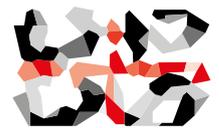
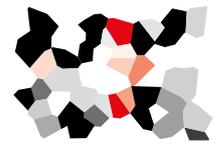
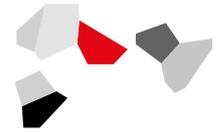


Design & Access Statement incorporating Supporting Planning Statement

Land to rear of 63-65 Martins Road,
Keevil, Trowbridge

On behalf of Tangled Up in Blue Ltd



Land to rear of 63-65 Martins Road, Keevil, Trowbridge



Client: Tangled Up in Blue Ltd

Reference: C8584

Version: 2

Status: Draft

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1.0 Introduction

1.0 Introduction

1.0 Introduction

- 1.1 This Design & Access Statement, incorporating a Supporting Planning Statement in relation to policy matters, has been prepared in support of a full planning application under the Town and Country Planning Act 1990 for the development of a single 3 bedroom unit house (Class C3, The Town and Country Planning (Use Classes) Order 1987) with associated single garage, garden, driveway and access at site known as 'Land at Martins Road' in Keevil, Wiltshire.



▲ Figure 1 | Land off Martins Road
(site of proposed development)

1.0 Introduction

- 1.2 This is the proposed 'Phase II' works following the granting of planning permission at the site bordering this one which fronts onto Martins Road (Nos. 63,64,65) (refs. 15/11499/FUL & 15/11575/LBC) (being the 'Phase I' works). This is elaborated on in greater detail in section 3 of this statement.
- 1.3 This statement has been prepared by DPDS Consulting Group on behalf of the applicant. It provides information in relation to the site's situation and context as well as its relevant planning history and planning policy context. It also goes into detail regarding the development's design and access, and how these details will relate to the character of the town.
- 1.4 The relevant elements of a Supporting Planning Statement and Design & Access Statement have been combined in this document for ease of use. Therefore, this statement has been made in accordance with the provisions of Section 42(1) of the Planning and Compulsory Purchase Act 2004, and Section 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.5 This application is supported by a detailed design scheme and other supporting documents as follows:
- Location Plan
 - Site Plan
 - Sections
 - Floor Plans
 - Elevations

These documents have been completed using best practice and technical standards. The design process has been informed and influenced via the site's context noted within this statement and the other supporting documents.



▲ Figure 2 | Rear of 63-65 Martins Road at mid July 2018 showing refurbishment works coming to a conclusion



▲ Figure 3 | 63-65 Martins Road (Grade II Listed building) at mid July 2018

1.0 Introduction

Site Description:

- 1.6 The site is situated within the parish of Keevil and unitary authority of Wiltshire, it also lies within the Keevil Conservation Area. Wiltshire Council is the local planning authority (LPA) for the determination of any planning matter.
- 1.7 The site is approximately 0.06 hectares and currently forms part of the rear garden of Nos. 63 – 65 Martins Road (Class C3, The Town and Country Planning (Use Classes) Order 1987), which is a Grade II listed building. However, once the Phase I works are fully implemented the site will become disused. The site is comprised of unkept vegetation in the form of trees, grass and hedgerow. It is accessed through the new private access road as part of the Phase I works off Martins Road, referred to in section 5 of this document.
- 1.8 The Phase I works create two different site contexts. Currently, enclosing the site on its eastern boundary is the residual rear garden of Nos. 63 – 65 Martins Road (Grade II Listed), however, this is due to become the driveway, car parking area and rear gardens for the future residents of Phase I. The site's residual boundaries are comprised of existing hedgerows. Beyond the southern boundary is the Olcote residential property which is comprised of single detached dwelling with associated single garage that is "infill" development (for planning policy purposes). Residential property also exists to the north of the site to the rear of 62 Martins Road which is also comprised of a single detached dwelling with associated single garage. To the west of the site is a green field with an old, disused aircraft runway cutting through it. This runway leads to Keevil Airfield which is approximately 400m south of the site and used by the Ministry of Defence for associated exercises.
- 1.9 Nos. 63-65 Martins Road is Grade II Listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 and the following details are taken from Historic England's records:

Group of three cottages. C17. Square-panelled timber-framing with painted brick nogging, thatched roof with brick stacks. Single-storey and attic, 2-window. Each cottage has plank door with board canopy, 2-light casement to right side of doorways to No 63 and 64. Attic has two eyebrow dormers with 2-light and 3-light casements. Left hand is addition in English garden wall bond brick with no windows. Left return has attached lean-to extension with pantiled roof, two C20 casements to first floor. Single-storey extension with C20 casement to right of No 63. Rear has casements. Interior not accessible at time of survey.

