



Rudloe 2, Corsham

DESIGN AND ACCESS STATEMENT | JUNE 2026

Taylor
Wimpey



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01 Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Taylor Wimpey Homes (Bristol) in support of the development of land off Westwells Road, Rudloe.

This statement supports a full planning application and sets out how the application initiates design principles and focuses on design considerations including access, layout, landscape, scale and appearance. It should be read in conjunction with the other plans and drawings submitted with the full planning application and its accompanying documents and drawings.



Site Location.





01.1 Site Location

The site is located in Rudloe, a hamlet in Corsham, Wiltshire. Rudloe sits with the Cotswolds and is surrounded by rolling countryside. The market town of Corsham lies to the east, the centre about 3km from the site.

Within Rudloe the site sits to the south of the main residential area amongst areas of military and commercial/ industrial land.

01.2 Site Description

The Site comprises 8.02 hectares of previously developed land at the former RAF Rudloe No.2 site, located southeast of the Bradford Road and accessed via Westwells Road, to the northeast, on the western edge of Rudloe, Corsham.

The Site was formerly occupied by military buildings, equipment, hardstanding and associated infrastructure forming part of the RAF Corsham complex, but has now been fully decommissioned. It contains a mix of vacant buildings, concrete hardstanding, and areas of open land, including some natural vegetation and tree lines.

Notably, the irregular elements excluded from the site’s interior red line boundary contain retained MoD infrastructure, including mine shafts and a fire station. These remain operational and were likewise excluded from earlier proposals.

The Site comprises Previously Developed Land owing to its previous military use, and is included in the Council’s Brownfield Land Register under reference N14.11354. Buildings comprise a mixture of operational and amenity facilities, all of which typically single-storey scale, with several blocks of single living accommodation rising to two storeys in the southern part of the site.

To the northwest, the site is bounded by the Bradford Road, beyond which comprises a mixture of woodland and agricultural fields, punctuated with single dwellings. Westwells Road bounds the site to its northeastern boundary, beyond which is a combination of C20th residential development together with commercial uses.

Further southwest on either side of Westwells Road a considerable amount of land is occupied by the MoD’s Hawthorn/Basil Hill site, which has been comprehensively redeveloped over the past decade. Beyond, toward Westwells and Neston, lies the Spring Park data centre, which is due to be expanded further in the near future.

The site is well contained by mature vegetation, which limits views into and out of the site, contributing to a degree of visual separation from surrounding land uses. Existing access is obtained from Westwells Road via the Park Lane roundabout, which connects the site directly to Corsham town centre to the east and to the wider road network, including the nearby A4 Bath Road.

The northernmost part of the site falls partially within the outer extent of the Bristol and Bath Green Belt, albeit lacking any distinguishing feature that delineates its extent on the ground, with single storey buildings situated either side of the boundary. The site is located entirely outside of, albeit in reasonable proximity to, the Cotswolds National Landscape (formerly AONB), which lies to the opposite side of the Bradford Road.

The site lies within the catchment of the Bath and Bradford on Avon Bat Special Area of Conservation (‘SAC’) and is adjacent to the Box Mine Site of Special Scientific Interest (‘SSSI’), both of which are designated for their ecological importance.

The site has two existing points of access. One is off the roundabout on Westwells Road. The other is off Westwells road but further to the south.

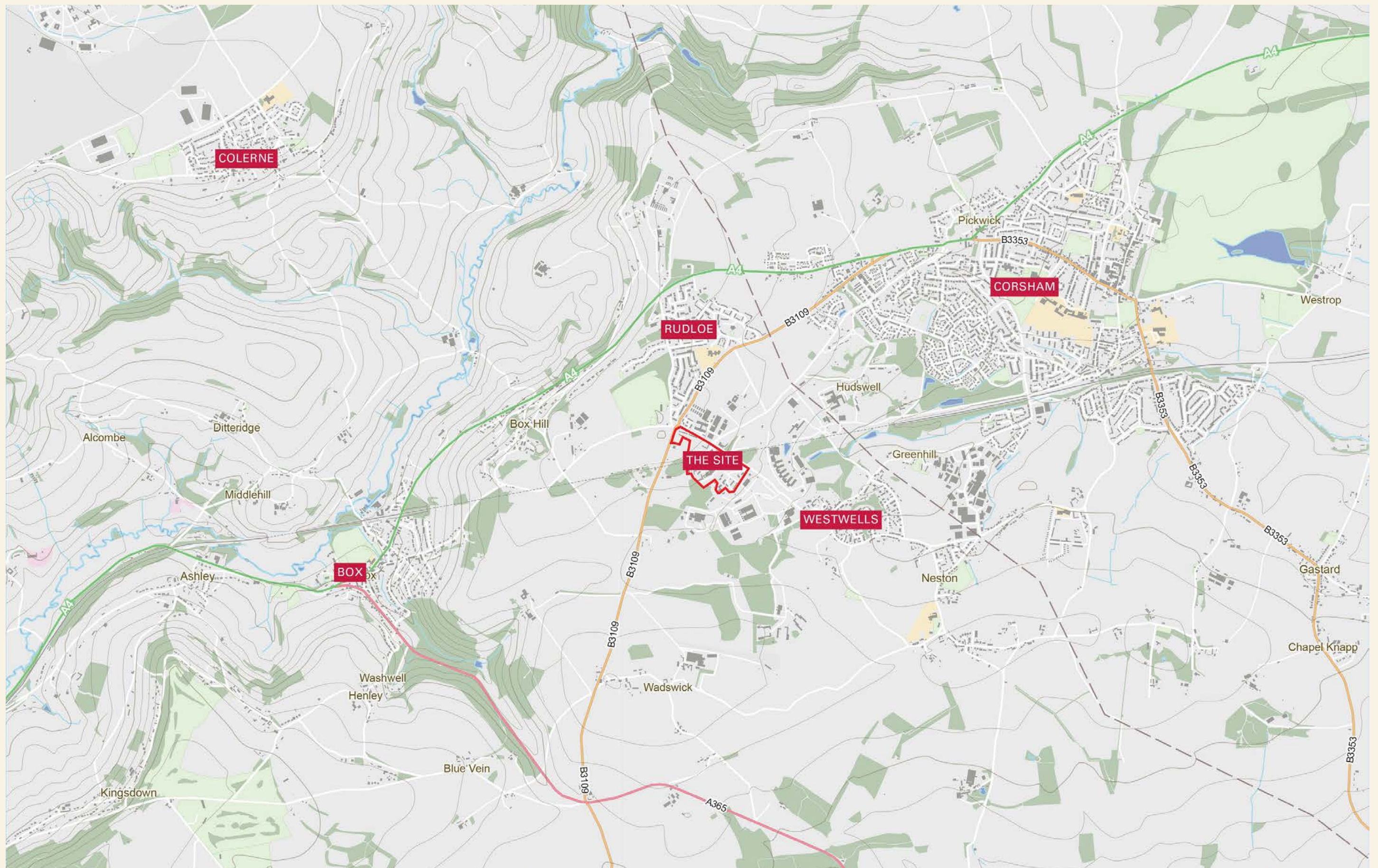
The topography of the site is gently sloping from the north-west to the south-east with land falling from approximately 145 AOD to 120m AOD. There is a local high point at Box Hill, located 300m north-west of the site, at approximately 150m AOD.

01.3 The Proposed Scheme

The application seeks Full planning permission for the comprehensive redevelopment of the site, with the intervening MoD infrastructure retained, for residential development together with associated public open space, access and all supporting infrastructure.

Development proposals:

- Re-use of a redundant brownfield site.
- Two access points. The northern half of the Site is to be served by the existing access on Westwells Road for the existing Fire Station. The existing access to the southern half of the Site does not allow for suitable visibility to serve the proposed development. This access is to be closed. A new access is to be formed slightly further north of the existing access where visibility requirements can be met.
- High quality and sustainable development in a sustainable location to accommodate additional growth.
- Provision of 20% affordable houses.
- Protection of important bat flight paths
- Additional pedestrian and cycle connection at the northern end of the site.



Location of site within the wider context.

02 Planning Context

02.1 National Planning Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they should be applied.

Paragraphs 7 and 8 identify that the main purpose of the planning system is to contribute to the achievement of sustainable development, with regards to three over-arching objectives, comprising of economic, social and environmental objectives. These are interdependent and should be pursued in mutually supportive ways. The roles of the planning system in this respect include:

- Paragraph 96 - planning policies and decisions should aim to achieve healthy, inclusive, and safe places.
- Transport considerations include: The accessibility of the development; The type, mix, and use of development; The availability of and opportunities for public transport; Local car ownership levels; and An overall need to reduce the use of high-emission vehicles.
- Paragraph 123 promotes an "effective use of land in meeting the need for homes and other uses.
- Section 12 refers to well-designed and 'beautiful' places. It outlines the importance of ensuring good design through the planning process. Paragraph 131 highlights that the creation of high-quality buildings and places is fundamental to the housing and development process: good design is a key component of sustainable development. Paragraph 132 attaches great importance to the design of the built environment, it states that developments should:
 - » Function well and add to the overall quality of the area;
 - » Establish a strong sense of place;

- » Respond to local character and history, and reflect local surroundings and materials;
- » Create safe and accessible environments; and
- » Be visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 134 identifies that design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, to carry weight in decision-making. They should be produced either as part of a plan or as supplementary planning documents.

Paragraph 135 seeks to ensure that developments:

- a. 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;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. 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);
- d. 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;
- e. 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; and
- f. 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.

02.2 Green Belt

A small portion of the site lies within the Bristol and Bath Green Belt. Green Belt land policies are covered in the NPPF in chapter 13. Protecting Green Belt land. The proposals meet the exceptions for the Green Belt policy due to the complete redevelopment of previously developed land and that the proposals do not cause 'substantial' harm to the 'openness' of this part of the Green Belt.

The proposals also meet requirements if assessed as part of the 'grey belt' concept introduced with the latest NPPF Framework. More information about how the proposals meet green belt policy requirements can be found in the planning statement.

02.3 Local Planning Policy

The adopted local plan for Wiltshire County Council is the Wiltshire Core Strategy, adopted in January 2015. Particularly relevant to the site is the Corsham Area Strategy chapter which sets out the strategy for future growth in Corsham.

02.4 Site Planning History

The site has a significant volume of planning history associated with the latter operational phase of its lifetime as an active military station, together with various tree works within the site boundary. However, the more pertinent, and most recent, planning history is set out below.

