



1.0 CONTENTS

1.0 Introduction

1.1 Introduction

2.0 Site and Context

2.1 Site Location

2.2 Site and Surrounding Context

2.2.1 Listed Buildings, Conservation Areas and Cotswolds National Landscape

2.2.2 Surrounding Context

2.2.3 Local Character and Vernacular

2.2.4 Existing Site

3.0 Site Analysis

3.1 Landscape and Visual

3.2 Ecology and Biodiversity

3.3 Arboriculture

3.4 Highways and Transport

3.5 Density

3.6 Building Heights

3.7 Existing Site Area Comparison

3.7.1 Existing Building Footprints

3.7.2 Existing Hard Surface

3.7.3 Existing Green Infrastructure

3.8 Site Section

3.9 Constraints Plan

3.10 Opportunities Plan

4.0 Design Approach

4.1 Pre Application Advice

4.2 Illustrative Masterplan

4.3 Proposed Site Area Comparison

4.3.1 Proposed Building Footprints

4.3.2 Proposed Hard Surface

4.3.3 Proposed Green Infrastructure

4.4 Built Form Parameter Plan

4.5 Landscape and Ecology Parameter Plan

4.6 Sustainable Energy Strategy

5.0 Access

5.1 Access Movement and Connectivity Parameter Plan

6.0 Conclusion

6.1 Conclusion

1.0 INTRODUCTION

1.1 Introduction

BBA Architects have been appointed as part of the wider consultant team, to assist in the preparation of outline proposals for the redevelopment of Hangars 18, 19 and 20 adjacent to the former Colerne Airfield. This Design and Access Statement has been prepared in support of an outline planning application for up to 150 dwellings.

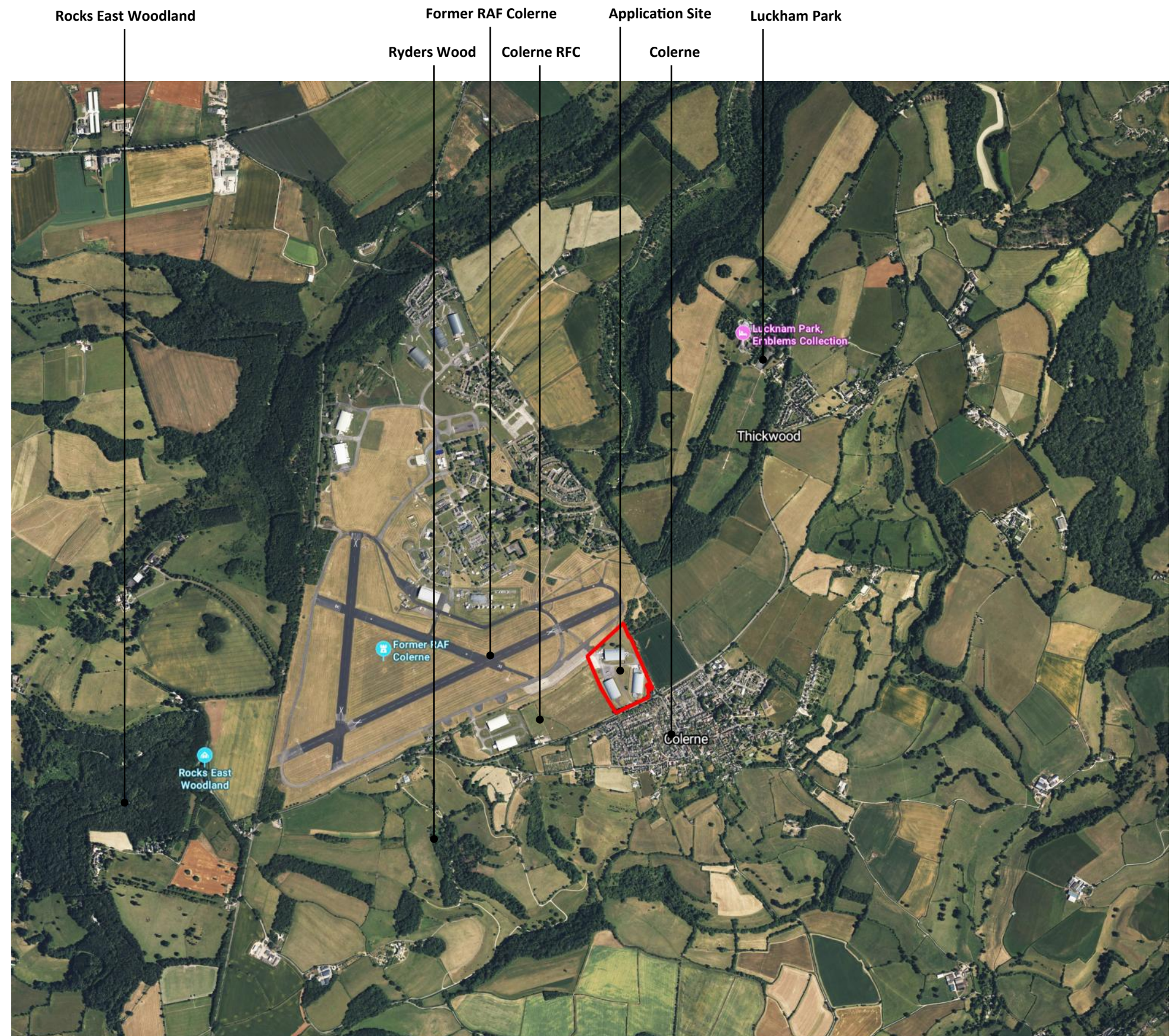
Proposals have been developed by a multi-disciplinary consultant team which comprises:

- Q+A Planning – Planning Consultant
- BBA Architects & Planners – Architect
- Nicholas Pearson Associates – Landscape Architect and Ecologist
- Peter Evens Partnership – Transport Consultant
- Rappor— Civil Engineer
- Treework Environmental Practice – Arboriculturist
- Light Pad – Lighting Specialist
- Bristol and Bath Heritage Consultants – Heritage Consultant
- Alder King—Property Consultants
- Earth Environmental—Ground Investigation
- MACH Acoustics—Acoustician

The proposals have evolved following careful consideration of the site's constraints and opportunities, together with pre-application discussions and technical input from the wider consultant team. Consideration has been given to the site's relationship with the adjacent settlement, existing rights of way, its former airfield context and the wider landscape setting associated with the Cotswolds National Landscape.

Matters relating to layout, scale, appearance and landscaping are reserved for future consideration. The Illustrative Masterplan submitted as part of this application is intended to demonstrate a potential approach to accommodating residential development on the site, together with supporting green infrastructure, public open space, sustainable drainage and, pedestrian and vehicular access arrangements.

The proposals seek to establish the principal of delivering up to 150 homes on the previously developed site, in a manner which responds positively to the surrounding landscape and local character. The evolution of the outline proposals have been informed by analysis of the site context, local vernacular and existing landscape features, along with the principles set out in the Wiltshire Design Guide, Wiltshire Core Strategy, the Colerne Neighbourhood Plan and preapplications discussions with the Council.



2.0 SITE AND CONTEXT

2.1 Site Location

The application site is situated to the northern edge of the village of Colerne and lies adjacent to the former Colerne Airfield, within the administrative area of Wiltshire Council.

Colerne is connected by Bath Road, which forms a clear physical boundary between the established residential areas of the village and the former airfield land to the north. The principal routes through the village include High Street, Market Place and Quarry Lane.

The village is surrounded by open countryside, comprising agricultural land, some woodland areas and established vegetation, and the former Colerne Airfield. The site sits within the Cotswolds National Landscape.

The application site comprises Hangars 18, 19 and 20 together with associated hardstanding, an access road and surrounding grassed areas; the site is approximately 7.1 hectares. The hangars were formerly associated with MOD/RAF use and are currently / were most recently used, for storage and industrial purposes within Use Class B8.

The site is generally level, reflecting its historic function as part of the former airfield. Existing boundary treatments comprise a mixture of metal security fencing, established trees, hedgerows and areas of overgrown vegetation, particularly along the southern boundary adjacent to Bath Road.

2.2 Site and Surrounding Context

2.2.1 Listed Buildings, Conservation Area and Cotswolds National Landscape

The historic core of Colerne is centred around the High Street and Market Place, this central area is designated as a Conservation Area. The majority of the village's listed buildings are located in and around this area, together with a number of larger historic properties situated throughout the wider settlement.

The application site is physically separated from the Conservation Area by later phases of residential development and Bath Road. As such, the site does not form part of the immediate historic setting of the village, although the wider character of Colerne remains an important consideration in the evolution of the proposed development.



2.0 SITE AND CONTEXT

The wider landscape surrounding Colerne forms part of the Cotswolds National Landscape, an important environmental and visual designation influencing the character of the area. The proposed development has therefore been informed by the need to respond appropriately to the landscape setting. Views, character of the settlement edge, the retention of trees, and landscape enhancement opportunities have all been carefully considered.

2.2.2 Local Services

Colerne has evolved from a historic settlement focused around its medieval core, with subsequent phases of development extending outward during the 19th and 20th centuries. More recent residential expansion has largely taken place to the south of Bath Road, whilst the former airfield land has remained visually and functionally distinct from the village.

The village's elevated position and relative separation from major transport corridors have contributed to its distinct identity and historic character. Although Bath and Corsham provide important nearby services and employment, Colerne retains a strong sense of an independent rural settlement, with a clearly defined historic core and established residential neighbourhoods.

The former RAF airfield has had a significant influence on the historic development and character of Colerne and continues to form an important part of the wider landscape setting. The application site represents previously developed land associated with this former airfield use and occupies a transitional position between the settlement edge and the surrounding countryside.

The village contains a range of local services and community facilities, including a primary school, village hall, church, local shops, public houses, recreation facilities and areas of public open space. These facilities are concentrated primarily around High Street, Market Place and Quarry Lane and are accessible from the application site.

