



Hallam Land

PART OF HENRY BOOT

Land off Church Road, Laverstock
DESIGN & ACCESS STATEMENT

June 2026

CONTENTS

Introduction	4
Background	4
The Site	4
Purpose of the Design & Access Statement	6
Good and Well Designed Places	7
Building for a Healthy Life	7
National Design Guide	7
Design Response	7
Planning Policy	8
Evaluation	10
Context	10
Access & Movement	12
Designations	13
Landscape Character	14
Visual Amenity	15
Arboriculture	16
Biodiversity & Ecology	17
Water & Drainage	18
Vision	20
Climate	22
Community	24
Character	26
The Proposals	8
Development Parameter Plan	29
Development Uses	30
A Permeable & Legible Layout	31
Main Street	32
Side Streets	33
Green Lanes / Private Drives	34
Densities	35
Feature Spaces	36
Scale & Key Buildings	37
Reduced Vehicle Speeds	38
Cycle / Car Parking & Bin Storage	39
Green & Blue Infrastructure Considerations	40
Sustainability	42
Appendix A - Building for a Healthy Life Review	44



The creation of high quality 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...

(National Planning Policy Framework, para 124)

INTRODUCTION

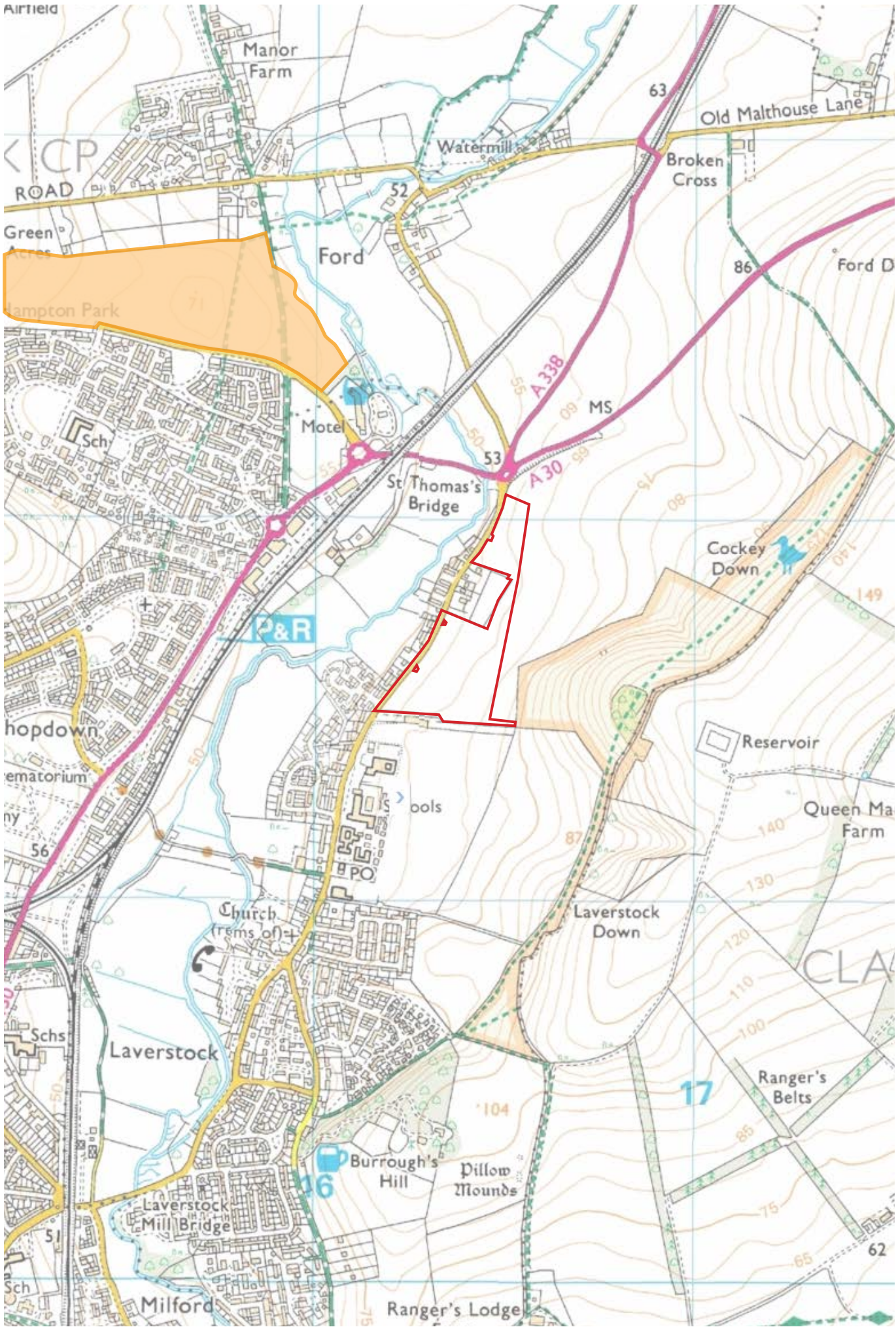
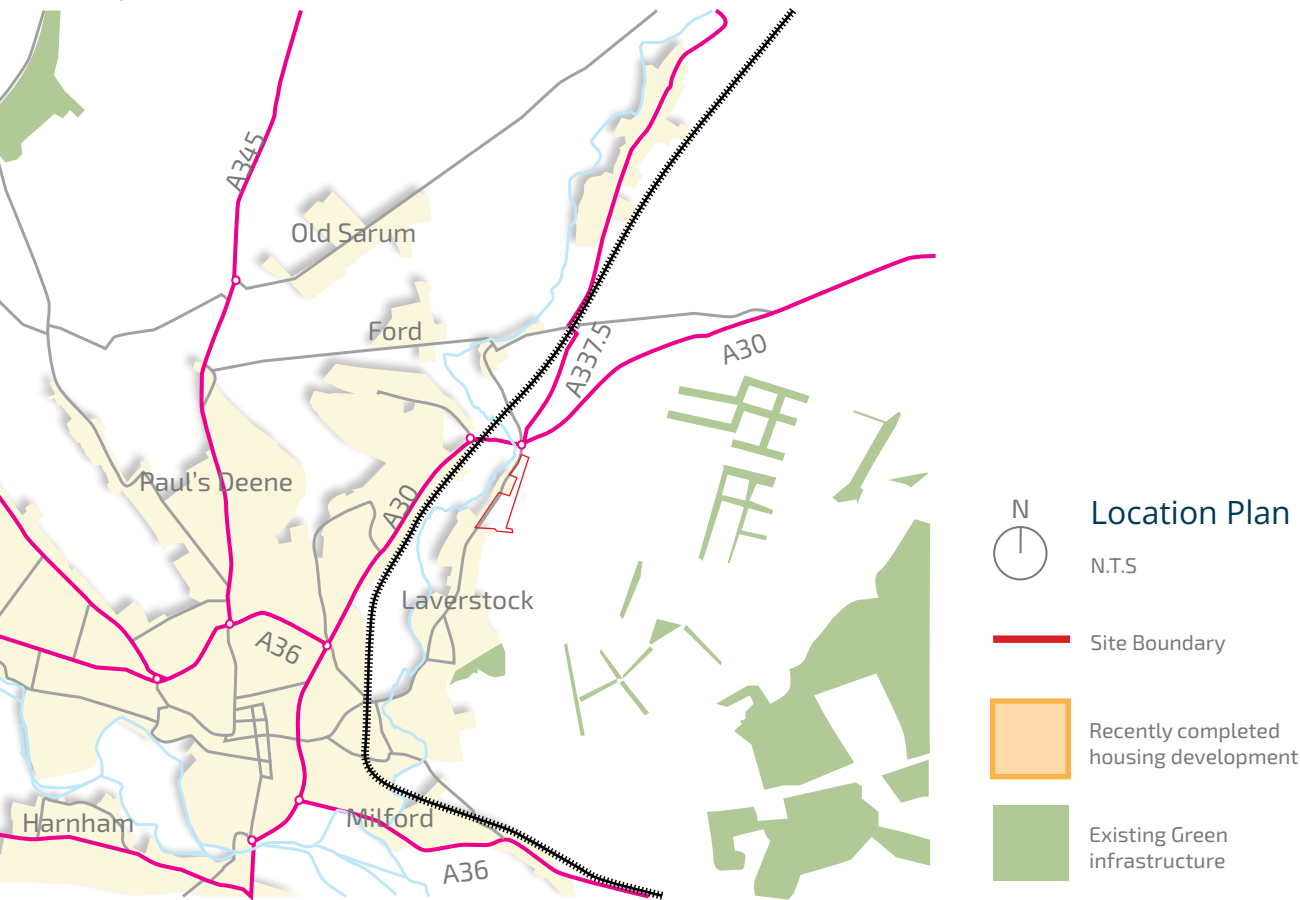
Background

This Design and Access Statement (DAS) has been prepared in support of an Outline Planning Application submitted by Hallam Land Ltd for the development of up to 110 dwellings. The proposals also include a new vehicular access from Church Road, green infrastructure including landscaping and children's play areas, a sustainable urban drainage system (SuDS).

The planning application is submitted in outline with all matters reserved except access. As such, detailed design comprising the final layout of the site, the scale and appearance of the buildings, and surrounding landscaping, will be addressed at the reserved matters stage.

The Site

The site is located towards the north east of Laverstock, off Church Road. Immediately north and west of the site are properties that front on to and partially include Church Road. To the south of the site is an electronic manufacturing and sales operation and beyond that is a significant education area comprising of facilities catering for all ages and including: St Joseph's School, St Edmund's School, Wyvern College and St Andrew's CofE School. East of the site is arable farmland and Cockey Down which is a Site of Special Scientific Interest (SSSI).



INTRODUCTION

Purpose of the Design & Access Statement

The purpose of a Design & Access Statement is to explain the design process that has led to the application proposals. The Government's Planning Practice Guidance (2014) states that:

“Design & Access Statements (DAS) set out the narrative for the design approach and design rationale for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information”

(Paragraph: 012 Reference ID: Z6-012-20191001, Revision date: 01 10 2019)

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been embraced:

- National Planning Policy Framework (NPPF), (December 2024), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (2014), Ministry of Housing, Communities and Local Government.
- National Design Guide, (Sept 2019), Ministry of Housing, Communities and Local Government, 2014,
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life, (BfHL)(2020)



Good & Well Designed Places

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The National Planning Policy Framework (NPPF) states:

“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” (para 124).

Building for a Healthy Life

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. This criteria embodies the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. This Design and Access Statement contains the information required for the evaluation.



National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes that:

“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- The layout (or masterplan)
- The form and scale of buildings
- Their appearance
- Landscape
- Materials; and
- Detailing



Design Response

Design responses are provided throughout the DAS to address the characteristics of good design from the National Design Guide. The responses will set out the design rationale for the development and the design principles that are applied to achieve good design. This is delivered through words, photographs diagrams and illustrative plans.

PLANNING POLICY

Development Plan

The development plan includes the Wiltshire Core Strategy, the Wiltshire Housing Site Allocations Plan and the saved policies of the Salisbury Local Plan. The designation of Laverstock and Ford Neighbourhood Area was approved by the Council in December 2017. They have produced a landscape document and have aims and objectives but it has not progressed towards a draft plan stage.

For the purposes of this Design and Access Statement, the main policies from the development plan referred to are those related to design, layout and access matters. A fuller assessment of the relevant development plan policies is contained in the Planning Statement.

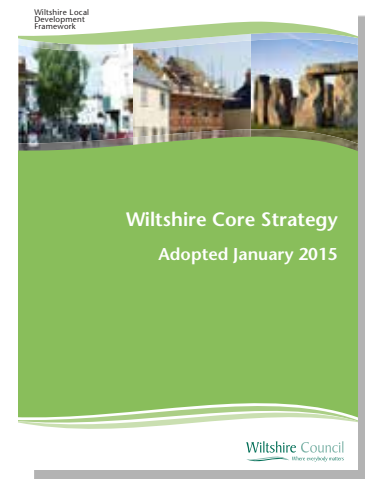
The Site

The site is not specifically identified for residential development in the development plan. It is also not included within a defined settlement boundary. However, no such boundary is defined for this locality in a development plan document.

