



CORSHAM DESIGN GUIDE

2016-2026

Corsham Town Council. November 2019. Final version



Corsham

TOWN COUNCIL

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JOHNS
ASSOCIATES

Johns Associates Ltd, Suites 1 & 2, The Od Brewery, Newtown, Bradford on Avon, Wiltshire, BA15 1NF
Tel: 01225 723652
Email: info@johnsassociates.co.uk
Website: www.johnsassociates.co.uk

CORSHAM DESIGN GUIDE

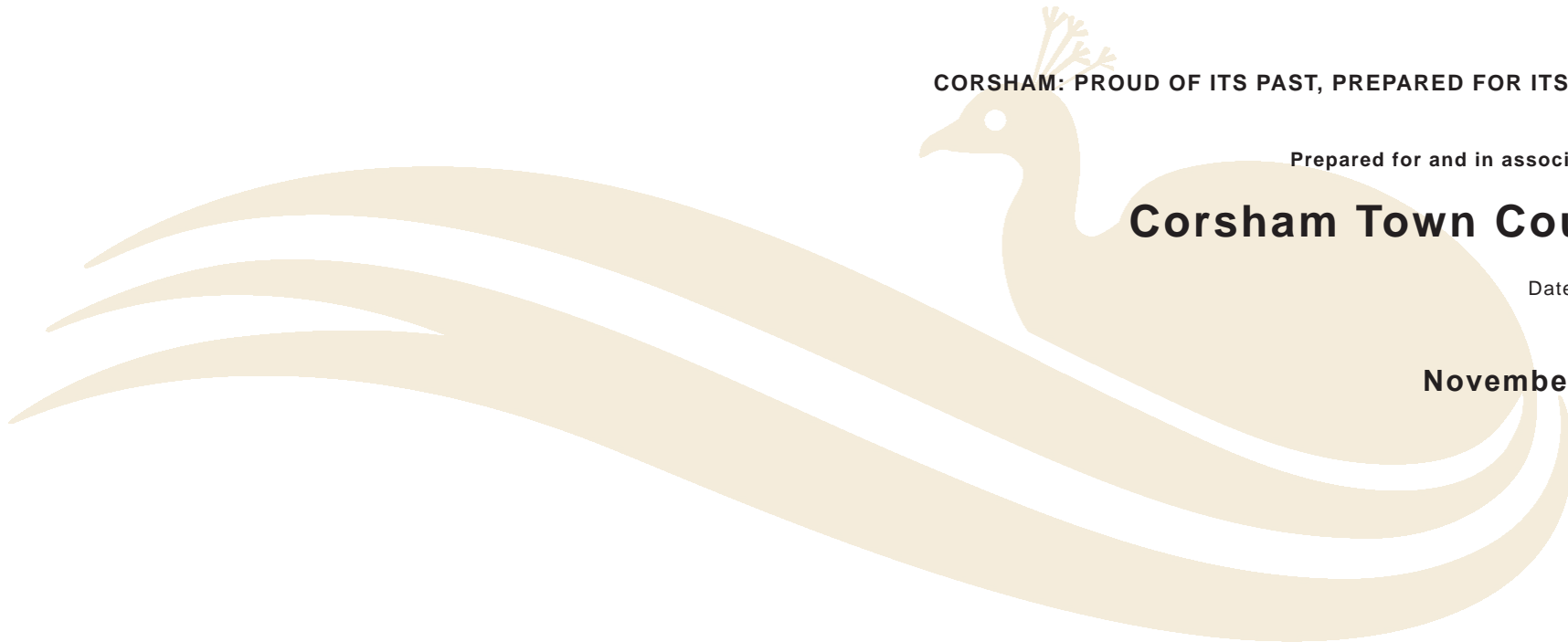
CORSHAM: PROUD OF ITS PAST, PREPARED FOR ITS FUTURE

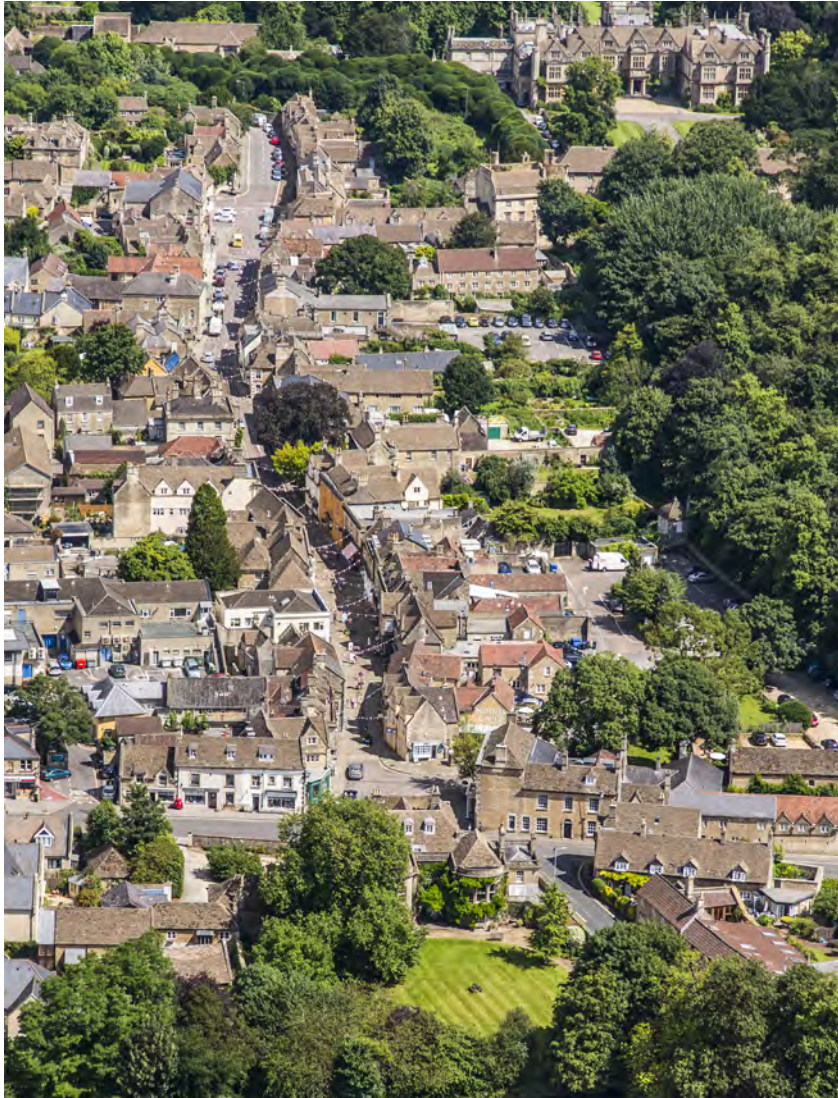
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Executive Summary

Corsham Town Council is committed to developing a programme of improvements and initiatives throughout Corsham in order to reinvigorate the town to establish it as a **'vibrant, dynamic visitor destination'** (*Destination Corsham - Destination Marketing Plan 2015-18*, Corsham Town Council).

The Town Council's overall vision is –

'CORSHAM – A PLACE WHERE PEOPLE WANT TO BE'

The aims of these improvements are to increase the enjoyment of the town for the locals and residents, to create an exciting tourist 'destination', building on Corsham's history and locality and to preserve and enhance the heritage features within the Neighbourhood Plan Area in order to safeguard the local landscape and environment. The aspirations for these measures are to set out a plan for development to enhance the appeal of the town and its surroundings for the present day and into future town expansion.

This Corsham Design Guide is a supporting guidance document for the Corsham Neighbourhood Plan and is to be read in conjunction with the Corsham Neighbourhood Plan and the Corsham Batscape Strategy.

This Design Guide forms a vehicle for the sustainable implementation of the policies within the Corsham Neighbourhood Plan and draws on the raft of initiatives and measures being brought forward by Corsham Town Council in order to achieve this vision.

It builds on the invaluable work, guidance and information gathered in the development of the current *Corsham Community Area Framework*, *Visit Corsham*, *Destination Corsham Destination Marketing Plan 2015-18*, *Corsham Railway Station proposals*, *Creative Corsham Strategy*, *Public Realm Strategy* and *Conservation Area Statements*.

This Design Guide aims to establish an overall design structure for Corsham as well as a guide for each neighbourhood that will fit within this guidance for the town. It captures the main elements of each of the 22 Character Areas within

the Corsham Neighbourhood Plan Area, selecting the defining characteristics of each area to form the principles for its future development in order to respect the individuality of each neighbourhood.

It also takes into account the Corsham Batscape Strategy. The Batscape research was carried out in order to provide a tool for safeguarding the landscape resources that are valuable to local bats associated with the nearby 'Bath and Bradford on Avon Bats' Special Area of Conservation (SAC). It identifies important landscape features for the bats as well as highlighting potential enhancements. This information is applied to each character area in this design guide to ensure that future development can take place without further impacting on existing bat habitat and to enhance it further, creating a viable network of habitats. This links with measures for the improvement of green infrastructure as a whole and all the benefits associated with it.



1 Introduction

1.1 Aims and Objectives of the Corsham Design Guide

This Corsham Design Guide was commissioned by Corsham Town Council in 2017 as part of the development of the Corsham Neighbourhood Plan and in the context of the *Corsham Community Area Framework* document (Wiltshire Council, June 2016).

The initial objective of this document has been to draw on the involvement and support of the whole community. The contribution of the general public has been an important part of the re-envisioning of Corsham, from the consultation process through to the fieldwork and photographic survey carried out for the Corsham Character Assessment. The majority of the observations and photographs used within this document have been based on this fieldwork material, gathered by the community at the assessment stage.