As this application is submitted in outline form, the detailed appearance, landscaping, layout and scale of the development will be considered at Reserved Matters stage. However, the proposals have been informed by the site's relationship with the existing settlement pattern, surrounding landscape and accessibility to local facilities.



2.0 SITE AND CONTEXT

2.2.3 Local Character and Vernacular

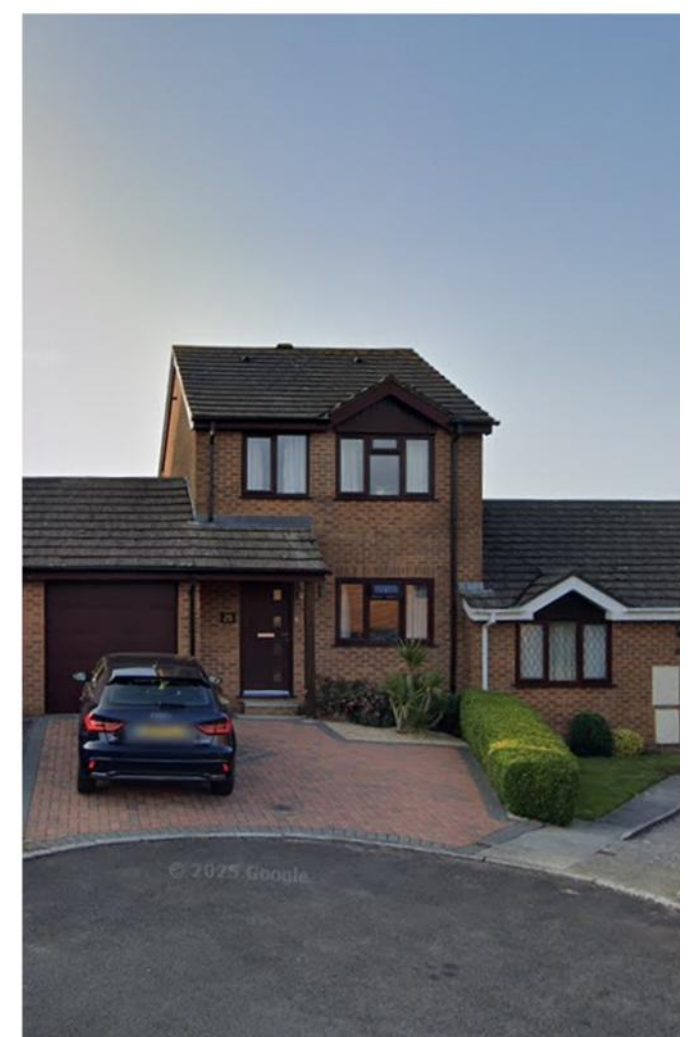
A key characteristic of Colerne is the extensive use of limestone throughout the village, which significantly contributes to the area's identity and architectural character. Variations in coursing and finish are evident across the village, from historic cottages and houses, through to later residential development.

The local material palette also includes render, recon stone, vertical hung tiles, and timber cladding, particularly within later twentieth century development. Roof materials are predominantly slate, clay, and concrete tile.

In addition to materiality, the character of Colerne is influenced by the varied scale, density and pattern of development across the village. The historic core generally comprises tighter grain development arranged along narrow streets, whilst later residential areas generally demonstrate a more open suburban character, with lower density layouts and detached or semi-detached dwellings. Building heights across the village are typically one to two storeys, with occasional larger 3+ storey buildings within the historic centre.

The Colerne Neighbourhood Plan places emphasis on the importance of development responding positively to local distinctiveness, settlement pattern and the established character of the village. Whilst detailed design is reserved for future consideration, the evolution of the outline proposals has been informed by an understanding of the local vernacular, settlement edge character, landscape setting, and the scale and density of surrounding development.

The existing hangars associated with the former airfield form large-scale utilitarian structures which differ significantly from the residential character of Colerne. Redevelopment of the site therefore presents an opportunity for proposals to establish a more appropriate relationship with the surrounding landscape.



2.0 SITE AND CONTEXT

2.2.4 Existing Site

The application site is characterised by three large former aircraft hangars together with extensive areas of hardstanding, an access road and open grassland. The hangars form the dominant visual element within the site and reflect its historic use.

The hangars are substantial in scale, reaching approximately 12 metres in height at their highest point. Their significant massing and utilitarian appearance create a prominent visual presence within both the site and the surrounding landscape.

The site contains relatively limited vegetation, with trees and hedgerows primarily concentrated along the site boundaries. The vegetation provides a degree of enclosure and visual screening around much of the site perimeter, particularly along Bath Road and the eastern and western boundaries, whilst the internal areas of the site retain a more open character.

The site sits in a transitional position between the established settlement edge of Colerne and the wider landscape. Although historically associated with RAF and MOD activity, the application site is physically separate from the more recently operational areas of the former airfield.

The relationship between the existing built form, surrounding countryside and settlement edge has informed the evolution of the outline development. Particular consideration has been given to how future development may respond appropriately to the scale and character of Colerne, whilst reinforcing landscape structure and improving the visual relationship between the site and its wider setting.

The illustrative masterplan demonstrates a potential approach to development. The indicative layout suggests a stronger built form and more consolidated pattern of development towards the southern part of the site, adjacent to Bath Road and the existing settlement edge, gradually transitioning toward a softer and more open landscape character further north. This approach allows for the incorporation of green infrastructure, areas of public open space, sustainable drainage features and enhanced landscape buffers, whilst also providing opportunities to connect with the existing and future public rights of way surrounding the site.



3.0 SITE ANALYSIS

3.1 Landscape and Visual

(Text provided by NPA)

The Site, within the Cotswold National Landscape, is located in an elevated location on the wolds plateau landscape. Key landscape characteristics associated with the local area relate to a combination of the elements associated with the former airfield, including large-scale hangars and other built form, the settlement pattern (i.e. Colerne, North Colerne and Thickwood), the agricultural plateau of arable and grassland fields and areas of woodland which provide considerable physical and visual enclosure.

The three former hangars, the areas of hardstanding and utilitarian security fencing represent detracting elements in the landscape. The existing trees and other vegetation onsite provide a reasonable degree of local enclosure.

Views of the existing site are primarily experienced from along local roads and public rights of way and from residential properties adjacent to the site and at the northern edge of Colerne. The existing hangars are locally notable and dominant features in many of these local views. More distant views of the site are available from across the plateau or from across the valley to the south and east. In these views the existing hangars are often less discernible or seen in the context of Colerne.

Whilst the site lies within the Cotswold National Landscape, it is characterised by previously developed land associated with the former airfield and therefore does not strongly exhibit many of the characteristics that contribute to the special qualities of the National Landscape.

A Landscape and Visual Impact Assessment (LVIA) has been prepared by Nicholas Pearson Associates which provides a full overview of the landscape and visual baseline. The LVIA process noted a range of opportunities to avoid, minimise or mitigate adverse landscape and visual effects and provide for enhancements. This included seeking to conserve and enhance the National Landscape through removal of detracting features and providing elements of landscape restoration and habitat enhancement.

KEY

Greenbelt Land



3.0 SITE ANALYSIS

3.2 Ecology/ Biodiversity

(Text provided by NPA)

The site has been subject to a range of ecology surveys including Extended habitat survey, biodiversity baseline survey, Great Crested Newt and bats. Part of the site is designated as a Local Wildlife Site. The nearest component of the Bath and Bradford on Avon Bats SAC is 2.6km from the site.

Key habitats generally relate to the boundary vegetation of trees and areas of unmanaged scrub and grassland (beyond the security fenceline). Areas of grassland within the site are in the most part regularly mown modified grassland with some small areas of semi improved grassland and areas with calcareous grassland indicator species.