In addition to the details above, the building's external facades and doors are painted white and the windows are square paned.

Note: Nos. 63 and 64 are 17th Century Cottages, No. 65 is 19th century.

1.0 Introduction

Local Context:

1.10 The 2011 Census data states Keevil's population was 441 in 2011. Local planning policy states Keevil generally has a low quantity and quality of services and facilities. Saying this, there is a post office, village hall, playing field, St Leonard's Church and Keevil Church of England Primary School. Furthermore, there is a bus stop at Field Head is approximately 220m north-west of the site, which is served by the nos. 77 & 85 bus services which travel to Trowbridge.



◀ Figure 4 | Map of Keevil (2003)

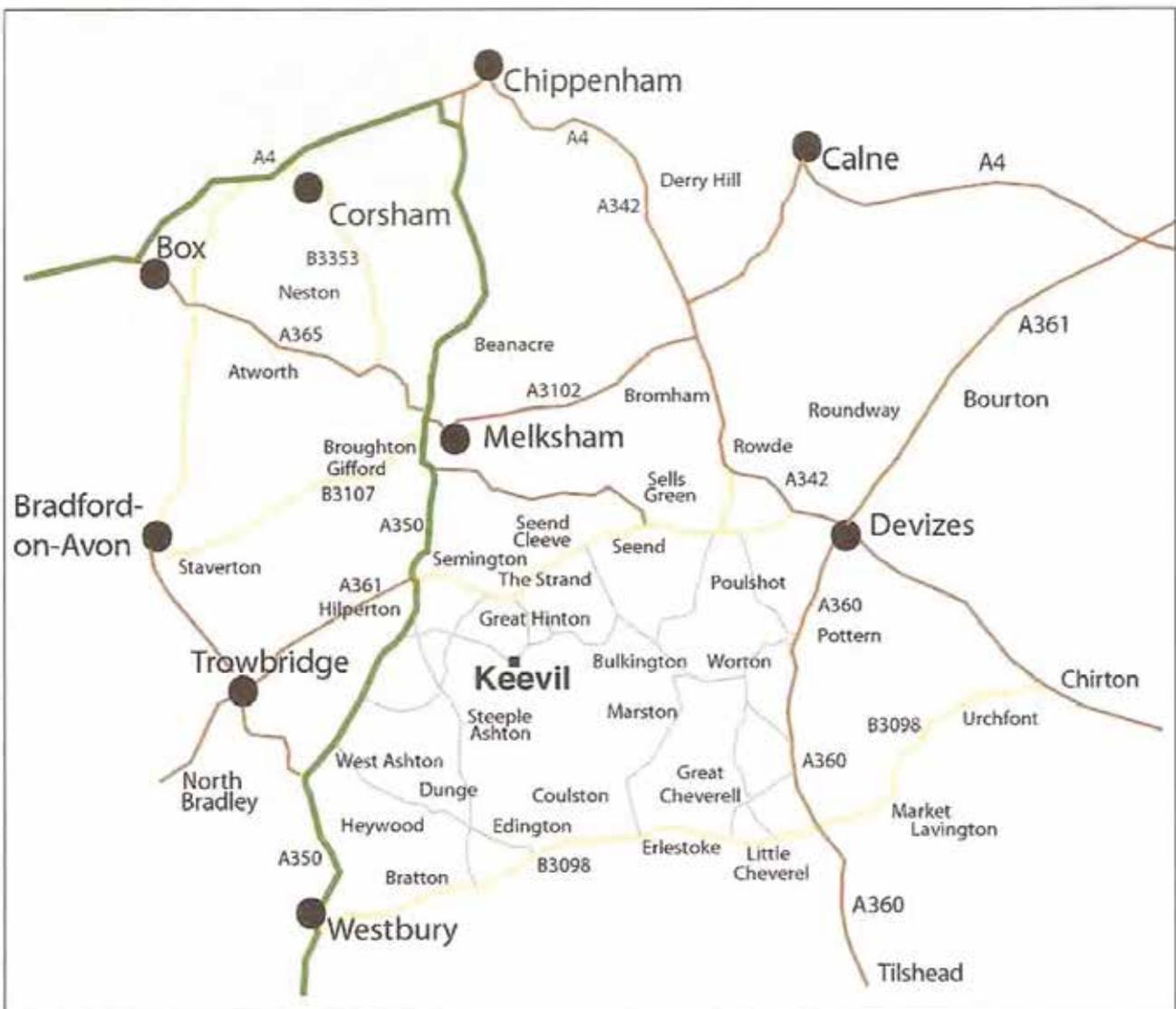
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◀ Figure 5 | Keevil Setting