Instead, the site is within the countryside forming part of a Special Landscape Area which is a blanket designation concerned with preserving the landscape of the countryside. Other policies within the Wiltshire Core Strategy seek to protect, conserve and, where possible, enhance landscape character.

Heritage

Salisbury is an historic city where development should protect, conserve and where possible enhance the historic environment. Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity are to be conserved, and where possible enhanced.



Design

A high standard of design is required for all new developments and applications need to be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire. A number of criteria are then specified, including efficient use of land, retaining features and respecting the landscape, heritage and ecological attributes of the site and its context. Some of these matters are echoed in other policies concerning biodiversity and addresses infrastructure.

New development should be located in accessible locations and designed to reduce the need to travel particularly by private car. Encouragement is given to the use of sustainable transport as an alternative to the use of the private car to reduce the use of private transport. Car parking standards are included in the development plans.

New development is encouraged to incorporate design measures to reduce energy demand, including through insulation, taking advantage of light and heat from the sun and use natural air movement for ventilation. Appropriate sporting, leisure, play space and open space provision associated with new development should be provided.

EVALUATION

Context

An understanding of the site's environmental context, through baseline studies, helps to influence the location and design of the development. The process identifies opportunities for the design as well as constraints upon it, and helps to positively integrate the development into its surroundings.

A series of technical and environmental studies have been completed and these accompany the planning application. These address, amongst other things, ecology, arboriculture, traffic, drainage, and heritage. An analysis of this information helps to ensure that the development responds to features within the site, as well as its context. It also enables the development to address any specific constraints as well as maximising opportunities.

The site forms 8.33 ha of agricultural fields, including part of Church Street, bound by lines of trees and scrub, situated on the north eastern edge of Laverstock in Wiltshire. The northern spur of the site is currently unbounded to the east. An Esso Pipeline and easement runs through the site along a south eastern trajectory, which will have an influence on the road layout at the design stage.

The site is located immediately to the east of Church Road which is the main road through Laverstock. Immediately to the south of the site lies an employment building and beyond that are a number of schools. Adjoining the eastern side of the site is arable land and then Cockey and Laverstock Downs which is publicly accessible land situated around a SSSI. West of Church Road are single and two storey properties which back on to the River Bourne.

The figure adjacent illustrates the opportunities and constraints that have informed the design of the development.



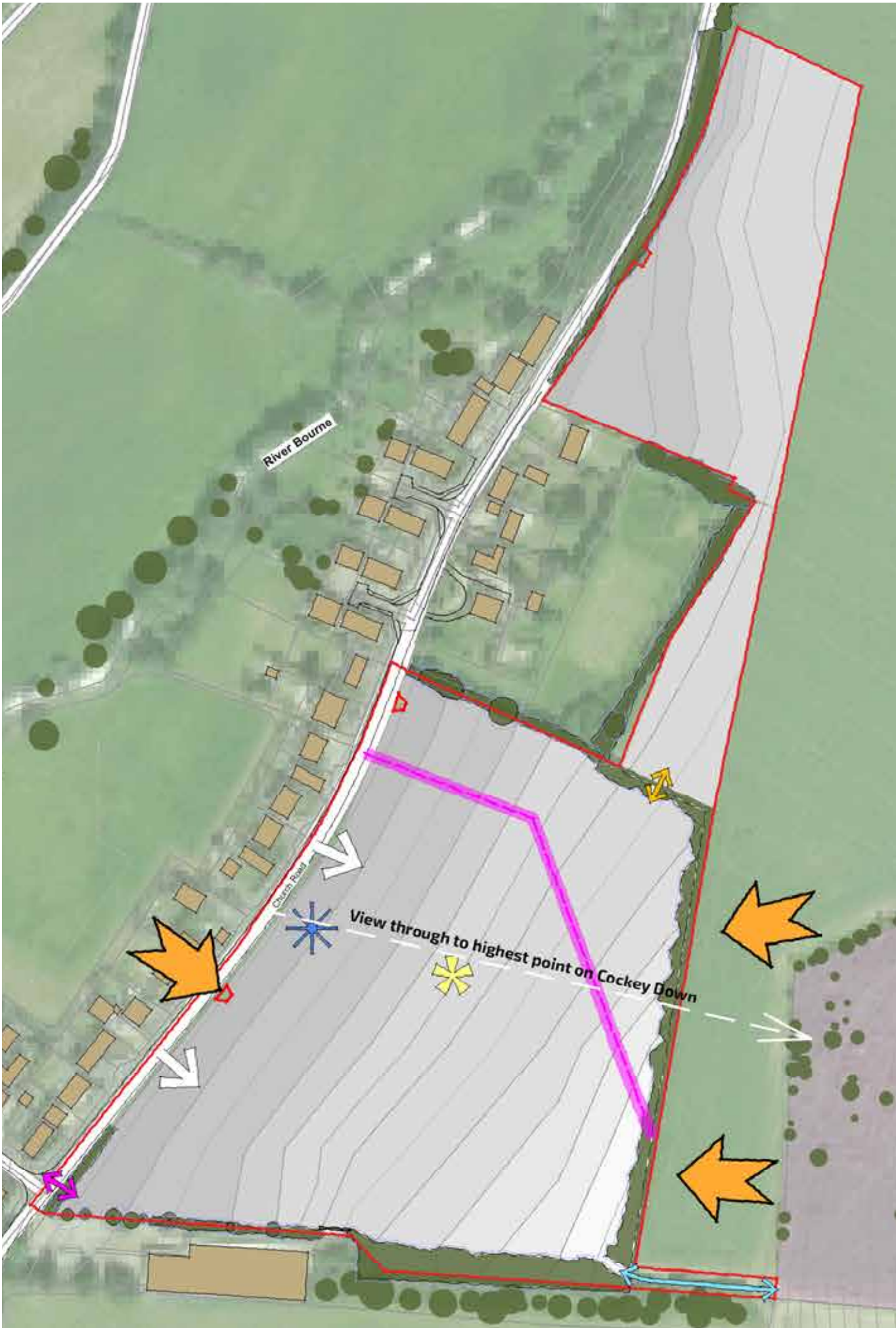
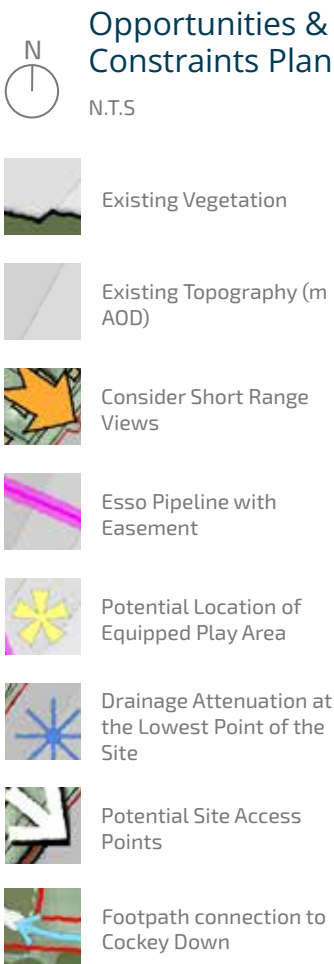
Surrounding Site Landscape



Typical Housing Typology



Church Road Facing Site

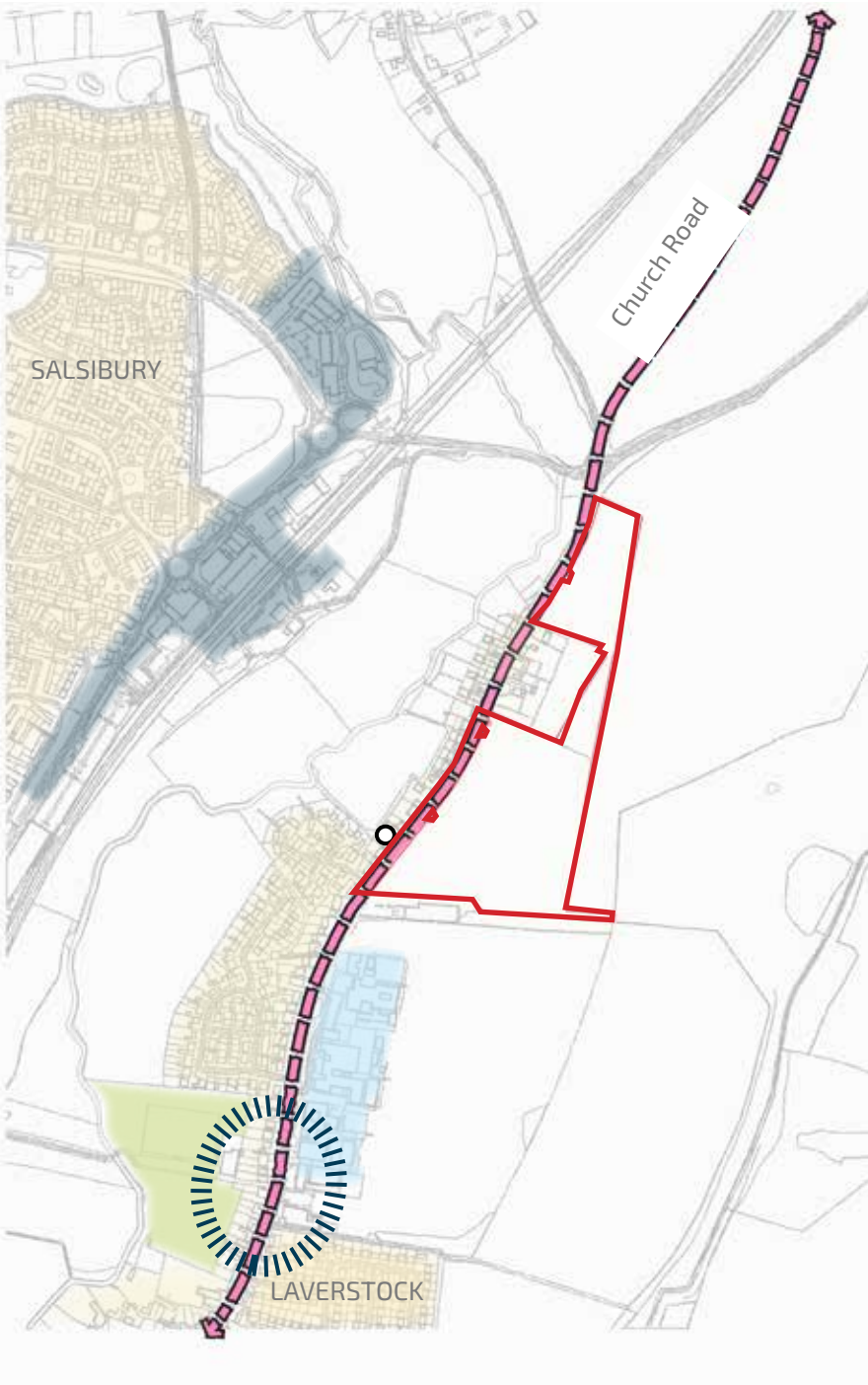


EVALUATION

Access & Movement

Vehicular access to the site will be from Church Road to the west.

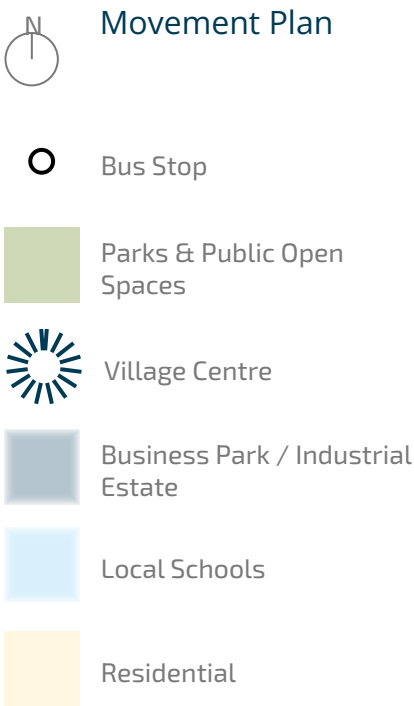
Bus services R6 and 663 run along Church Road that runs adjacent to the sites western boundary. Bus stops are frequent along Church Road and the nearest one is situated on the site boundary. There is a pedestrian footpath on Church Road which facilitates access to the local schools and facilities to the south.