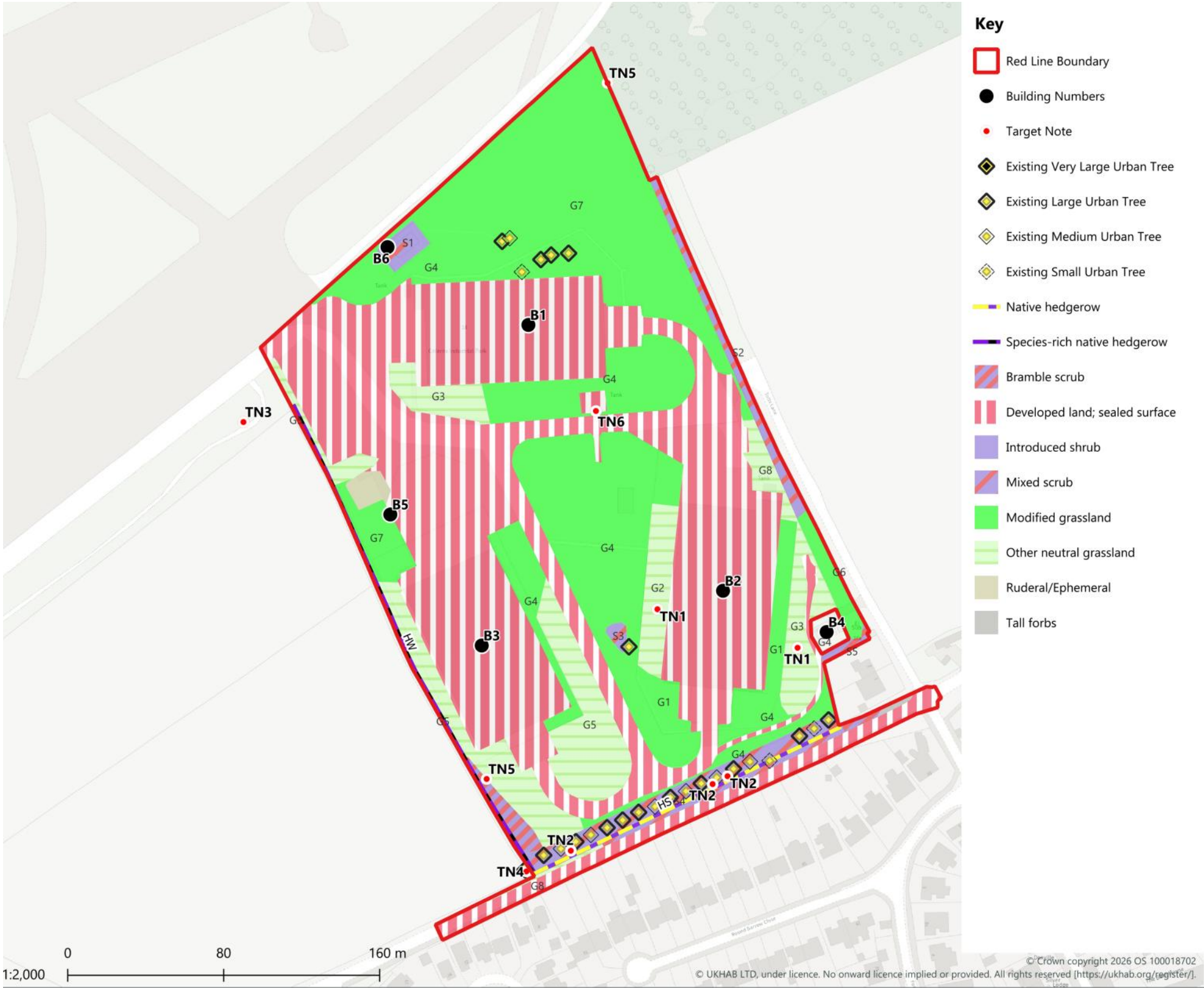
Bat surveys to date have noted presence of horseshoe bat night roosts associated with small semi enclosed structures attached to the hangars. Other bat activity surveys are ongoing and have to date noted use of the vegetated boundaries for commuting/ foraging.

There is no evidence of GCN or badger activity onsite.

A Biodiversity Net Gain (BNG) baseline value has been established.

Overall site habitats are not of high ecological value, whilst noting the bat activity associated with the site and the Bath and Bradford on Avon Bats SAC.

A Preliminary Ecological Appraisal has been prepared by Nicholas Pearson Associates which sets out full details of the surveys undertaken on site and presents opportunities for habitat enhancements.



Baseline Habitat Plan by NPA
Refer to Preliminary Ecology Appraisal

3.0 SITE ANALYSIS

3.3 Arboriculture

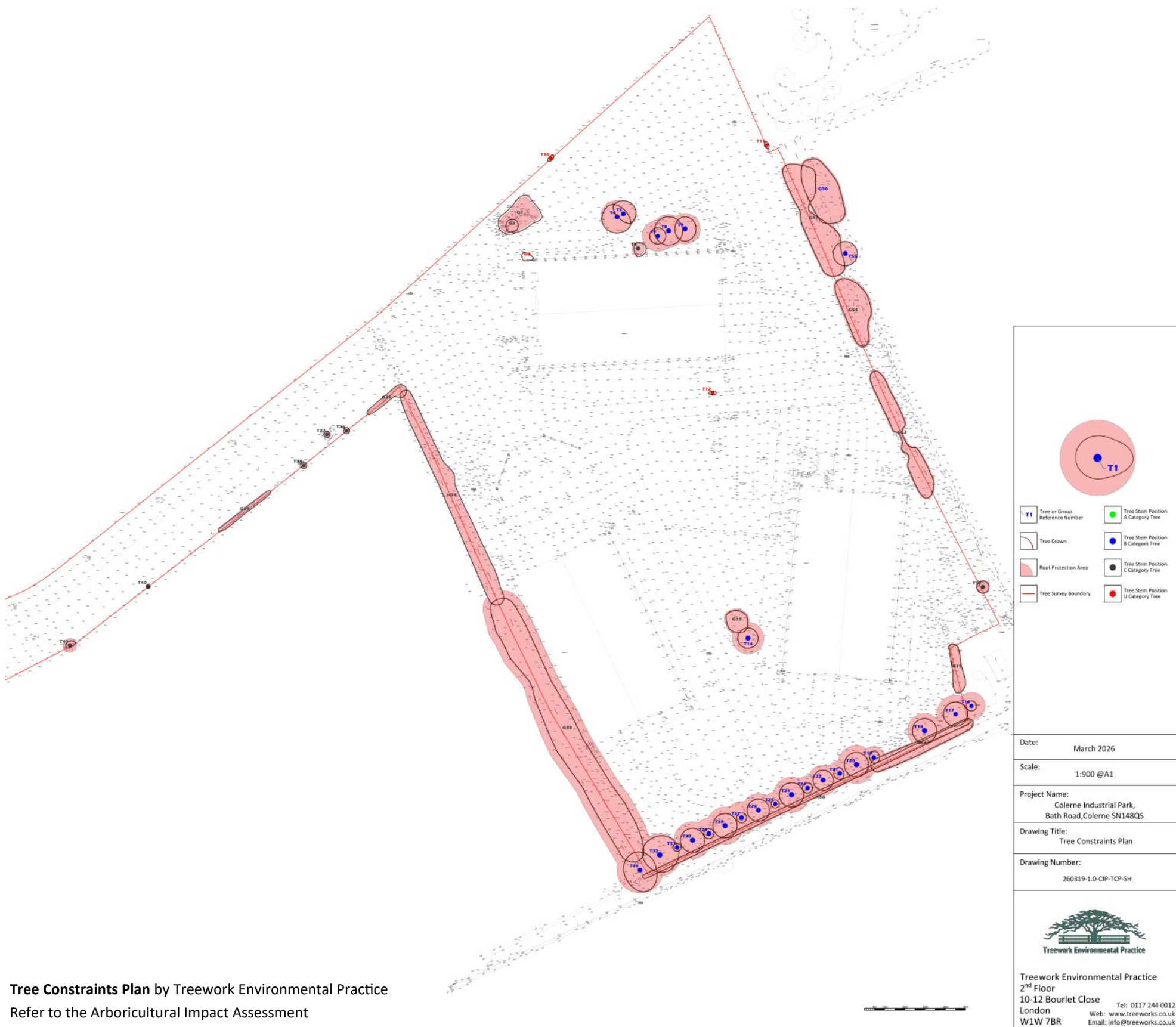
Treework Environmental Practice has undertaken a tree survey of the application site and its boundaries in accordance with BS5837:2012; an Arboricultural Impact Assessment (AIA) has then been prepared to accompany this application.

The AIA confirms that there are no ancient or veteran trees, Tree Preservation Orders, or Conservation Area designations affecting the site or its surroundings. Trees are primarily concentrated along the site's boundaries, contributing positively to the site's landscape setting and providing screening to the wider countryside and adjoining roads.

The design has been developed to prioritise retention of the trees of greatest arboricultural and landscape value. A limited number of lower-quality trees, tree groups and a section of hedgerow would need to be removed to accommodate the proposed layout and the new vehicular access from Bath Road

The AIA confirms that these losses are acceptable in arboricultural terms and would be offset through new tree planting as part of the landscaping strategy, which results in a net increase of trees on site.

Retained trees would be protected during construction via root protection areas, construction exclusion zones and tree protection fencing, with special engineering measures (such as no-dig construction) adopted where retained trees are close to proposed hard surfacing. Refer to Treework Environmental Practice's Arboricultural Impact Assessment for details.