1.0 Introduction

1.11 Trowbridge is the main settlement in the west of Wiltshire and includes various services and facilities including a railway station, schools, a cinema, a large supermarket, shopping centres, parks and various types of employment. The site is 16 minutes from the centre of Trowbridge via bus or car, and half an hour by cycling. Another sustainable settlement with similar services and facilities in close proximity to the site is Melksham at a similar distance as Trowbridge is from Keevil.



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▲ Figure 6 | Location of Keevil

1.0 Introduction

- 1.12 The villages surrounding Keevil include Great Hinton, Steeple Ashton, Ashton Common and Bulkington, and these include additional local facilities such as shops, pubs/restaurants and a church. These villages are connected by various Public Right of Way footpaths and byways that run through the countryside.
- 1.13 Keevil has historically been a settlement based on agriculture. Keevil airfield has relatively limited impact on the village mainly because it is accessed from Steeple Ashton rather than Keevil.
- 1.14 According to the Keevil Village Design Statement: ***“The majority of active residents commute to surrounding towns to work but a recent informal survey indicated that around 30% of working residents operate from home...”***. This same statement notes the ***“wide range”*** of activities at Keevil.
- 1.15 The landscape character is defined by undulating farmland with sequences of Corallian Beds (limestones, sands and clays) that gently dip beneath the Salisbury Plain chalk escarpment, three miles south of Keevil. The agriculture uses of the local area have removed a lot of the trees which result in an open aspect of the countryside. To the west of the site the farm land gently rises. There are some oak trees within the surrounding area which provide a slight ‘parkland’ aspect.



▲ Figure 7 | House in Keevil

- 1.16 The built form of Keevil is elongated and is separated from adjacent settlements by fields and farmland. The narrow, winding Main Street which runs east to west, dissecting the built form of Keevil has a variety of C15-19 houses and forms the main historical element of the village. Just outside the main built form of Keevil lies Keevil Wick to the east and The Strand to the north-west.
- 1.17 The built form of Keevil has been extended in the surrounding countryside through minor residential infill development to the rear of existing properties off the road network that are served by private drives. These developments include: Nos. 4 & 49a Martins Lane, 1-4 Manor Orchard, Deans End at Butts Lane, 1-6 School Close, The Gables and Tanglewood at Main Street, 69A – D St Martins Road and Olcote which borders the site’s southern boundary.

1.0 Introduction

Land Use and Materials:

- 1.18 Keevil is predominantly residential and this is the use immediately surrounding the site. The Keevil Village Design Statement notes historic houses are important design features. This design includes two storey properties with steep-pitched roofs and straight eaves lines at the front. Windows are predominately wood-framed and casement; thatched houses may have drip-flashings above the upper windows. External walls can include timber-frames that support the wattle-and-daub filling, however, some are also brick, painted red and white. Some walls are dressed with stone quoins and mullions and others are built of rubble-stone. Roofs are thatched, clay-tiled, slate or stone. An example of this style of building can be seen in **Figure 8** of the Tallboys building (Grade II Listed).
- 1.19 Much of the development in the vicinity and along Martins Road is post-war and some of it is of an indifferent character that does not in many cases follow the design styles from earlier periods of building to be found in the village. However, throughout the village a varied palette of materials, as well as building styles, is evident. This includes a range of brick and tiles, thatch, slate and stone and a common use of timber frame and stucco/render, notably on the listed cottages at 63-65 Martins Road. The illustrations that follow give an indication of the range of materials used for wall and roof construction and window styles found in Keevil.