Design Response

Vehicular access will be taken from Church Road, with footpath links also connecting to Church Road and providing access to nearby amenities. The development will be served by two access points from Church Road.

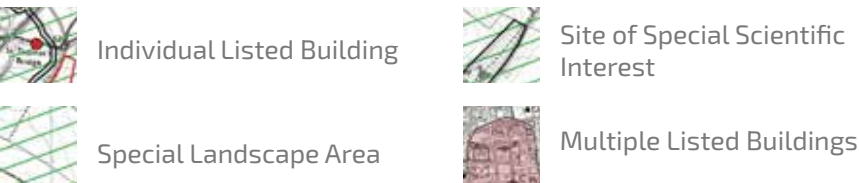
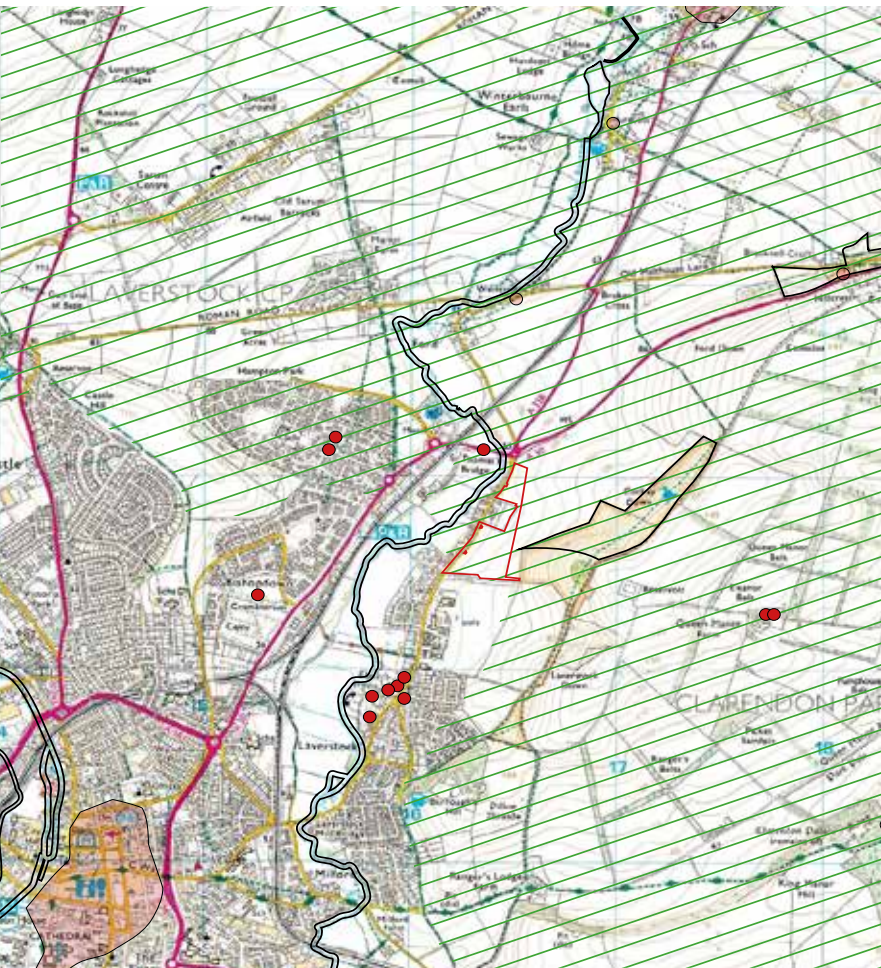
The overall strategy is designed to encourage walking and cycling, supporting healthy, active lifestyles within the new community.



Heritage & Designations

The heritage assessment identifies moderate to high potential for Neolithic, Bronze Age, Iron Age and Romano-British remains. Several Grade II listed buildings lie within 1km of the site. The site is also within the wider setting of Salisbury Cathedral (c.3km south-west), Old Sarum (Grade I, c.3km north-west), and the Old Sarum Airfield Conservation Area (c.2km north-north-west).

The site lies within a non-statutory Special Landscape Area (a saved Salisbury District Local Plan policy pending review). The Cranborne Chase and West Wiltshire Downs AONB is over 5km to the south and does not directly affect the site.



Design Response

The geophysical survey identified an undated enclosure in the south-western corner of the site, considered to be of local significance only. As no known or suspected archaeological remains of greater than local significance are present, and none pose a design constraint, further pre-determination archaeological work is not required.

Development may result in a very minor impact on nearby listed buildings and the conservation area; however, this would be negligible and would not harm the historic environment.

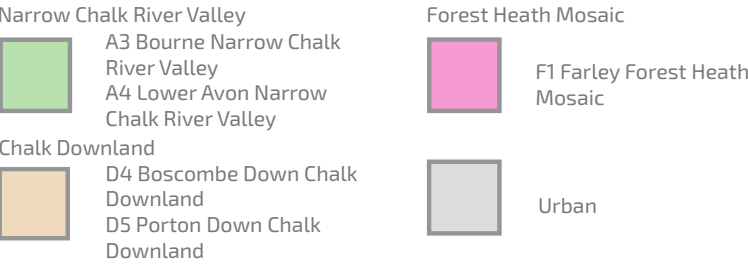
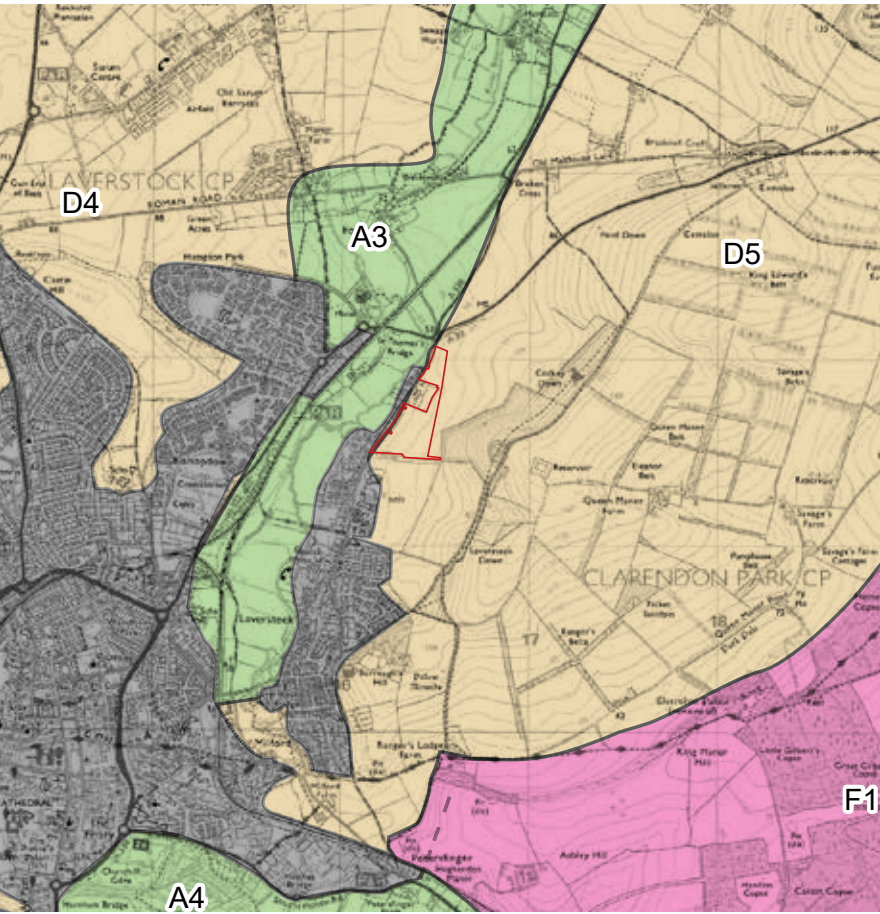
The site lies within the SLA, where Policy C6 requires development to have particular regard to landscape quality. The design will therefore retain existing landscape features, including trees and hedgerows, to preserve the area's character and quality.

EVALUATION

Landscape Character

At a local level, the site falls within the 'Chalk Downland' landscape character type and 'D5 Porton Down Chalk Downland' landscape character area. This character area includes a number of typical characteristics as follows:

- Strong sense of openness throughout much of the area, only limited by occasional mixed woodland copses;
- Gently rolling landscape, which is dominated by largely uninhabited, unenclosed rough grassland, criss-crossed by military tracks;
- Landscape pattern is large-scale, with fields delineated in places by mature hedgerows;
- Military signage and way marking posts are visible features within the landscape;
- Panoramic, open views across the landscape, with often seamless horizons;
- Open and framed views into the Bourne Valley to the north;
- Predominantly rural character throughout.



Design Response

Development considerations for the 'D5 Porton Down Chalk Downland' include conserving the remaining hedgerow network and restoring it where possible using locally appropriate species; conserving open views into the Bourne Valley; screening visually harsh urban edges; and ensuring new development responds to existing settlement scale and respects local vernacular materials.

The existing trees and hedgerows on site will be retained and protected, providing a green framework for the development. New development will be set back from the eastern boundary to create a soft green edge, incorporating native tree planting and linking to the existing landscape framework.

Landscape Character Plan

N.T.S

Visual Amenity

The site is visually contained with views mostly limited to residential properties along the site boundary along Church Road and the public footpaths around Laverstock Down and Cockey Down to the east. More distant views are possible however the site is viewed against the existing urban edge development of the village which includes substantial mature trees, and against the more extensive urban area of Salisbury.

The site forms part of a view from a public footpath on Cockey Down, which offers far reaching westward views. The site is seen set within the context of expansive views of the city as a whole.



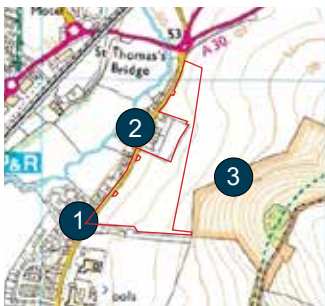
1 View north east along Church Road



2 View south west along Church Road



3 View west from Laverstock Down Trail. The site lies beyond the main tree belt.



Photoviewpoints Location Plan

N.T.S

Design Response

The site's landscape character, including its field pattern and tree cover, will be preserved and protected. Noise from the adjacent main road and nearby overhead cables currently detracts from the site, but this will be mitigated through the retention and reinforcement of boundary vegetation.

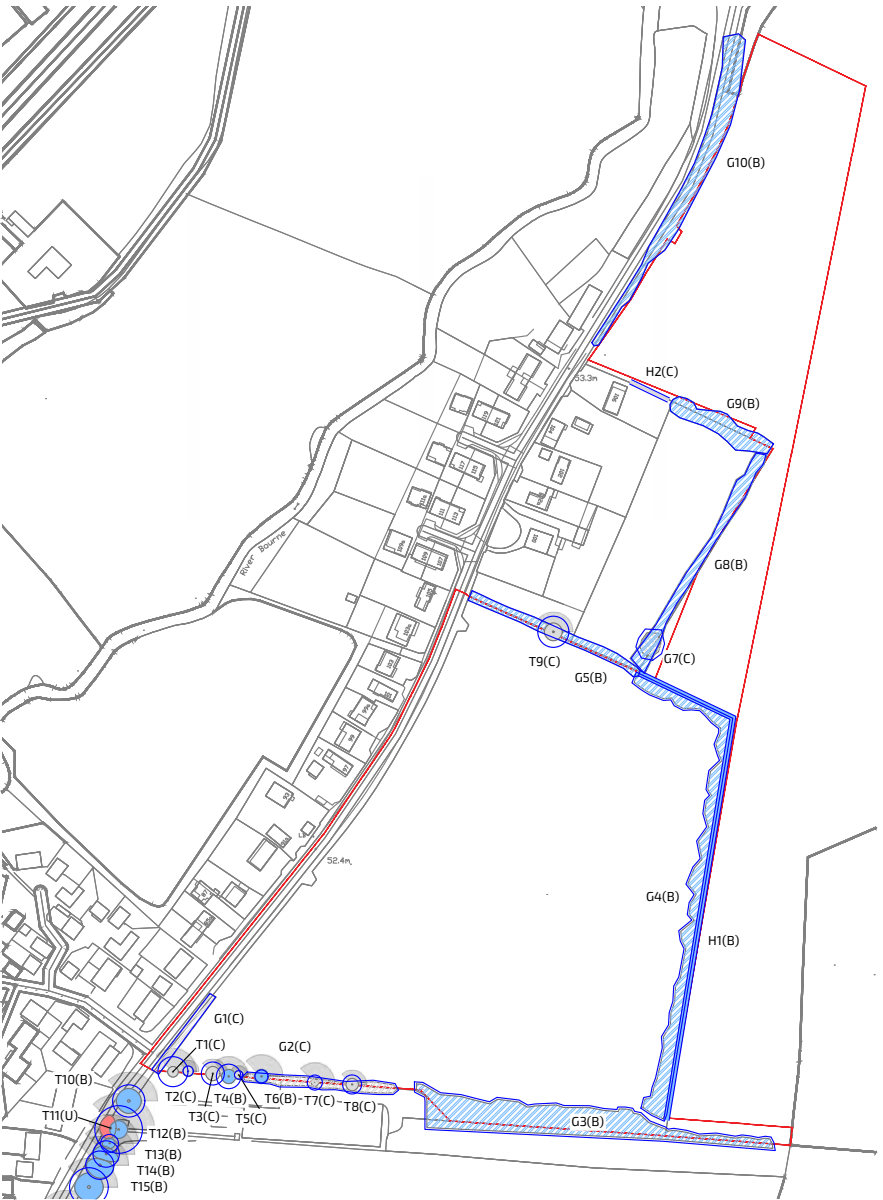
Development will be set back from the eastern boundary to provide public open space with native tree planting, amenity areas, wildflower grassland, and informal and formal play space, creating a soft edge and helping to screen views from Laverstock Down and Cockey Down. An attenuation basin to the west will set development back from Church Road and form an attractive gateway feature. Further public open space, including wetland, meadow, and tree planting, is proposed in the northern part of the site.