3.0 SITE ANALYSIS

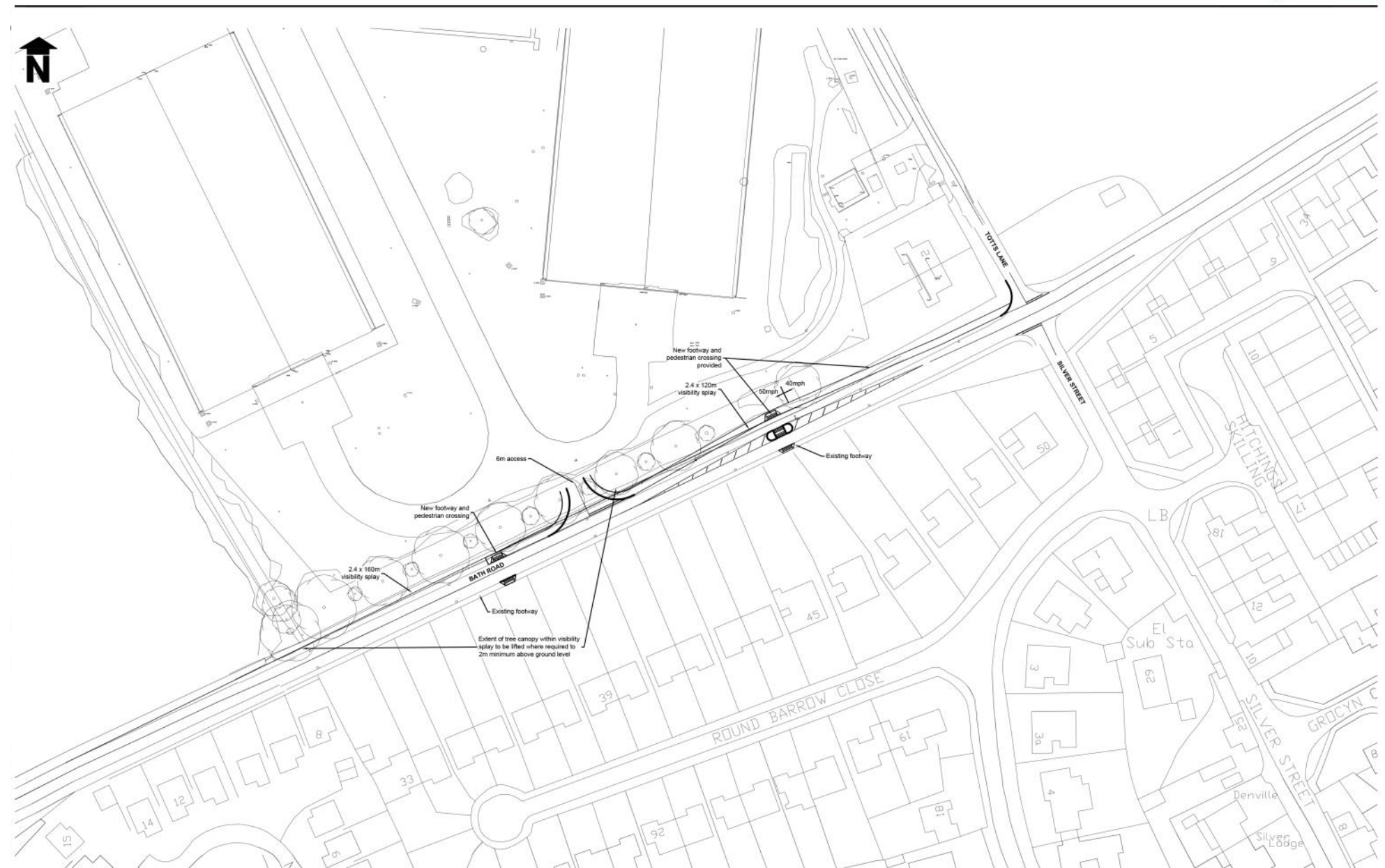
3.4 Highways and Transport

Peter Evans Partnership (PEP) has been appointed to advise on highways and transport matters associated with the proposed development. A Transport Assessment and Residential Travel Plan have been prepared to assess the likely transport impacts of the development and inform the design of the proposed access from Bath Road.

The site benefits from good accessibility by sustainable modes of transport, with the village centre within comfortable walking distance and bus services to Bath and Chippenham accessible within a short walk.

Vehicular access to the site is currently taken via a substandard junction onto Bath Road, some 1km to the west. The proposals include a new junction directly onto Bath Road to the south of the site, together with new footways and pedestrian crossing points, a new active travel connection via Totts Lane, and off-site traffic calming measures within Colerne and at Ford. These measures are supported by a Residential Travel Plan to encourage sustainable travel choices among future residents.

The Transport Assessment confirms that the proposed development would generate a modest increase in vehicle trips compared with the site's existing B8 (storage) use. However, this is offset by the removal of HGV traffic currently associated with the site, representing a clear benefit to highway safety and operation on the surrounding network.



Proposed Residential Development, Colerne Industrial Park
Transport Assessment, July 2026

APPENDIX 8
Proposed Site Access and Associated Works

Proposed Site Access and Associated Works

by Peter Evans Partnership (PEP)

3.0 SITE ANALYSIS

3.5 Density

The application site is located to the north of Bath Road, which forms a clear boundary between the established residential areas of Colerne and the former RAF airfield land.

In considering the development potential of the site, it is important to understand both the density and spatial character of the surrounding settlement in order to ensure future development responds appropriately to the established urban structure and edge-of-settlement character.

Whilst Colerne is relatively modest in scale, the village contains a variety of residential character areas with differing densities and built forms. The density analysis plan to the right shows the approximate density of the surrounding residential areas; these areas are based on the character areas identified within the Colerne Design Statement.

The analysis shows that the historic core generally comprises a tighter grain and higher density development, whilst later twentieth century residential areas exhibit suburban patterns with greater spacing between dwellings; there are however a couple of instances where later additions have a much higher density, Areas A9 and A11, this is likely a reflection of the housing market at the time these developments were undertaken.

The adjacent residential character areas typically range between approximately 15 and 33 dwellings per hectare.

The application site extends to approximately 7.1 hectares and occupies a transitional position between the village edge and the wider former airfield landscape. The proposed scheme would have a density of approximately 21 dwellings per hectare.

Policy (Wiltshire Core Strategy)

The assessment of surrounding development density has informed the approach to the outline proposals and supports consideration of how future development may integrate appropriately with the existing settlement. This approach is consistent with the objectives of Core Policy 57, which seeks to ensure that development responds positively to its context whilst making efficient use of land.

Character Areas:

Area A1a: Central Colerne

Area A2: Bath Road (Including Rockfield and Mortimers and Moon Close)

Area A3: The Lanes (Washmeres, Box View, Ogbourne, Chapel Path and Tutton Hill)

Area A4: Silver Street and Grocyn Close

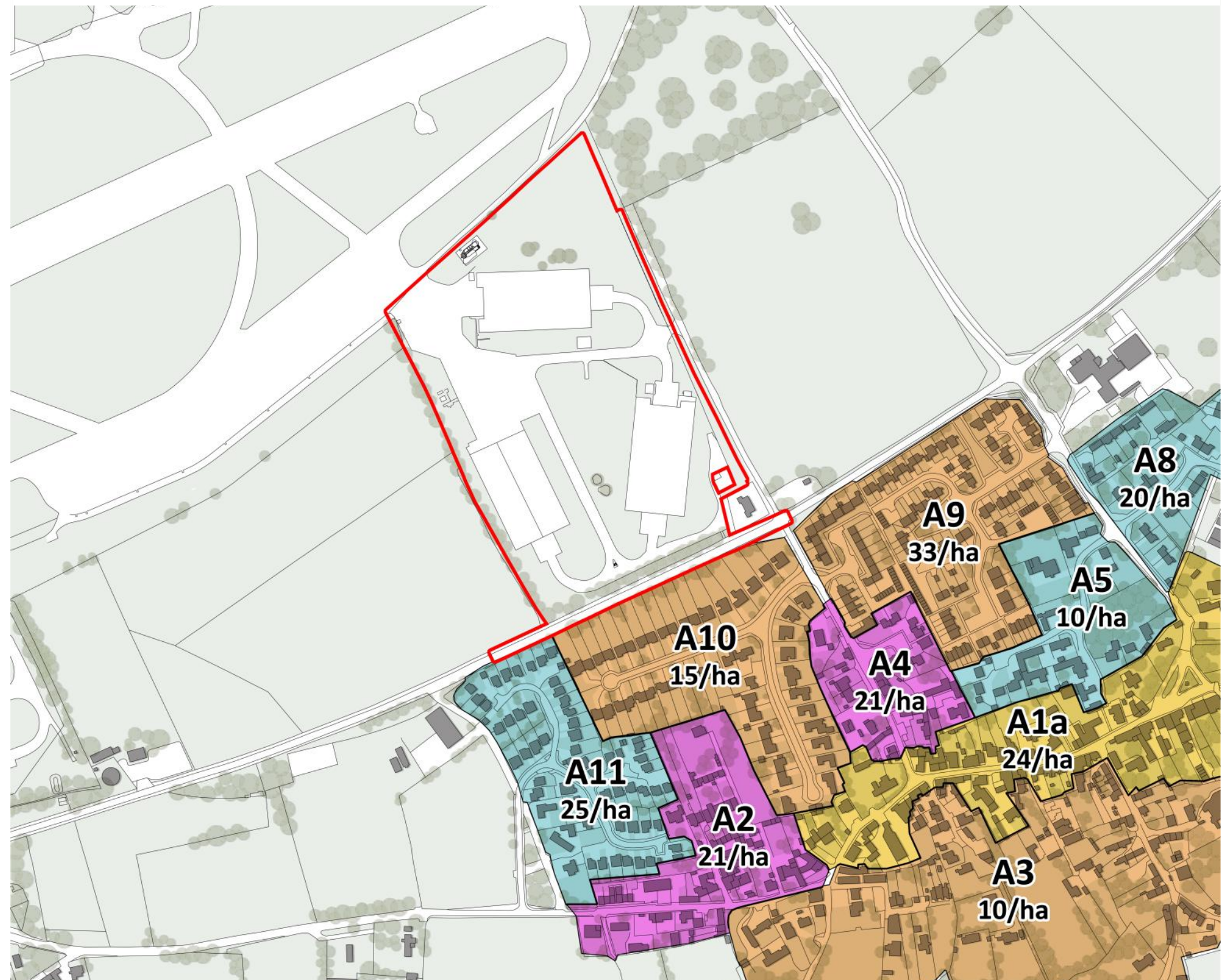
Area A5: Trimnells

Area A8: Martin's Croft Estate (plus further details for Old Martins Croft)

Area A9: Forrester Green and Hitchings Skilling

Area A10: Roundbarrow Close and Fosseyway Close

Area A11: The Nursery and the Firs



3.0 SITE ANALYSIS

3.6 Building Heights

The surrounding built context is generally consistent in scale, comprising a combination of single and two storey residential development, with occasional larger or more prominent buildings located within the historic core around High Street and Market Place.

The existing hangars on the application site are substantial utilitarian structures associated with the former RAF airfield and rise to approximately 12 meters in height at their highest point. Their significant scale and consolidated massing create a visually prominent presence within both the site and the surrounding landscape.