▲ Figure 8 | Tallboys Building, Keevil

1.0 Introduction

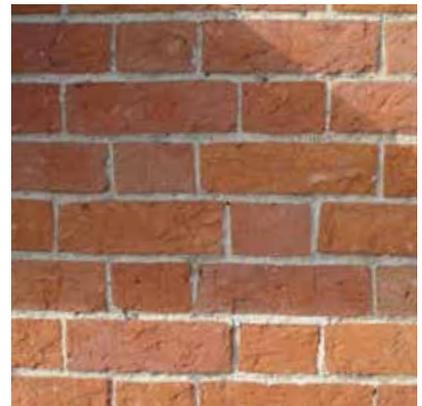
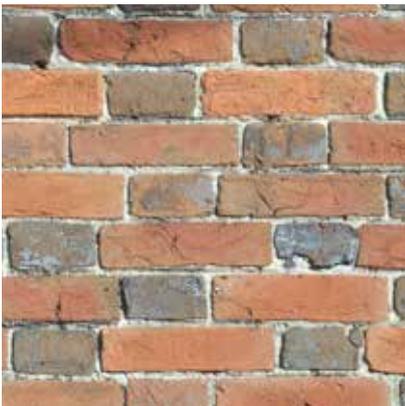
Local Character Assessment

1.20 Keevil's distinctiveness as a village is dominated by a **'harmonious sweep of distinctive, detached houses on the north and to the south'** the design statement also made reference **'the timber-framed houses with their thatched roofs'** as **'particularly striking.'** The village's distinction comes from its variety of architectural styles with a large number of dwellings having distinct features that make them stand out.

This variety can be seen in both the design and style of buildings as well as in the palette of materials which have been used. This varied local character changes through out the village and there is also a wide range of window, door, porch, and other building details. No particular style or form of development is dominant so designers have the opportunity to select wall and roof materials and window styles to suit the particular location of the subject site within the village.

The following sections of this Design and Access Statement, give examples of locally used materials that may be appropriate for the subject site.

▼ Figure 9 | Wall Materials

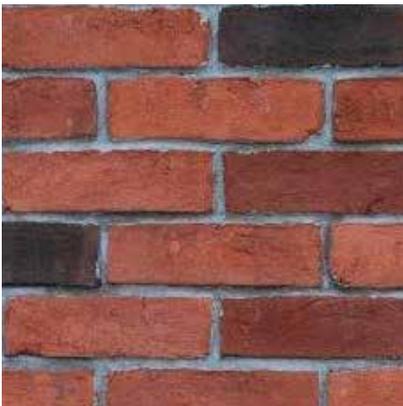


1.0 Introduction

Walls

- 1.21 In relation to wall materials, the Keevil Design Statement states that ***'about one-third of the houses appear to be timber-framed, some cruck-framed with original wattle-and-daub filling, or with later brick, mostly painted white; one-third are mellow red-brick, commonly Flemish bond, some with dressed stone quoins and mullions; the remainder are built of rubble-stone or mixed materials; only the largest houses are of dressed Bath stone.'*** Around the locale of the site are a number of timber-framed and red brick houses, in addition 62 Martins Road is made up of rubble stone.

▼ Figure 9 | Wall Materials



1.0 Introduction

Roofs

1.22 As outlined in the village design statement *'about one-third of the roofs are thatched, others mainly clay-tiled; several of the others have stone but slate is rarely used.'* In relation to the structures surrounding the site, 63-65 Martins Road has a thatched roof, with the Southern extension having red-clay tiles. The majority of the buildings surrounding the site have clay-tiled roofs with some being thatched.