EVALUATION

Arboriculture

A total of nine individual trees, ten groups of trees and two hedgerows were surveyed as part of the arboricultural assessment. The survey was conducted in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

The surveyed tree cover was distributed on all boundaries of the site, with an internal field boundary group dividing the two parcels. Tree cover was recorded in the form of mainly early mature and mature specimens of mixed species. Overall tree cover was considered to be in good condition, but low to moderate value from an arboricultural perspective.



Tree Survey Plan
N.T.S.

Design Response

No significant tree loss will be required to facilitate the proposed development by virtue of the physical positions around the boundaries.

The proposed built element of the development is to be located centrally to the site within the field parcels which are devoid of tree cover. The existing trees and hedgerows situated around the field boundaries are to be retained and formed into landscape buffer strips and green corridors for the open space provision of the development, which will also serve the purpose of providing partially filtered views between the site and wider landscape.

The main vehicular access for the proposed development is to be forged off Church Road at a location which is free from tree cover.

A proposed new public footpath is to be positioned around the perimeter of the development within the open space provision. To facilitate the route of the path into the north of the site, there will need to be a small break in G4 and H1.

The minor loss of hedgerow should not raise any objection on arboricultural grounds and mitigation will be provided as part of the landscaping proposals, through the provision of new planting as part of the scheme. It is considered that new planting throughout the scheme will result in a net gain of trees and hedgerows on the site, this is in line with the intentions of the NPPF.

Biodiversity & Ecology

Ecological surveys of the proposed development site have been undertaken as part of the iterative design process by FPCR Environment and Design Ltd.

The application site is formed of arable field compartments divided by a central hedgerow and bounded by linear broadleaved tree belts to the south and southeast with hedgerows on the eastern boundary. The western boundary to the site comprises tall, herbaceous ruderal vegetation. In general terms, other than the boundary features and the arable fields, other habitats are scarce with field margins restricted in nature. East of the application site is Cockey Down SSSI and LWS.

Further protected species surveys have been conducted over the application site with evidence of any protected, rare or otherwise notable species given appropriate consideration within the development framework/illustrative masterplan. The application site has been confirmed to support common bat species in low and unremarkable numbers. In addition the Annex II barbastelle bat was also recorded in low and unremarkable numbers associated with the linear tree belt and hedgerow on the site and field boundaries. No waterbodies suitable for the support of GCN are present within 500m and the restricted field margins provide little habitat for the support of common reptile species. Hedgerows and linear tree belts on the boundaries have the potential to support birds and a variety of other wildlife typically found on a site of this nature.



Baseline Habitat Plan
N.T.S.

Design Response

Proposals have included the retention of key linear habitat features and the enhancement of these through the provision of new habitats adjacent and their incorporation within the green of the development. This includes areas of informal greenspace and wetland habitat that will be enhanced for wildlife by appropriate planting and long-term management.

Overall, the proposed development can deliver net biodiversity gains and make positive contributions to biodiversity and nature conservation in the local area which can be evidenced through use of the Defra v2 metric for calculating Biodiversity Net Gain.

Potential for increases in recreational pressure to have adverse impacts upon Cockey Down SSSI/LWS will be reduced to an acceptable level through the provision of sufficient alternative recreational routes within the proposed development and the design of Green Infrastructure in line with the aspirations of Natural England as multifunctional open space of value to recreational users and biodiversity.



EVALUATION

Water & Drainage

In terms of fluvial flooding the Environment Agency (EA) flood map for planning shows the entire Site lies within Flood Zone 1 (FZ); being an area of Low Probability of flooding, outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events. Within the proposed area of development, there is a very low risk of flooding from surface water, and a low risk from sewers and groundwater.

All new development will be designed to be resilient to the effects of climate change, therefore, all of the built development is proposed to be located within FZ1.

A Sustainable Urban Drainage System (SuDS) is included as an integral component of the open space network. The use of SuDS will help reduce the volume and rate of surface water runoff from the application Site as well as promoting habitat creation. The SuDS system will include a swale and basin design with all SuDS elements being sized to accommodate the 1 in 100 year storm events + 40% climate change. Open SuDS drainage features are included in the lowest lying areas in the west of the development.

When appraising suitable storm water discharge options for a development Site, the following search sequence for identification of the most appropriate drainage methodology. (a) an adequate soak away or some other adequate infiltration system; or where that is not reasonably practicable, (b) a watercourse; or where that is not reasonably practicable, (c) a sewer.



Precedent image of SuDS

Design Response

The Site is shown to be underlain by chalk bedrock geology belonging to the Newhaven Chalk Formation, therefore, infiltration is a viable option for discharging surface water from the development. There are no on site drainage ditches or existing watercourses that can be utilised for discharging surface water from the Site. As a secondary potential method for discharge, the Wessex Water combined sewer could be the next most appropriate receptor.

Discharge from the Site will be restricted to the existing infiltration rates or to the pre-existing 'greenfield' rates of run-off.

The swale and detention basin design strategy will be developed to meet both national and local policy. Detailed information of the surface water drainage strategy is provided as part of the planning application.

A wetland area has been designed in the northern area of the site, in order to reduce and offset the total Phosphorus reaching the River Avon. The designed SuDS and wetland will accommodate the Phosphorus load from the development and the surrounding catchment.



Context Photos of Laverstock

THE VISION

The following vision for the site has been developed through a detailed understanding of the site and its context, and brings together the benefits and opportunities of the scheme from the following pages. The scheme presents an opportunity to create a vibrant addition to the community with high environmental quality.

Guided by the Ministry of Housing, Communities & Local Government's National Design Guide (October 2019), a well-designed place is formed through the design of three overlapping themes; Climate, Community and Character.

Within this, the Guide sets out:
“Well designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy.”



- Context** - enhances the surroundings.
- Identity** - attractive and distinctive.
- Built form** - a coherent pattern of development.
- Movement** - accessible and easy to move around.
- Nature** - enhanced and optimised.
- Public Spaces** - safe, social and inclusive.
- Uses** - mixed and integrated.
- Homes and buildings** - functional, healthy & sustainable.
- Resources** - efficient and resilient.
- Lifespan** - made to last.

THE VISION



- A** A ground-up approach that retains and protects the landscape framework of existing trees and hedgerows, and places them within public Green Infrastructure for their longevity.
- B** The creation of complimentary new habitats will build upon the existing landscape framework and enhance site wide biodiversity. This will include new native species tree planting, native hedgerows as well as a rich meadow and amenity grassland.
- C** A SuDS network integrated into the landscape as part of the multi-functional Green Infrastructure.
- D** Street trees will be introduced to the street layout for urban greening.
- E** Promote a modal shift towards a walking / cycling neighbourhood with a network of accessible, direct and attractive routes along key desire lines to link community assets along the green corridors.
- F** Where possible, the layout will take advantage of solar orientation for buildings.



THE VISION



- A** A new equipped play area will be strategically located in the eastern part of the site, within easy walking distance of the new community and in close proximity to the range of schools adjacent to the site. This will consist of a Locally Equipped Areas of Play (LEAP).
- B** In addition to formal play areas, incidental public areas have been introduced at the micro scale, as a place to stop and sit, and encourage social interaction and enhance social well-being.
- C** A looped footway/cycleway will be provided around the site, to allow residents the flexibility to form running routes and walk their dog if desired.
- D** A mix of housing types are proposed, including rented and shared accommodation.
- E** A green connection through to the SANG Area in the north.
- F** A pedestrian footway with connections through the site, including across to the Cockney Down.



THE VISION



- A** The retention of the existing landscape features of trees and hedgerows give an instant maturity to the scheme, and a reference to the historic use of the site.
- B** A legible street environment with feature spaces will aid in movement through the site and beyond. Cycle and pedestrian routes will be given priority where possible, and vehicular carriageways downgraded where possible to reduce car dominance.
- C** Higher development densities will be utilised along the tree lined main street through the centre of the scheme.
- D** Development densities will vary across the site in response to the scale and typology of streets, resulting with lower densities along the green edges of the scheme.
- E** A 'gateway' will be created into the site from Church Road, with the attenuation basin and associated tree planting located at the lowest point of the site. This destination amenity space will form the heart of the proposals, with the street layout forming views toward it from around the site.



Character Plan

N.T.S



THE PROPOSALS

Development Parameter Plan

Planning permission is being sought for the Development Parameter Plan, which establishes the parameters of development. It identifies the amount of developable area and number of dwellings, the existing landscape framework, the proposed Green and Blue Infrastructure strategy and where the equipped play areas will be located.

The Development Parameter Plan also demonstrates how the site will integrate with Church Road to the west, with Laverstock Down and Cockey Down to the east and with the wider existing settlement of Laverstock.

Social

- Establishes an addition to the community adjacent to the existing schools with community facilities and associated areas of public realm.
- Provides a destination attenuation basin together with informal recreation opportunities through areas generous public open green space and equipped play.

Economic

- Provides much needed housing and job creation, as well as bringing new residents and potentially a wider demographic to the area and creating more opportunity for those growing up in the settlement to stay there longer term.
- Easily accessed from Church Road with two access points.