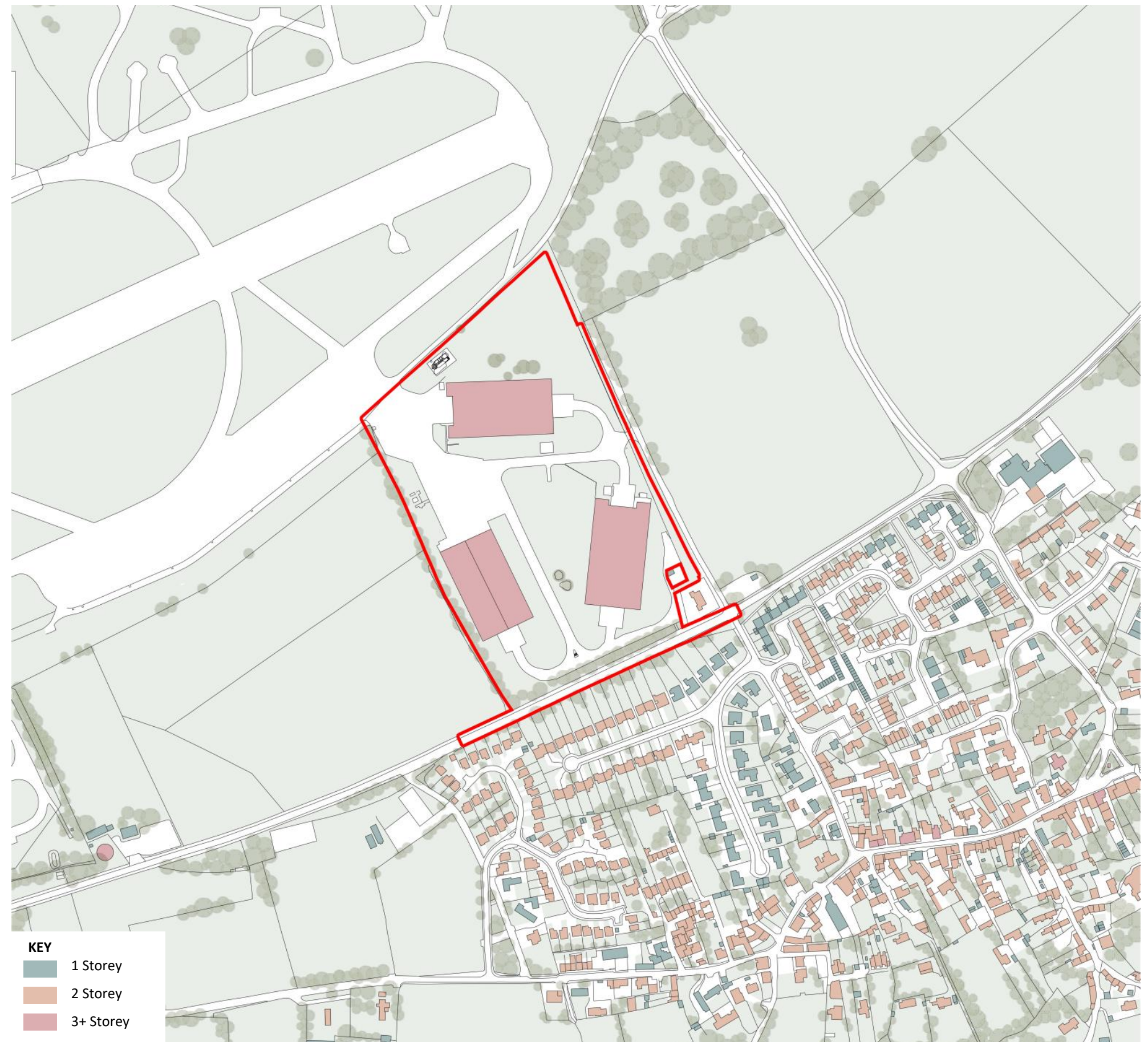
The scale and form of the existing hangars differ considerably from the residential character of Colerne. Redevelopment of the site therefore presents an opportunity for future proposals to establish a more appropriate relationship between built form, landscape setting and settlement edge character.

Proposals would not exceed two storeys in height, with ridge heights up to 9m. This approach has been informed by analysis of the surrounding built form and seeks to ensure that future development responds appropriately to the prevailing scale and character of the village.

As this application is submitted in outline form, detailed matters relating to scale and appearance will be considered at Reserved Matters stage. The surrounding context and existing site conditions provide an important reference point for informing the future evolution of the scheme.

Policy (Wiltshire Core Strategy)

A review of surrounding building heights and scale provides an important contextual reference for the future development of the site. Future Reserved Matters submissions must respond appropriately to building heights and scale and should align with Core Policy 57, which seeks to ensure that development integrates effectively with its setting.



3.0 SITE ANALYSIS

3.7 Existing Site Area Comparison

The diagrams below provide a comparative assessment of the existing land cover types within the site, including building footprint, total hardstanding and existing green infrastructure.

Reviewing the proportion and distribution of these existing land cover types provides an important baseline for informing the outline development principles and understanding how future development may respond to the site's existing character, landscape setting and spatial arrangement.



3.7.1 Existing Building Footprints

The existing hangars occupy approximately 19% of the site area. The substantial scale and consolidated massing of the buildings create a strong visual presence across the site and surrounding area.

The large-scale utilitarian forms of the existing hangars contribute significantly to the site's industrial character which greatly differs from the surrounding residential areas of Colerne.



3.7.2 Total Existing Hard Surface (Including Building Footprints)

Existing hardstanding accounts for approximately 25% of the site area, plus 19% for the hanger footprint, brings the total to around 44%. The surfaced areas reflect the site's former operational use associated with aircraft movement and servicing.

The scale of the existing hardstanding exceeds that typically associated with residential development and contributes to the site's utilitarian appearance.



3.7.3 Existing Green Infrastructure

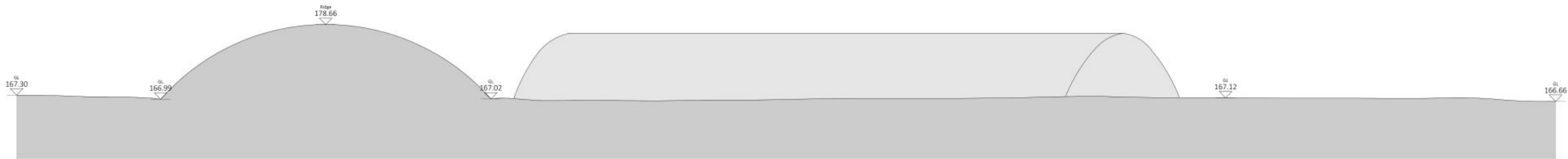
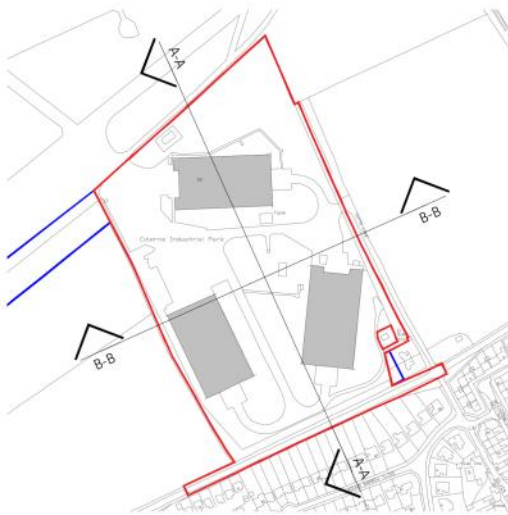
Approximately 56% of the site currently comprises open grassland, forming the largest single land cover within the site. Whilst these areas provide openness within the site, vegetation is relatively limited, there is substantial vegetation and trees around the perimeter of the site.

Detailed proposals relating to landscaping, ecology and biodiversity enhancement should be developed further through future Reserved Matters submissions as part of the wider green infrastructure strategy for the site.

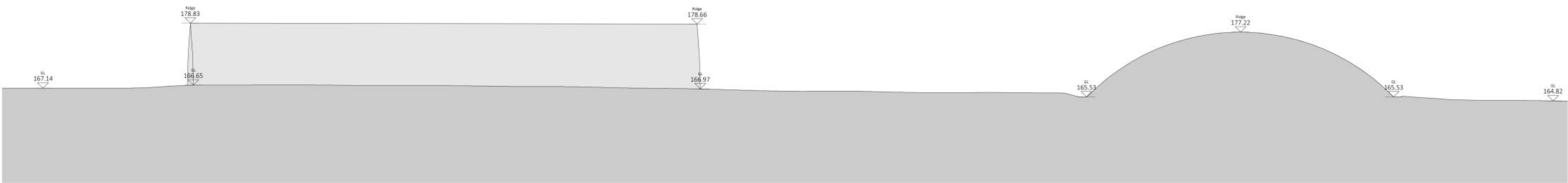
3.0 SITE ANALYSIS

3.8 Site Sections

The Illustrative Site Sections below show the relationship between the existing hangers and open areas of the site. Site levels gradually fall from south to north toward the retained former RAF land, this is visible on Site Section A-A, falling from the left (South) to right (North). Site Section B-B is cut through from East to West (looking north), and shows the site is relatively level across this axis.



SITE SECTION B-B



SITE SECTION A-A

3.0 SITE ANALYSIS

3.9 Constraints Plan

The site is subject to a number of physical, environmental and contextual constraints which have informed the evolution of the outline development proposals and Illustrative Masterplan.

The northern boundary forms a strong physical edge due to the continued presence of retained former RAF land beyond the application site. The eastern and western boundaries are similarly defined by adjoining land uses and landscape features, although these boundaries maintain visual connections with the surrounding countryside and wider landscape setting.

Access to the site is currently achieved via a gate located in the north-western corner of the site. An existing access road extends westwards for approximately 1km before connecting to Bath Road. The restricted nature of the existing junction arrangement, together with the limited width and alignment of the access route, means this is not considered a suitable means of access for the proposed development. A new access junction is therefore proposed from Bath Road at the southern boundary of the site.

The site is also influenced by ecological considerations, including the requirement to retain and enhance an existing dark corridor associated with bats. A landscape buffer is therefore proposed around parts of the site perimeter in order to maintain ecological connectivity and support biodiversity objectives.

The scale, height and footprint of the existing hangar buildings represent both a physical constraint and a redevelopment opportunity within the site. The existing structures create a prominent visual presence and influence views across the site and surrounding landscape. Their demolition would allow proposals to establish a more appropriate scale and spatial relationship with the surrounding landscape.

