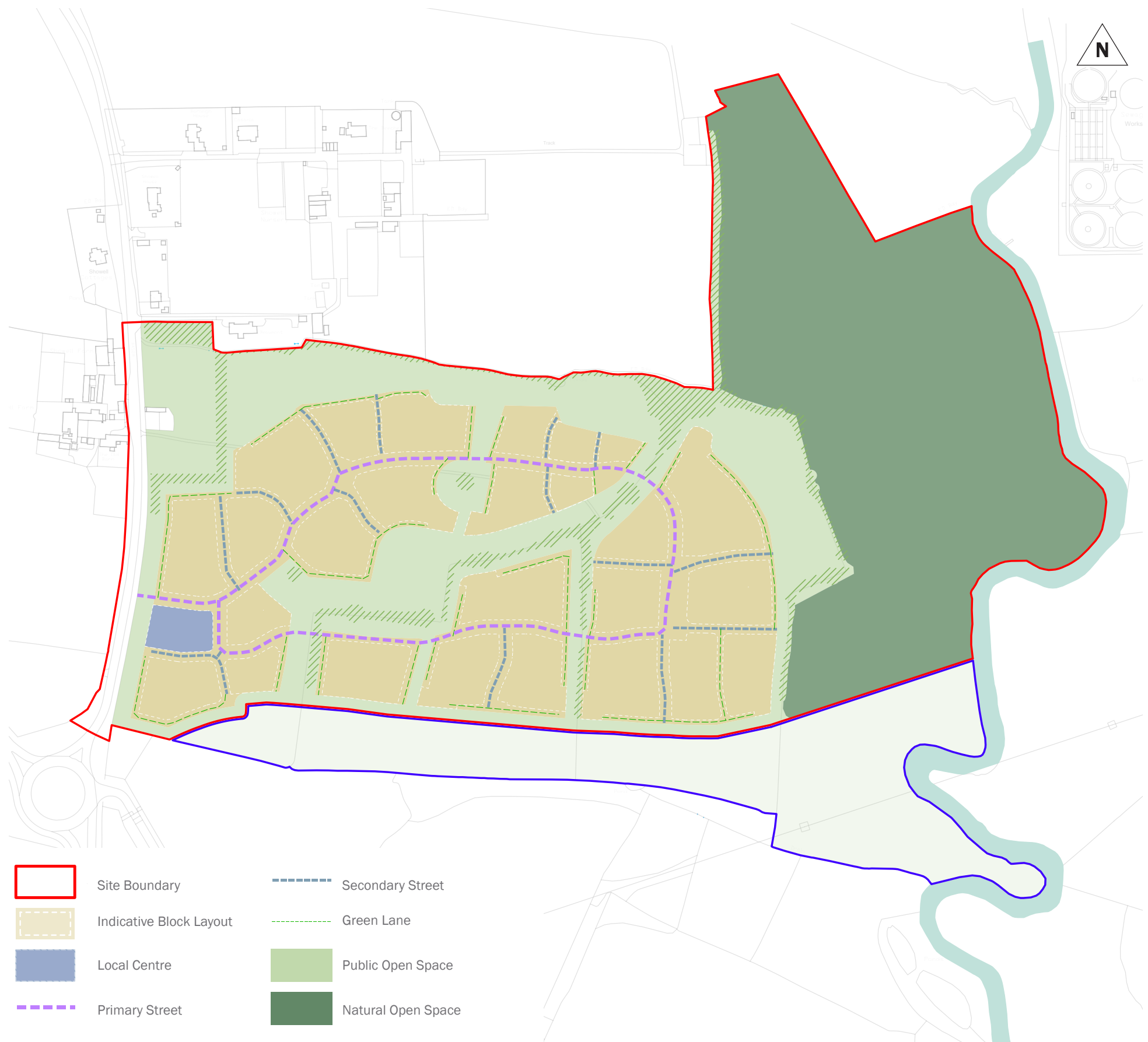


Figure 28. Street Hierarchy Strategy Plan (edp2272_d057)

Urban Design Strategy

The Urban Design Strategy Plan (**Figure 29**) opposite sets the illustrative design principles that can help to create a characterful and high quality townscape. Architectural detail is a Reserved Matter, but these principles can guide the intended urban character of the scheme and illustrate how a sense of place, a legible layout and a sense of hierarchy can be created.