▼ Figure 10 | Roof Materials



1.0 Introduction

Windows

- 1.23 The Keevil Village Design Statement states that ***'Windows are predominantly wood-framed and casement; thatched, or once thatched houses may have drip-flashings above the upper windows.'*** This is very representative of the dwellings surrounding the site with a majority of casement style windows, as well as being wooden-framed. 63-65 Martins Road (Phase I of the development) has maintained the casement style of window despite recent development.

▼ Figure 11 | Window Materials



2.0 Planning Policy Context

2.0 Planning Policy Context

National Planning Policy Framework (NPPF):

- 2.1 The National Planning Policy Framework (NPPF) (published July 2018) sets out the government’s planning policies for England and how they are to be applied.
- 2.2 It states the purpose of planning is to help achieve sustainable development and any development that should go ahead, without delay. As such, there is a presumption in favour of sustainable development at the heart of decision-making (paragraph 11). This presumption states for decision-making this means **“approving development proposals that accord with an up-to-date development plan without delay”**.
- 2.3 Chapter 6. Building a strong, competitive economy notes that **“Planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings”** (Paragraph 83).
- 2.4 Chapter 5. Delivering a Sufficient Supply of Homes states that **“promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities’ (Paragraph 78). It also states that ‘In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs’** (Paragraph 77).
- 2.5 This development seeks the opportunity to make the most of the limited unused land available within the settlement of Keevil and will help to support the economic growth of the village and the surrounding rural economies. This development also will satisfy a need for larger dwellings, given the building 63-65 Martins Road was recently divided into smaller dwellings (one down to three).
- 2.6 Chapter 16. Conserving and enhancing the historic environment recognises overall that **“Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment...”** (Paragraph 126).
- 2.7 Paragraph 19 states that where proposed development would lead to substantial harm of a heritage asset, planning permission should be refused. However, Para. 196 explains that **“where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”**
- 2.8 Paragraph 200 states that: **“Local planning authorities should look for opportunities for new development within Conservation Areas...and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.”**
- 2.9 As the development will be outside the curtilage of 63-65 Martins Road once Phase I of the development is complete, the opportunity for a new dwelling outweighs the limited harm the development will have upon the Grade II listed building. Additionally, given the proposed development’s position within Keevil Conservation Area, it will not have a major impact on the overall character or setting of the village. The development will be reflective of the more recent developments in Keevil, the design will therefore embed the dwelling into the village’s setting.

2.0 Planning Policy Context

Wiltshire Core Strategy:

2.10 The Wiltshire Core Strategy (adopted March 2015) is the primary local planning policy document that proposals are assessed against and it sets how development will be delivered and managed up to 2026. The relevant policies and the applicable elements of them in the case of this appraisal are as follows:

2.11 The settlement of Keevil is identified as a '**Small Village**', it elaborates that it has **"a low level of services and facilities, and few employment opportunities. Development... will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities."**

2.12 Core Policy 2: Delivery Strategy – Figure 4.1 within the Core Strategy identifies the site within the 'north and west housing market area' and therefore, Core Policy 2 states this area is to deliver 24,740 dwellings across the plan period in a sustainable way that re-uses **"previously developed land to deliver regeneration opportunities..."**. As the site is at a 'Small Village', **"development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:**

- **Respects the existing character and form of the settlement**
- **Does not elongate the village or impose development in sensitive landscape areas**
- **Does not consolidate an existing sporadic loose knit area of development related to the settlement."**



▲ Figures 12 and 13 | Martins Road
(outside 63-65 Martins Road)