Application 14/11354/OUT sought planning permission with all matters bar access reserved in

respect of an "Outline Application for up to 180 Dwellings & Economic Development, Demolition of Existing Buildings & Structures, Car Parking, Open Space, Associated Infrastructure & Access". The application was registered by the Council on 3 December 2014 and planning permission granted under delegated powers on 5 August 2016, subject to planning conditions and s.106 obligations.

The decision to approve the application identified, amongst other factors, the site's sustainability in locational terms, its brownfield status, the 'not inappropriate' principle of development within the partial Green Belt designation, overarching policy compliance as a matter of principle and contribution to the supply of market and affordable housing.

The conditions attached to that Outline permission required, inter alia, that all reserved matters of layout, landscaping, scale and appearance must be submitted no later than three years from the decision date, i.e. by 5 August 2019.

Notably at that time, the site remained inset by the former Hawthorn Stores and Flamingo Club, however these have subsequently been redeveloped variously through conversion and rebuild as two to two-and-a-half-storey residential units, pursuant to planning permission references 17/10151/FUL and 17/02313/FUL respectively.

A subsequent reserved matters application was submitted by Bellway in relation to the Rudloe No.2 site on 30 July 2019, very shortly prior to expiry of the Outline permission. A slightly lesser quantum of development than that originally approved was proposed, comprising "Reserved matters details for layout, scale, appearance and landscaping for 166 dwellings and B1 office buildings pursuant to outline application 14/11354/OUT "Outline application for up to 180 dwellings and economic development, demolition of existing buildings and structures, car

parking, open space, associated infrastructure and access". Application 19/07339/REM refers.

Following negotiation of the scheme detail, the reserved matters application was ultimately approved under delegated powers on 11 June 2021.

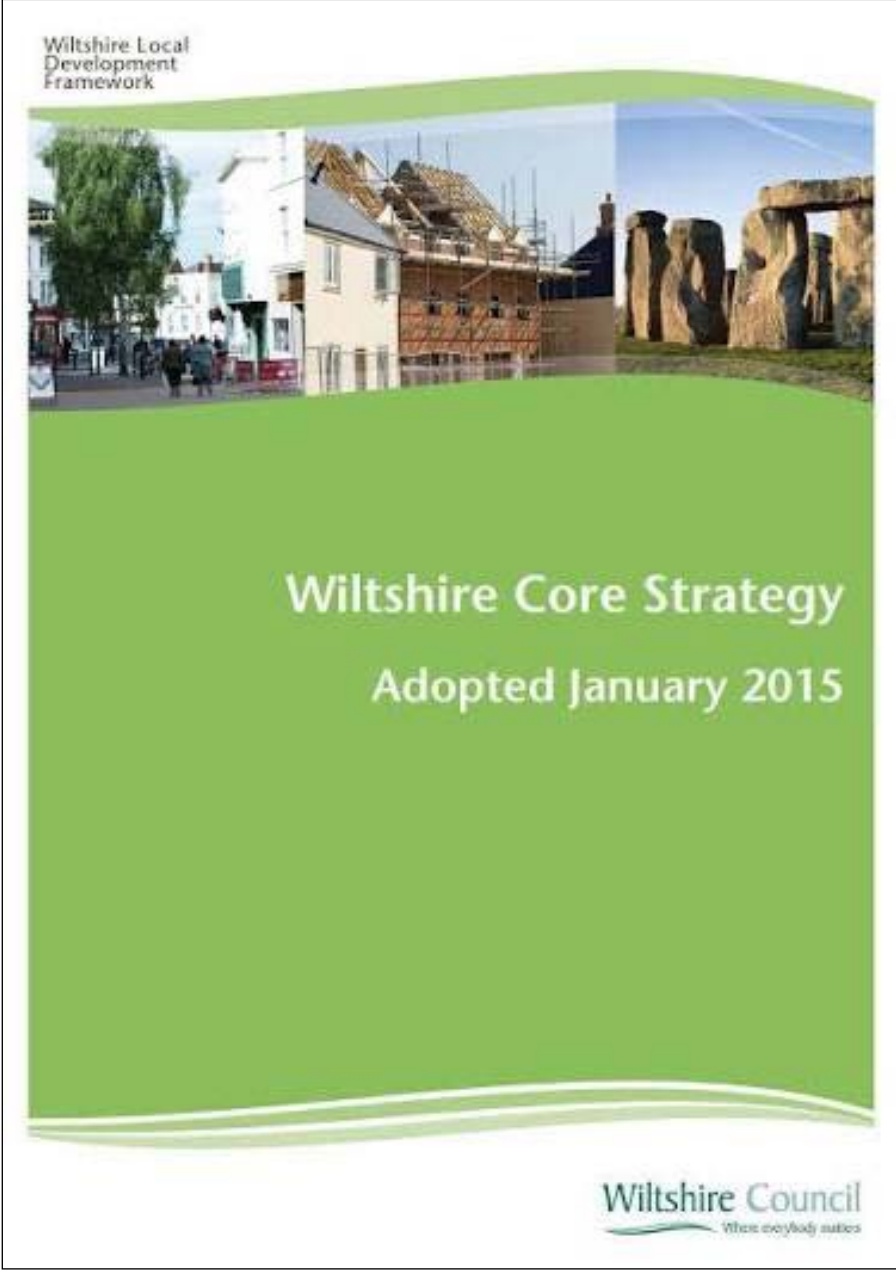
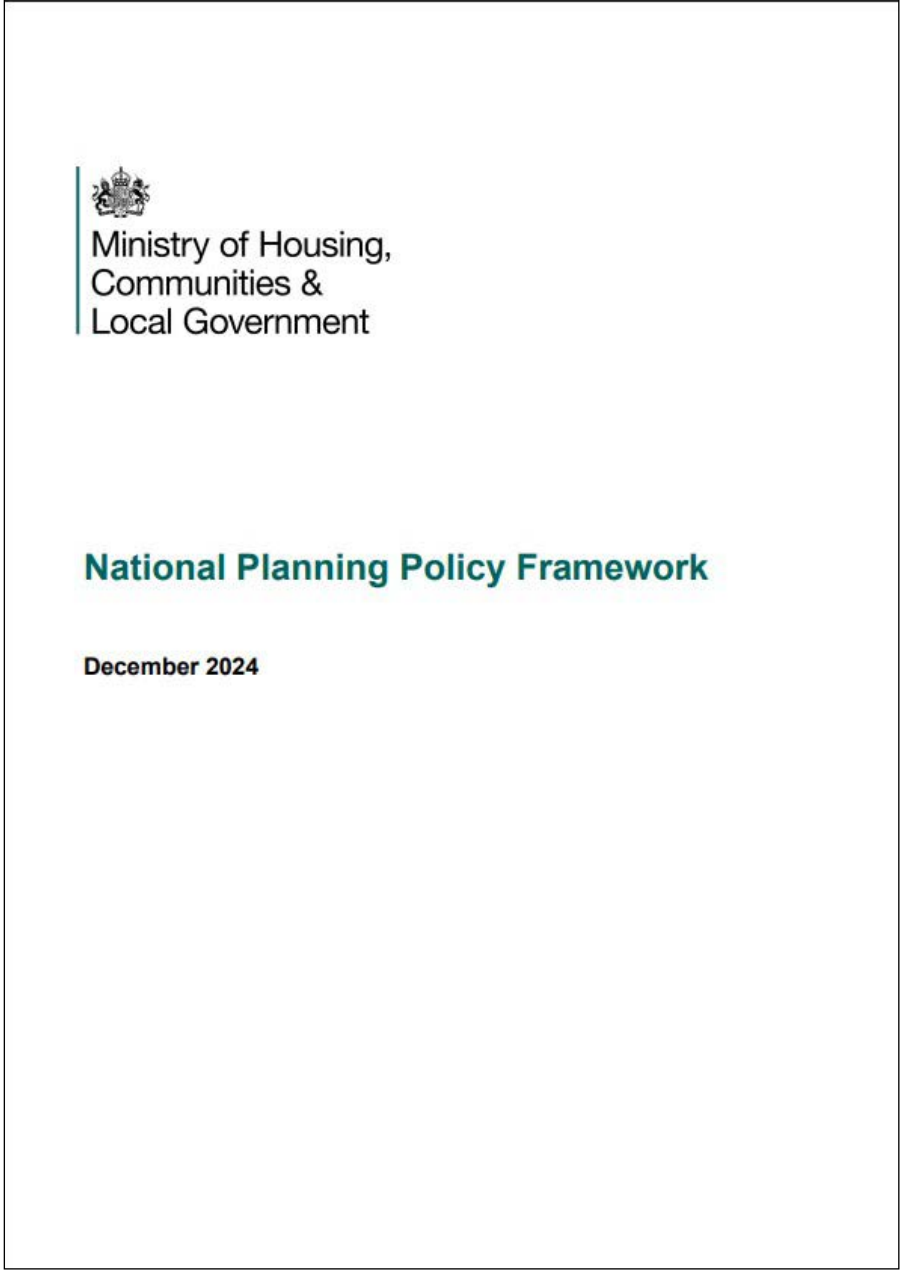
Concurrently with the above, a further application was submitted by Bellway under s.73 of the TCPA on 11 March 2021, relating to the requested amendment of Condition 13; application 21/02568/ VAR refers. The applicant sought to amend the pre-commencement trigger for the approval of a full foul drainage strategy for the development so as to enable demolition and other remediation and preparatory works to take place while further drainage modelling occurred, estimating that exercise to take some 6-12 months.

Although the reasons for the applicant's doing so are not clear from the public record, the application was withdrawn on 15 February 2022, such that the original condition remained unchanged.

With a deadline for the commencement of development of 11 June 2023 (i.e. two years from the approval of the reserved matters), the earlier planning permission ultimately lapsed, unimplemented, at that time. Again, the precise reasons for the developer's not exercising the permission are not known, however it is likely that development viability given the complexity of the site and extent of obligations secured pursuant to the Outline may have played a part.

As such, the site is not subject of any extant planning permission, albeit the above is plainly highly relevant to the current proposals.

Prior to the submission of the current Full planning application, pre-application advice has been sought from the Local Planning Authority, details of which are set out within the Statement of Community Involvement.



03 Local Context

03.1 Services and Facilities

The site has good access to local convenience retail, post office and pharmacy facilities located in the residential area of Rudloe, north of the site. In addition MOD Corsham, which is a significant employer in the local area, is within 8 minute's walk and Fiveways Light Industrial Estate is on the opposite side of Westwells Road.

The site is located approximately 3km west of Corsham town centre which offers a range of amenities including restaurants, shops, supermarkets and services. There is also a secondary school, two primary schools and a few nurseries, all located around the east and south-east of the town, approximately 3 to 4km from the site.