Environmental

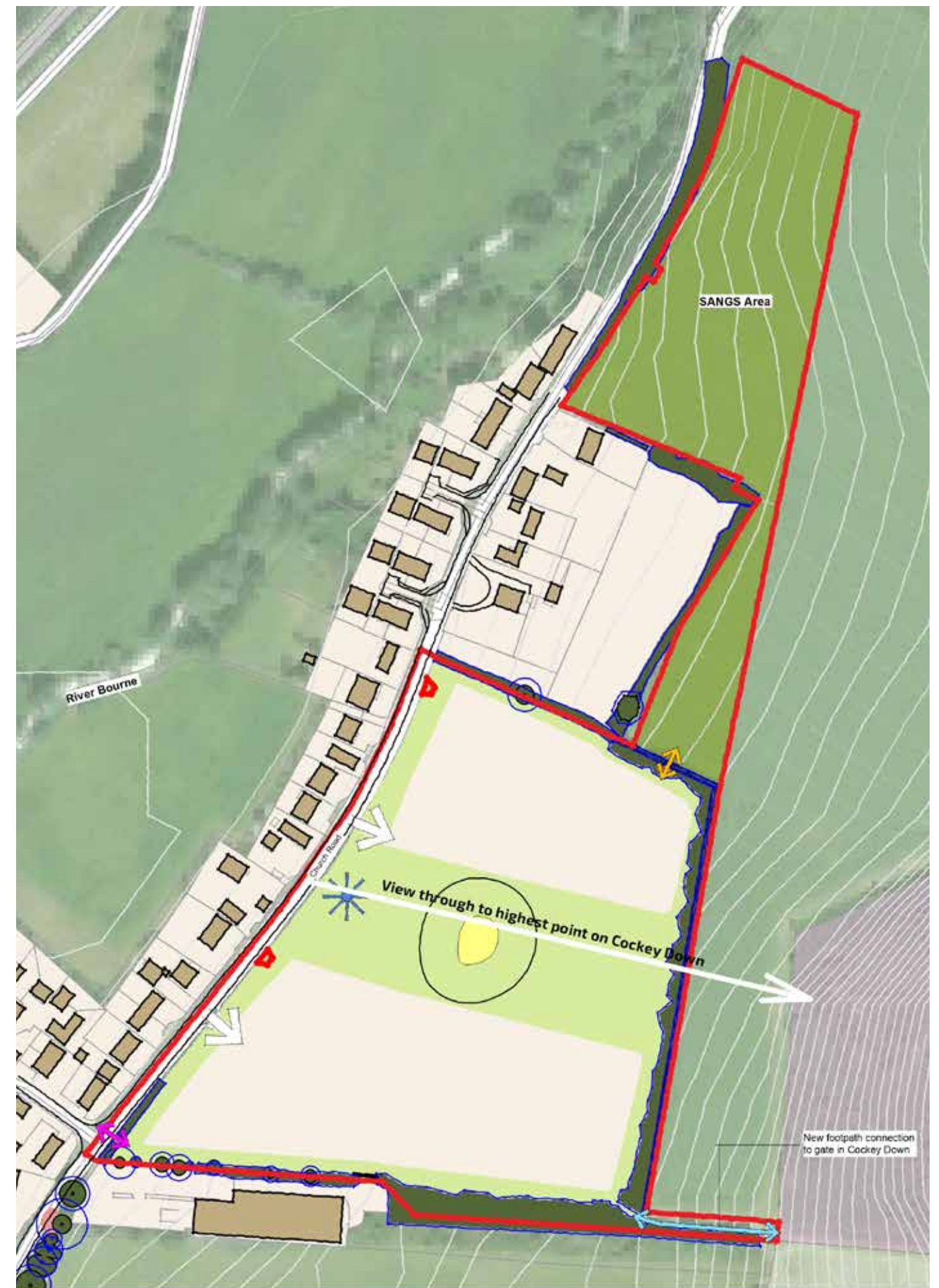
- Retains the majority of existing vegetation.
- Creates significant publicly accessible green space which enhances and reinforces the existing site features, through new trees and hedgerow planting together with a well-considered SuDS scheme, combining to provide a 'green lung' for the residential development.
- Seeks to embrace climate change as inherent to the masterplan, crucially encouraging modal shift towards cycling and walking within the new neighbourhood.
- Views towards the highest point on Cockey Down retained.



Parameters Plan

N.T.S

KEY		
	Application Site Boundary	8.33 ha
	Residential (up to 110 dwellings @ 35 GPH)	3.15 ha
	Existing Trees, Hedgerows & Vegetation to be retained	
	Open Access Land	
	Proposed Structural Planting	
	Proposed Amenity Greenspace	
	Proposed SANGS Area	
	Proposed LEAP	0.04 ha
	Proposed Vehicular Access Point	
	Potential Pedestrian Connection to Church Road	
	Pedestrian Connection to SANGS Area	
	Pedestrian Connection Only to Cockey Down	
	Proposed Indicative Drainage Basin	



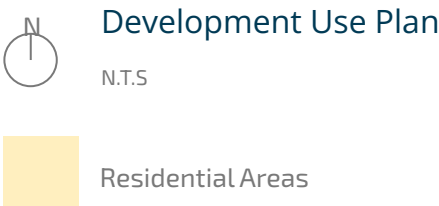
THE PROPOSALS

Development Uses

Mix of Housing

The final development will provide a range of different size dwellings to provide a mixed and balanced community. With reference to the 2017 Strategic Housing Market Assessment, 62% of market need is for family size accommodation (3+ bedrooms), and the greatest affordable need is for three bed homes. Any final scheme that will come forwards at Reserved Matters stage (in accordance with the principles of the Design & Access Statement) will be able to suitably contribute to this need.

The applicant is committed to providing up to 40% of housing on the site as affordable dwellings. The full mix of these units and where they are located on the site will come forward as part of a detailed Reserved Matters layout.



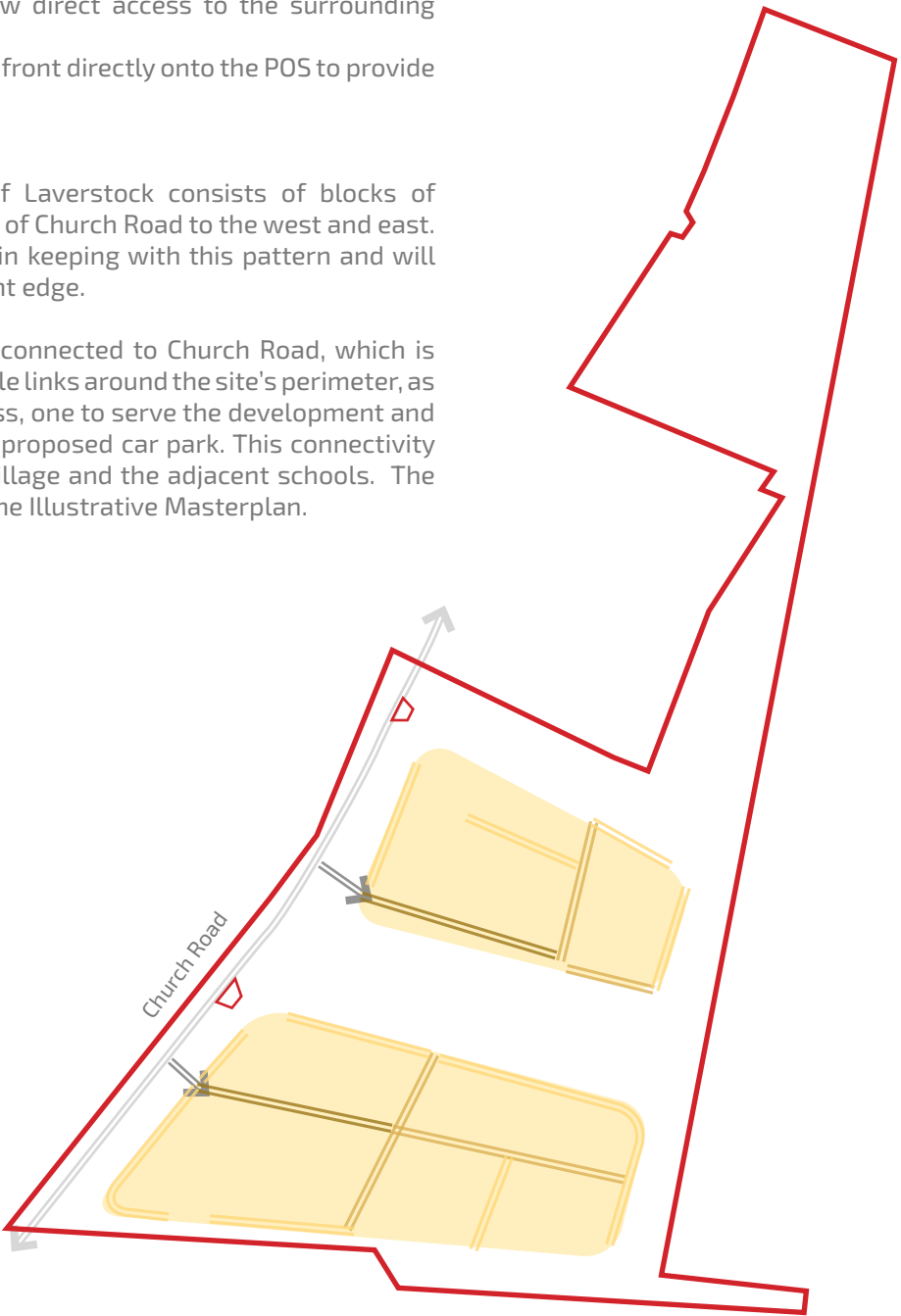
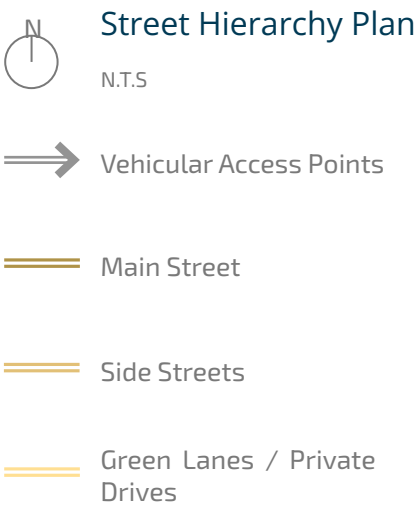
A Permeable & Legible Layout

The development will include a hierarchy of 'street types' that will have different functions and design characteristics to support variations in character, place-making and a distinctive built environment. This will include:

- A main street within the heart of the development;
- Connecting side streets to allow direct access to the surrounding public open space; and
- Green lanes / private drives that front directly onto the POS to provide natural surveillance.

The existing settlement pattern of Laverstock consists of blocks of residential development hanging off of Church Road to the west and east. The proposed development will be in keeping with this pattern and will form a continuation of the settlement edge.

The proposed development is well connected to Church Road, which is achieved through pedestrian and cycle links around the site's perimeter, as well as two points of vehicular access, one to serve the development and the other to facilitate access to the proposed car park. This connectivity provides access to the rest of the village and the adjacent schools. The points of connection are shown on the Illustrative Masterplan.

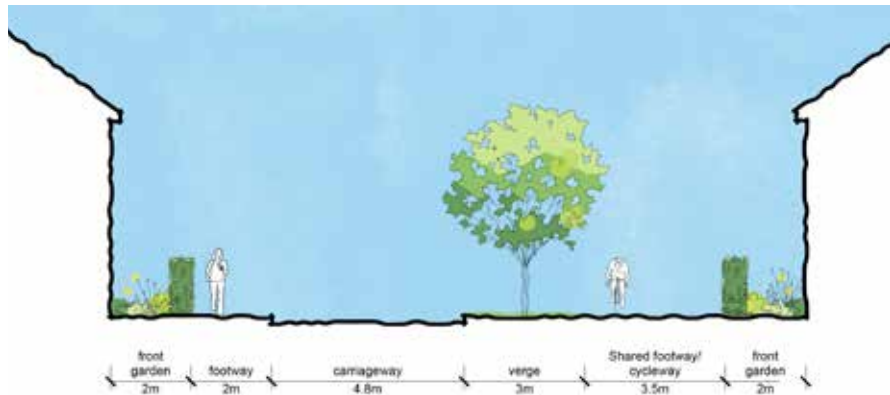


THE PROPOSALS

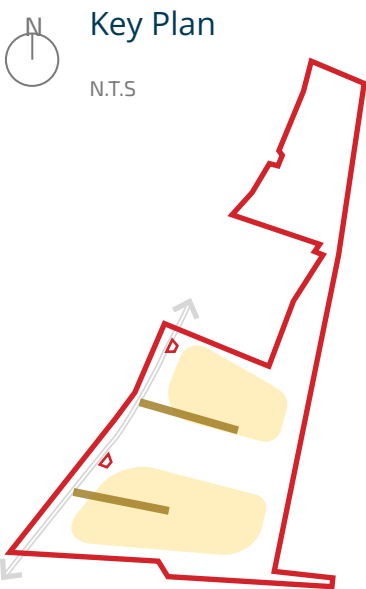
Main Street

The main street will function as the principal higher order street providing access into the development from Church Road. It should be based on the following key design principles:

- As a main entrance and route into the development, it will have a number of landmark and gateway buildings (as shown on page 34), which may be 2.5 or 3 storeys in height;
- The main street will have more formal landscaping through the use of trees within front gardens and maintained hedgerows.
- It will include a range of dwelling types, including linked terrace dwellings and semi-detached properties; and is expected to be the highest density part of the development;
- Car parking is expected to be either down the sides or in front of the houses.