The site levels fall gradually northwards toward the retained former RAF land; an attenuation pond is proposed at the lowest part of the site.

The site's position to the north of Bath Road creates a degree of separation from the principal residential areas and the village centre. Consideration has therefore been given to pedestrian connectivity and integration with the wider settlement as part of the outline development approach.

The setting of the site in proximity to the Cotswolds National Landscape represents an important consideration influencing the evolution of the development principles, landscape strategy and approach to settlement edge treatment.



3.0 SITE ANALYSIS

3.10 Opportunities Plan

Whilst the site is subject to a number of constraints, it also presents significant opportunities for redevelopment as part of a landscape-led approach.

The site occupies a transitional position between the existing settlement edge, the former RAF land and the surrounding countryside. This provides opportunities for future development proposals to respond positively to both the built and natural context, including the introduction of enhanced green infrastructure, landscape buffers and biodiversity improvements.

The extensive areas of existing grass and the presence of established boundary vegetation provide an opportunity to strengthen the landscape structure of the site and improve ecological connectivity with the surrounding area. In particular, the proposed dark corridors and associated landscape buffers can provide opportunities for habitat enhancement and improved integration with existing vegetation and woodland beyond the site boundary.

The redevelopment of the site presents an opportunity to replace the existing imposing hangars with development that relates more appropriately to the surrounding settlement edge and landscape character. Detailed matters relating to layout, scale and appearance will be determined through future Reserved Matters submissions.



4.0 DESIGN APPROACH

4.1 Pre application Advice

A pre-application was submitted in September 2025 which sought advice on the re-development of the former Colerne Airfield Hangars 18-20 to provide up to 175 residential units. Refer to the sketch layout submitted for pre application to the right.

A summary of the pre application comments regarding design and access are included below; a response is provided by BBA addressing how the updated scheme has responded to comments.

4.1.1 Pre-app Comment:

Impact on the character and appearance of the area within the Cotswolds National Landscape (including the proposed design and quantum of development):

The case officer's principal concerns related to the impact of the proposed development on the character and appearance of the former RAF airfield within the Cotswolds National Landscape. It was considered that the submitted layout, density and access strategy did not respond sufficiently to the site's distinctive landscape setting, or demonstrate compliance with the policy tests for major development within a protected landscape.

4.1.2 BBA Response:

The scheme has been reduced to 'up to 150 dwellings'; the revised scheme, as shown on the Illustrative Masterplan, is a more open, landscape-led development. Building heights are limited to two storeys with a maximum ridge height of 9m, significantly below the existing hangar structures which are approximately 12m.

Development is concentrated toward the southern part of the site, with open green infrastructure and attenuation features at the northern edge to maintain a soft settlement boundary and visual transition toward the former airfield and open landscape beyond.

The officer's comment regarding the Cotswolds National Landscape designation and the test of exceptional circumstances under NPPF paragraph 190 is acknowledged. In design terms, proposals seek to replace large-scale utilitarian structures with a lower-profile residential development. The reduction in built footprint from approximately 19% to 10% of the site area,



Sketch Scheme for 175 Units
Submitted for Pre-Application

4.0 DESIGN APPROACH

and the increase in green infrastructure from approximately 56% to 61%, is considered a material improvement in the visual character of the site.

A Landscape and Ecology Parameter Plan and Visual Impact Assessment will be prepared by NPA as part of this outline application; the LVIA will inform the detailed settlement edge and buffer strategy.

4.1.3 Pre-app Comment:

Urban Design:

The case officer supported the observations of the Council's urban design officer, who emphasised the need for the proposal to respond positively to the site's sensitive context through a robust design-led approach. Particular emphasis was placed on demonstrating compliance with relevant design guidance, including the Cotswolds National Landscape Management Plan, the Wiltshire Design Guide and Building for a Healthy Life, supported by a Design Compliance Statement.

The officer also advised that, as access would be determined at outline stage, this element should be carefully considered as it would establish the framework for future reserved matters.

Concerns were raised that the indicative quantum of up to 175 dwellings may not be appropriate given the site's constraints, and that a more considered and evidence-led approach to density and capacity would be required.

4.1.4 BBA Response:

The updated Illustrative Masterplan responds to the urban design officer's comments. The branching cul-de-sac arrangement has been replaced with a more connected internal street structure, which incorporates active frontages overlooking green spaces. The roundabout access has been replaced with a priority junction with a right-hand turning lane, consistent with both highways and urban designer advice.

The proposed density is approximately 21 dwellings per hectare; this is consistent with adjacent character areas located on the settlement edge, which range from 15 to 33 dwellings per hectare.

4.1.5 Pre-app Comment:

Highway matters including highway safety, accessibility, active travel, vehicular and cycle parking and impacts on public rights of way:

The Highway Authority raised concerns regarding the site's accessibility and the capacity of the existing transport network to accommodate significant growth. It was considered that the proposal would need to demonstrate compliance with transport and accessibility policies through a robust Transport Assessment, together with an appropriate parking strategy that supports home electric vehicle charging. The officer also noted the limited range of local facilities and the likelihood that development would increase reliance on private vehicles.

At the same time, opportunities were identified to enhance walking, cycling and equestrian connectivity through the provision of new public rights of way, improved links to the existing network and integration with aspirations set out in the Colerne Neighbourhood Plan. These active travel improvements were supported in principle but were not considered sufficient, in isolation, to overcome the broader transport concerns identified.

4.1.6 BBA Response:

The access arrangement has been revised to a priority junction (without a right-hand turning lane) from Bath Road, removing the previously proposed roundabout. This is consistent with the advice of both the highway and urban design officer and is considered appropriate for a development of up to 150 dwellings in this location. This is subject to detailed discussions at the application stage.

Pedestrian and cycle connectivity has been carefully considered, refer to the Access Movement and Connectivity Parameter Plan for details. Proposals include pedestrian crossing points on Bath Road, new public rights of way to connect Totts Lane (which is planned to be pedestrianised by the local authority) and a future public right of way / bridleway running across the north of the site toward Doncombe Lane. These proposals are consistent with the aspirations of the public rights of way officer.

As this is an outline application the design of the layout, including parking and cycle parking allocation, is to be detailed as Reserved Matters. Future proposals should be designed in line with relevant adopted policy and supplementary guidance.

4.1.7 Pre-app Comment:

Sustainable Construction:

The case officer advised that the proposal should be supported by a comprehensive Sustainable Energy Strategy demonstrating a low-carbon, fabric-first approach in accordance with the energy hierarchy. The strategy should address operational energy demand, renewable energy generation, water efficiency, electric vehicle charging, embodied carbon, waste reduction and climate change adaptation.

Particular consideration was requested for the integration and potential impacts of air source heat pumps, including impact of noise, with alternative approaches such as community energy systems also encouraged. The officer highlighted the importance of designing for overheating, considering site layout and orientation, and demonstrating an ambitious response to the climate emergency, noting that a positive approach to sustainable construction would weigh in favour of the proposal.

4.1.8 BBA Response:

The outline proposals establish a fabric-first approach as the basis for the energy strategy, prioritising high levels of insulation and airtightness to minimise operational energy demand before consideration of mechanical systems. Building orientation within the illustrative masterplan has been developed to support passive solar gain and the integration of roof-mounted photovoltaic panels.

Space and water heating is anticipated to be met through air source heat pump (or similar) technology, careful attention should be given to avoid noise impacts. ASHP siting will be considered at the Reserved Matters stage. The potential for a community energy scheme, as referenced within the Colerne Neighbourhood Plan, can be explored with the client as an alternative or complementary approach.

Associated parking is proposed throughout the development to ensure EV charging via domestic meter supply. Water efficiency will be addressed to the higher Building Regulations standard. The approach to embodied carbon and demolition waste will be set out within a future Sustainable Energy Strategy, reference to be made to WCS Policy WCS6 and the RIBA 2030 Climate Challenge. Climate change adaptation measures, including overheating risk and passive cooling, will be addressed at Reserved Matters stage.

4.0 DESIGN APPROACH

4.1.9 Pre-app Comment:

Wider environmental protection matters including contaminated land:

The case officer advised that the proposal should comprehensively address environmental protection matters, including the potential for land contamination associated with the site's historic uses, existing infrastructure and former fuel storage areas, supported by an appropriate contaminated land assessment. The submission should also include Construction Management and Construction Environmental Management Plans to demonstrate how construction impacts would be managed.

In addition, an external lighting strategy was recommended at the outline stage to ensure that potential impacts on the site's landscape character and ecological interests are properly considered as part of the planning assessment.

4.1.10 BBA Response:

The potential for ground contamination associated with the site's historic military and employment use is acknowledged, including specific risks relating to the oil storage bund and electricity substation.

A Phase 1 Geo-Environmental Desk Study has been undertaken and will be submitted as part of this outline application. The desk study confirms a potential risk of hydrocarbon, toxic metal and asbestos contamination linked to the site's historic use as an aircraft storage facility, with an overall risk to future residents assessed as Moderate to Low. An intrusive site investigation is recommended to inform a Phase 2 assessment and a revised conceptual site model; this will be taken forward to inform detailed design at Reserved Matters stage.

A Construction Environmental Management Plan condition will be required at later stages; this should address noise, dust, vibration and pollution control during the demolition and construction phases. Working hours will be consistent with Wiltshire Council's standing guidance.

External lighting has been reviewed and has been implemented into the ecology strategy.

4.1.11 Pre-app Comment:

Other material considerations:

Waste – The case officer advised that the proposals should provide an appropriate waste management strategy, including well-designed bin storage arrangements for the proposed mix of dwellings, in accordance with the Council's Waste Supplementary Planning Document.

4.1.12 BBA Response:

The waste management strategy is to be defined at Reserved Matters stage; the proposed development of up to 150 units have considered waste management requirements as part of the master planning.