The town is well linked in terms of public transport, with regular bus services with routes incorporating the Bradford Road and Leafy Lane, while national rail journeys can be obtained from nearby Chippenham.

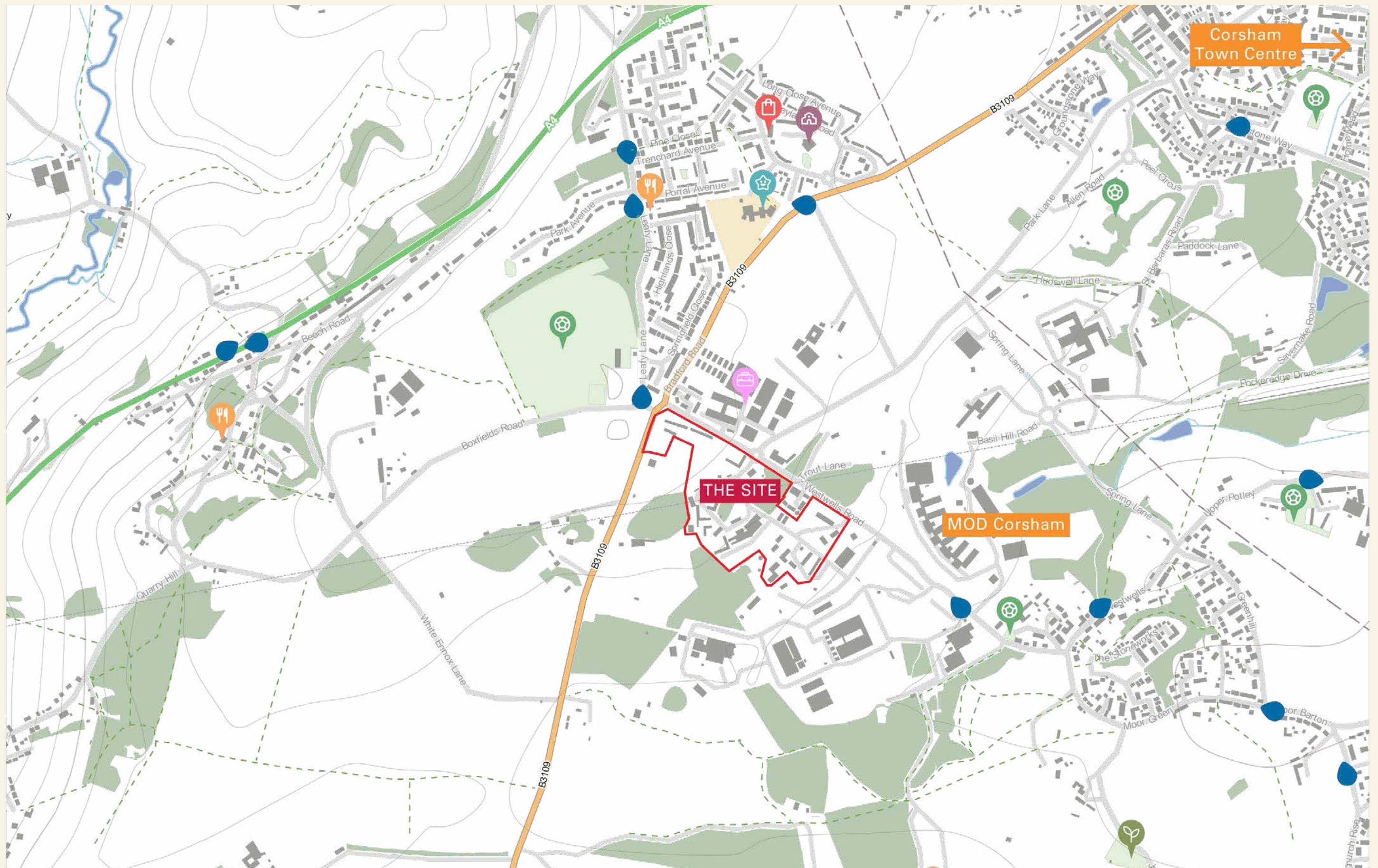


Corsham High Street



Corsham High Street © Copyright Hugh McKechnie

- KEY**
- Site boundary
 - Business park
 - Shop
 - Recreation
 - Dining/ food
 - Religious/ community
 - School
 - Allotments
 - Public Right of Way
 - Bus stop



Services and facilities map.

04.2 Character

General character

Whilst the site is immediately adjacent to light industrial, commercial and employment development nearby Westwells and Corsham provide a wider context for the site's residential character.

Natural stone is the predominant external walling material in the locality. A small proportion of rendered older properties are found which are likely to be stone built and rendered over time as a renovation. Recent developments in the area reflect this pallet of materials.

A variety of roofing materials are present including slate, plain and profiled tiles. Low stone front boundary walls are a common feature around small front gardens. Streetscapes comprise properties built in short terraces punctuated by detached plots either set further back from the street or built tight to the back of the footpath. Together, these various aspects create a varied and informal pattern of development that is typical of settlements that have evolved over time.

Site specific character

Currently the informal layout of large, low height buildings from its use as an MOD base make up the sites' built form character. A key part of the site's character, though, are the dense treed areas, including the woodland area towards the centre and dense natural boundaries along Westwells Road.

The neighbouring residential scheme of Neston Gardens which insets the eastern boundary of the site, features 10 dwellings with plots backing onto the site boundary.



Period properties on Westwells Roads, Westwells.



Late 20th century housing development at Tawney Close, Westwells.

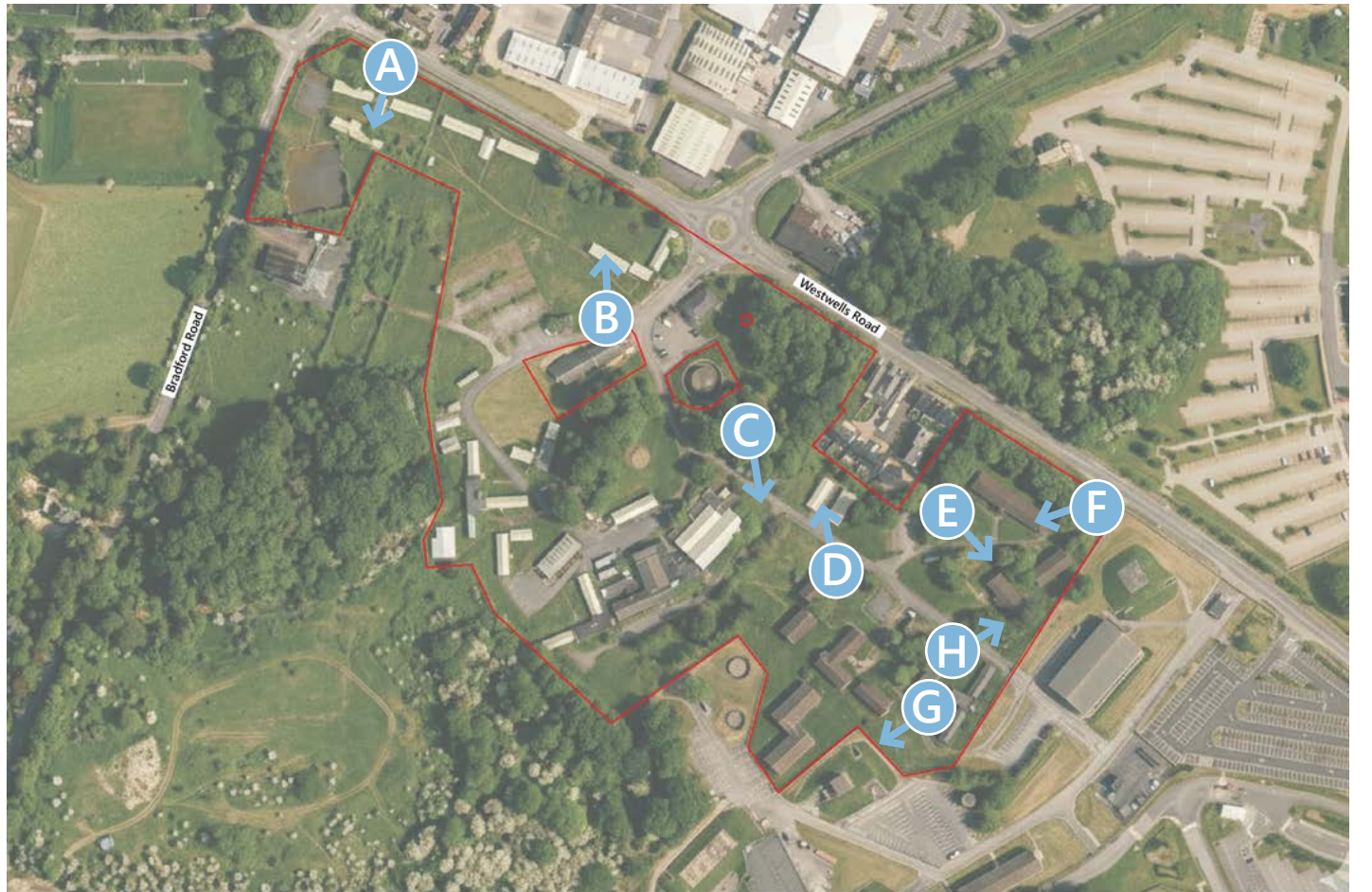


Recent housing development off Bath Road, Corsham.

04 Site Analysis

04.1 Site Photographs





04.3 Constraints and Opportunities

The Constraints and Opportunities plan opposite demonstrates the factors that influence how and where development can take place on the site and identifies features including existing areas of hardstanding and trees.

- KEY
-  Application boundary
 -  Contours (10m)
 -  Existing undergrowth, vegetation and large trees
 -  Existing trees to be retained
 -  Box railway tunnel (no build zone)
 -  Potential views onto open space
 -  Proposed primary site access
 -  Proposed secondary site access
 -  Potential noise from B3109
 -  Existing buildings (to be demolished)
 -  Existing buildings (to be retained)
 -  Bat flight zone (15m)
 -  Bat flight zone (10m)
 -  Potential SuDS location

Constraints

Landscape

Green belt land at the north point of the site. Nearby Cotswold National Landscape.

Ecology

Existing woodland to the central belt of the site to be retained to respect existing Ecology. Creation of a bat corridor along the south western and south eastern boundaries.

Topography and flooding

Gently sloping site from north-east to south-west.

Utilities

Box tunnel no build zone running east to west through the centre of the site. Air shaft in the centre of the site.