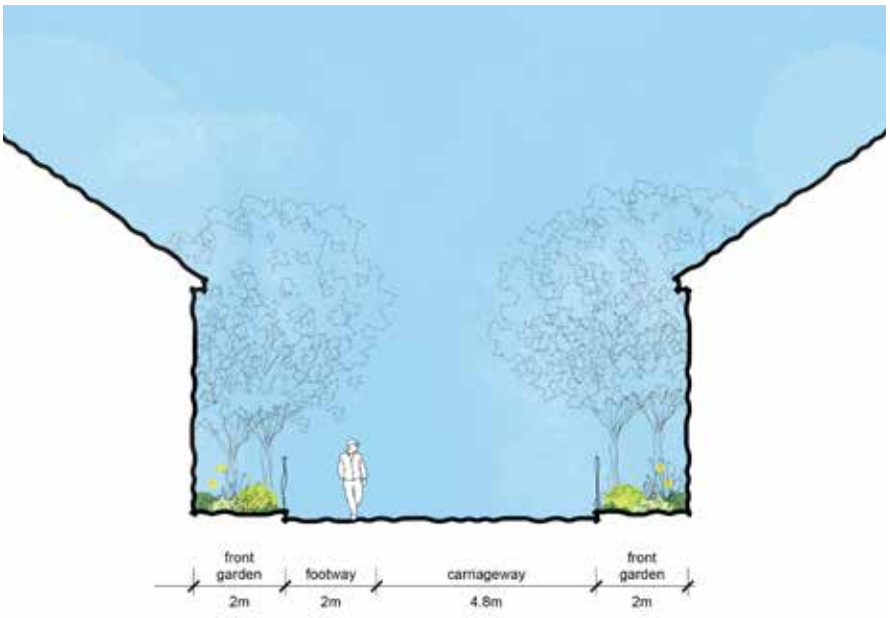
Typical Street Section



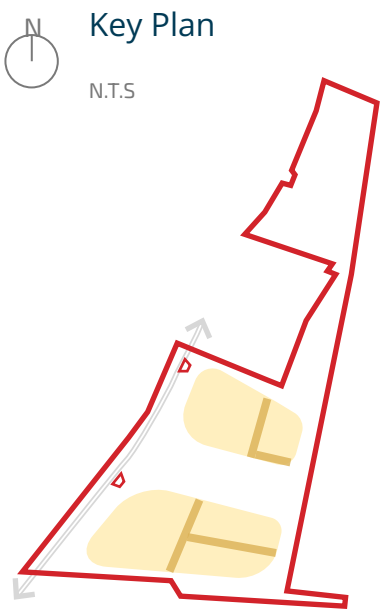
Side Streets

Side streets should be based on the following key design principles:

- Connect with the main street, providing legible access and circulation;
- Accommodate safe movement for all (cyclists, pedestrians and vehicles);
- Have narrower carriageway widths than the main street – although specific street width will vary and depend very much on context, density, the built form and landscape design;
- Have less formal landscaping than main street, with the greater introduction of private front gardens;
- Incorporate private frontages that are deeper than those along the main street.



Typical Street Section

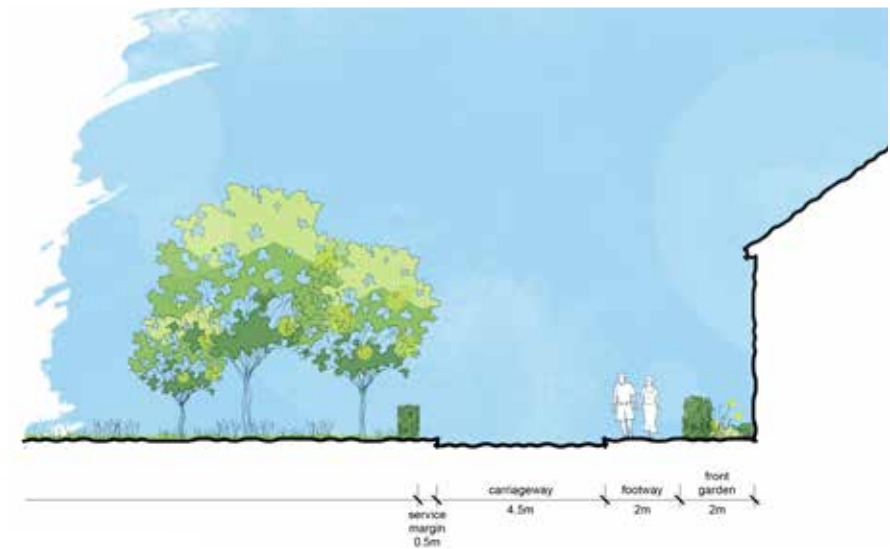


THE PROPOSALS

Green Lanes / Private Drives

The Green Lanes / Private Drives will be based on the following key principles:

- The most minor routes and streets within the development;
- Typically located next to areas of green space on the edges of the layout, or adjacent to the green corridor through the centre of the site;
- Opportunity to use well designed 'shared surfaces' i.e. a combined carriageway-footway for all, with scope for changes in street and carriageway materials;
- Likely to converge into private driveways;
- Parking will be on private driveways and garages to the side or rear of dwelling;
- Houses and landscaping are less informal in character with deeper frontages and larger plots, where density allows.



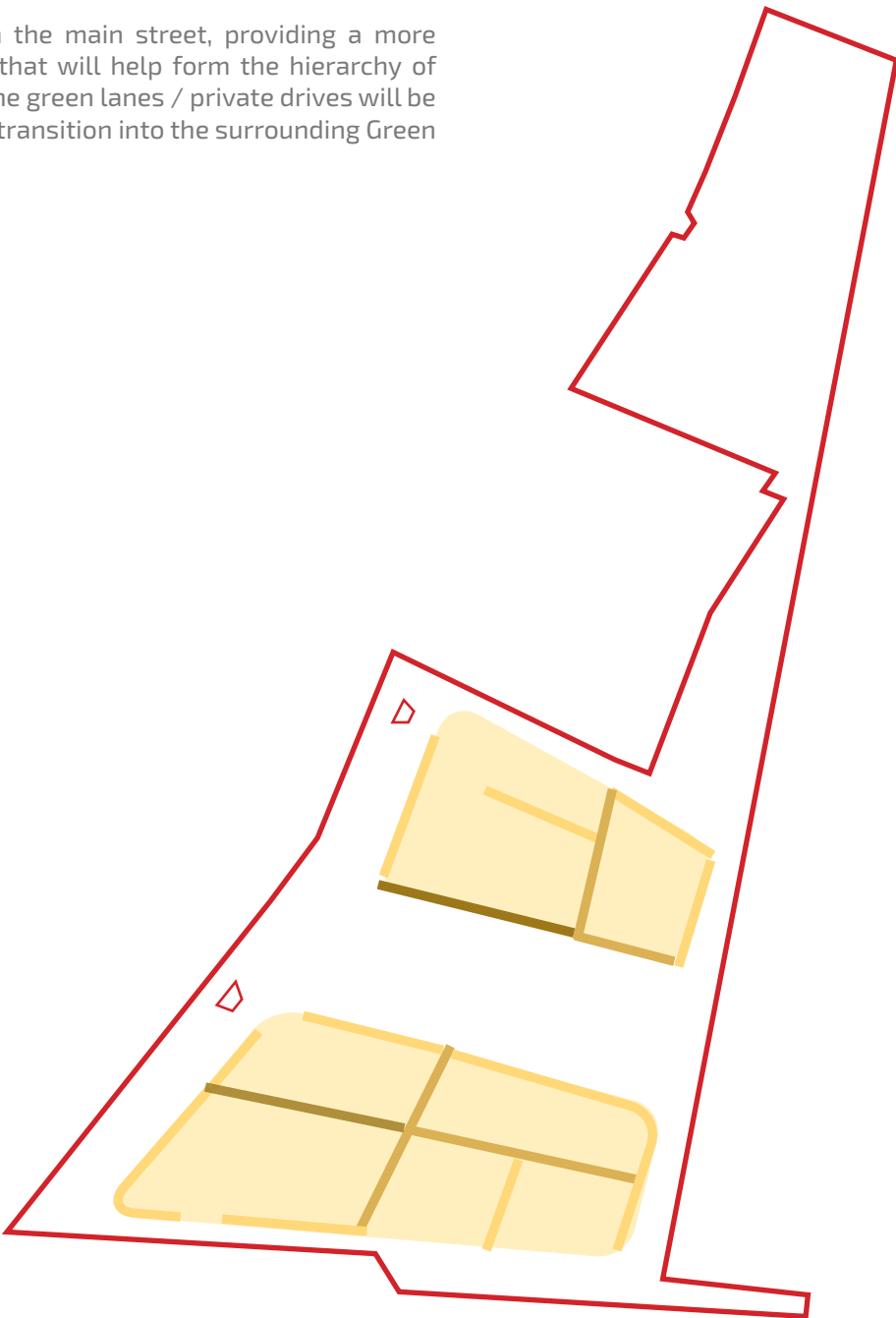
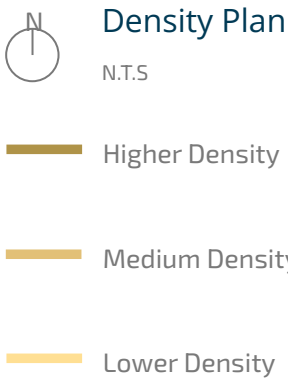
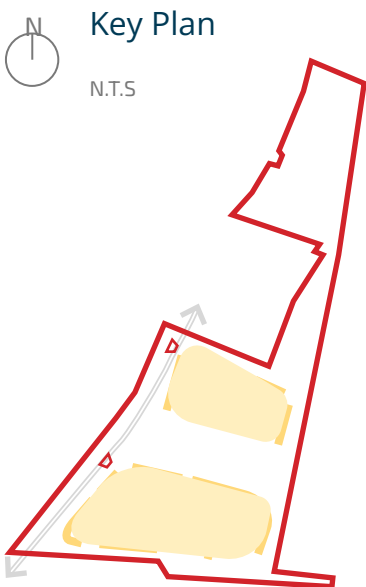
Typical Street Section

Densities

Whilst the proposed development has an overall density of 35dph across the developable part of the site, it will have different character areas and densities as illustrated below. These different areas will provide interest, aid place making and respond to the site's landscaped context.

The density of up to 35dph on the site is achieved through the efficient arrangement of housing blocks that can robustly accommodate a range of different housing types, form and size.

A higher density of units will form the main street, providing a more continuous frontage and presence that will help form the hierarchy of street. In contrast, the units along the green lanes / private drives will be less dense to help the development transition into the surrounding Green Infrastructure.