The Corsham Neighbourhood Plan sets out the overall planning context for the town, containing a series of policies, that, once adopted, will guide the preparation of development proposals within the Corsham Neighbourhood Plan Area. This applies to development subject to the standard planning application process, but also to those proposals, which, for whatever reason, fall outside of the planning system.

The aim of this Design Guide is to serve as a vehicle to assist in implementing these policies, targeting planners, developers, residents as well as any other relevant or interested parties or stakeholders.

It will set out the overall vision for sustainable future development, with the aspiration for it to complement, improve and be sensitive to the existing built heritage and character and to protect and enhance the environmental assets within the Corsham Neighbourhood Plan Area.

Particular emphases is placed on the proximity of the Corsham Neighbourhood Plan Area to the European-designated 'Bath and Bradford on Avon Bats' Special Area of Conservation (SAC), focused around the Box mine complex. The bat populations associated with this designated site are reliant on the landscape within the Neighbourhood Plan Area for foraging and commuting between roosts. The SAC is of known international importance for the bat roosts it supports

and as a result, is subject to stringent legal protection under the 2010 Habitats Regulations. However, habitat features in the surrounding landscape used by the bats are susceptible to loss and damage, particularly as the available bat data is sparse with significant gaps. This means that the impacts of incremental development have the potential to result in significant impacts on the bat populations, and therefore the SAC, through cumulative loss of habitat; and degradation of habitat through increased light levels.

This situation highlights the importance of taking a strategic approach to preserving and enhancing both the built and natural heritage features within the town and its surrounding landscape. This document has been prepared alongside the Corsham Batscape Strategy, which aims to guide all future development towards the preservation and enhancement of suitable landscape permeability and connective habitats within the Corsham area in order to ensure conservation of the SAC's bat populations in the long-term. The aims and objectives of the Corsham Batscape Strategy, together with specific spatial requirements, have been integrated into this Design Guide. For details see the Corsham Batscape Strategy.

In addition to the above, this Design Guide also aims to encourage appropriate, long-term maintenance of the existing town fabric in order to retain the standards of quality and design advocated by this Design Guide for the future benefit of Corsham and its inhabitants.

As such, the aims and objectives of this Design Guide are to provide clear, concise, ecologically sensitive and locally-focused guidance for high quality design criteria, materials and workmanship, to be applied to any new development within the Corsham Neighbourhood Plan Area, be it an extension, refurbishment or complete new-build. This applies to all development subject to planning approval, but equally to minor development outside of the planning system, as well as long term maintenance operations.

1.2 How to use this Design Guide

1.2.1 Layout of the Design Guide

Section 1 of this Design Guide sets out the aims and application of this document.

Within Section 2, the Design Guide then looks at ‘Corsham Today’, summarising the location, history, local distinctiveness and overall character of the settlements, buildings and landscape within the Corsham Neighbourhood Plan Area, including its natural features, views, built form, layout, style, landscape features and land-use.

These have then been distilled into the Design Guidance (Section 3), describing Existing Guidance (Section 3.1) and Design Principles for the Neighbourhood Plan Area as a whole (Section 3.2). Section 3.3 then drills down into the detail within the various neighbourhoods in Corsham.

Within Section 3.3, the Corsham Neighbourhood Plan Area has been divided into 22 character areas based on the Corsham Character Area Assessment carried out for Corsham Town Council through a programme of community participation and subsequent site visits. For each of the character areas, the defining characteristics and key qualities have been highlighted, concluding with specific design recommendations for any future development.

1.2.2 Application of the Design Guide

This document applies specifically to any proposed future developments within the planning process, and is to be used primarily as a guide to inform development seeking planning permission. It should however also be used as a guidance document for those seeking to undertake both ‘permitted development’ as well as maintenance, repair and refurbishment operations to encourage the long term preservation of the character and quality of design within the town as a whole.

This Design Guide should therefore be used by:

- Those considering all new development within Corsham – including developers, property owners, local residents, businesses, architects, urban designers, landscape architects etc.
- Local planning and highways officers within Wiltshire Council and Corsham Town Council responsible for the future development within Corsham;
- Those consulted on with regard to future development of Corsham, (including Wiltshire Council, Corsham Town Council, community groups, Historic England, National Trust, Environment Agency, Natural England, Canal and Rivers Trust);
- Those carrying out permitted development within Corsham;
- Those responsible for the upkeep, repair and maintenance of the fabric of the town to ensure all future maintenance and improvement works, etc. are carried out in keeping with the character of both Corsham town, and each local character area.

1.3 Policy and Planning Context

Through the Localism Act, central government has given local communities more power to influence the future of the places where they live.

The Corsham Neighbourhood Plan outlines a vision for the area and sets planning policies for the use and development of land. Once adopted, Neighbourhood Plans become statutory documents that will be used in the decision making process in the consideration of planning applications. Work on a Neighbourhood Plan for Corsham began in 2014 with a series of public consultations which have informed the content of this Plan.

The Corsham Neighbourhood Plan Area was Designated on 22 May 2017 and matches the Corsham parish boundary. The Corsham parish boundary was altered in 1 April 2017 following a Community Governance Review (commonly known as a boundary review). The new designated area replaces the Neighbourhood Plan Area originally made on 22 September 2015. The 2015 designation was not aligned to the parish boundary as it included part of Rudloe, which is no longer in Corsham Parish, and excluded land around west Corsham, which was previously in Box Parish. Both designations exclude land to the north-east of the A350, which now lies within Chippenham Parish.

The Corsham Neighbourhood Plan pays regard to areas just outside of the boundary but the Plan policies cannot be applied to those areas.

The Neighbourhood Planning policies are set out within the Corsham Neighbourhood Plan and look at a wide range of issues divided into seven topic areas:

- Business and Economy
- Environment
- Health and Wellbeing
- Heritage
- Housing
- Lifelong Learning
- Transport

This Design Guide has been formulated as a vehicle to implement the Neighbourhood Plan policies on the ground in order to safeguard Corsham's social, environmental and economic vitality into the future.

The guidelines within this Design Guide are intended to supplement existing planning guidance with local detailing and issues. They are not intended to replace or contradict existing planning policies for Corsham.



2 Corsham Today

2.1 Sense of Place

2.1.1 Location

Corsham is an historic market town located in north-west Wiltshire, dating back to Anglo Saxon times. It lies on the south-western fringes of the Cotswold's limestone belt, within Natural England's National Character Area 107 - Cotswolds and immediately east of the Cotswold Area of Outstanding Natural Beauty (AONB). It lies approximately 10 miles east of Bath, 5 miles west of Chippenham, and 7 miles from Junction 17 of the M4. Corsham lies on the Great Western Railway main line from London to Bristol, though Corsham station was closed in 1965.

Figure 1 shows the extent of the Neighbourhood Plan Area (shown in black) referred to in this document.

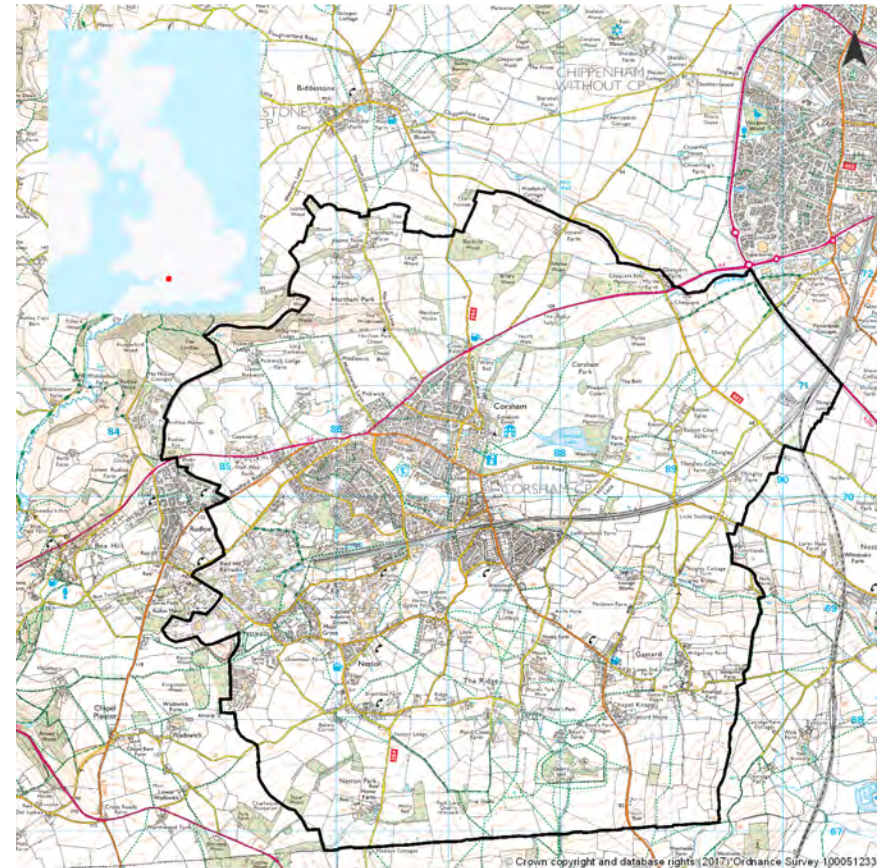


Figure 1: Location of Corsham and Neighbourhood Plan Area

2.1.2 Historical Development - Summary

Recorded as Coseham in 1001, Corsham's royal connections are thought to date back to King Aethelred (978-1017). Retained under royal ownership until the mid-13th century (around 1244), the estate land passed out of royal ownership, with the majority of the surrounding farmland, except the main estate and parks, being given to the tenant farmers by Henry III.

In 1582 the striking Elizabethan country house now known as Corsham Court, was constructed by Thomas Smythe on the ruins of the manor house, and in 1745 it was bought by Sir Paul Methuen who commissioned Lancelot 'Capability' Brown to redesign and enlarge the house and parkland.