Existing buildings

Existing fire station building to be retained in the centre of the site. Existing buildings from previous use as an MOD base on the site to be demolished.

Roads and access

Two points of access off Westwells Road. Access to fire station to be retained and incorporated into road network.

Surroundings

Industrial development to the south of the site. Potential noise source from adjacent B3109.

Opportunities

Landscape

There are opportunities for views out of the site to the west towards and views from within the site over areas retained as POS.

Irregular boundary line creates pockets of space which lend themselves for the location of the LEAP.

Ecology

New planting to support existing wildlife and provide biodiversity net gain.

Pedestrian and cyclist access

Opportunity to provide pedestrian and cycling only access into the site and routes through POS.

Topography and flooding

Opportunity to help alleviate flooding issues with an attenuation basin at the lowest point of the site.



05 Design Process

05.1 Public consultation

Following the initial stages of stakeholder engagement, the applicant conducted targeted consultation with residents in the area surrounding the site through direct postal notification and direction to a bespoke consultation website providing further information on the proposals and enabling download of the later iteration of the emerging layout.

Neighbours were notified within a proportionate search area from the site, as shown in the polygon image below, including residential and commercial areas of Rudloe together with nearby properties situated off of the Bradford Road.

Unfortunately, due to a postal error, occupiers at Neston Gardens, directly adjacent to the site, did not receive copies of the notification flyer in the first round of circulation. Having been notified of this in the first instance by the Town Clerk, copies were hand delivered within a working day and it was made clear that some flexibility would be applied to the stated deadline for comments to account for the delay.

The notification flyer directed recipients to a dedicated consultation website – www.rudloeno2.co.uk – at which they could review the emerging proposals, inspect technical summaries and either directly submit comments in relation to the material presented or send these by email or post.

A total of 15no. comments were received, indicating a relatively low – and notably localised – response rate, potentially indicating that given the site’s long term vacancy and previous planning permission it’s redevelopment in principle is not contentious but that implications for adjoining occupiers, as well as tangential impacts on local services and infrastructure, are more pertinent concerns. In summary, the key themes of the feedback received were:

- Mixed overall sentiment: Several respondents support redeveloping the site in principle, especially as an improvement on the existing buildings, but many support it only if key concerns are addressed.
- Traffic and road safety are major concerns: Feedback highlights existing congestion, speeding, pressure at the double mini-roundabouts, and worries that extra homes will worsen already difficult traffic conditions.
- Local infrastructure is seen as overstretched: Many comments say doctors, dentists, schools, roads and public transport are already under pressure and question whether services can cope with another 167 homes.
- Strong concern about trees, woodland and landscape buffers: Residents are worried about the loss of mature trees, the erosion of woodland edges, and reduced screening between existing homes and new plots.
- Neighbouring amenity and privacy are recurring issues: Several comments focus on homes being placed too close to boundaries, especially near Neston Gardens, creating concerns about overlooking, overbearing impact and loss of outlook.
- Wildlife and biodiversity feature prominently: Respondents mention bats, owls, woodpeckers and broader habitat connectivity, arguing for wider ecological buffers and stronger protection of existing woodland.
- Pedestrian safety needs more attention: People raised concerns about narrow pavements, unsafe crossing points, blind corners and poor walking access to schools, bus stops and local amenities.
- Community facilities are wanted: Suggestions include a local shop, pharmacy, post box, improved digital connectivity, and a community allotment or growing space to support healthier and more sustainable living.
- Affordable housing design and distribution matter: Feedback calls for affordable homes to be spread throughout the development rather than clustered, and for larger family-sized shared ownership homes to be included.
- Flooding, drainage and construction impacts remain unresolved: Concerns were raised about inadequate historic drainage assumptions, surface water risk, the lack of clear solutions for flooding, and uncertainty over how long demolition and construction would last.

Overall, feedback indicates that redevelopment is supported, or at least accepted, as a matter of principle, however a number of site-specific and wider infrastructure points have been raised, and these have both been considered in the further evolution of the proposals and addressed through the supporting documentation as relevant.

Upon validation of the application, the proposals will again be subject of formal public consultation, enabling neighbours and others to review the full application submission and make representations to the Local Planning Authority.

05.2 Pre-application

Taylor Wimpey has undertaken a programme of pre-application consultation with the Local Planning Authority and the local community in respect of the current proposals.

The applicant submitted a pre-application enquiry to Wiltshire Council in January 2026 to understand the Local Planning Authority's initial views on the principle of development, access, transport and amenity considerations, and high-level considerations around quantum, layout, open space and other fundamental matters. Together with a detailed covering letter, the submission included the emerging proposed site layout and indicative street scenes.

The applicant subsequently met on site with the planning officer allocated the case in February 2026 to undertake a full walkover during which variety of themes relevant to the emerging proposals were discussed, including inter alia:

- Principle of redevelopment;
- Implications of the limited incursion of Green Belt;
- Last occupations and Vacant Building Credit;
- Subterranean and other retained MoD infrastructure;
- Accessibility;
- Green Infrastructure; and
- Energy efficiency.

Officers then collated several internal consultee responses to provide a comprehensive written response in early March 2026. Overall, the response was positive in respect of the principle of redeveloping the site and offered constructive feedback in relation to layout, design and transportation issues in particular.

Further to that response, the applicant undertook a further virtual pre-application meeting with the LPA, Local Highway Authority and their own transport consultants in attendance, in order to refine expectations for detailed highway layout and wider accessibility measures. Again, the discussion was highly constructive and has led to positive changes to the scheme's on and off-site highways detail.

Separately to the above exercise, the applicant has also undertaken direct pre-application engagement using the Council's focused Ecology Pre-Application service. This has focused on information requirements and the need for further engagement with Natural England as a statutory consultee in relation to the Bath and Bradford on Avon Bats SAC.

06 Design Evolution

06.1 Original Outline Masterplan

The original masterplan was an illustrative layout as part of the outline application (14/11354/OUT). The original masterplan proposed 182 residential dwellings along with some employment use buildings. Key proposals include access points into the site, central green space with different uses: village green, woodland area, attenuation basin.

06.2 Reserved Matters Layout

The reserved matters layout included details for the layout, scale, appearance and landscaping following the outline application approval. The application (19/07339/REM) proposed a lower 166 dwellings compared to the outline masterplan's 182. The layout includes residential development and two buildings providing office space at the southern edge of the site identified at outline stage for employment.



06.3 Pre-application Layout

The layout below was submitted for the pre-application of the current full planning application for the site on behalf of Taylor Wimpey. Key comments received on this layout included:

- frontage car parking overwhelms the public realm;
- opportunities for more widespread SUDS measures need to be taken including measures incorporated within the streets;
- tree-lined streets are important and should be located in communal, publicly managed areas, not within private plots;

- several properties back onto edge open space - necessary for more overlooking over public open space;
- it is important to provide a reinforced landscape edge to Bradford Road as the Cotswold National Landscape lies immediately west of the road; and
- materials which reflect local context to be characteristic of the development through use of natural stone within prominent areas of development and within new, internal streets. Use of stone walls as a feature of the local streetscape along principal streets and at the entrances to the development.

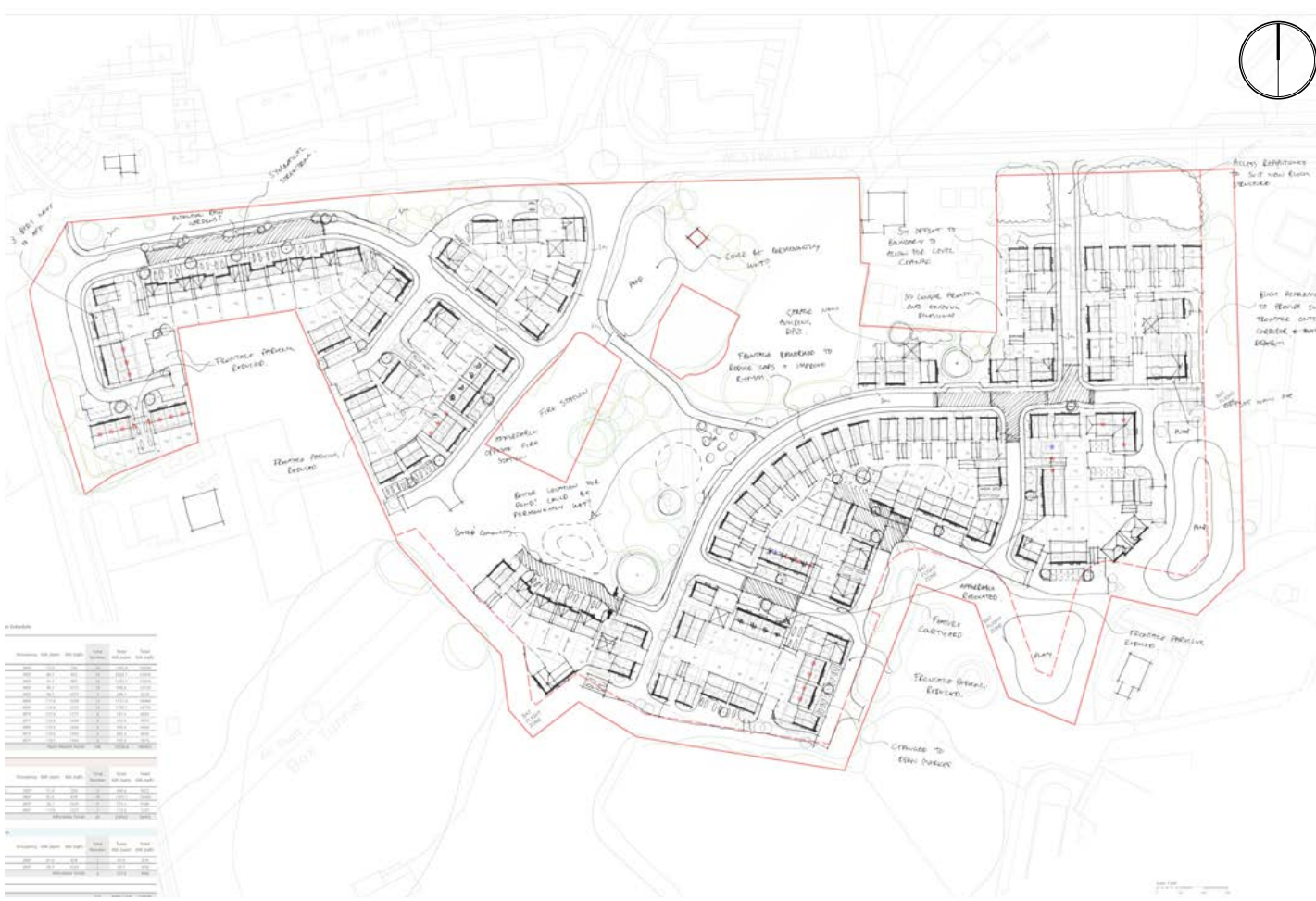


06.4 Sketch Layout

Following the feedback from the pre-application the layout was revised as shown in the sketch layout below. Key changes include:

- rearrangement of the layout to achieve reduction in frontage parking;
- incorporation of more widespread SUDS measures including a pond to the south of the Fire Station and rain gardens along the road opposite Westwells Road in the north-west of the site; and
- layout of eastern part of the site and access road changed which means houses do not front onto existing dwellings and along the western boundary some frontage is provided onto the green corridor.

onto existing dwellings and along the western boundary some frontage is provided onto the green corridor.