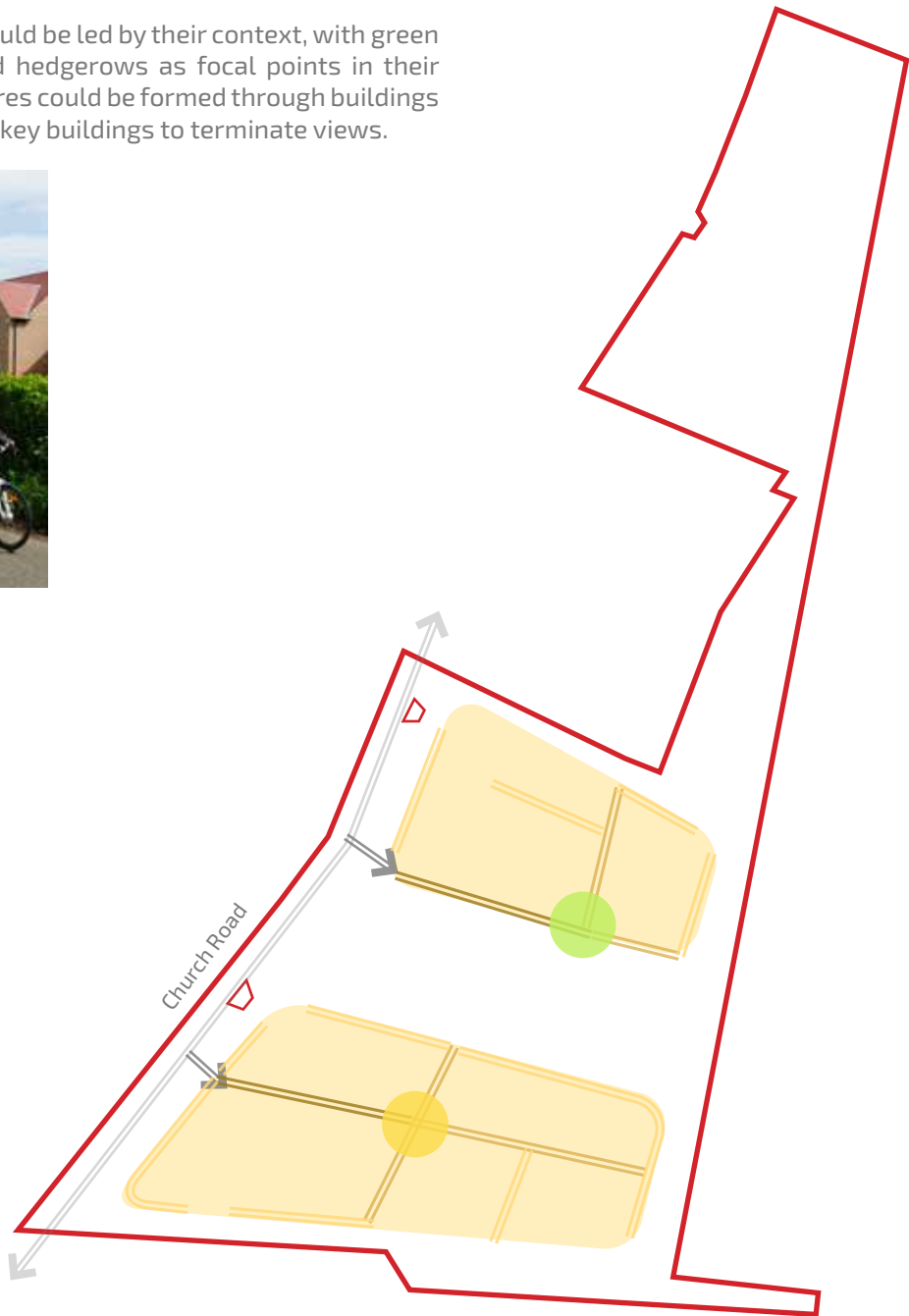
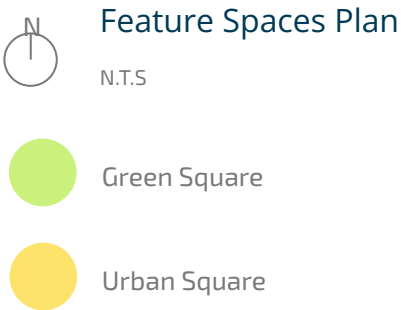


THE PROPOSALS

Feature Spaces

With the street hierarchy creating a well-designed movement network with safe and accessible streets, paths and other routes, a number of feature space or 'pause points' will aid legibility, provide interest through the layout, and help reduce car speeds at changes of direction. This legibility is further reinforced by the opportunity to introduce green spaces such as around the attenuation basin as well as the green corridor that wraps around the east of the site which includes: play, open space and allotments.

The appearance of these spaces should be led by their context, with green squares utilising existing trees and hedgerows as focal points in their design. To add variation, urban squares could be formed through buildings that form the spaces, and that have key buildings to terminate views.



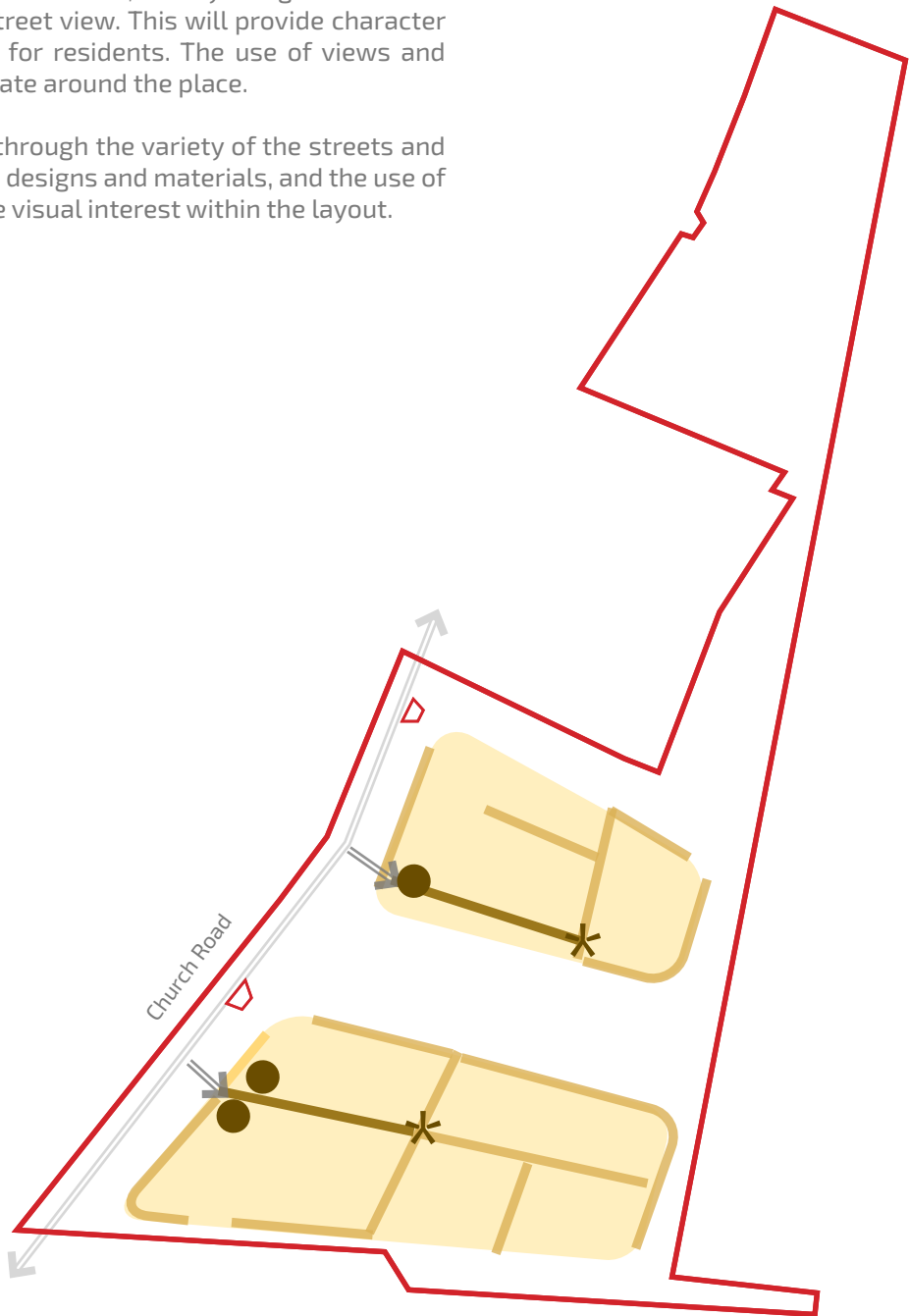
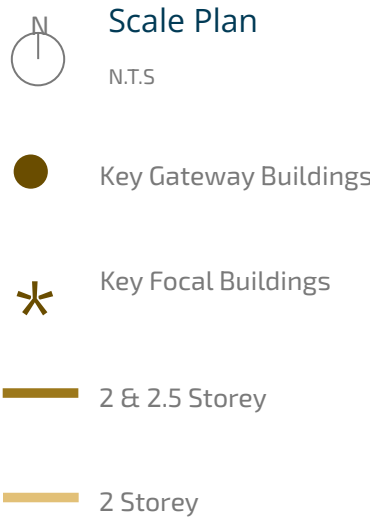
Scale & Key Buildings

With a regular off-set grid of streets, the development will provide interconnected streets that are direct and easy to move around.

The buildings will help provide a legible environment with landmark and gateway buildings at street intersects, along with key views, and arrival and focal spaces.

The creation of views within the layout can be introduced by arranging the building line so it channels and frames a view, and by using landmark or gateway buildings to terminate a street view. This will provide character and encourage a sense of identity for residents. The use of views and landmarks can help people to navigate around the place.

Attractive views can be generated through the variety of the streets and the built form. Variations in building designs and materials, and the use of street trees, for example, can create visual interest within the layout.

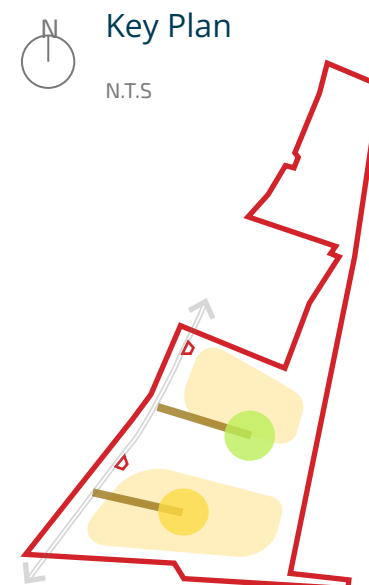


THE PROPOSALS

Reduce Vehicle Speeds

One key principle is to reduce vehicle speed within the development by using established urban design methods to achieve this. Such measures include:

- Locating buildings so that they are close to the street edge.
- The use of some tight junctions and corner radius's.
- The introduction of feature spaces.
- Changes in carriageway and footway surfaces.
- The narrowing of the carriageway or the street to create 'pinch points'.
- The removal of traditional kerbs and the use of shared surfaces for 'Green Lanes'.
- Restricting forward visibility by the arrangement of the building line and street pattern.
- The use of well placed street trees or street trees or street furniture.



Cycle / Car Parking & Bin Storage

The final layout of car and cycle parking is a matter reserved for later approval. As far as possible, measures should be incorporated into a detailed Reserved Matters layout so that vehicles are well integrated into the street scene, whilst ensuring that residents still have convenient access.

A range of best practice design solutions should be used to include on-plot parking either at the side or rear of the plot, along with garages and/or undercroft arrangements. Frontage parking can also work through careful detailing of the building line, plot design and through well-sited street trees.

The amount of parking spaces per house type will be determined at the Reserved Matters stage and be based on current Local Authority standards. This can include visitor parking as appropriate. Street design will also need to take account of access and manoeuvrability for cars and as well as for larger service vehicles, for refuse collection, deliveries and removals. Space requirements for bin stores, cycle storage and electric charging points will be addressed at Reserved Matters stage, including how to lessen their visual impact and to avoid street clutter.