4.1.13 Pre-app Comment:

Other material considerations:

Housing Mix

The case officer advised that the proposals should provide an appropriate mix of housing, tenures and dwelling sizes in accordance with local planning policy and the identified needs of the Wiltshire Strategic Housing Market Assessment. Particular emphasis was placed on delivering affordable housing that is fully integrated with market housing and ensuring that any departure from the identified housing mix is supported by robust evidence. The officer noted that the indicative housing mix broadly reflected the Council's current evidence base.

4.1.14 BBA Response:

A draft housing mix was developed as part of the design development of the outline scheme in order to establish the viability of the site; whilst the proposed mix does not form part of this application, proposals are similar to the mix in the pre application and as outlined in the officer's comments, with the majority of housing being 3 bedroom family homes.

4.0 DESIGN APPROACH

4.2 Illustrative Masterplan

The illustrative masterplan has been prepared to demonstrate a potential approach to accommodating up to 150 dwellings on the site alongside supporting green infrastructure, sustainable drainage infrastructure, biodiversity enhancement, public open space and appropriate vehicular and pedestrian access arrangements.

As this application is submitted in outline form, all matters relating to layout, scale, appearance and landscaping are reserved for future consideration. The Illustrative Masterplan should therefore be viewed as indicative only and is intended to demonstrate that the site is capable of accommodating development in a manner which responds to the site's opportunities and constraints.

The Illustrative Masterplan has evolved in response to the site analysis work, landscape considerations and the pre-application feedback received from Wiltshire Council. In particular, consideration has been given to the relationship between the proposed development and the surrounding landscape setting, the retention and reinforcement of green infrastructure, ecology, and the transition between the settlement edge and the surrounding countryside.

The layout proposes a principal vehicular access from Bath Road to the south of the site, with an internal movement structure extending through the development area. The arrangement of development parcels and movement routes shown within the illustrative masterplan is indicative only and will be subject to further refinement through the Reserved Matters process.

Areas of open space are indicated throughout the illustrative layout, including landscaped corridors following primary roads, a central area of amenity space and a large, landscaped area toward the northern part of the site which accommodate drainage infrastructure. The detailed arrangement, extent and character of these spaces, including green and blue infrastructure design will be developed further through subsequent Reserved Matters submissions.

The outline proposals seek to establish a framework for development which responds positively to the site context and aligns with the principles of Core Policy 57 and the Wiltshire Design Guide, including the importance of landscape-led design, reinforcing local distinctiveness, and achieving an appropriate relationship between built form, movement and green infrastructure.



4.0 DESIGN APPROACH

4.3 Proposed Site Area Comparison

The diagrams below provide an assessment of land cover types illustrated within the Indicative Masterplan, including proposed building footprint, all hardstanding and green infrastructure. The accompanying figures identify the approximate area and proportion of each land cover type across the illustrative scheme.



4.3.1 Proposed Building Footprints

The GEA for the proposed building is substantially lower than the existing hangers' GEA, roughly 0.76 hectares, or 10% of the site area compared to the current 19%. In addition to having less coverage, proposals will be more evenly distributed across the site compared to the existing consolidated hangar structures; the proposed development achieves a more balanced relationship between built form, open space and landscape structure.



4.3.2 Total Proposed Hard Surface (Including building Footprints)

The Illustrative Masterplan shows proposed hard surfaces as roughly 2 hectares, plus 0.76 hectares of the building footprints, which totals around 39% of the site. This is less than the current coverage, which is around 44%.

This reflects the transition from the site's former use toward an appropriate density of development with a reduced surfaced area.



4.3.3 Proposed Green Infrastructure

The Illustrative Masterplan demonstrates the opportunity to increase the quality, variety and connectivity of green infrastructure across the site through the introduction of planting, landscape buffers, sustainable drainage features and areas of public open space. The Illustrative Masterplan has around 4.3 hectares of green infrastructure, which is around 61%, this is larger than the existing site.

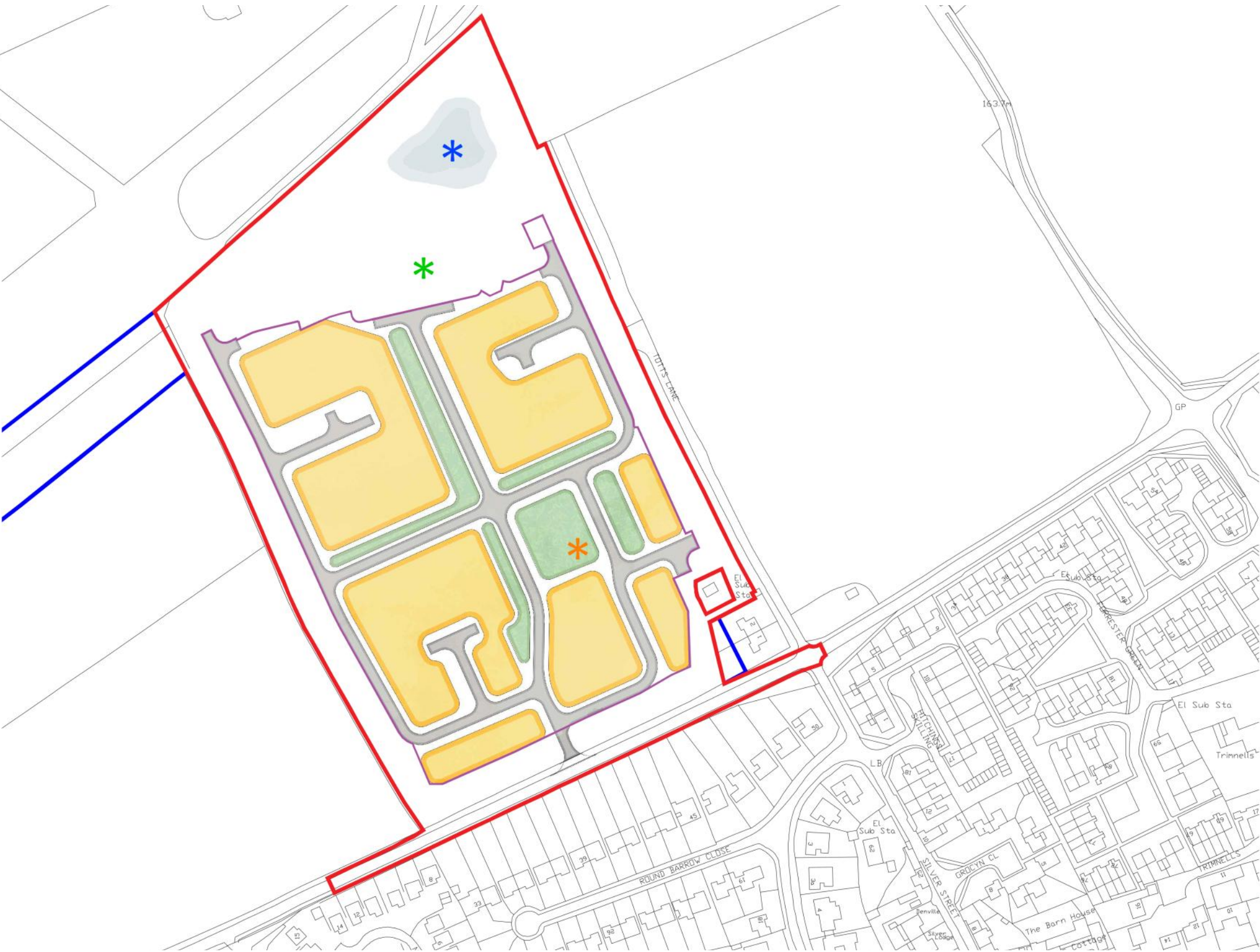
Detailed proposals relating to landscape, tree replacement, biodiversity enhancement and public open space provision will be developed further through subsequent Reserved Matters submissions.

4.0 DESIGN APPROACH

4.4 Built Form Parameter Plan

DRAWING LEGEND

-  Red Line Boundary (7.44 ha)
-  Developable Area (approximately 4.5 ha)
The development is to accommodate up to 150 units.
-  Indicative residential blocks are denoted with a yellow solid hatch (blocks may include parking, footpaths, cycleways, open space, and private drives).
- Active frontages are indicated on the Illustrative Masterplan.
- Development will be two storeys, with a maximum ridge height of 9.5 m above ground level.
-  Public open space between residential development is denoted with a green solid hatch. Open space includes public amenity space, children's play areas, landscaping, public footpaths, and other associated infrastructure. Refer to the Landscape and Ecology Parameter Plan for site-wide proposals.
-  Indicative location of SuDS (subject to technical design).
-  Indicative location for Local Area for Play (LAP).
-  Indicative location for Local Equipped Area for Play (LEAP).



4.0 DESIGN APPROACH

All retained vegetation will be protected during construction and incorporated into the long-term landscape management strategy for the development.

The proposals result in habitat retention, creation of ecological buffers, new habitat creation and improved connectivity and the provision of dedicated bat mitigation measures. It will deliver measurable biodiversity enhancements through the creation and long-term management of biodiverse grassland, native tree planting, scrub habitats. It will achieve a minimum of 10% Biodiversity Net Gain (BNG) (through a combination of on and offsite provision) in accordance with statutory requirements.

The proposed SuDS attenuation features are designed to provide biodiversity benefits and integrate with the local landscape, avoiding an engineered appearance.

Overall, the proposed landscape and ecological framework forms a key component of the development strategy. Retained vegetation, new planting, open space, ecological buffers and the integrated SuDS feature will establish a strong element of green infrastructure that contributes to local character, supports biodiversity, assists climate resilience and creates an attractive setting for development.