07 Design Proposals

The key features of the development proposals include:

- 167 new high-quality homes
- 33 affordable homes
- A range of house sizes and tenures to meet local needs;
- Regenerating brownfield land;
- Retention of central woodland area, retention of high quality arboricultural features and enhancement of existing hedgerow corridors
- Design to protect existing ecology including bat flight zone buffer
- Wildlife-friendly drainage features across the site to help manage surface water
- A new play area located in corner of the site away from roads
- Perimeter development designed to overlook onto public open space
- Comprehensive walking/ cycling network through sites with a walking/cycling only access into the site and links through the POS between the two areas of development







07.1 Layout

The layout of development is landscape led, informed by the creation and retention of good, quality green open spaces. This includes a variety of open spaces, landscape buffers and the use of new or existing trees to create tree lined streets across the development.

The proposals include the retention of the existing woodland as part of the central public open space forming a green corridor with the existing woodlands to the east and west of the site. This area is to be further planted with native species to support ecological objectives. The existing woodland at the southern site entrance is to be retained for the same reasons.

Existing trees along the boundaries to Westwells Road and the B3109 are to be retained and reinforced with further planting for screening and ecological enhancement.

In addition to the existing woodland to the south of the site, there are some trees following part of the line of the southern boundary. These are to be retained and with new planting form a continuous green margin following the boundary line. This both provides screening of the existing industrial development to the south and supports ecological objectives.

The proposals mean that 13 individual trees from a total of 29 will be removed (6 moderate quality, 3 low quality and 4 unsuitable). All high-quality arboricultural features will be retained and no woodland will be removed.



07.2 Landscape strategy

In response to the protected species identified as part of the ecological works the proposals have been developed to strengthen and reinforce the existing planting and woodland belt that dissects the site. The inclusion of new native planting belts to the open space protect key bat foraging habitat from light overspill from the adjacent development.

Surrounding the planting belts and woodlands, proposed wildflower meadows and grasslands flow across the site adding to the visual amenity and ecological diversity. Within these meadows, mown grass paths are proposed to enable informal access around the site as well as discouraging users from wondering off the intended track and into the key habitat areas.

New buffer planting is proposed as part of the landscape infrastructure to the site boundary. The proposed native hedge and tree planting also functions to screen views from the adjacent industrial premises and roads, as well as reinforcing the wildlife migratory corridors. Along the northern boundary the existing mature tree planting is to be retained to create a marginal parkland setting adjacent to the internal site road.

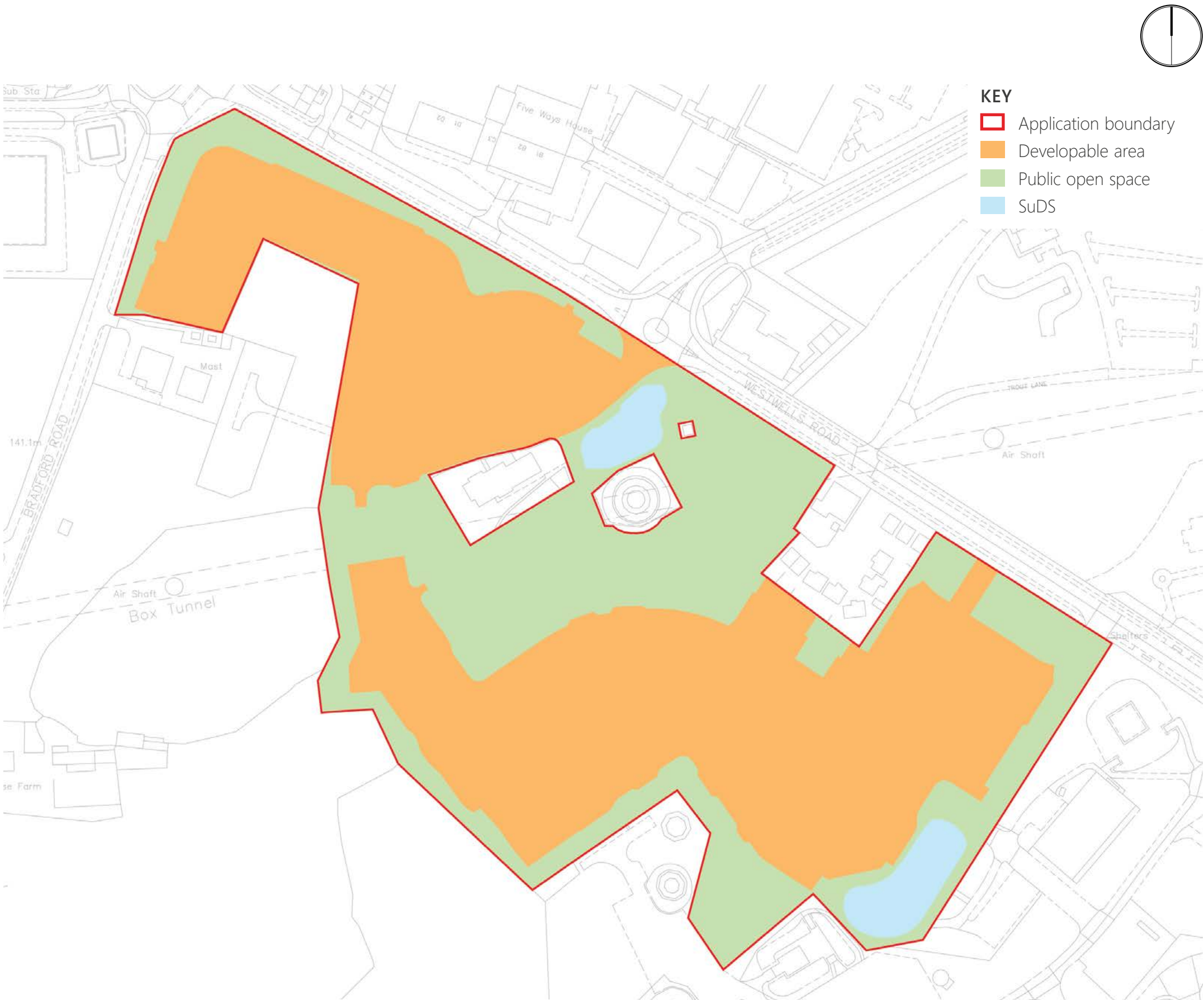
Throughout the development, tree planting has been incorporated to plot frontages to break up the street scene. Where trees are proposed within these areas, fastigate forms will be specified appropriate for the space available. Landscape planting to frontages will vary between amenity shrub planting and structural hedge planting to demarcate the public private ownership boundary.



07.3 Land Use

The proposals comprise residential development equating to 167 dwellings along with associated infrastructure and green and blue spaces.

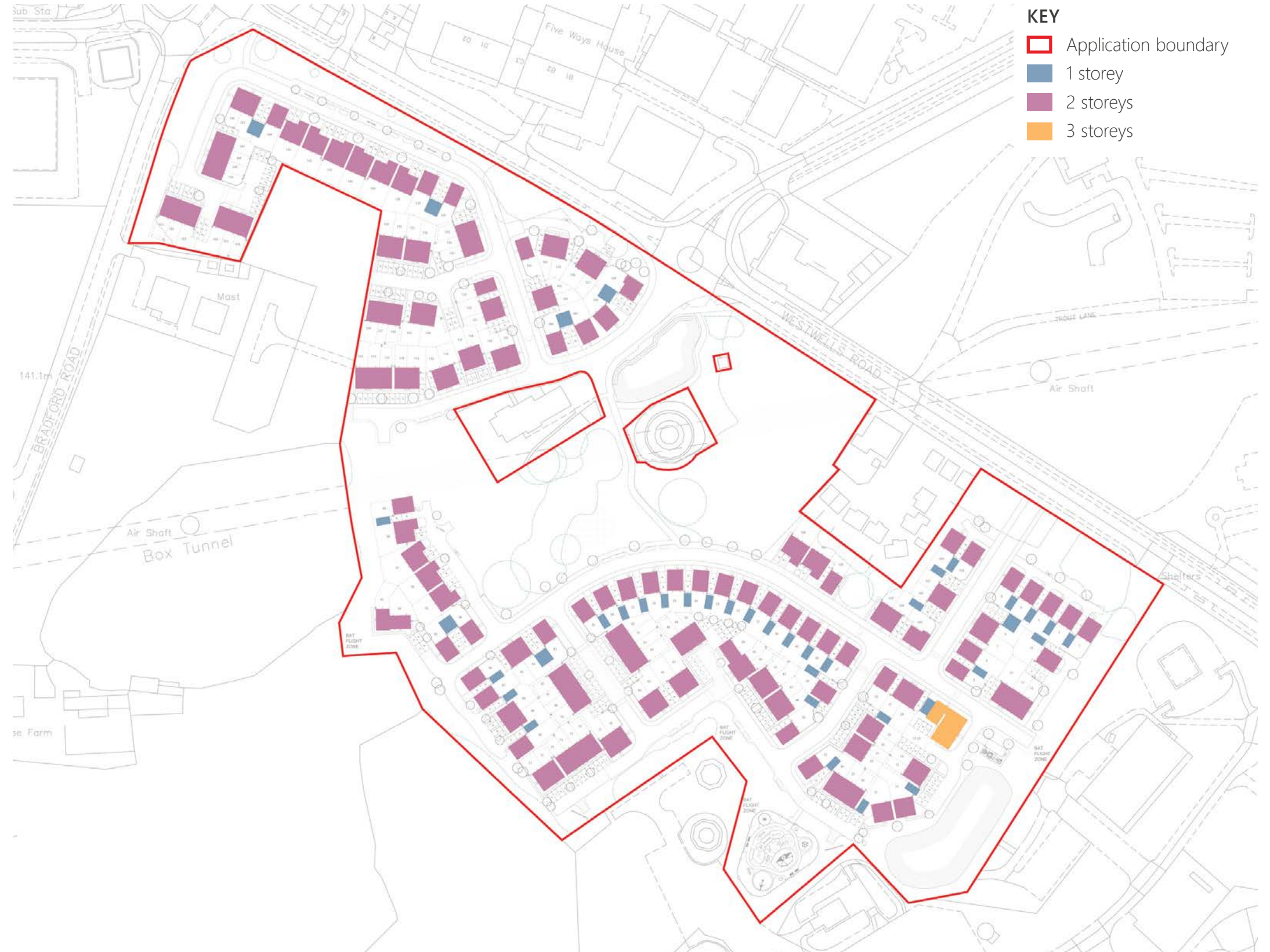
This consists of space for play, ecological corridors, community orchards, retained woodland and SUDS in at the entrance to the site and in the southern corner.