THE PROPOSALS

Green & Blue Infrastructure Considerations

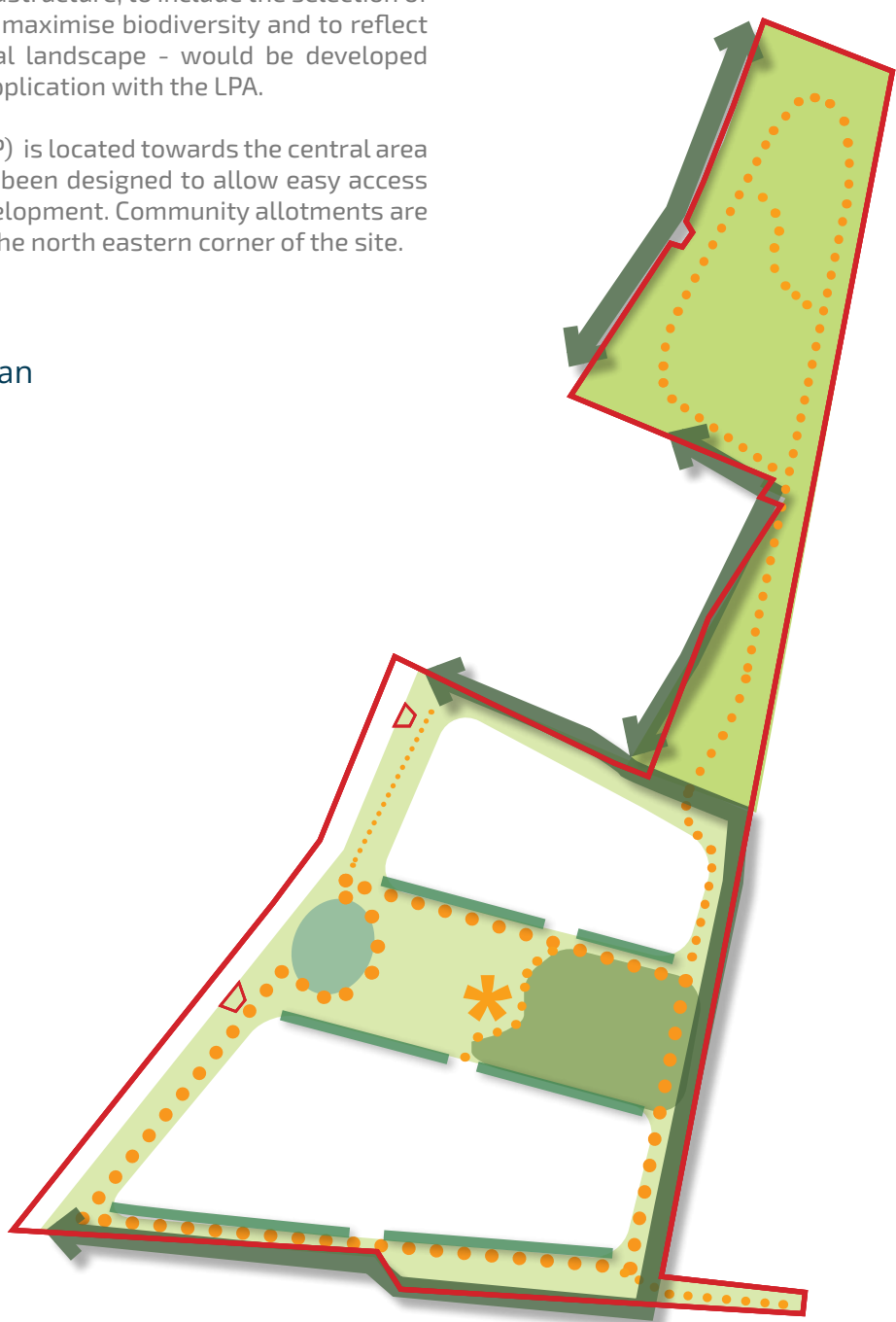
The development's Green Infrastructure is based upon delivering high quality green spaces that are multi-functional in their design and management. This provides space for recreation and play, helps to support and improve biodiversity, encourages health and well-being, and help to address climate change.

The detailed design of the Green Infrastructure, to include the selection of species - which would be chosen to maximise biodiversity and to reflect those that are common to the local landscape - would be developed through the detailed stages of the application with the LPA.

A Locally Equipped Area of Play (LEAP) is located towards the central area of the site. The street network has been designed to allow easy access to the area from throughout the development. Community allotments are located adjacent to the play area in the north eastern corner of the site.

Green Infrastructure Plan
N.T.S

- Existing Vegetation
- SANG Area
- Amenity Grass
- Long Meadow Grassland
- Native Species Hedgerow Planting
- Footpath
- Footpath / Cycleway
- LEAP
- Attenuation Basin



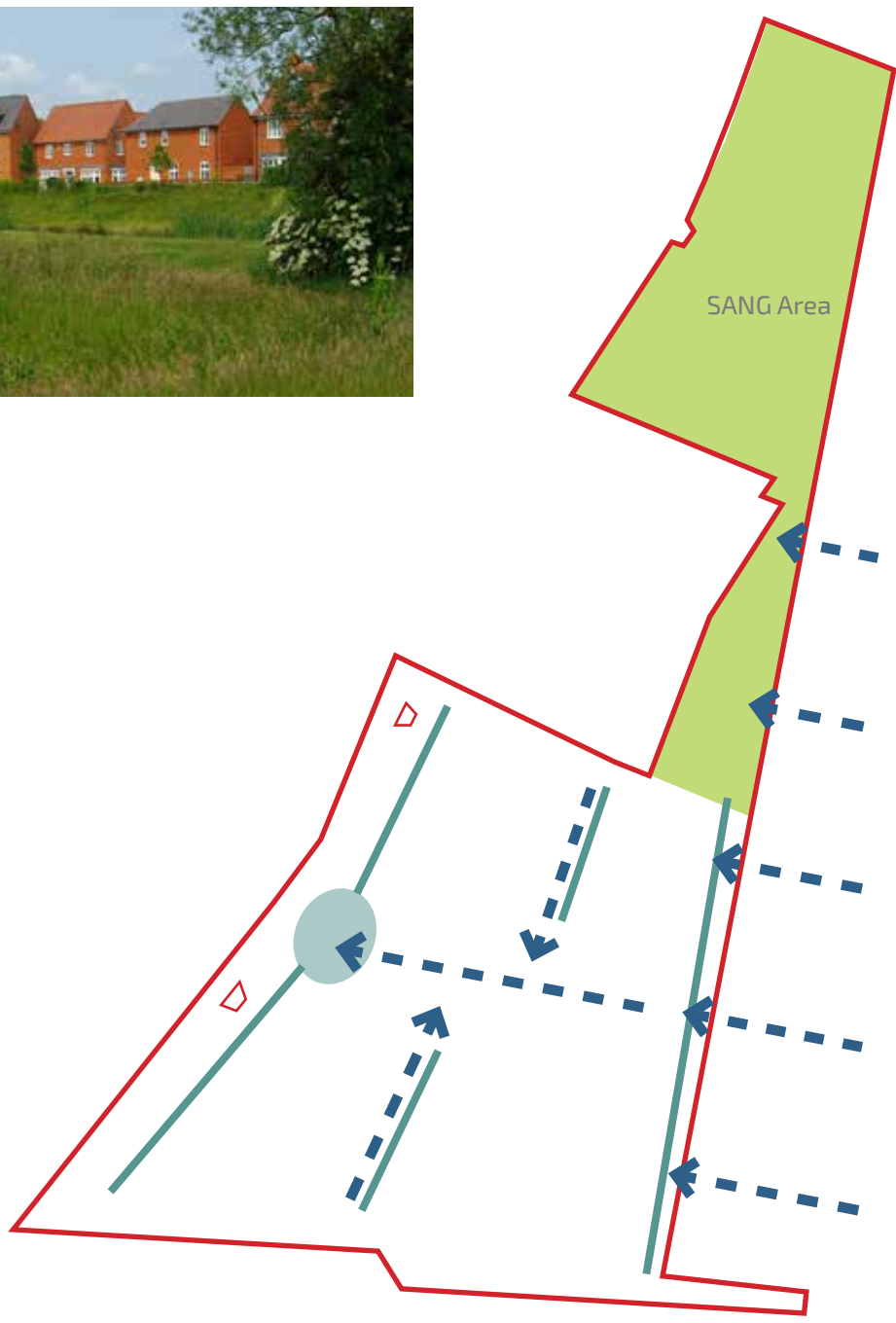
Improve & Enhance Water Management

It is proposed to attenuate surface water runoff on-site before discharging it at a restricted, pre-development rate. An attenuation basin and swales will be created along the western boundary to collect runoff, while a large wetland area will be located within public open space in the northern part of the site. This area will be enhanced with wetland meadow and scrub planting to increase biodiversity and provide an attractive amenity within the public open space.



Blue Infrastructure Plan
N.T.S

- Swale
- Direction of Drainage
- Attenuation Basin



THE PROPOSALS

Sustainability

Homes & Buildings

Well-designed homes are safe and secure as well as being functional, accessible and sustainable. They should also provide a good level of internal space that is adaptable for changing needs, as well having quality external environments that promote health and well-being. They should be efficient and cost effective, and should be designed to encouraging sustainable lifestyles.

Homes should;

- Provide a healthy, comfortable and safe internal and external environment
- Be well-related to external amenity and public spaces
- Have attention to detail: storage, waste, servicing and utilities.

Resources

Well-designed places are designed and planned for long term stewardship by landowners and where required local authorities. Places, buildings and spaces should be robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging. Places should;

- Be well-managed with public areas maintained through a management company and a clear definition between private and public spaces.
- Be adaptable to changing needs by providing amenity spaces that can be used as a blank canvas for different activities.
- Provide a sense of ownership through the involvement of the local community. For example community orchards help to engage local residents and enable them to make their mark on public spaces.

Waste Strategy

The delivery of a sustainable development will require a detailed waste storage and collection strategy, this will be outlined in a future reserved matters application. This strategy will be constructed in accordance with the 'Waste Storage and Collection' Supplementary Planning Document by Wiltshire Council, ensuring the layout and design of spaces meets with policy and best practice guidance.



Principles for Sustainable Design & Construction

The design of well-designed places seeks to respond to the impacts of climate change. This includes reducing their resource requirement, being durable and adaptable over time, and by conserving natural resources such as land, water, energy and materials. Adopting certain technologies can minimise environmental impacts and make home more affordable for owners to use and manage.

To encourage sustainability the following will be taken into consideration;

- Follow the energy hierarchy
- Selection of materials and construction techniques
- Maximise resilience
- The proposals will generate a new place that aims to meet the needs of the new community and its future generations.
- The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well-being.

The following is a series of guiding principles for the practical implementation of sustainable design and construction. It is expected that these, as well as others, should be explored as part of the detailed design.

- Arranging buildings within the plot to maximise solar gain and light penetration. Wherever possible locating dwellings with south facing fronts so as to maximise sunlight.
- Designing the internal layout of dwellings to provide for modern living approaches and the potential for lifetime home standards.
- Providing flexible building and house design e.g expansion of living areas and storage needs.
- Maximising storage space within the building, and the plot, with appropriate space for recycling, refuse, cycle storage, composting and rainwater harvesting. The use of energy efficient appliances, heating Sustainability systems, energy controls and management.
- Improved insulation and glazing.
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products.
- The use of permeable surfaces and paving as part of a surface water strategy.
- Conservation of natural resources on site such as hedgerows and trees.
- Controlled water demand through methods such as: low flow showers and baths; dual flush toilets; water efficient white goods; and rainwater harvesting through water butts or tanks.



APPENDIX A

Building for a Healthy Life Review

The following section provides a summary of the evaluation against the Building for a Healthy Life questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Evaluation:
The proposed development provides a pedestrian route through and around the site and additional pedestrian connections onto Church Road which passes through Laverstock. Lower density development around the edges of the site and the provision of structural planting would help integrate built form within its landscape setting.

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?

Evaluation:
The site is conveniently located in close proximity to a wide range of facilities within the Laverstock urban area.

3) Does the scheme have good access to public transport to help reduce car dependency?

Evaluation:
A bus route passes along the sites western boundary and bus stops are easily accessible and plentiful along Church Road. This provides connections into the village centre and the surrounding area.

4) Does the development have a mix of housing types and tenures that suit local requirements?

Evaluation:
The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the provisions in the Council's adopted Local Plan

Creating a Place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

Evaluation:
A wide range of street types and landmark/gateway buildings will be used to create a distinctive and legible place, set within a robust landscape framework. Details of local vernacular can be included at the detailed design stage.

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Evaluation:
The scheme exploits the existing landscape by retaining planting where possible and enhancing it where practicable. The proposed attenuation basin is located at the low point of the site and a large wetland area is to be created in the northern part of the site with associated marginal/aquatic and scrub planting. The proposed housing would be visually filtered from all directions by the presence of dense boundary vegetation and new tree planting.

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Evaluation:
The scheme is based on a series of development blocks, which create a series of arrival spaces and vistas. There would be a clear definition of the private and public realm and properties would overlook the areas of greenspace.

8) Is the scheme designed to make it easy to find your way around?

Evaluation:
The layout for the scheme follows a simple approach with a distinct 'main street' and 'lanes' to allow residents and visitors to easily find their way around. The relationship with the Green Infrastructure would allow easy orientation.

Street & Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Evaluation:
The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets, levels would be raised to give pedestrians priority, and to assist in calming traffic.

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Evaluation:
Car parking would be integrated into the overall layout and design. Car parking would be primarily located to the side and rear of dwellings to minimise detracting from the street scene.

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The building layout will at detailed stage allow for bins and recycling stores to be stored out of sight and minimise their impact on the street scene.





FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH t: 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

masterplanning environmental assessment landscape design urban design ecology architecture arboriculture graphic

Rev	Issue Status	Prepared / Date	Approved / Date
H	FINAL	25.06.2026	AF/ CEH

This document is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of FPCR Environment and Design Ltd. Ordnance Survey material - Crown Copyright. All rights reserved. Licence Number: 100019980 (Centremapslive.com). Aerial imagery © 2026 Microsoft