Corsham has historically been a centre for farming and agriculture, but underwent considerable expansion following the establishment of the wool and stone quarrying industries from the 14th century, until the wool industry moved north in the 18th century.

With the influence of Corsham Court and the development of these industries, the early expansion of Corsham focused around the main transport routes, along the High Street (adjacent to Corsham Court) and along Pickwick Road. With the expansive parkland of Corsham Court to the east of Corsham, the subsequent development pattern of the town was to expand to the west and to the south.

The figures to the right outline the development pattern of Corsham from 1810 to the present day.

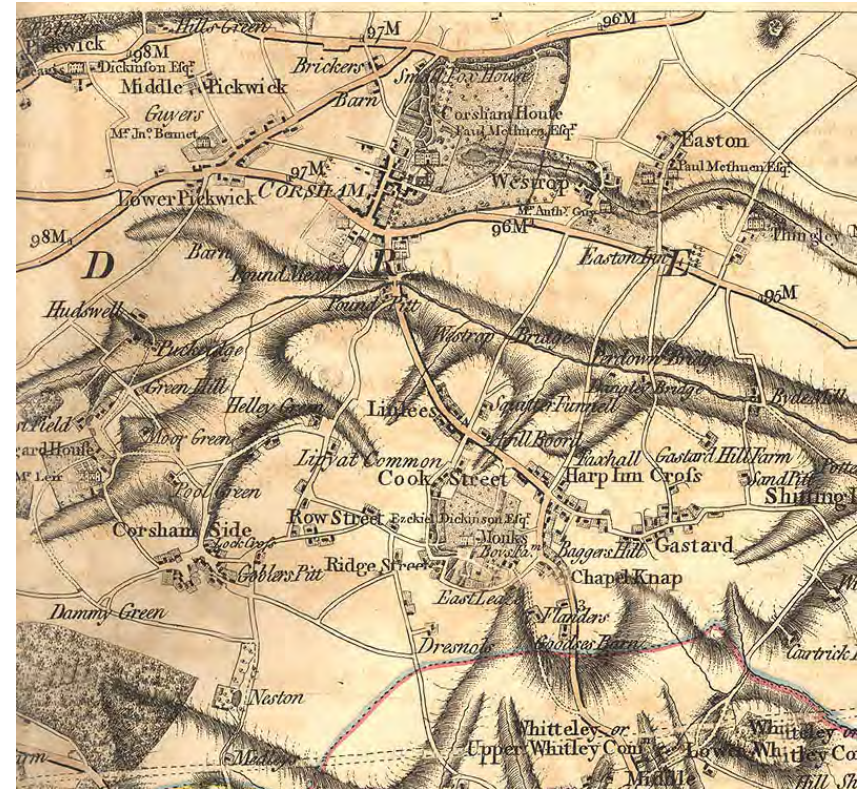


Figure 2: Corsham 1810:
Development concentrated around High-Street Pickwick Road and Bath Road



Figure 3: Corsham 1890, following the construction of the Great Western Railway Main Line



Figure 4: Corsham today - growth has been defined by boundaries formed by the A4 and Corsham Court and consequently growth has been mainly in the west up to the A4

With the arrival of the railway and the construction of the nearby Box Tunnel in 1841 came the discovery of further underlying limestone reserves, resulting in a major mining boom at Corsham. This saw Corsham double in size in just over 100 years.

After the First World War, the cost of extracting 'Bath Stone' led to the decline of the stone quarrying industry around Corsham.

In 1936, the War Office bought a section of the Pockeridge Estate and set up Basil Hill Barracks near Corsham. This led to an influx of both civilians and military personnel, and between the 1930s and 1950s the population of Corsham increased by approximately 140%, with the associated expansion in residential areas. During the Second World War many of the existing underground mines and tunnels were re-purposed as munitions depots and large underground factories for the military.

Now known as MOD Corsham, it occupies large tracts of land around Corsham and is one of the major employers in the area. It is home to the Ministry of Defence's Global Operations Security Control Centre, Joint Security Co-ordination Centre and Joint Forces Command's Information Systems and Services.

A number of the quarries beneath the Corsham area, requisitioned by the MOD in the 1930s, have since been re-used for various business purposes with, for example Eastlays Quarry being occupied by Octavian Wines for wine storage. However, with a renewed interest in conservation building design sympathetic to this context, high-quality local limestone is again in demand, and a number of the remaining Corsham quarries are being worked again.

Building on the presence of MOD Corsham and a number of associated firms focusing on ICT/data storage, present day Corsham sees a growing reputation as a centre of excellence for the digital communications and technology sector. The 'Digital Corsham Project' seeks to develop this industry in Corsham, based on a partnership between Wiltshire Council, Swindon and Wiltshire Local

Enterprise Partnership, and other relevant stakeholders.

The Bath Academy of Art has had links to Corsham since 1946, when it took up residence at Corsham Court, Beechfield House and Monks Park. It remained in Corsham until 1986. In 2008 Corsham once again became a student town when Bath Spa University set up facilities at Corsham Court Campus for postgraduate and research studies. Bath Spa University now forms one of the major employers within Corsham.

Corsham town has grown rapidly in the last 10 years to accommodate an increasing population, which has grown by approximately 20% since 2005. The 2011 census shows a population of 13,004.

2.1.3 Local Distinctiveness

Corsham's long and varied history and heritage has resulted in a distinctive mix of style and character within the town.

The most distinctive features and qualities of Corsham are the:

- Presence of Corsham Court;
- Dominance of local Cotswold stone as building material;
- Preservation of the historic core;
- Presence of the MOD;
- Presence of university students;
- A strong artistic presence.

Corsham Court, and the wealth resultant from its royal connections, has been fundamental to the development of Corsham as a town and has led to the development and preservation of the unspoilt historic High Street core. The Elizabethan grandeur of the house and parkland gives the town a richness of style and detail. Once famous for its valuable art collections, Corsham Court now has a much-reduced collection of important paintings including *Christ in the house of Simon the Pharisee* by Carlo Dolci (1616 - 1686), *Two coastal scenes* by Salvator Rosa (1615 - 1673), *The Annunciation* by Fra Filippo Lippi (1406/09 - 1469), *An allegorical portrait of Queen Elizabeth I* (English School c.1610). However, concealed behind high stone walls and an impressive cloud yew hedge, Corsham Court remains a hidden gem, heralded by the call and presence of the roving peacocks.

Corsham Court parkland (including its avenue and lake) provides the largest and most significant green-space associated with Corsham. It forms a 'rural' edge to the north east of Corsham, the open expansive countryside forming an important landscape feature in the development of the town structure. The presence of the parkland has limited the expansion of the town to the east and resulted in the distinctive pattern of town expansion to the south and west, away from the town centre.

The dominance of local stone as a building material is particularly apparent in the construction of the Hungerford Almshouses and within the historic High Street. Predominantly built of the locally mined stone, the Oolitic limestone

(known as Cotswold or Bath Stone) gives Corsham town its distinctive honey-coloured appearance. With the older/historic building constructed of rubble stone, ashlar dressed quoin stones and stone tile roofs, many of the more recent housing developments and buildings have been constructed out of similar stone materials and style, with a mixture of stone and painted rendered façades being apparent across all ages of buildings. The continuity of the material, texture and colour of the local limestone across the building styles, gives Corsham a distinctive unifying characteristic.

An established small Cotswold market town, Corsham has retained its historic high street and its weekly market. The majority of the buildings and layout of the High Street have remained historically intact and form a distinct hub of small independent shops as well as cafés and is used as a location for period drama filming.

The introduction of the Bath Spa University Corsham Campus (formerly Bath Academy of Art) within Corsham Court and the presence of MOD Corsham sets Corsham apart from the surrounding towns and villages.



The University moved to Corsham to provide higher education in specialist art and design, teacher training, performing arts and combined arts. The presence of Bath Spa University within Corsham Court provides a vitally important educational facility for postgraduate and research facilities bringing a new and diverse student population and adding vitality to the town.

The location of the MOD central communications centre within Corsham has also brought about a change in direction for the town, refocusing Corsham on high tech industries as employment opportunities.

The MOD owns large areas of land within the Neighbourhood Plan Area and some of it has been released gradually for housing and other development.

The Neighbourhood Plan Area also contains a number of small villages and hamlets, most of which contain historic buildings of vernacular style, including manor houses and stately homes, large farms and smaller residential dwellings. Most of these settlements have been added to with newer housing at various degrees over the years.

The countryside of the Neighbourhood Plan Area displays an intricate landscape of parkland and veteran trees, limestone grassland, hedgerows and woodland within a matrix of agricultural pastures and arable fields. The lack of lighting and resulting dark skies away from the conurbation of Corsham are a particular general characteristic of the area, benefiting night-active wildlife, in particular bats, which are of particular importance to the area due to the proximity of the 'Bath and Bradford on Avon Bats' Special Area of Conservation (SAC).

2.1.4 Character

OVERALL CHARACTER OF CORSHAM

The outward character of Corsham is as a quiet, rural market town, located near the tourist towns and villages of Malmesbury, Lacock and Castle Combe as well as between Bath and Chippenham. With residential neighbourhoods of Corsham town straddling the A4, Corsham provides a high quality, desirable living environment for those working locally or commuting further afield - the drive to both Swindon and Bristol being approximately 40 minutes.

Corsham's character is that of a welcoming and friendly town and its High Street boasts a good range of strong independent shops, cafés and restaurants.

There is an ongoing programme of numerous festivals and events throughout the year to both attract visitors to the town and to help cement community cohesion. These include Festival Fortnight (Taste of Corsham, Blue Sky Festival, Walking Festival), Peacock Arts Trail, Christmas Lights, Street Fair, etc.