Land use parameter plan.

07.5 Heights and Density

The majority of houses in the proposals are 2 storeys in height. There is one apartment block to the south east of the site which is 3 storeys in height.

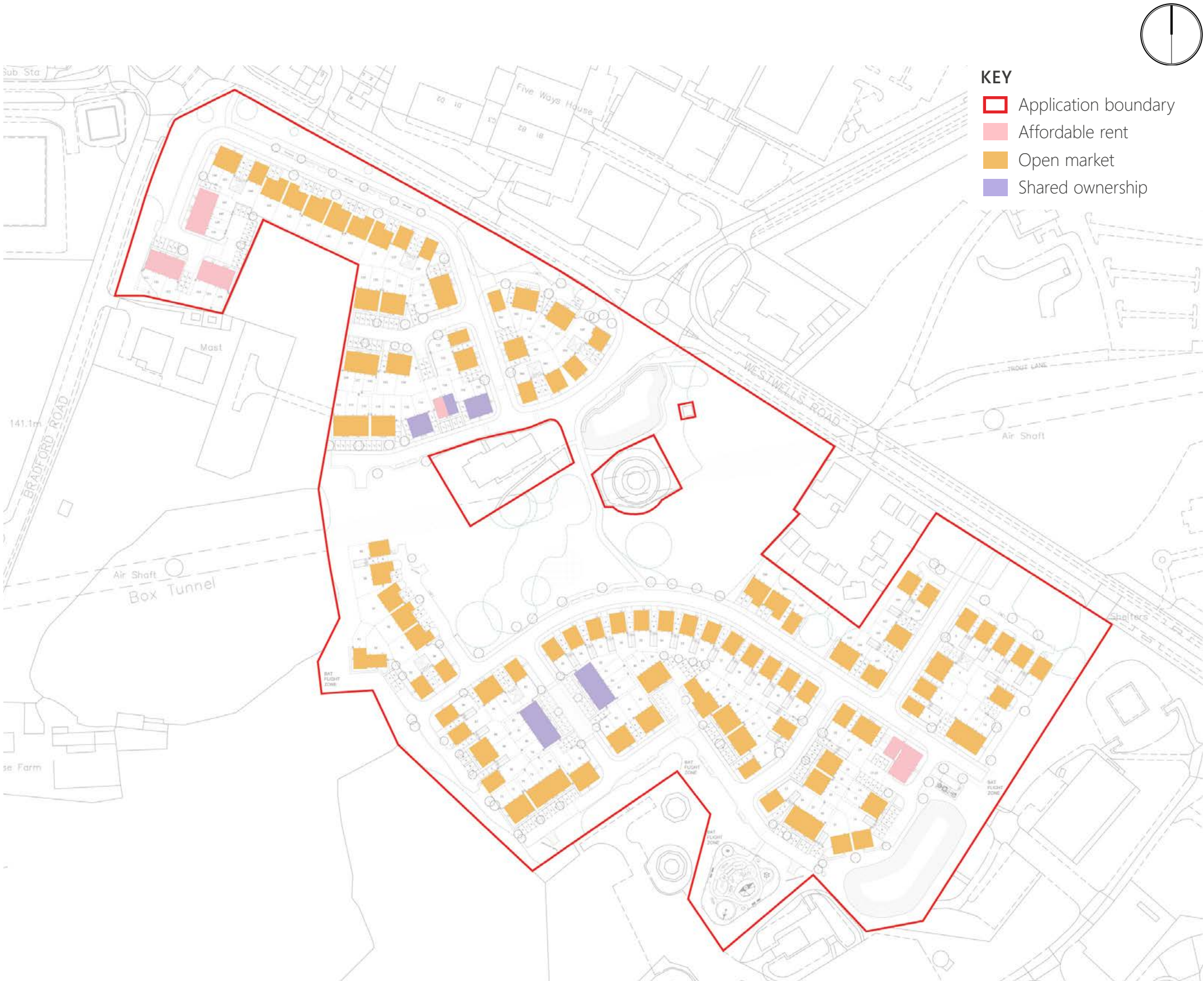


Building heights parameter plan.

07.6 Affordable Housing

20 of the proposed dwellings are to be provided as affordable rent and 13 as shared ownership providing a total of 33 affordable homes (20%).

The properties are distributed across the site in small groupings and have been designed to be indistinguishable from the open market dwellings.



Affordable housing parameter plan.

07.7 Access

The northern half of the site is to utilise the existing access from the roundabout on Westwells Road. The access serving the Fire Station is to be maintained and to form part of the proposed new road network. A new access to serve the southern half of the site will be formed off Westwells Road further north from the existing access in order to achieve appropriate visibility. The proposals create residential development in two parts connected by a pedestrian and cycle link crossing the central area of POS. This link will be unlit to respect ecological constraints but low lux lighting will be considered if there is no detriment to the proposed ecological habitat.

The layout includes a pedestrian link at the northern end of Westwells Road providing a convenient access to nearby bus stops.

Access for emergency vehicles and refuse collection:

The layout provides appropriate access and turning facilities for cars, emergency vehicles and refuse vehicles alike. Emergency vehicle access meets the requirements of Approved Document B5.

The layout provides for bins collection in line with Wiltshire Council Waste Storage and Collection Guidance i.e:

- Max 25m bin pull distance for residents
- Max 10m bin pull distance for refuse crew

07.8 Street Types

The proposed highways have been designed in accordance with Manual for Streets and to Wiltshire Council's adoptable standards. This ensures the highways are both robust and safe, with a design speed of 20mph governed by the highway's geometry. Ample visibility has been provided at all junctions and turns which is safeguarded by pedestrian footways and surfacing restrictions.

To aid legibility and navigability, a street hierarchy has been developed which broadly follows four street typologies.

Primary Road

The main road through the development. There are two separate primary roads in the development serving the northern and southern parts of the site from separate access points off Westwells Road.

Secondary Road

The secondary roads form the main perimeter and connecting roads within the site which branch off from the primary road. This road type features a narrower carriageway than the primary road with a pavement either side and a setback building line.

Shared Surface

There are two shared surfaces in the development. These are low traffic routes differentiated by a different surface colour and material. This road type accommodates all movement: pedestrian, cyclists, cars etc. on a level shared surface.

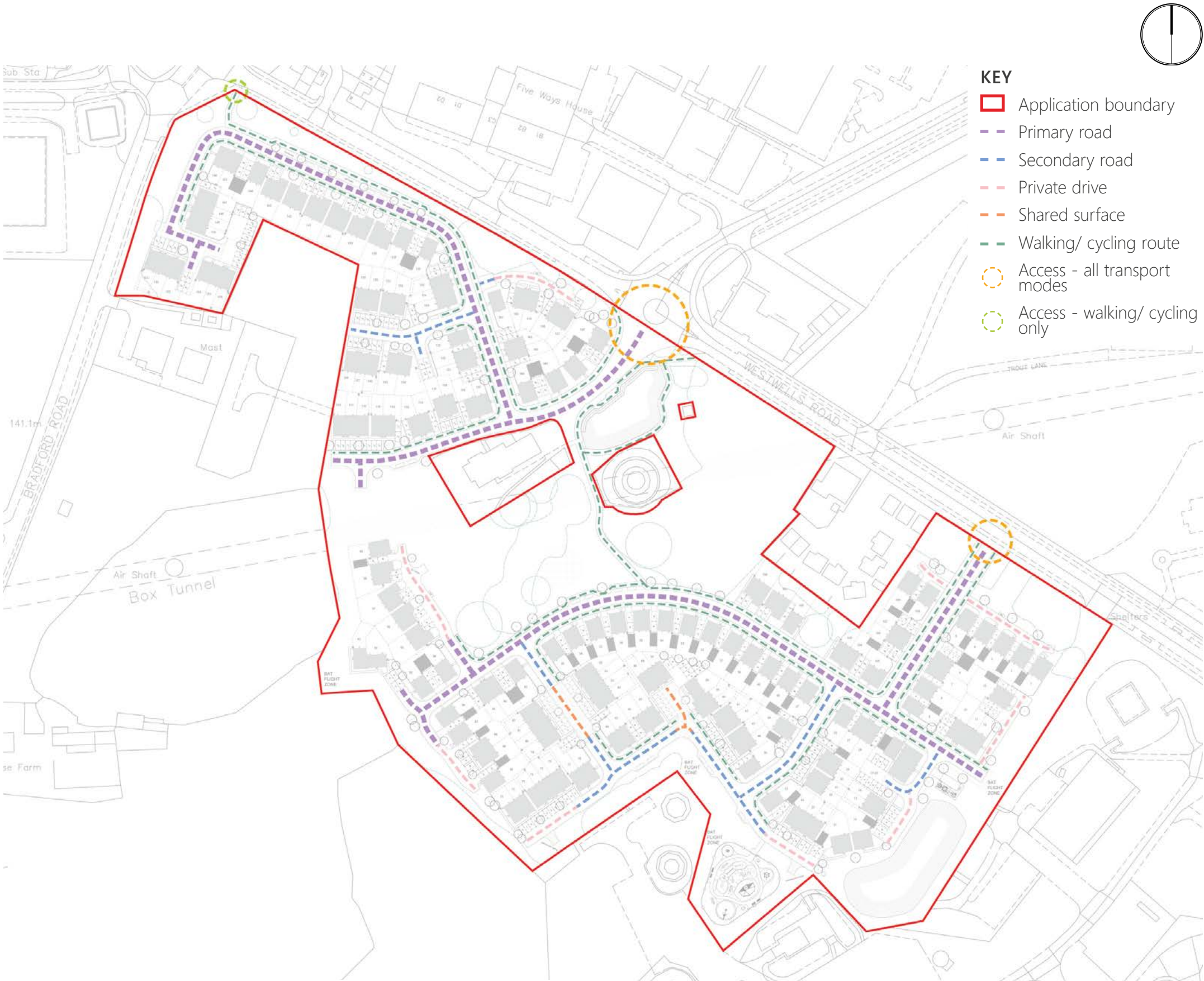
Private Drives

Privately owned and maintained sections of road which provide access to a singular property or small number of properties. These feature a narrow carriageway accommodating all movement types on a level surface.