Marker buildings - houses on prominent corners that front in two directions and provide overlooking to a street or square. These buildings should have an appropriate architectural treatment to create a memorable entrance into a space, potentially a pair of buildings acting as sentries to form a gateway;

View terminators - houses that are located at the end of a street, forming a visual stop and therefore having more prominence in the townscape. These buildings might have a special or contrasting architectural treatment;

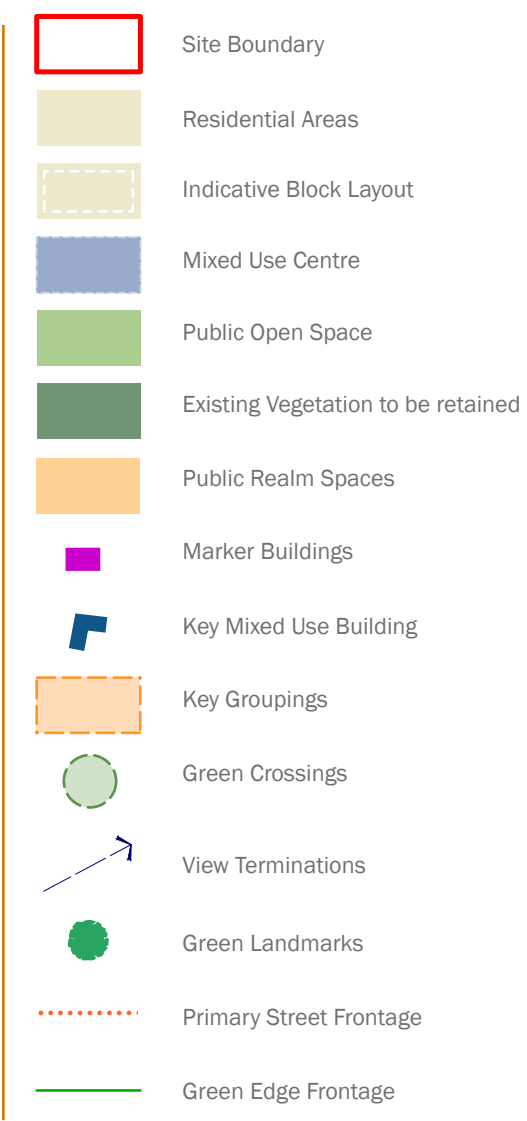
Key groupings - at key locations within the development an architectural set-piece is appropriate where a unified public realm space is to be created. Buildings forming a key grouping should be designed together to form an enclosure to a space and create an attractive urban space;

Primary street frontage - the main street through the site should have a consistent architectural treatment and pattern of urban form to provide legibility to the development and define the hierarchy of the main route. There are many ways in which this can be achieved, but a rhythm of buildings with a consistent palette of materiality is one way this can be achieved;

Green edge frontage - development should positively address the green edges of the site, with a lower density to provide a transition into the POS and have wider and softer boundary treatments such as hedgerows or shrub planting.

Green landmarks - these are typically feature trees that provide a focal point to a green space that is enclosed by development. There could also be an opportunity for other landscape or structural elements to define these green landmarks; and

Green crossings - where the primary street passes through the existing hedgerows there is an opportunity to provide new planting to reinforce the sense of enclosure and create a sense of passing through a threshold into a new character area.



Development Character

The Illustrative Masterplan has been designed to offer a range of character areas that provide a variety of house types and create diversity across the development, as illustrated in the preceding strategies. A critical element of character is the density strategy, and what this means in terms of built form. Secondly, the green infrastructure strategy forms an important influence on character in terms of the relationships between built spaces and open spaces.

The following pages set out some vignettes illustrating how a sample of key areas that represent a broad range of character types across the masterplan could be designed. Design of housing is a reserved matter, but the principles are set out as guidance to demonstrate how a high quality and distinctive scheme could be delivered based on the outline design parameters proposed.

The four sample areas are intended not as a detailed scheme design, but to demonstrate the urban and landscape design principles of how each area could be designed to follow best practice. These areas are as follows:

1. Mixed Use Centre
2. Residential Square
3. Neighbourhood Green
4. Riverside Park Edge



2. Residential Square

4. Riverside Park Edge

3. Neighbourhood Green

1. Mixed Use Centre

Figure 30. Character Areas Key Plan

Mixed Use Centre

Condensed, continuous built form within the mixed-use centre creates a strong definition to key spaces. Building heights are increased and denser typologies such as apartment blocks and townhouses are clustered to maximise population in this area and increase footfall to ensure a critical mass of activity at the gateway to the development.