2.0 Planning Policy Context

- 2.13 Paragraph 4.34 that supports this policy notes **“...infill is defined as the filling of a small gap within the village that is only large enough for not more than a few dwellings, generally only one dwelling.”**
- 2.14 Core Policy 3: Infrastructure requirements – **“All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development.”**
- 2.15 This development will be classed as an infill development and is well contained by the Greenfield land to the West of the site, there is no reason in relation to the policies listed above that this development should not be permitted. Access to the site has been constructed as part of Phase I of the development of this area meaning that the infrastructure relating to access is not an issue as access is already provided as seen in **Figure 19**
- 2.16 Core Policy 57: Ensuring high quality design and place shaping – **“Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.”** The policy lists criteria which, proposals must have regard to in order to make a positive contribution to local character. These include:
- **“enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced...”**
 - **Responding positively to the existing...landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting**
 - **Being sympathetic to and conserving historic buildings...**
 - **Taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future”.**
- 2.17 Core Policy 52: Green infrastructure – **“Development shall make provision for the retention and enhancement of Wiltshire’s green infrastructure network...”** Supporting paragraph 6.88 notes domestic gardens are a form of green infrastructure.
- 2.18 The land is situated in the former curtilage of 63-65 Martins Road. Given that the development will result in 3 private gardens for 63-65 Martins Road and a car parking spaces behind this, the land for the development should be regarded as redundant and without use and thus no longer classed as green infrastructure. The development will also be sympathetic towards the listed building’s character as well as that of the village, trying to reflect the image of modern developments within Keevil, and images of this are shown in section 5.
- 2.19 Core Policy 58: Ensuring the conservation of the historic environment – **“Designated heritage assets and their settings will be conserved...”** this includes Listed Buildings and conservation areas.

2.0 Planning Policy Context

2.20 Given the development site should no longer be considered as within the curtilage of 63-65 Martins Road this would mean it is not on the site of a listed building. Further to this, the site currently diminishes the building's setting as the land is currently disused and poorly kept, the development of this dwelling will improve the use of the land.

2.21 Core Policy 60: Sustainable transport - ***"The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by... promoting sustainable transport alternative to the use of the private car."*** This is echoed within Core Policies 61: Transport and new development & 64: Demand management. Core Policy 64 elaborates:

"The provision of car parking associated with well-designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development".

2.22 Core Policy 61 also notes development must be ***"...capable of being served by safe access to the highway network."***

2.23 The development will be served by an access network which has already been approved as part of Phase I of the development. Private parking for the site will be provided as laid out in the designs, and it is likely car will be the main mode of operation for those living within the dwelling. But it must be noted that the site is within reasonable proximity to the bus stop at Field Head. However, it is accepted that this development does not support sustainable transport methods.

West Wiltshire District Plan:

2.24 The site sits within the governing area of the West Wiltshire District Plan (adopted 2004). Originally created to facilitate and manage development to 2011, but in September 2007 the Secretary of State issued a direction listing policies to be removed and those to be kept (saved) after this date.

2.25 The only relevant policy is C40: Tree Planting – This policy states ***"...trees of visual amenity value will be retained, particularly within conservation areas..."***.

2.26 Given that this site is located within the conservation area, the natural landscape of the area has been taken into account and the impact the development will have on the site will be minimalised as much as possible. This will include attentiveness to trees and other natural features both within and surrounding the site.

2.0 Planning Policy Context

Keevil Village Design Statement

2.27 This document also identifies Areas of Minimum Change, these are **'... important open spaces, often related to historical development patterns, that need to be kept as unchanged as possible, to maintain and enhance the character and essential form of a village...'** Given that other infill development has taken place on Martins Road, this development fits in with the historic development of the village.

2.28 **'Keevil Conservation Area was designated in 1973 to preserve and enhance the special architectural and historic interest in this part of the village. Preserving the special character or appearance within or adjacent to this area, is the primary consideration when assessing proposals for development.'** Given that this development will not affect the curtilage of the surrounding listed buildings, there is no reason this development should be refused due to its impact on the character of the conservation area. The development also lies on the edge of the conservation area, meaning its impact on the area as a whole will largely be hidden.

2.29 The settlement guidelines outline that **'Development should respect the historic pattern of the village,'** also, **'any future development must take into account the capacity of the existing infrastructure.'** In regards to this development, there has already been a reasonable amount of infill development along Martins Road, in addition an extra dwelling of housing within the main area of the village is likely to have some economic benefits to the village's services.

2.30 In regards to new development around heritage assets the it is stated that **'any new building should incorporate materials and designs in harmony with the built environment,'** additionally **'within the conservation area, or where new development may affect the setting of listed buildings, their preservation of their special character will be the primary consideration.'** In regards to these guidelines, it is made clear in section 5 that the development will incorporate materials used to build dwellings in Keevil in the post-war era so to embrace the character and style of modern architecture of the village.