07.9 Movement

The road networks to both the northern and southern sections of the site offer a clear hierarchy, comprising a spine road with secondary roads, shared surface and private drives branching off. The roads serve perimeter blocks configured to provide frontage to all areas of POS.

The network of footpaths provides pedestrian permeability throughout the site. Footpaths link through the residential areas and connect to public open spaces, forming the link between the southern and northern parts of the development.



Movement parameter plan.

07.10 Parking Strategy

Parking provision is to be in accordance with the minimum standards as set out in Wiltshire Council car parking strategy:

- 1 bedroom dwellings - 1 parking space
- 2 & 3 bedroom dwellings - 2 parking spaces
- 4 bedroom dwellings - 3 parking spaces

PARKING PROVISION	
Allocated spaces	319
Garages	46
Courtyard spaces	35
Visitor/ street spaces	18



Parking strategy plan.

07.11 Appearance

The proposed development will be seen only partially from Westwells Road at the two points of access to the site. This is appropriate given the nature of Westwells road from which the surrounding industrial development is visible. The same industrial development generates traffic to Westwells Road such that it is appropriate that the proposed residential development should be afforded protection by way of a generous landscaped margin.

It is proposed that those parts of the development visible from Westwells Road reflect and thereby reinforce the built character in the locality. Within the development some departure from this pattern is proposed in order to create distinction between different parts of the development and to provide scope for characteristics which will be unique thereby giving the place identity.

There are a range of materials used through the development which have been chosen to reflect the local pallet of materials, particularly the stone and render seen in the locality. Buff/cream multi brick is also used in parts of the development. Roofing materials include both grey and peat brown roof tiles.



Character areas

1 Westwells Road

This character area comprises plots close to the two points of access for the site and are visible from Westwells Road. Characteristics include:

- Use of reconstituted stone and roughcast render
- Mix of peat brown and grey roof tiles
- Use of stone boundary walls
- Mix of white and green window frame colours
- Primarily detached and semi-detached houses

Materials



Roughcast render



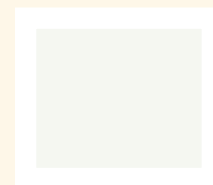
Recon stone



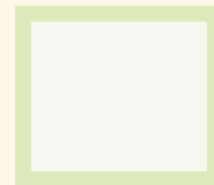
Grey tile



Peat brown tile



White window frame



Green window frame

2 Spine Road

This character area comprises plots along the spine road of development both in the southern and northern parts of the site. Characteristics include:

- Use of reconstituted stone and roughcast render
- Predominantly grey roof tiles with occasional peat brown roof tiles
- Mix of white and green window frame colours
- Generally consistent building line setback with some variations
- Primarily detached house

Materials



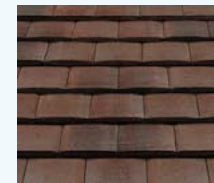
Roughcast render



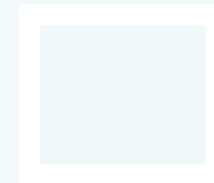
Recon stone



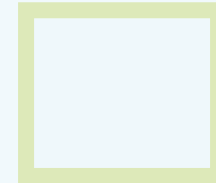
Grey tile



Peat brown tile



White window frame



Green window frame

3 Secondary Streets

This character area makes up the inner roads of the development.

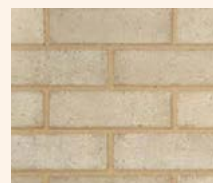
Characteristics include:

- Primarily use of buff/cream multi brick and some roughcast render.
- Use of grey roof tiles
- White window frames
- Higher density development with short terraces and semi-detached dwellings
- Varied building line, terraces set back further to accommodate front allocated car parking.

Materials



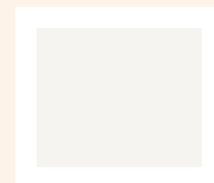
Roughcast render



Buff/ cream multi- brick



Grey tile



White window frame

4 Green Belt

Characteristics include:

- Use of reconstituted stone and roughcast render
- Mix of peat brown and grey roof tiles
- Courtyard arrangement

Materials



Roughcast render



Recon stone



Grey tile



Peat brown tile

07.12 Drainage

The existing MOD facility offers little in the way of drainage sustainability, with rainfall being captured onsite, conveyed to a Wessex Water sewer and ultimately discharged to a watercourse south of the proposed development.

The proposed drainage network will offer a reduction in flows by limiting discharge to that of greenfield Qbar rates. This offers a vast improvement on the existing network and will greatly help alleviate current pressures on the network within Westwells Road and along the watercourse.

Large areas of parking and driveways will be surfaced with porous block paving. This will offer source treatment, removing hydrocarbons, metals and suspended solids. Attenuation basins have been designed to contain surplus flows generated by the proposed flow restrictions. Vegetation within the basins will offer further treatment improved the water quality at discharge.

Refer to the Drainage Strategy Drawings.

07.13 Ecology

BSG Ecology was commissioned by Taylor Wimpey to assist with the application progress and inform proposals for residential redevelopment. Consultation, desk study and survey methods have informed the ecology report and conclusions. The Rudloe Site is well surveyed and all additional updates and new surveys are underway or planned for 2026. In addition, the bat mitigation strategy proposed for the prior granted planning permissions (Wiltshire Council 14/11354/OUT & 19/07339/REM) is being taken forward. The addition level of detail required for the current planning submission will be forthcoming, with sound ecological justification and rational feeding into the assessment of impacts and recommendations.

Most of the Site is outside of any Strategically Significant Habitat Network of the LNRS, with only very small parcels of woodland for creation or maintenance overlaying the very edge of the Site. New tree planting will fall within this area, together with mixed scrub and also grassland creation; however, none of this meets with the specifications of the LNRS. There is a single parcel of Nature on Our Doorstep (NOD) where a SuDS basin, grassland creation and new urban tree planting is proposed; therefore the extent of these habitats within the NOD parcel are elevated to being formally identified in local strategy for strategical significance.

07.14 Sustainability

Taylor Wimpey Homes is committed to delivering new homes that minimise carbon emissions in line with the Future Homes Standard 2025, reducing carbon emissions by 70-80% compared to current standards.

There are a number of key sustainable design measures incorporated into the development:

Social and Economic Benefits

The development aims to provide a range of social and economic benefits to both new and existing residents through:

- Construction of 167 new dwellings providing opportunities for local people;
- A development in a sustainable location with easy access to a range of existing services and amenities; and
- Homes designed to create healthy living environments which are flexible for the future.

Environmental Protection and Enhancement

Through a range of design measures the development aims to protect and enhance the local environment, including:

- A high quality landscape led development, that can positively respond to its context and embraces the principles of good design;
- Proposed planting should achieve well over 10% biodiversity net gain in hedgerow units. For habitat units 10% net gain will be achieved through a mixture of on-site and off-site units;
- A comprehensive landscaped scheme, retaining appropriate existing features of ecological value and supporting new and enhanced biodiversity habitat;
- Retention and enhancement of existing trees

and hedgerows, together with additional planting; and

- Integration of a SuDS scheme to sustainably manage water run-off and create new habitats.

Mitigating and Adapting to Climate Change

The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaptation measures to ensure the long-term resilience of the development to the effects of climate change.

Measures may include:

- Buildings which will be designed to make use of sustainable materials to reduce environmental impacts of construction;
- Homes designed to take account of increasing annual temperatures and minimise the risk of overheating;
- Provision of measures through construction and operation of the site to reduce pollution, minimise waste and encourage recycling;
- Homes and buildings designed and built to use resources efficiently and respond to the threat of climate change managing energy and water use; and
- All properties and the club house will feature roof mounted in-line photovoltaic panels, EV car charging and water butts.
- Provision of play areas and generous areas of open space for people to meet and maintain a healthy lifestyle; and
- Encourage local food production through the provision of a community orchard.

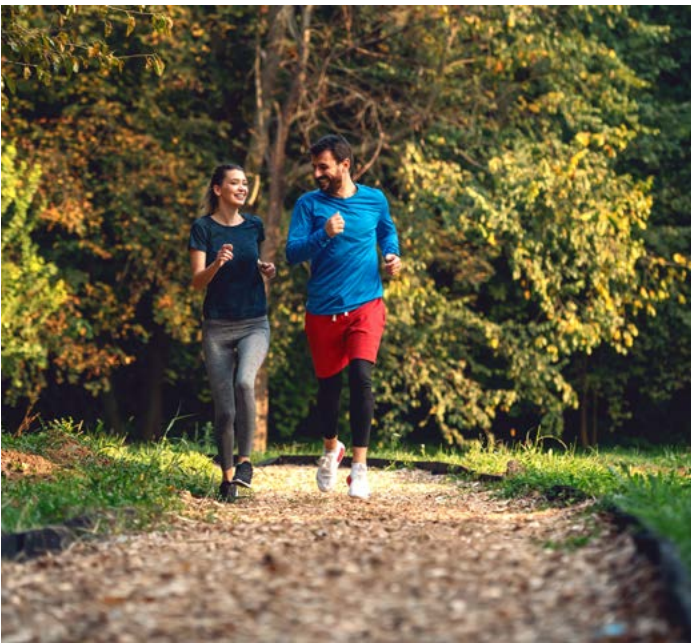
Fabric First approach

The new homes will be designed to meet or exceed Building Regulations, taking into account future changes including The Future Homes Standard: changes to Part L and Part F of the Building

Regulations.