Along the western edge (1), buildings are setback from the B4528 behind a green, planted buffer. Along the main route (2), buildings front positively onto the streetscape to mark the gateway into the development. This area has the potential to accommodate a commercial, service or community use alongside ground floor retail and residential units (3). There is potential to include a spill-out landscaped area associated with the building (4) and parking integrated to the rear (5). This mixture of facilities of differing uses will result in a variety of architectural form which will add vibrancy to this location.

Built Form

- Commercial/community space
- Terraced townhouses
- Blocks of apartments

Landscape

- Planted buffers
- Street trees within verge & hard standing

Parking

- Parking courts
- On-street

Figure 31. Mixed Use Centre Design Principles



Precedent images



Residential Square

The main route through the development is punctuated by key spaces (1) at changes of direction. Marker buildings (2) terminate key sightlines and highlight the shift in direction. Continuous frontages define the space, with opportunities to provide parking in a mews arrangement. A variety of built form can be achieved, with opportunities for apartments to anchor key corners (3). Rear court parking solutions to be used judiciously to enable continuous built form within houses directly fronting the public realm, and should be secure and limited to small clusters of houses or apartments (4). Density is increased at such spaces and built form is tightened up to aid definition and containment of the space.

Built Form

- Continuous built form
- Terraced townhouses
- Smaller apartment blocks

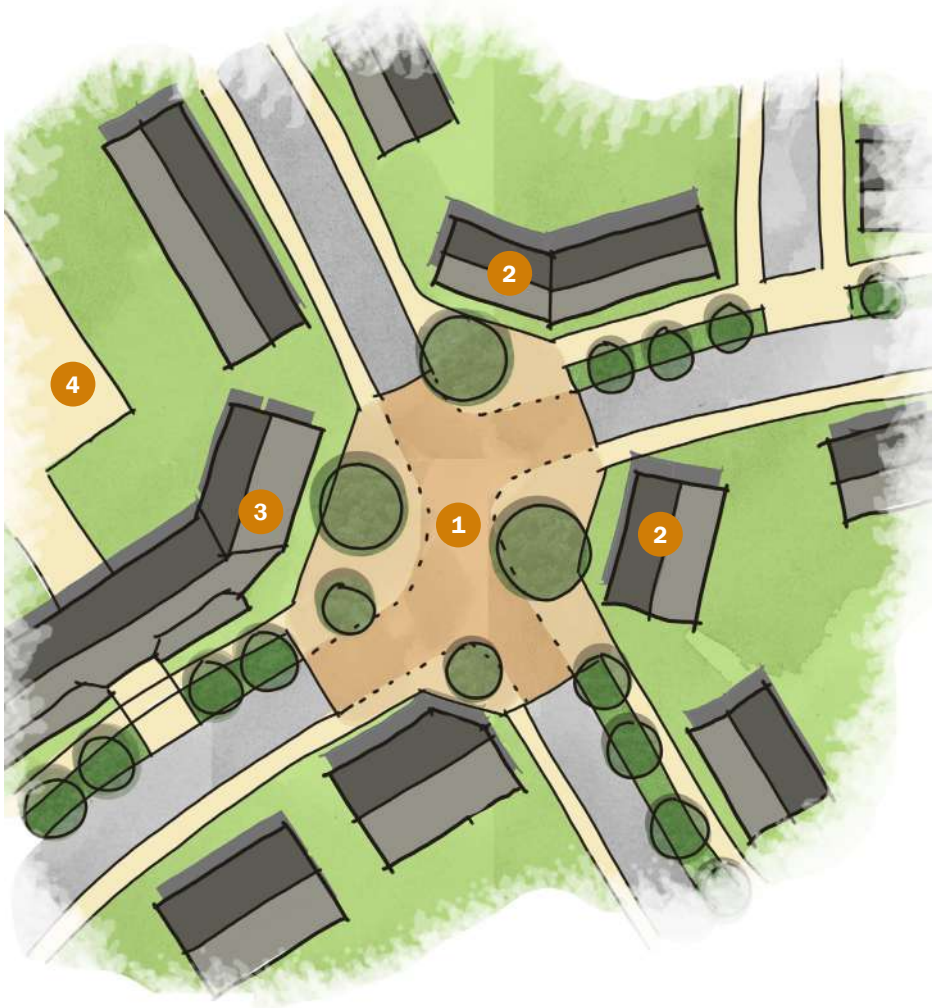
Landscape

- Planted buffers
- Street trees within verge & hard standing

Parking

- Parking courts
- On-street
- On-plot

Figure 32. Residential Square Design Principles



Precedent images



Neighbourhood Green

Built form remains fairly continuous as it defines the key route through the development, with dwellings connected by linking elements such as integral garages and carports (1). Away from this route, dwellings are placed in a less formal configuration with a greater variation in frontage setback (2) and orientation creating a softer frontage to the open space whilst still providing overlooking to the pedestrian routes which tie in with the existing public right of way (3).