▲ Figures 14 | Land to Rear of 63-65 Martins Road

Additionally, the development is not affecting the curtilage of the listed building, and, given the change to the setting of the listed building (63-65 Martins Road) as part of Phase I of the development, the addition of this dwelling will not have a substantial impact on the setting of 63-65 Martins Road. As shown in **Figure 13** the infrastructure between the listed building and the development site, which sits behind where the photo was taken, is currently quite substantial. Therefore, the impact upon the listed building's setting will be minimal.

Planning (Listed Buildings and Conservation Areas) Act 1990

2.31 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states, regarding conservation areas, **"...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."**

2.32 This development will look to enhance the area surrounding 63-65 Martins Road and other surrounding heritage assets. Given the land is currently disused the development of this new dwelling will inherently improve the setting and upkeep of the land will consequently make the asset a more desirable place.

3.0 Relevant Planning History

3.0 Relevant Planning History

- 3.1 The site and its surrounding area have the following relevant planning history.
- 3.2 As mentioned in section 1, part of the site has an extant planning permission for the **“Erection of single storey rear and two storey side extension, re-thatching and associated works”** (refs. 15/11499/FUL & 15/11575/LBC). The works associated with this permission do not take place within the application site, however, they will result in a new vehicular access being taken up to the site’s eastern boundary. This development is approaching completion at the time of writing, however, as **Figure 14** shows there is still some work to be done.
- 3.3 In December 1999, the LPA granted planning permission for the **“Conversion and extension of two cottages to five cottages and redevelopment of yard to accommodate four new cottage style dwellings”** in land at the back of 74 to 75a Main Street, Keevil. These dwellings have now been constructed and are served off a private drive and are two storeys, gabled properties that positively respond to the character and appearance of the area.



▲ Figures 15 | Work being done at 63-65 Martins Road at mid July 2018

4.0 Development Proposals

4.0 Development Proposals

- 4.1 This chapter sets out the proposals for the development of the site and explains the rationale behind them. The design of the proposals is based on the application of planning policy and material considerations in combination with a thorough understanding of the site developed through the context identified above.

Vision

- 4.2 The proposals intend to erect a single dwelling that is complimentary to the character and appearance of the area, paying particular attention to the form of surrounding infill development, heritage and the historic environment of the village and valued landscape in which it sits.

Use

- 4.3 The development will result in a residential dwelling (Class C3 under the Town and Country Planning (Use Classes) Order 1987) with features that will be ancillary to the enjoyment of the dwelling.

Amount

- 4.4 The development will result in a single, two storey (1 and a half storey with the second storey being located in the roof of the house), hipped, 3 bedroom dwelling house with garden, parking and driveway.
- 4.5 Internally, the house will be divided into the bedrooms, bathrooms, a living and kitchen area.
- 4.6 The garden will be grassed and planting will be included as boundary in the form of a hedgerow on the Eastern boundary to separate the dwelling from Nos. 63 – 65 Martins Road.
- 4.7 Parking will comprise a hipped single garage and enough space for two private car parking spaces in front of this with enough room for cars to turn.

Layout

- 4.8 The proposed dwelling will be positioned within the site in a way that respects the current ecological features and results in the removal of as little shrubbery as possible. The dwelling will face towards Martins Road and will be accessible from the access to the south of 63-65 Martins Road.
- 4.9 The garden will be to the rear of the dwelling house, the garage and driveway will be to the front and the hedgerow will be in front of this to screen any cars parked in front of the garage.

Scale

- 4.10 The proposed dwelling house will comprise 65.8sqm split across two floors. The ancillary garden space will be 330 sqm and the garage will be 30 sqm.
- 4.11 The roof ridge height (maximum) of the dwelling will be 7.3m. (Chimney height 8.6m) This is 0.2m lower than the ridge height of Nos. 63 – 65 Martins Road. The ridge height (maximum) of the garage will be 5.3m.