Suitable features could include:

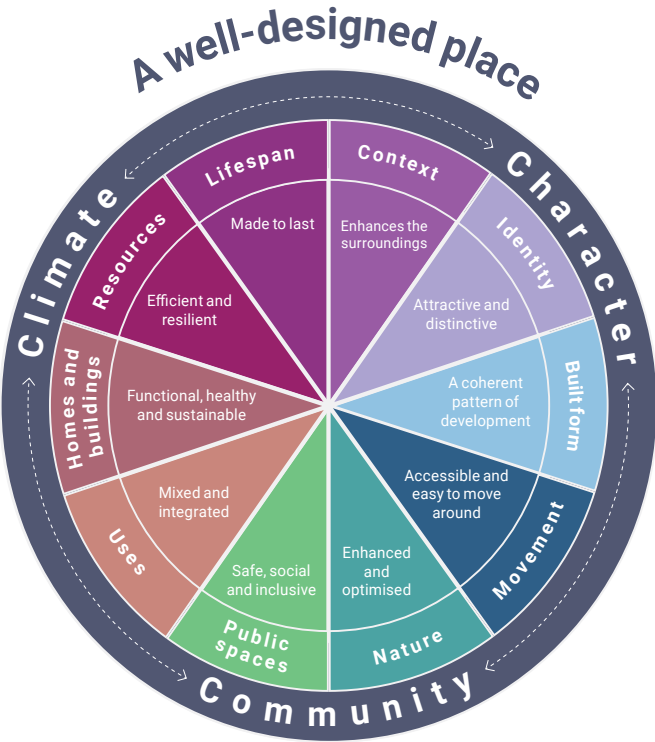
- Orientation of window/door openings to optimise daylighting and solar gain;
- Improved air-tightness and reduced thermal bridging to minimise heat loss;
- Maximised fabric insulation to reduce space heating demand to as low a level as possible;
- Responsible sustainable materials - locally sourced where feasible;
- Energy efficient white goods;
- Energy efficient lighting;
- Site waste management to minimise construction waste;
- Provision of recycling facilities for domestic and commercial users;
- EV charging points to be integrated within the scheme;
- Air Source Heat Pumps to be provided for all plots;
- Roof configuration across the site orientated to accommodate in-line photovoltaic panels; and
- Water conservation measures such as low flush WC's, flow restricted taps and showers to meet high levels of water efficiency and achieve a policy requirement limit of 125 litres/person/day.



08 National Design Guide

The National Design Guide builds on the aspirations and objectives of the NPPF and is a tool for assessing and improving design quality. The NDG is part of the Government’s collection of planning practice design guidance.

So how does our scheme comply with the National Design Guide?



Context

Enhances the surroundings

The proposals for the Site have been informed by an assessment of the local character including:

- A site visit and desktop analysis to identify key constraints and opportunities, and assess the character of the immediate and local context; and
- Consultation with local parish and residents.

Identity

Attractive and distinctive

The proposed scheme has been designed to protect and nurture the identified key aspects of the local character through design led approach which ensures the development sensitively integrates within its local setting.

A robust and connected green infrastructure, combined with buildings designed to respond positively to the local architecture, will generate an attractive and enjoyable place for the residents and local community to benefit from.

Built Form

A coherent pattern of development

A permeable development structure has been adopted to provide safe and multiple connections for people to move through whilst maintaining an efficient use of space. Development parcels have been designed to provide overlooking and define a clear distinction between private and public space through the use of landscape features.

Buildings are designed and located to address public internal spaces or at the end of key vistas to define a clear and legible environment. A clear hierarchy of spaces is achieved through an appropriate relationship between built form, landscape and the space in between.

In response to the local character, densities and building heights will vary depending on location and relation to the existing landscape and footprints varying in shape and form.

Movement

Accessible and easy to move around

A clear hierarchy of streets and pedestrian links provide a legible movement framework across the Site.

A winding street network, including shared surfaces streets, is designed to discourage vehicles from speeding and provide an attractive and inclusive environment for people to feel safe in.

Nature

Enhanced and optimised

The landscape strategy aims to maintain and enhance the existing mature vegetation throughout the Site whilst creating an integrated network of multifunctional open spaces. The landscape strategy will provide a range of environmental benefits including new habitats and planting corridors particularly to the south of the Site.

This approach aims to integrate the Site within its

wider landscape context and provide a rich and attractive environment which enhances biodiversity.

Public Spaces

Safe, social and inclusive

Streets and public open spaces are extensively landscaped and designed to encourage a wide range of leisure activities suitable for people of all ages and abilities.

Different open spaces provided as part of the development include; an orchard, formal and informal public green spaces, natural and semi-natural areas, new planting, play areas, sustainable drainage and street-trees.

This approach aims to integrate the Site within its wider landscape context and provide a rich and attractive environment which enhances biodiversity.

Uses

Mixed and integrated

The proposed development will deliver a range of new homes of which 20% will be affordable and designed as tenure blind.

The landscape design strategy promotes mixed use through sporting activity, communal gardening, recreational play and active walks.

The Site also sits within close proximity to a commercial complex, which will offer employment opportunities within walking distance to new local residents.

Homes and buildings

Functional, healthy and sustainable

At the reserved matters stage all dwellings will be designed to a high standard, respecting back to back distances and promoting overlooking and presence over public spaces and car parking. This, combined with a clear servicing strategy, will avoid improper use of space and deliver a well integrated and maintained public realm.

Homes will have private gardens and access to amenity spaces and the wider green infrastructure via a network of pedestrian routes which will provide residents with opportunities to socialise and promote a healthy lifestyle.

Homes will be designed to respect Nationally Described Space Standards and respond to a range of tenures and lifestyle standards.

Resources

Efficient and resilient

The development will be designed to maximise energy efficiency where possible through energy efficient construction and use of resources. These will include measures to conserve water, efficient heating and hot water systems, maximise insulation, use of locally sourced sustainable materials, optimising daylight and solar gain, inclusion of SUDs with features for wildlife (outside the flood zone), rainwater harvesting, fabric efficiency.

Energy waste will be minimised by grouping buildings together to form larger units and avoid unnecessary spilling out where possible. Homes

will be designed to meet or exceed Building Regulations, taking into account future changes.

Lifespan

Made to last

All buildings will be built to a high standard to ensure the building's envelope is protected. Architectural character will respond to the local heritage with durable materials such as stone and brick with overhanging eaves to protect façades.

Houses will be designed to maximise opportunities for future expansions or to be adapted for home-working where possible.

09 Building for a Healthy Life

A balanced design approach has been taken for this residential housing addition to Rudloe to ensure the successful integration of people with nature and public spaces.

The structure and place making strategy of the masterplan follows the 12 healthy life considerations set out in the 'Building for a Healthy Life' (BHL) document which has three key objectives - creating integrated neighbourhoods, distinctive places and streets for all.

The following checklist indicates how this design concept for Rudloe 2 conforms with the BHL considerations which will provide benefits to both residents and the natural environment through the creation of an attractive and sustainable design proposal. Given the Building for a Healthy Life considerations, the illustrative masterplan incorporates the following:



CONSIDERATIONS	THE DESIGN CONCEPT INCORPORATES
1. NATURAL CONNECTIONS Create permeable, green corridors to better integrate both wildlife and people across the surrounding landscapes.	✓ New connections that integrate with existing context, new formal and informal footpaths that could connect to registered PRoWs and local footpaths. Retained woodland and green space to create corridors that connect habitats and provide new recreational routes in a natural environment.
2. WALKING, CYCLING, + PUBLIC TRANSPORT Routes should be attractive, safe, and enjoyable, and which discourage private vehicle usage.	✓ Additional walking routes with access to nearby existing bus stops, promoting sustainable means of transportation.
3. FACILITIES AND SERVICES Establish diverse social infrastructure which is accessible to all, and which promotes outdoor activity.	✓ A generous public open space provision that facilitates new play areas, and wildlife habitats, all of which are connected via recreational footpaths.
4. HOMES FOR EVERYONE Varied housing + tenure forms should be dispersed across the Site, and all residents deserve equal opportunities.	✓ A varied dwelling mix that meets local housing need, inclusive of a 20% affordable housing provision that will be evenly distributed and tenure blind.
5. MAKING THE MOST OF WHAT'S THERE Transform urban + natural threats into unique opportunities through asset enhancement.	✓ Ecology corridors and existing natural habitats have been retained and enhanced. Extensive areas for BNG enhancement across the Site will also provide soft landscaped buffers to the development for natural urban integration.
6. A MEMORABLE CHARACTER Compliment the locality of the area (from integrated landscape design to distinctive architectural detailing).	✓ Following a local character area study, the masterplan framework has been designed to follow local distinctiveness and create characterful streets.



CONSIDERATIONS	THE DESIGN CONCEPT INCORPORATES
7. WELL DEFINED STREETS AND SPACES Transform the streets into a genuine experience by designing active and interesting edges.	✓ The streets and spaces are designed in accordance with Manual for Streets design guidance. The masterplan infrastructure facilitates legible, inclusive routes that are defined by attractive landscape features with a clear hierarchy.
8. EASY TO FIND YOUR WAY AROUND Character areas, landmarks, and nodal points should assist in the proprioception of residents.	✓ The framework incorporates a clear central primary route that connects with green nodal spaces and shared surface informal roads and paths.
9. HEALTHY STREETS Build streets not roads (attractive spaces for social interaction and activity, upon transport and movement).	✓ The masterplan is designed to ensure the development promotes a safe, liveable place. Shared surface streets prioritise pedestrians and cyclists, whilst trees help to create green, healthy streets.
10. CYCLE AND CAR PARKING Provide diverse vehicle parking solutions, but design even more creative and accessible cycle parking alternatives.	✓ The illustrative masterplan provides policy compliant cycle and car parking provision, inclusive of visitor spaces that will be conveniently located. The sustainable framework design also allows for future adaptations.
11. GREEN AND BLUE INFRASTRUCTURE Natural networks should help structure the whole masterplan, to enrich sensory experience and biodiversity.	✓ A key concept of the masterplan is to provide a landscape-led development which respects existing landscape features whilst promoting biodiversity and wellbeing for local residents. The design incorporates retained woodland through the centre of the site and around the edge with proposed new tree planting and blue infrastructure.
12. BACK OF PAVEMENT, FRONT OF HOME Define the private realm, providing residents with confidence in their ownership which encourages plot personalisation.	✓ Public and private realm are clearly defined throughout the design proposals with the use of appropriate boundary treatments, hard surfacing and landscape strategies.

10 Conclusion

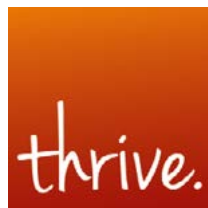
The proposals respond positively to the site constraints and opportunities and will develop a brownfield site to deliver a mix of well needed open market and affordable housing.

The layout creates perimeter blocks configured to achieve frontages addressing areas of POS. With a network of adoptable footpaths and informal mown tracks, the open spaces in the development will be overlooked and accessible encouraging their use and enjoyment.

The proposals have been informed by an Arboricultural Assessment. As well as retaining existing trees identified as having Arboricultural value, existing trees are retained also for Landscape and Ecological benefit.







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