Built Form

- Continuous built form – linked elements facilitate access to parking

Landscape

- Planted front gardens
- Street trees in verge

Parking

- On-plot
- On-street
- Integral garage/ car port

Figure 33. Neighbourhood Green Design Principles



Precedent images



Riverside Park Edge

Along the development edge, larger, detached dwellings are set back behind more generous front gardens (1) creating a softer, greener frontage more in keeping with the landscape edge location. Built frontage is discontinuous and broken up by on-plot parking to the side of properties (2). The building line is non-linear, with shifts in the orientation of frontages (3) to further soften this informal edge. The tree-lined main route (4) passes to the rear of the block, contrasting with the character of the parkland edge where the street hierarchy transitions to shared surface, private drives (5) forming connections to recreational pedestrian and cycle routes within the neighbouring green space.

Built Form

- Discontinuous built edge
- Deeper frontage setback

Landscape

- Planted front gardens
- Trees within neighbouring green space

Parking

- On-street
- On-plot to side of dwelling

Figure 34. Residential Square Design Principles



Precedent images



Sustainable Development

The proposals for the site include a range of sustainable measures, some of which are presented below.

The proposals seek to ensure the green infrastructure delivers for the climate, people and nature.

A landscape-led masterplanning approach has been undertaken to ensure that existing vegetation including hedgerows, trees and scrub will be retained and enhanced and that the masterplan responds sensitively to the site's environmental context.

The development seeks to deliver a biodiversity net gain of at least 10% on-site, creating a nature-rich landscape throughout the development.



Active Travel

The masterplan includes an extensive network of walking and cycling trails to encourage active and sustainable transport choices. Routes proposed through the Riverside Park provide a predominantly traffic-free connection to central Chippenham.



All Electric

The development will be heated with electricity and with potential to incorporate solar photovoltaic generation. There will be no gas-heated buildings.



Community Wellbeing

Access to nature is a key aspect of community wellbeing, and every home will have open spaces on the doorstep. A wide range of outdoor spaces and community focused facilities such as orchards, amenity green spaces, allotments and play spaces will foster a sense of belonging, healthy lifestyles and enhanced wellbeing.



Green Infrastructure

Over 60% of the site is proposed as green infrastructure (public open space), providing a nature-rich environment to live, work and play. The Riverside Park links northwards to Chippenham, allowing for the best of both town and country.



Economic and Social Sustainability

The mixed-use centre has flexibility to deliver a mixture of uses, including the potential for community uses and local shops, helping support economic and social sustainability at a community level.



Water Management

A sustainable water strategy will include technologies incorporated in the development to reduce water consumption. A sustainable drainage strategy utilising infiltration and attenuation areas is designed as an ecologically-rich integrated landscape.

5. Summary

Overview of Proposals

This Design and Access Statement supports an Outline application (with all matters reserved except for access) that seeks permission for:

“Outline Planning Application for up to 400 dwellings (Class C3 use), land for a local centre accommodating commercial business and service uses (Class E use), drinking establishment and hot food takeaway (Sui Generis); and local community uses (Class F2); open space and landscaping to include natural green space, amenity green space, area of formal play, allotments and community orchard, sustainable drainage infrastructure including attenuation basins; cycle and pedestrian routes; parking; utilities infrastructure and ground remodelling. All matters reserved except for the formation of a new vehicular access and cycle and pedestrian access including emergency access, onto B4528.”

Land east of Showell Farm, Chippenham presents an opportunity to deliver up to 400 new homes, including affordable housing, in a sustainable location with good access to local facilities and services.

New publicly accessible areas of open space would be opened up to the benefit of new residents and the wider community whilst also delivering a net gain in biodiversity.

Application Summary

- Up to 400 dwellings;
- A Local Centre, accommodating uses within classes E (commercial, business and service) and F2 (local community uses);
- Public Open Space (POS), including natural green space, amenity green space, equipped and informal play, allotments and community orchard;
- Creation of new vehicular, cycle and pedestrian access (B4528) including emergency access;
- Internal vehicular, cycle and pedestrian routes;
- Any required diversions to the PRow;
- Drainage infrastructure including attenuation basins;
- Utilities infrastructure; and
- Ground remodelling.



Figure 35. Illustrative Masterplan



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