4.0 Development Proposals

Appearance

- 4.12 The form of the dwelling house will replicate features of nearby properties, including some of those along Martins Road. The single gabled roof, cottage-style windows, stained timber porch with white rendered infill panel and general height and scale of the building will respond positively to the features of surrounding development and fit in well with the general character and setting of the village.
- 4.13 The garage will follow the design of the dwelling house in order to harmonise with it.
- 4.14 The materials proposed for the dwelling house and garage will include:
 - Cottage style windows representative of those used in 63-65 Martins Road as can be seen in **Figure 3** in section 1 of the document and featured widely throughout the village in traditional properties.
 - The walls will feature predominantly red brick.
 - The roof will be red/brown clay tile to match the extension to 63-65 Martins Road, as well as white rendered panel and stained timber features on the porch to reflect the character of surrounding properties throughout the village.
- 4.15 The appearance of the proposed development has had regard to the heritage assets and historic environment in the locality and is sympathetic to their character, setting and key features.



▲ Figure 16 and 17 | Examples of Cottage Style Windows



▲ Figure 18 | Red/Brown Clay Tiled roof example

4.0 Development Proposals

Landscaping

- 4.16 The majority of the mature and semi mature trees on and around the edge of the site are to be retained and the remainder of the site landscaped in accordance with a scheme to be submitted to and approved by the Local Planning Authority. One of the trees currently on the site will be removed as this is central to the site to facilitate construction of the new dwelling but this tree is not of any particular quality or significance. The existing hedgerow to the rear of site will be retained.

Access

- 4.17 Pedestrian and vehicular access into the site will be achieved by way of the new private access road and turning area permitted as part of the development at Nos. 63 – 65 Martins Road.
- 4.18 There will be also be an onsite garaging and parking complete with an on-site turning area sufficient for cars to reverse into/out of the garage space to access the private road.

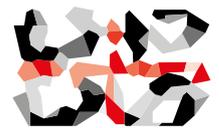


▲ Figure 19 | Access to Land off Martins Road

5.0 Conclusions

5.0 Conclusions

- 5.1 This Design & Access Statement, incorporating a Supporting Planning Statement endorses the full planning application for development of a single 3 bedroom unit house with associated single garage, garden, driveway and access at site known as 'Land at Martins Road' in Keevil, Wiltshire.
- 5.2 The site is predominantly constrained by heritage assets and the historic environment, and it has been necessary to assess the impact upon these as well as the local landscape character, transport and highway matters as a result of the development proposals.
- 5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs the decision-maker to first have regard to the development plan that is relevant to the site context and development proposals, then see whether material considerations direct the decision-maker away from the assessment against the development plan.
- 5.4 The assessment of the site has found it is previously developed land, being formerly the domestic curtilage when converted to a single dwelling at Nos. 63 – 65 Martins Road (refs. 15/11499/FUL & 15/11575/LBC). Additionally, a dwelling at the site would constitute infill development in line with the wording of Wiltshire Core Strategy Core Policy 2 and would contribute towards the remaining dwellings to be delivered within the community area the site is situated within. The site is within the built envelope of Keevil and the proposed design would not elongate this envelope and would positively respond to the form of surrounding infill development.
- 5.5 The proposals would have no material impact upon the features of the Listed Building of Nos. 63 – 65 Martins Road. Furthermore, the location of the site and design of the proposed development will not have a significant adverse impact upon the setting of the Listed Building or the character and appearance of the conservation area.
- 5.6 The site's western boundary is well-screened which helps retain the landscape impact to within the site. However, if the decision-maker views there will be an adverse impact on the wider landscape to the west then the applicant invites a planning condition to be implemented upon any planning permission on this application to reinforce the western boundary with additional landscape screening.
- 5.7 The proposed development will take advantage of sustainable transport modes listed within Core Policy 61, as there are bus services within Keevil which link to Trowbridge and can be utilised by future occupiers of the site. Furthermore, Core Policy 64 requires the proposals to include private car parking.
- 5.8 The proposals have regard to the site's immediate surrounding context and the resulting design would not adversely impact the amenity of the surrounding properties.
- 5.9 This development complies with the proposals outlined in the NPPF and the Wiltshire Core Strategy. Despite the recent adoption of the revised NPPF this development still accords to the new framework introduced.
- 5.10 ***On balance, the development proposals represent a form of sustainable development and should be approved without delay in accordance with the presumption in favour of sustainable development that underpins the NPPF.***



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