Conservation and enhancement of the Cotswolds National Landscape

Measures which directly support the conservation and enhancement of the Cotswolds National Landscape, and evidence a landscape-led approach to the landscape and ecology strategy:

- Retention of existing native trees/ vegetation.
- Removal of largescale former hangars and related areas of hardstanding, and replacement with built form of lower height.
- Reduction in/ limit to extent of built form toward northern boundary and creation of an area of open space.
- Removal of security fencing on western, southern and eastern boundaries.
- Proposed native tree and shrub planting to provide landscape and visual integration.
- Creation of areas of biodiverse grassland habitat (target habitat; calcareous grassland) as part of open landscape in northern part of the Site.

- Provision of publicly accessible routes through, and public open space within, the Site to enhance recreational access. Such routes provide opportunities for future links to existing public rights of way.
- Removal of all existing lighting fittings with proposed high quality lighting strategy to avoid unacceptable light spill into ecology buffers (see Lighting strategy and assessment).

Beyond the above commitments detailed matters relating to landscape proposals and biodiversity associated with a future detailed layout will be determined through future Reserved Matters submissions.

4.6 Sustainable Energy Strategy

As this application is submitted in outline form, detailed matters relating to building specification and energy infrastructure will be developed further through subsequent Reserved Matters submissions. The outline proposals seek to establish an approach to sustainable development which responds positively to national and local planning policy objectives relating to energy efficiency and carbon reduction.

Future proposals should seek to adopt a fabric-first approach to building design, prioritising high levels of insulation and air tightness in order to reduce operational energy and improve sustainability.

The illustrative masterplan has also been developed with consideration given to opportunities for passive solar gain, appropriate building orientation, the integration of green infrastructure, and sustainable drainage features. The proposed approach, includes attenuation areas and associated SuDS infrastructure, and provides opportunities to support sustainable water management and biodiversity enhancement throughout the site.

Given the open nature of the site and its orientation, there is opportunities to incorporate roof-mounted PV panels; gardens are also suitably sized and can accommodate air source heat pumps or other renewable energy technologies where appropriate.

The detailed design of future dwellings should seek to achieve energy performance standards exceeding the minimum requirements of the Building Regulations, where practicable and viable. The evolving requirements of the Future Homes Standard should also be considered through future design stages.

In addition, future development proposals should seek to incorporate:

- Electric vehicle charging infrastructure;
- Energy efficient lighting and appliances;
- Water efficiency measures;
- Sustainable drainage systems; and
- Passive solar design principles where appropriate.

5.0 ACCESS

5.1 Access

Access forms part of this outline planning application, with all other matters reserved for future consideration. The proposed development will be served via a principal vehicular access from Bath Road to the south of the site.

The proposed access arrangement has been developed in conjunction with the project transport consultants and has informed the illustrative masterplan; ensuring the site can accommodate up to 150 dwellings.

The submitted access proposals include provision for a priority junction arrangement on Bath Road, intended to provide a safe and suitable means of access to the development. The detailed design of the junction arrangement will be subject to ongoing technical review and agreement with the Local Highway Authority as part of the planning process.

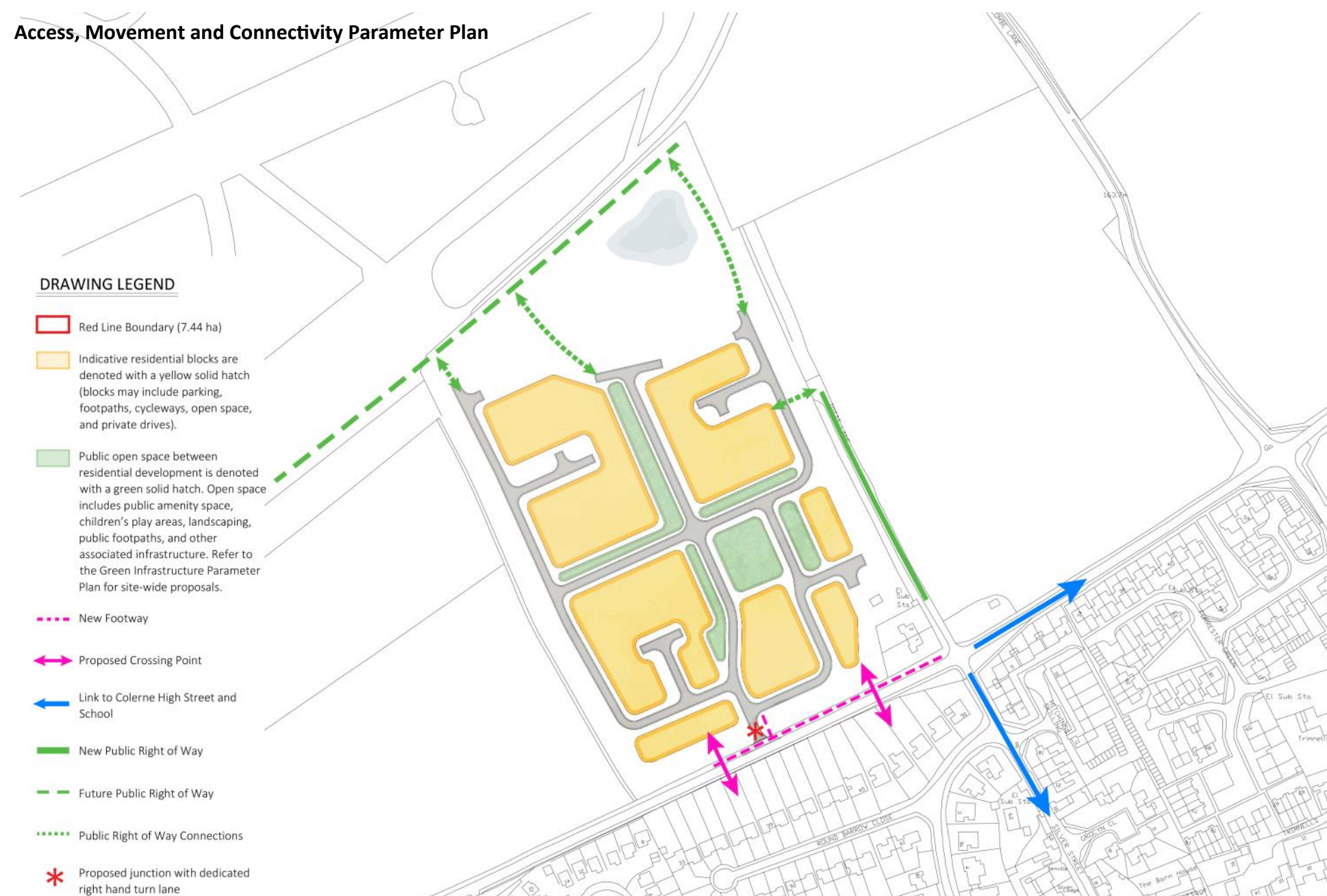
The illustrative masterplan demonstrates a primary internal route extending northwards into the site from Bath Road, with secondary routes providing connections across the wider development area. As the application is submitted in outline form, the detailed street hierarchy, carriageway widths, parking arrangements, pedestrian routes and shared surface treatments will be developed further through future Reserved Matters submissions.

In addition to vehicular access, consideration has been given to improving pedestrian and cycle connectivity between the site and the wider settlement, including connections toward the village centre, existing residential areas and surrounding public rights of way.

The access and movement strategy includes proposals for new footways and crossing points along Bath Road in order to improve pedestrian safety and accessibility between the site and the existing settlement to the south. These measures would provide enhanced connectivity to local facilities, residential areas and existing pedestrian routes within the village.

The proposals also identify the potential for future pedestrian and cycle connections through and around the site, including a potential link toward Totts Lane. Wiltshire Council has indicated aspirations to alter the northern section of Totts Lane to function primarily as a pedestrian and cycle connection, providing improved access toward Silver Street and the village centre, which could be funded by the scheme.

Access, Movement and Connectivity Parameter Plan



In addition, the illustrative movement strategy identifies the potential for a wider recreational and connectivity route linking existing public rights of way to the west of the site with routes surrounding Doncombe Lane and the wider countryside east of the site. The developer could provide the necessary land within the site demise which could be used in conjunction with MOD land to enable this route.

Whilst indicative at this stage, these connections demonstrate the potential for the development to improve integration between the site, existing residential areas and the surrounding public rights of way network.

Future Reserved Matters proposals should seek to promote sustainable modes of travel in accordance with the principles of the Wiltshire Design Guide and Core Policy 60.

6.0 CONCLUSION

6.1 Conclusion

This Design and Access Statement has been prepared in support of an outline planning application for the redevelopment of Hangars 18, 19 and 20 at the former Colerne Airfield site for up to 150 dwellings, with access to be determined and all other matters reserved.

The document has considered the site's physical characteristics; its surrounding landscape, including settlement pattern, landscape setting and wider planning context; together with the opportunities and constraints associated with the redevelopment of this previously developed land.

The site occupies a transitional position between the existing settlement edge of Colerne, former RAF land, and the surrounding countryside. The proposals have been informed by consideration of landscape character, green infrastructure, ecology, movement and the relationship between future development and the wider setting of the Cotswolds National Landscape.

The illustrative masterplan demonstrates that the site can accommodate up to 150 dwellings along with supporting green infrastructure, public open space, biodiversity enhancement measures, sustainable drainage features and access arrangements. As an outline application, the illustrative layout is indicative only and retains flexibility for refinement through future Reserved Matters submissions.

The proposed development presents an opportunity to redevelop a previously developed site associated with the former RAF airfield and replace the existing large-scale hangar structures with a form of development that may integrate more appropriately with the surrounding settlement edge and landscape context.

Overall, the outline proposals seek to establish a framework for future development which responds positively to the site's context and accords with the broad objectives of the National Planning Policy Framework, the Wiltshire Core Strategy, the Wiltshire Design Guide and the Colerne Neighbourhood Plan.