Corsham is home to the Pound Arts Centre, which forms the hub of the arts community in North Wiltshire providing opportunities for everyone to experience the arts. The strong artistic presence within Corsham is a key contributor to the character of Corsham.

Outdoor activities include clubs for Bowls, Rugby, Football and Tennis, as well as an annual Cricket Festival, all of which are strongly supported by the community.

Corsham is, however, a town with hidden depths – Corsham Court and Parkland, designed by Capability Brown and home to its resident peacocks, Bath Spa University campus, Hartham Park business and conference centre, MOD Corsham facilities and ICT opportunities, and outdoor activities predominantly walking and hiking.

The historic character of Corsham is represented best by its built heritage within its Conservation Areas, the impressive Elizabethan Corsham Court (1582), St Bartholomew's Church the Hungerford Almshouses (1665), Pickwick Manor House (C14/15, rebuilt 1664) and the attractive/historic heart of the town, the honey-coloured limestone buildings of the High Street, which have remained

largely unchanged from the mid-17th century. With the historical core of the town located immediately east of Corsham Court and its protected parkland and with the AONB and Green Belt surrounding the town to the north and west, the development of the town has been asymmetric in form, growing over time to the west and south. This has brought about a degree of fracture to the connectivity of the town centre to the newer development areas. Corsham Town Council is seeking to address this by establishing an in-depth understanding of the town by drawing up the Corsham Neighbourhood Plan and this supporting Design Guide.

The character of the housing stock in Corsham is varied, including areas of post-war housing estates with poorly designed communal green-space, around 400 architecturally important 'listed buildings' and a considerable number of recent residential housing areas developed within and around Corsham over the last 15-20 years.

The nearby presence of MOD Corsham from 1936 onwards has had a significant influence on the cultural character and diversity of the town. The rapid expansion of Corsham during and after the Second World War has been attributed to the influx of MOD personnel and led to the development of a number of post-war housing estates within the town. The MOD facilities host the Information System Services and a small number of additional units, bringing a population of around 2,000 personnel including military, civil servants and industry partners. The main MOD sites, with their secured boundaries, have developed as satellite areas of housing and employment around Corsham, adding to the fractured and unstructured character of the town layout.

The recent disposal of some MOD Corsham land has, however, provided new opportunities for Corsham. This historical military presence is celebrated by the presence, design and maintenance of the war memorial and bespoke sculptural seating at the junction of Pound Pill and Lacock Road.

Helped by the ICT industry emerging off the back of the MOD communications technologies, the establishment of the Bath Spa University campus, the strategic location in relation to Bath, Bristol, Chippenham and Swindon and regional demographic trends, Corsham is, at present, undergoing another period of

expansion, with a number of new residential developments around Corsham being completed, under construction and consented.

The most significant open green-space associated with Corsham is Corsham Court parkland with its avenue and lake. There are however numerous public open spaces, playing fields, green spaces and parks within Corsham town, including Meriton Recreation Ground, Corsham Cricket Ground, Springfield Recreation Ground, Katherine Park Green, allotments, sports grounds, street trees, playgrounds, The Batters, Beechfield Nature Area and municipal greenspace around housing.

Maintaining the integrity of the nearby countryside, green infrastructure, villages and landscape features are vitally important to the character and setting of the town and an important factor in its recent growth patterns. Preserving and retaining the green character, surrounding farmland and settings of the villages that make up greater Corsham, is imperative to maintaining the character of Corsham as a Cotswold market town.

The proximity of the Cotswold AONB to the north and west, and the Bristol and Bath Green Belt to the west, ensures that the character of the unspoilt agricultural landscape surrounding Corsham remains a valuable asset. Immediately to the east of the town centre, the parkland of Corsham Court (Registered Parks and Gardens) forms an impressive green-space that is intrinsically linked to the character of the historic core of the town centre.

Despite its historic roots, attractive surrounding countryside, location on the Great Western Railway line from London to Bristol and its situation on the busy A4, the development of Corsham as a thriving town has however suffered by its proximity to the larger employment centres of Bath (UNESCO World Heritage city), Chippenham and Swindon. It has also not been able to capitalise on its attractive historic core in the same way as nearby Lacock and Castle Combe. As such the overall character of Corsham town remains that of a quiet Cotswold market town.

The area around Corsham is also ecologically important, in particular for bats, with Box Mine Site of Special Scientific Interest (SSSI), part of the European designated 'Bath and Bradford on Avon Bats' Special Area of Conservation (SAC) being located immediately west of the Corsham Neighbourhood Plan boundary.

The distinctive character of the landscape within the Corsham Neighbourhood Plan Area is vitally important to the 'favourable condition' of the SAC. Comprising an intricate network of mature deciduous woodland, parkland and veteran trees, substantial mature native hedgerows, grazed pasture, historic buildings, stone walls and important linear features, mines and industrial sites, this area forms a unique connective green infrastructure suitable for supporting bat populations associated with the SAC.

The relatively low levels of light pollution and resulting dark night-time conditions associated with much of the Neighbourhood Plan Area are critical to the functionality of the landscape for the bat populations associated with the 'Bath and Bradford on Avon Bats' SAC. All three species for which the SAC is designated require dark conditions for roosting, foraging and commuting between roosts and foraging areas

EXISTING CHARACTER AREA ASSESSMENTS

North Wiltshire Landscape Character Assessment 2004 - Volume 1

There are currently 10 Landscape Character Assessments, which cover Wiltshire, also referred to in the *Wiltshire Core Strategy* (Wiltshire Council, 2015), with the Corsham area being assessed within the *North Wiltshire Landscape Character Assessment 2004 - Volume 1*. The majority of the Corsham Neighbourhood Plan area falls within the character area '10 - Corsham Rolling Lowland' with the following key findings.

'Corsham is historically linked to Corsham Court, with older dwellings and civic buildings constructed either in the vernacular style of the area or with stylistic links to the estate. This is only evident within the core of the settlement. The fringes consist of 20th century development with military structures and industrial areas mixed with a mosaic of housing, small fields and woodlands. The military compounds of RAF Rudloe Manor include a variety of utilitarian structures including: offices, shed barracks and masts with high security fencing along roadsides. Some roads have been clearly built to accommodate military traffic and are urban in character with lighting.'

Wiltshire Landscape Character Assessment, Final Report 2005

The Wiltshire Landscape Character Assessment was commissioned by Wiltshire County Council and undertaken between January 2004 and April 2005. The project was directed by a steering group comprising officers from the County Council and constituent district and unitary authorities.

Corsham Character Assessment – Corsham Town Council 2016

As part of the ongoing strategic work carried out by Corsham Town Council, a Corsham Character Assessment was carried out during 2016 by volunteers/members of the general public from the Corsham community. For that purpose, Corsham Town Council subdivided Corsham into 22 character areas, each area exhibiting similar characteristics that sets them apart from their neighbouring areas. This Corsham Character Assessment data served as the initial baseline material to inform this Design Guide (refer to chapter 3.3).

NATURAL FEATURES

Topography

Corsham lies on the eastern flanks of the Cotswold range, at approximately 312ft/96m above sea level. Located within a gently rolling farmland, the land to the north rises gently to approx. 400ft/121m AOD at Biddestone, north-west and west the land drops to the valley of the By-brook, and falling more gently to the east towards Lacock at 131ft/40m AOD, and Melksham to the south at 115ft/35m AOD both in the River Avon valley.

Geology and Soils

The railway cutting located south of Pockeredge Drive, Corsham Railway Cutting, is designated as a Site of Special Scientific Interest (SSSI) because of its geological interest. The railway cutting is an important site in the interpretation of local stratigraphy and palaeo-environments in the Bathonian type area with an exposed section through the Bath Oolite and Upper Rags/Forest Marble. Of prime importance are the coral 'reef-knolls' developed in the Corsham Coral Bed at the base of the Upper Rags.

Micro-climate

Located in the south west of England and on the eastern side of the Cotswold ridge, the Corsham micro-climate is fairly sheltered from the prevailing south westerly winds, with average minimum and maximum temperatures of 1.1°C (February) and 20.9°C (August) respectively, annual average rainfall of 745.2mm and average annual sunshine of 1611.3 hours (climate period 1981 - 2010, www.metoffice.gov.uk).

Water

Corsham lies on the eastern slopes of the Cotswold limestone plateau, on the watershed between the steep valley of the By-brook to the west flowing south-west towards Bath, and the wider valley of the River Avon to the east flowing south/south-west to Bradford on Avon.

There is an ornamental lake in the grounds of Corsham Court, and a number of small water bodies and springs associated with the railway line and Box tunnel to the south west of the town. There are a number of naturally occurring springs and drains within the surrounding agricultural farmland.

Vegetation

The historic parkland of Corsham Court to the east of the town is made up predominantly of mature mixed woodland, wood pasture, avenue planting and parkland trees. It also contains a number of ancient and semi-natural woodland blocks. Lowland wood pastures and parks are habitats where there is a long tradition of grazing in amongst trees. They are renowned for their high concentration of ancient trees and their rich associations of deadwood species, including lichens, fungi, and invertebrates. Ancient or veteran trees in wood pasture also provide habitat for hole nesting birds and roosts for a number of bat species, including Bechstein's bat.

Within the town and villages, a lot of vegetation is provided through private gardens, as well as street trees, grassy verges and greens.

Other vegetation within Corsham is provided by recreation grounds, but also by more natural greenspace on the edges of town, for example The Batters.

The surrounding countryside predominantly comprises farmland with mixed arable and pasture, as well as some small blocks of woodlands and parkland.

VIEWS

Key views within Corsham:

- Along High Street;
- Corsham Court Frontage and Avenue from Church Square;
- St Bartholomew's Church from Church Street;
- North along Pound Pill, to gates and avenue of Corsham Court;
- From Pound Pill of Almshouses and cricket ground;
- Corsham Town Hall from Church Street;
- The Flemish Weavers cottages and cloud yew hedge from the Newlands Road/Cross Keys Road junction or Priory Street junction;
- Various angles on Corsham Court park and lake;
- Various parts of Pickwick;
- Along Priory Street;
- Views into Springfield;
- Views along Prospect on approach to Corsham.

Key views from Corsham:

- From the south-east of Corsham to Salisbury Plain;
- Views over Corsham Park to Derry Hill from Meriton Recreation Ground;
- South East to Bowden Hill;
- Views into agricultural landscape to the west, south-west;
- From south Corsham, Greenhill and Gastard etc.;
- From South Avenue to the east across Corsham Court parkland;
- From the Corsham School area to countryside in south and west, and south from Oathills.

Countryside Views:

- Views to Hartham Park Estate House;
- Views from A4 northwards at Copenacre/Pickwick;
- Views to south from byway adjacent to MOD security fence;
- From Greenhill over Neston.

For mapping of key views see Corsham Neighbourhood Plan.

DETRACTING FEATURES

Selection of key views:
 along High Street, along Church Street, Yew hedge, Corsham Court and Gate, along Priory Street, Almshouses/Pound Pill, along Prospect,
 along Freestone Way, South towards Salisbury Plain, along Dicketts Road, Hartham Park Estate, along South Avenue
 (from top to bottom)



There are a number of opportunities to improve the general appearance of Corsham. Below is the list of the town's weaknesses taken from 'Analysis of Corsham' in *Visit Corsham – Destination Corsham. Destination Marketing Plan 2015-2018* (July 2015)

- Limited opening hours at attractions;
- Limited supply of accommodation;
- Restricted shop opening hours;
- Newlands Road/Martingate;
- Copenacre – not a good arrival in town;
- Public toilets;
- Empty shops;
- Poor public transport links;
- Road from Bath to Lacock not through Corsham;
- Poor signage to historic High Street from A4;
- Corsham Court not promoting presence in town and accessibility;
- Tourist Information Centre.

Additional features include:

- Post-war housing stock;
- Garage blocks;
- Lack of street trees and vegetation in residential areas;
- Car parking on front gardens;
- Lack of front gardens in some residential areas;
- 'Green desert' landscape treatment around post-war housing.

DEVELOPMENT AND ROAD PATTERN

The pattern of development and road layout of the various areas within Corsham are very much linked to their age. Corsham, originating as a market town, grew up around the triangle of roads formed by Bath Road/A4 (originally the main turnpike road from London to Bristol), Prospect/High Street/Cross Keys Road as well as Pickwick Road/Lacock Road.

The early development of the town followed the modern-day High Street,

Pickwick Road and Bath Road – see *Figure 2*, Section 2.1.2. Page 14.

Following the construction of the Great Western Railway, the town expansion resulted in additional infill housing along Pickwick Road and residential development areas in the south. By the 1960s, the triangle of land bordered by High Street, Bath Road and Pickwick Road had largely been developed as housing, including a large amount of concrete-panelled council housing between Priory Street and Pickwick Road around the recreation field.

The development of the town has continued to spread, south towards the railway line, and westwards towards the MOD facilities at Rudloe. There have been a number of development parcels south of the railway line including Broadmead and Brook Drive in the 1960/70s (accessed off Prospect/B3353). During the 1970-80s, the large Valley Estate west of Valley Road was developed linking the A4 at Pickwick to the railway line at Potley Lane. The Woodlands and Academy Drive estates were developed in the 1980/90s, and Katherine Park extending south-west from the Valley Estate during 2002-2010.

Examples of recently completed developments and those under construction (within the last seven years) include the developments of Former Police Station and Dairy, Priory Street (17 dwellings), Spring Tinings (17 dwellings), Land South of Potley Lane/Corsham Rise (64 dwellings), Former Bath and Portland Stone Works (39 dwellings), Royal Arthur - Wadswick Green (75 bed care home plus 221 extra care apartments), the former MOD Copenacre site north of the A4 Bath Road (100 dwellings), 4 Dickens Avenue (7 dwellings) and Bradford Road (170 dwellings). Development at land north of Bath Road (150 dwellings) and Peacock Grove (31 dwellings) have also been consented but have not yet been started at the time of compiling this document.

The majority of the recently consented developments are to the west of Corsham. The expansion of the town has largely been constrained to the east by the presence of Corsham Court and its parkland, and to the north, until recently, by the A4.

The predominant expansion of Corsham has largely been to the west towards

Rudloe and the MOD sites, following the A4, B3109 Bradford Road, and Park Lane and the Valley Estate. The western edge of the settlement is defined by a green wedge of open space, separating Corsham from the settlements and MOD facilities at Rudloe, Hawthorn and Westwells.

In addition to Broadmead and Brook Drive, there are a number of outlying developments south of the railway line accessed off Lypiatt Road, Elley Green, Leafield Road and Potley Lane, with the main Leafield Industrial Estate being located between Moor Green and the railway line. Connections to the town north of the railway line are restricted to a pedestrian route over the railway via The Cleeve, and vehicular access at Potley Lane and B3353. Recent residential expansion of the town has also taken place north of the A4 Bath Road, with the development of areas such as Academy Drive and Woodlands with access off the A4 at Pickwick.

BUILDINGS AND BUILDING DETAILS

There are, as in any town the size of Corsham, a variety of building styles and details within the town, with buildings ranging in age from the C17 to the present day.

There are over 400 listed buildings in and around Corsham with the majority of these located within the centre of town, in particular along the High Street and historic core. These include buildings dating back to the Victorian, Georgian and Elizabethan periods. The majority are constructed of local limestone as the availability of limestone from the local quarries has made it a convenient building material for Corsham since at least the Roman times. The buildings within Corsham are therefore predominantly honey coloured, but with some variation in colour depending on the location of the quarry the stone was mined from.

The Neighbourhood Plan will guide the design of future developments to be sympathetic and in keeping with the historical style of Corsham. Where possible, developments should be designed to enhance public engagement and connectivity with the local heritage. This in turn will improve the communities' sense of place and willingness to participate in the long-term care and development of the town and its public realm.

Key buildings and details within Corsham are:

CORSHAM DESIGN GUIDE

Historic Core

- Corsham Court and Parkland – Grade I listed. Listed under the Registered Parks and Gardens. Based on 1582 Elizabethan design, with various major refurbishments carried out in the 18th and 19th century by Nathaniel Ireson, Capability Brown, John Nash and Thomas Bellamy. Parkland designed by Lancelot 'Capability' Brown and Humphry Repton. Peacocks roam free;
- Hungerford Almshouses and School – C17. Grade I listed. Rubble limestone, dressed stone quoins, large double arched ecclesiastical windows, stone mullion casement windows, stone roof tiles, and Victorian exterior detailing including carved Hungerford arms above main entrance;
- High Street – Mainly C17/18. Features including: 2-3 storeys, Bath limestone (rubble, dressed, ashlar, some painted), ashlar quoins, stone tiled roofs, stone flag paving, arched doorways, stable doors, dormer windows, hipped roofs, double fronted, entrance doorways with hoods, sash windows and mullion windows;
- The Grove (Grade II listed, Pickwick Road), ashlar, slate and stone tiled roof, 2-storey with attic;
- Ivy House – Grade II listed, corner of High Street and Priory Street, ashlar, stone tiled roof, Baroque front, Doric pilaster details, sash windows and dormer windows;
- Corsham Town Hall – Grade II listed. Built 1882, reusing stonework from 1784 Market Hall. Ashlar, slate roof, coped gables and end wall stacks. Details including moulded cornice, parapet, sash windows, arched windows and doors, pilasters, balustrade balcony;
- Mayo Memorial – located on the corner of Priory Street and High Street;
- St Bartholomew's Church – Grade I listed. Original Saxon church dating back to 1066AD with features such as a narrow nave and thin walls. Present church dating back to C12 Spire and Tower added in Victorian period, 1874;
- Flemish Weaver's Cottages – Grade II listed, C17. Local rubble limestone, stone tiled roofs, first floor doors still apparent for the taking in of fleeces from the street;
- Local Limestone 'Bath Stone' – rubble and dressed;
- Mainly 2-storey construction with attic, some basements;
- Stone tile roofs;

- Windows – 6 or 12 pane sashes, stone mullions, arched, Venetian;
- Mansard roofs, including dormer windows.

Other

- Pickwick Manor – late 17th century manor house with remnants of a 14th-century wing. Limestone;
- The Mansion House – Grade II listed with associated buildings. Pickwick Road;
- Beechfield House – originating from the late Georgian period;
- Middlewick House – Grade II listed, Georgian style house, ashlar frontage, Cotswold limestone, stone roof tiles;
- Hartham Park – Recorded originally in the Domesday Book (1086). Redeveloped in 1795. Georgian manor house and estate;
- Guyers House – Grade II listed. Originating as farmhouse, c1670;
- Methuen Arms – Built on the site of Tudor Winters Court. Became a Public House in 1608. Ancient 'chequers sign'. 3-storey, rubble limestone, dressed ashlar quoins, sliding sash windows, stone tiles;
- War Memorial/Cenotaph – Installed 1921. Limestone on stepped plinth, refurbished 2008. 2014 commemorative benches installed (the latter not listed);
- Corsham Primary School, Pound Pill – Built 1994, with recent extension 2013. Contemporary design, 2-storey glazing, slate and flat roof, timber cladding;
- Springfield Community Campus facilities – Contemporary timber framed construction, low energy/sustainable design, biomass boiler system, solar thermal panels, natural ventilation through controlled roof-lights, high performing window systems, insulated render system;
- MOD facilities – MOD Corsham;
- Rudloe Manor;
- Scheduled Ancient Monuments – MOD Corsham Slope Shaft (Emergency Exit) A, Personnel lift (PL2), Tunnel Quarry and GPO Telephone Exchange, Prime Ministers' Rooms and Operations Rooms, Lamson Terminus Room and associated Fan Room, Canteen, Laundry, Dining and Washroom Area. The MOD Corsham underground includes the important Olga Lehmann murals;
- Ancient Monuments – Dovecote at St Bartholomew Church, Corsham

Court, Dovecote at Easton House, Motte Castle Hartham Park;

- The Pound Arts Centre - building dating from the 1820's;
- St John Baptist Church, Gastard;
- Pickwick Lodge, Upper Pickwick;
- Raston House at Easton;
- And many more.

STREETSCAPE

The design of the streetscape within a town or city forms a vital role for the understanding of the place. Town streets are complex places and serve a number of functions including meeting and seating places, green corridors and wildlife havens, and highways and transport routes.

A successful street is a safe place that residents and visitors feel able to spend time in, helping to improve both the attractiveness of the town and the local economy. It is hoped, that an understanding of the existing public realm within Corsham and a strategy for improvements within the streetscape of the town will help improve the legibility of the town as a whole and increase the attractiveness of Corsham as a visitor destination to further benefit the local economy.

A high-quality approach to the streets within Corsham, assessing the needs, materials, surfacing, street furniture and layout, will provide a consistency, co-ordination and legibility throughout the town that is lacking at present. A consideration of de-cluttering, careful specification and siting, installation and maintenance of the public realm will all lead to an improvement in the streetscape of the town.

Corsham has a variety of example streetscapes within the town and the suggested treatments for these will be dealt with on an area by area basis in Chapter 3.3.

A brief overview of Corsham's main streetscape today:

High Street and surroundings

The pedestrianisation of the southern section of the High Street is sympathetic to the historic buildings and independent shops, with appropriate design of the public realm. Street cluttered, and repair work to paving etc. are a detractor. Seating and cycle parking is limited.

The setting of key buildings lack emphasis and a sense of arrival at for example, The Grove, The Methuen Arms and the Town Hall.

Cars, tarmac and street markings dominate the northern section of the High Street with on-street parking detracting from the façades of the historic buildings. Limited provision for pedestrians. Building fixed shop signage and a continuity of finger post signage/lighting helps reduce visual clutter. The stone flag and cobbled pavings are important to the setting of the buildings, but the narrow pavements and tarmac roads detract from the overall streetscape.

Corsham Court

Located adjacent to the High Street and accessed from the High Street by Church Street, stone walls and cloud yew hedging provide a secluded setting for the house. However, despite being one of Corsham's largest tourist attractions, it is not apparent from the nearby streets. Accessed via Church Street, this street retains high quality stone flag pavements, and has minimal street furniture and sympathetic lighting. The tarmac road surface and painted road markings detract from this important vista and approach.

Pickwick Road

The main approach road from the west/A4 is wide, dominated by road signage markings, and mini roundabouts and a petrol filling station. The western section has wide mown verges, little vegetation and tarmac footways. There is little sense of arrival in Corsham, or of a route to the main historic town centre from Pickwick. Further east, towards the town centre, gardens front the road, with low stone walls and hedges the predominant boundaries. Passing Oliver Avenue, the road and pavements narrow, front gardens are reduced in size and the on-street parking, road markings, signage and overhead cables

dominate the streetscape. At the junctions with Newlands Road and High Street the streetscape is dominated by highway lining, lighting and tarmac road and pavement surfacing. A variety of signage styles of the shops of Pickwick Road add to the visual clutter. There is little sense of arrival at the centre of Corsham.

Prospect/Pound Pill

South of the railway, the B3353 reaches Corsham from the countryside. Here, the road has few road markings, is narrow, has no pavements and possesses a variety of frontages. The view is dominated by wide-mown verges, highway lighting and overhead cables. There is no street tree planting within the verges/highway on this stretch of road. On the approach to the Pound Arts Centre, the highway lighting is replaced with Victorian-style urban lighting, however, the street scene is still dominated by uneven tarmac pavements, road markings/signage and overhead cables. Recent tree planting to the west of the highway near the Hungerford Almshouses is within the cricket ground. The roundabout and damaged concrete and kerbs in-front of the impressive gates to Corsham Court, detract from the sense of arrival.

Lacock Road

The approach to Corsham via Lacock Road is dominated by the attractive stone boundary wall of Corsham Court. A narrow pavement runs along the base of the boundary wall. There is no street lighting and houses are set back from the road. The road is dominated by mature trees and wide verges. On-street car parking detracts from the approach to the town, in particular in front of the Hungerford Almshouses where they obscure a clear view and near the entrance to the St Patrick's Catholic Primary School.

Residential areas

The streetscape of Corsham residential areas varies widely, for example:

Kings Avenue

Dominated by tarmac, concrete kerbs, on-street parking, concrete parking areas in front of houses and large expanses of communal mown grass areas; few trees within communal landscape areas; mixed residential boundary treatments give a cluttered appearance; street furniture consisting of lighting columns, bus

stops, occasional seats and street signs.

Priory Street

On street parking restricted as road narrows to the west; narrow pavements and carriageway; overhead telephone cables; properties front the pavement on south side of the street and are set back from highway behind gardens to the north; many of these gardens used as off-street parking areas, lighting attached to telegraph poles reduces clutter; mainly rubble stone walls with garden hedgerows as property boundaries; little street furniture.

Woodlands

Narrow carriageway (tarmac with block-paved gateways to residential courts); block-paved walkways and block kerbs, well-maintained residential gardens mainly fronting onto street; low-level lighting columns; communal seating area; tree and hedge planting within frontages.

Academy Drive/Beechfield

Narrow carriageway (tarmac) leading through extensive parkland with many mature trees to residential housing and refurbished Beechfield House; traditional lighting columns with grass verges.

Villages

Predominantly narrow tarmac carriageways with verges and few road markings. Some kerbs and pavements present. Parking mainly within residential boundaries, but little restriction on on-street parking within villages. Many residential properties set back behind front gardens, with boundaries predominantly stone walls and hedges, some with timber fencing and bollards with chains. Railings visible around churches/business premises etc. Little street furniture or street lighting. Telegraph poles evident along main highway routes through villages. Signage in some rural locations is over used and too dominant.

OPEN SPACE

The town of Corsham contains a large proportion of open space, in particular with Corsham Court and surrounding parkland being located so central to the town centre.

Public parks within the town include Springfield Recreation Ground, Meriton Recreation Ground and Katherine Park Green as well as smaller areas for recreation and play. Many of the towns roads feature wide grass verges, and there are small greens in many of the estates as well as in the surrounding villages.

On the periphery of the town, more natural open space can be found, including The Batters and Beechfield Nature Area.

The countryside surrounding Corsham is accessible through a wide network of Public Rights of Way and country lanes are widely used by cyclists.

USES AND ACTIVITIES

- Residential;
- Tourism – building on local centres of Bath, Bradford on Avon, Lacock etc.;
- Film tourism – BBC productions including period dramas such as Poldark;
- Business – a variety of large, medium and small businesses, including MOD Corsham, Digital Corsham, Town Council offices, Leaffield Industrial Estate, quarrying, conference facilities and small businesses at Hartham Park, shops and service industries;
- Education – Local schools, Bath Spa University Campus, Corsham Institute;
- Arts – Peacock Arts Trail;
- Leisure – Food and Drink Festival, Events programme, Walkers are Welcome walking initiative, Christmas Lights, Street Fair, Springfield Community Campus, High Street and independent shopping. Recreation and sports grounds.

ACCESS AND MOVEMENT

Road

Due to the closure of the railway station in 1965, the main mode of transport for people visiting Corsham today is by car. The main vehicular route is the A4, which provides a direct connection to Bath and Chippenham. Corsham also benefits from close links to the A350 corridor from Cirencester to the south coast, and lies 8 miles south or approximately 15 minutes drive from Junction 17 of the M4 – see *Figure 5*.

The main vehicular gateways to the town are from the A4 via Cross Keys Road or Pickwick Road, from the south via the B3353/Prospect and from the east via Lacock Road. The visibility of the town centre from these vehicular gateways is however poor, with the A4 acting as a local bypass to the town. Visitors to Corsham Court are directed from A4 via Cross Keys Road and Church Street.

Cross Keys Road is flanked by the stone boundary wall and trees of Corsham Court on one side and a linear park with a line of horse chestnut trees on the other, ensuring a 'green' arrival. There is a footpath on one side of the road.

Pickwick Road provides a more urban approach. Stone villas are set back behind low stone walls and hedges, providing a pleasant cohesion to the street. Footpaths are present along both sides of the street.

Approaching the town from the south via the B3353 (Prospect/Pound Pill), one drives past the Broadmead and Brook Drive residential area before reaching Pickwick Road at the Hungerford Almshouses. Coming from Lacock Road one reaches the same junction. The historic Pickwick Road leads further to the town centre and passes the end of the High Street, but fails to announce it.

The main arrival point by car is at Newlands Road. Access to the High Street from here is via Priory Street, Post Office Lane and Pickwick Road. There is pedestrian access through the Martingate Centre.

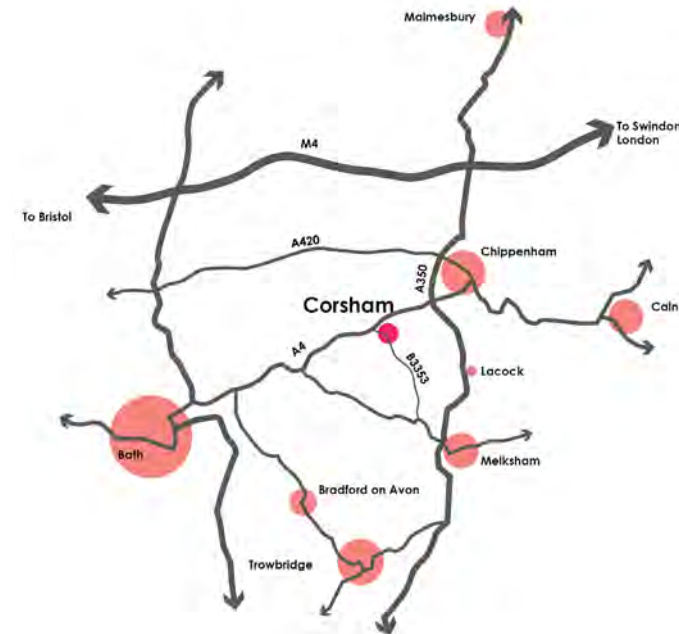


Figure 5: The wider highway connections around Corsham

From the arrival routes into Corsham, signage directs visitors to the two car parks situated on Newlands Road, Newlands Road car park and Post Office Lane car park. In addition, car parking can be found in the High Street car park behind the Methuen Arms.

Buses

The Corsham Town Service local bus service (number 10) runs from Newlands Road in the centre of Corsham and links to the residential areas of Corsham as well as Neston, Westwells and Leafield. This service also connects to Chippenham during the middle of the day.

The X31 bus service connects Corsham with Chippenham and Bath via Rudloe,

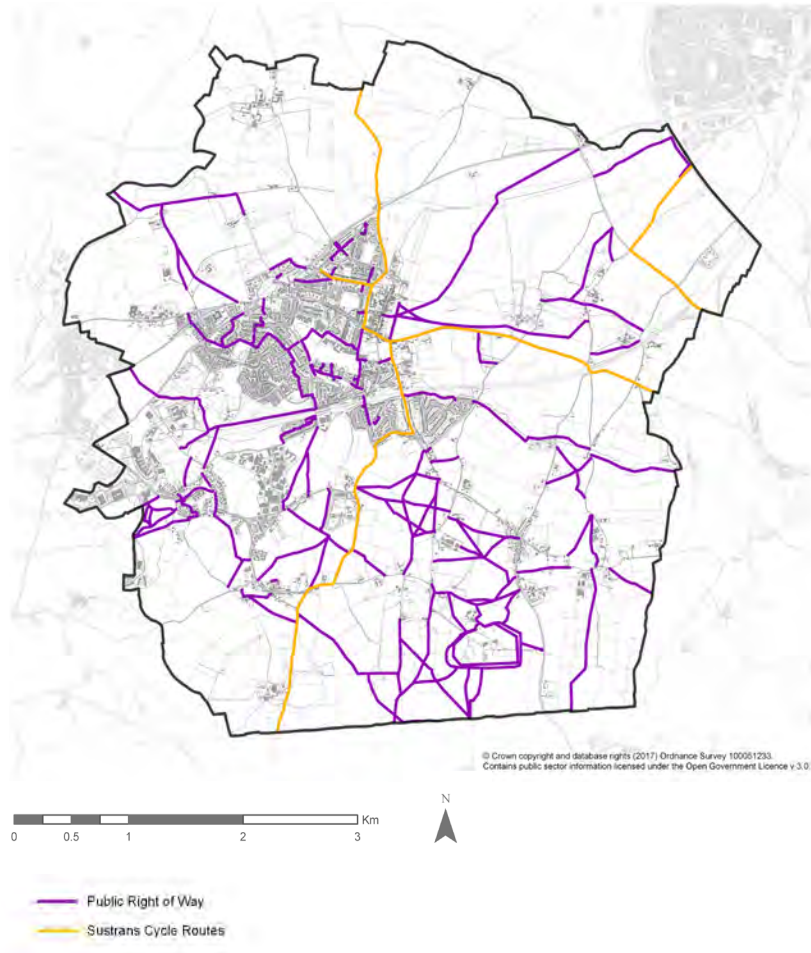


Figure 6: Public Rights of Way in and around Corsham

Box and Ashley. It is a regular service going approximately every 20 minutes during daytime.

The bus service 36 from Sherston to Chippenham via Colerne and Biddestone stops at Corsham on request to the driver.

The zig zag bus service connects Corsham and Gastard to several surrounding towns and villages.

National bus services between Bath and London stop at the A4 Corsham.

Villages within the Neighbourhood Plan Area other than the ones mentioned are not or poorly serviced by bus connections.

Corsham currently lacks facilities for coach parking, which is necessary to attract operators and coach parties.

Rail

Since the closure of Corsham Station in 1965, there has been no rail link to Corsham. There are, however, proposals for a new station.

Public Rights of Way

Corsham has a number of Public Rights of Way (illustrated to the left in Figure 6) including: footpaths, bridleways and Byways open to all traffic.

Walking

Due to the size and layout of Corsham, a significant proportion of the population of the town lives within a 5-10 minute walk of the town centre. The residential streets offer a pleasant walking and cycling experience to the edge of the town centre. However, traffic, narrow and poor-quality pavements and limited crossings along Pickwick and Newlands Road create a physical barrier to accessing the centre of town.

Walking into town from many of the villages, including Gastard, can also be challenging and dangerous due to lack of pavements along busy roads.

Cycling

There are several long distance Sustrans cycle routes running through Wiltshire, with Corsham lying at the intersection of Regional Route 20 and National Route 254 as it follows the Wiltshire Cycle Way. Route 254 runs from Dilton Marsh to Bradford on Avon, following Cross Keys Road, Newlands Road and B3353 and Dicketts Road as it passes through Corsham. Regional Route 20 enters Corsham along Lacock Road, meeting Route 254 at Pound Pill. Regional Route 403 starting in Great Bedwyn runs from Chippenham to Lacock, through the Corsham Neighbourhood Plan Area.

There is a limited cycling infrastructure within Corsham and a lack of cycle storage facilities. Wiltshire Council's Corsham Cycling Map indicates only two cycle parking points, at Springfield Recreation Ground and the Martingate Centre. Prominent 'no cycling' signs near the High Street may discourage cycling as a method of accessing the town. Equally, cycling infrastructure and connectivity from the villages to Corsham is generally poor, and can be dangerous on busy roads or lanes.

GREEN INFRASTRUCTURE AND BATSCAPE

Natural England defines Green Infrastructure as:

'the network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage and open countryside.'

Therefore, the areas of vegetation, open space, hydrological features and the Public Rights of Way and cycle network which have been described above and will be outlined in further detail for the individual character areas below, all contribute to the existing green infrastructure network of the Neighbourhood Plan Area.

Green infrastructure provides multiple benefits for people (health and wellbeing/recreation), biodiversity (flora and fauna/habitat provision and connectivity), hydrology (natural water courses and flooding issues), climate change (cooling

effect, CO2 sequestration) and the economy (raising property prices, providing healthy places to work).

Corsham is located close to the European-designated 'Bath and Bradford on Avon Bats' Special Area of Conservation (SAC), and as such the internationally protected bat populations associated with this designated site are reliant on the landscape features and green infrastructure within the Neighbourhood Plan Area, for foraging and commuting between roosts. The Corsham Batscape Strategy is focused on bats in relation to the SAC, and provides detailed spacial guidance on how the policy relating to the SAC should be applied and implemented.

The presence of bats within the Neighbourhood Plan Area indicates a high quality environment. For example, it contains a number of key, connective habitats for commuting, roosting and foraging bats associated with the 'Bath and Bradford on Avon Bats' SAC. These include mature deciduous woodland and copses (in particular on sloping ground), native hedgerows and field margins, grazed pastures and meadows, and historical features, buildings and structures which are assessed and mapped in detail in the Corsham Batscape Strategy.

In addition to their importance to the bat population, these habitats are also valuable for other local wildlife and linking and enhancing them will have wider effects, by improving the overall green infrastructure network with all its associated benefits. Vegetation on the embankments and cuttings associated with the railway line running east to west across the Neighbourhood Plan Area are known to support a significant population of slow worm (a priority species under the NERC Act [2006]); and also provide an important corridor for species to move through the landscape, including bats.

SUMMARY OF ASSETS AND WEAKNESSES

Corsham has numerous heritage, cultural, artistic and natural assets which are listed below alongside some of the weaknesses Corsham faces.

Assets

Heritage Assets:

- Corsham Court and Parkland;
- Attractive/historic town centre - unspoilt High Street with predominantly Bath Stone buildings;
- St Bartholomew's Church;
- The Hungerford Almshouses;
- Conservation Areas – 'Corsham', 'Pickwick' 'Gastard', 'Neston' and 'Easton';
- MOD presence;
- Located near to other tourist destinations;
- Scheduled Ancient Monuments;
- Ancient Monuments and listed buildings.

Cultural Assets:

- War Memorial;
- MOD community;
- Bath Spa University;
- Traditional market town with independent retailers;
- Welcoming and friendly town;
- Active 'Visit Corsham' website and social media sites.

Artistic Assets:

- Art Collection, Corsham Court;
- Contemporary arts culture, Pound Arts Centre;
- Film location, used as a setting for the BBC's Poldark etc.

Natural Assets:

- Corsham Court Parkland, Avenue and Lake;
- Public open spaces and recreation grounds;
- Vegetation within streetscape and gardens and other existing Green Infrastructure;

- Ponds, streams and ditches;
- Cycling, walking networks and bridleway;
- Network of mature hedgerows and woodland providing good quality foraging and commuting habitat associated with the SAC;
- Environmental designations:
 - Cotswold AONB;
 - Bath and Bradford on Avon SAC;
 - Box Mine and Corsham Railway Cutting SSSIs;
 - Bristol and Bath Green Belt.

Weaknesses

- Lack of strong town identity as a local centre or a tourist destination;
- Lack of sense of arrival to both the gateways to the town, and at the town centre;
- Poor visibility of Corsham Court and Parkland from town and approaches;
- Lack of visibility, signage, permeability and access to historic town centre;
- Piecemeal historic development pattern; lack of coordinated approach to town expansion. Asymmetric pattern of development leading to loss of connection from town centre to peripheral residential areas of Corsham;
- The town layout has poor linkages from the town centre to both residential and employment areas;
- Connectivity displays a lack of linkages with the wider community, outlying settlements, MOD and nearby historic towns. Lack of pedestrian/cycle connectivity in both urban and rural areas including poor signage from parking areas to centre/assets;
- Dominance of vehicles resulting in traffic congestion and lack of parking within the centre. The volume of traffic along A4 detracts from historic buildings of Pickwick Conservation Area. Views of important buildings are screened/blocked by vehicles within northern section of High Street;
- The main visitor arrival point (via car and bus) is at Newlands Road/ Martingate Shopping Centre and parking area. Unattractive and cluttered, it has poor visibility and connectivity to High Street featuring restricted opening hours of shops;
- Limited opening hours at attractions;
- Loss of retail premises to residential use within the centre reduces integrity

of shopping centre;

- Low footfall and empty shops on High Street leading to a lack of 'vibrancy';
- Limited/lack of hotel/visitor accommodation within the town;
- Some residential areas within Corsham are poorly defined and lack identity;
- Post-war housing areas contain poor housing stock, poorly designed communal green space, unsightly garage blocks etc.;
- Lack of identity within Rudloe and West Corsham and poor linkage to Corsham;
- MOD - satellite developments with unsightly secure boundary treatment and buildings add to the unstructured layout of the town;
- Lack of local access to the rail network;
- Limited/poor public transport links;
- Tourist Information Centre;
- Lack of leisure/visitor trails - Long distance walking/cycle routes, visitor walking trail around Corsham;
- Lack of sustainable transport routes/travel options;
- Lack of public art within the town;
- Public Realm has a lack of continuity of design of street furniture/signage, surface treatments, quality of materials etc. within Corsham;
- Lack of strong civic space for artistic/community events;
- Lack of green linkages/infrastructure within the town, including street trees;
- Vulnerable rural-urban fringe due to town expansion into the surrounding landscape;
- Incremental development in the western part of the Neighbourhood Plan Area, resulting in cumulative loss of habitat used by bats associated with the SAC population;
- Incremental increase in lighting levels in the western part of the Neighbourhood Plan Area, resulting in increased urban sky glow; and loss of habitat for light-intolerant species such as bats.



3 Design Guidance

Section 3 sets out the principles for new development covering the whole of the Corsham Neighbourhood Plan Area.

Section 3.1 seeks to pull together existing Design Guidance stemming from council policy and existing guidance documents and emerging policy at the consultation stage, before setting out general, overarching guidance for Corsham in Section 3.2, followed in Section 3.3 by detailed assessments of each character area.

A Corsham Character Area Assessment has been carried out by members of the Corsham Community, which together with the existing guidance and supplemented in places, has served as the basis for this design guidance.

Within the detailed assessment of each of the character areas, its existing character has been summarised and guidance provided for future development within the area. However, while the 22 character areas cover the town of Corsham as well as a number of peripheral areas and villages, the remainder of the Corsham Neighbourhood Plan Area has not been assessed. For those areas not covered by individual character areas, the general guidance in section 3.2 shall apply.

3.1 Existing Design Guidance

3.1.1 Wiltshire Core Strategy - Adopted January 2015

The Wiltshire Core Strategy was developed by Wiltshire Council in collaboration with Wiltshire's communities, business and interest groups with the aim of delivering sustainable growth for the communities of Wiltshire, that best meet both their present and future needs. The Wiltshire Core Strategy has been taken into account during the production of the Corsham Design Guide. The key principles and relevant policies are set out below.

The key principles which underpin the Wiltshire Core Strategy are as follows:

- Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;
- Creating the right environment to deliver economic growth, delivering the jobs Wiltshire's population needs locally, and taking a flexible and responsive approach to employment land delivery;
- Managing development to ensure that jobs and the right infrastructure are delivered at the right time to ensure that out commuting, in particular to areas outside of Wiltshire, is not increased and development does not have a detrimental impact on infrastructure;
- Working towards lowering Wiltshire's carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction;
- Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire's network of green infrastructure to support the health and wellbeing of communities;
- Providing high quality, well designed development, and ensuring full local community involvement in planning for significant new proposals;
- Providing the framework to deliver appropriate community-led planning policy documents, including neighbourhood plans.

The key policies of relevance are:

- Corsham Area Strategy: Core Policy 11 - Spatial Strategy for the Corsham Community Area;
- Delivering strategic objective 2: to address climate change: Core Policy 41;
- Delivering strategic objective 4: helping to build resilient communities: Core Policy 49;

- Delivering strategic objective 5: protecting and enhancing the natural, historic and built environment: Core Policies 50, 51 & 52, 57 & 58;
- Delivering strategic objective 6: to ensure that essential infrastructure is in place to support our communities: Core Policies 60 & 61.

3.1.2 The Corsham Community Area Framework

The *Corsham Community Area Framework* was published by Wiltshire Council in June 2016 and aims to set out a long-term vision for future development and growth in Corsham. It lists the following framework principles:

Framework Principles

- *'Protect against the coalescence of individual settlements by defining appropriate limits for development.*
- *Define or strengthen townscape character to establish or reinforce the individual identity of each settlement.*
- *The landscape should be protected and enhanced where appropriate and the benefits of new development should be carefully considered against potential negative impacts.*
- *Clarify the function and hierarchical relationship of each settlement within the local and regional economic context and strengthen linkages between areas.*
- *Develop frameworks for key growth sites to facilitate business development with related packages of enhancement and improvement measures.*
- *Building on the existing infrastructure, support the growth and diversification of the digital economy. Facilitate connectivity within the high tech and business community.*
- *Facilitate the integration, growth and evolution of the area's education offer at all levels.*
- *Encourage new businesses and create greater accessibility to the town centre.*
- *Develop a legible, accessible and highly-connected network of walking and cycling routes.*
- *Develop strategies to enhance movement and parking without compromising the quality of environment or pedestrian and cycle access.*
- *Protect, celebrate and communicate the Community Area's distinct heritage to aid tourism and conserve cultural traditions.*
- *Develop a coordinated strategy for environmental sustainability that considers energy, waste, water and biodiversity and coordinates these with economic, social and political sustainability goals.*
- *Support the MOD's ongoing presence and build on the current infrastructure.'*

The document sets out a vision for Corsham, organised into three areas:

Vision for Corsham

1. *'To Integrate Greater Corsham – Sustainable settlement growth, protect the integrity of the villages, strategic infrastructure connections, The Corsham Link, new railway station at Corsham.*
2. *Refocus Central Corsham – A remodelled town centre, sustainable growth to the south of the railway, environmental enhancements, The Corsham Link (town centre), a new hotel for Corsham.*
3. *Create West Corsham – A framework for West Corsham, Corsham Link (West Corsham Greenway), Rudloe environmental enhancements.'*

3.1.3 Corsham Public Realm Strategy

As part of an ongoing strategy to market Corsham as a 'destination', a comprehensive public realm study was commissioned by Corsham Town Council in March 2015, and carried out by New Masterplanning Ltd and the Urban Engineering Studio. This deals in depth with the importance of the public realm, identification and improvement to gateways to the town, and the character of the town streets.

This was approached as a three-stage strategy.

STAGE 1

This was published in September 2015 in order to establish the current condition and character of the town. It looked at:

- Creating safer places – creating public spaces for all road users with improvements to key routes into the historic core, i.e. Newlands Road, Pickwick Road and the residential areas that they serve;
- Attracting more visitors – improving Corsham's gateways to invite passing traffic into town, providing coherent connections between Corsham's assets;
- Supporting independent retailers – creating a unique, attractive environment to attract and support independent retailers, linking High Street, Martingate Centre and Pickwick Road;
- Attracting more investment – attractive streets, and connectivity to help grow the town centre.

It focused on the publicly accessible outdoor space between buildings, and highlighted a number of areas where public realm improvements would not only enhance the physical appearance of the town centre but also help to deliver a series of economic and social improvements.

The key findings focused on improving the town centre to create a more welcoming, attractive environment for residents, businesses and tourism, by creating attractive outdoor public spaces and building on the existing green spaces and infrastructure.

In addition, this report identified the need to improve the gateways and perception of Corsham, providing clear, safe, efficient and attractive transport routes within

the town, providing a welcoming environment for all users, improving the streets and spaces, focusing improvements on the history of Corsham and reducing the dominance of traffic and traffic speed on the approaches to the town.

The key areas of improvement identified within the Public Realm Stage 1 report (New Masterplanning Limited, 2015) were stated are below:

- Helping to create a more welcoming environment to attract new shops/business to the area and to increase footfall in secondary streets which will support both a day and evening economy;
- Improving the gateway arrivals to Corsham to help change perceptions and to let people know what Corsham has to offer;
- Reinforcing the green feel provided by Corsham Court and other green spaces within the town centre;
- Improving the arrival experiences for all modes of transport and ensure that visitors can easily arrive and circulate within the town centre;
- Creating safe and attractive walking and cycling routes to the town centre;
- Creating arrival/civic spaces at either end of the High Street to help announce the town centre and to provide space for community events;
- Ensuring the public realm encourages visitors to explore the whole of the High Street;
- Making the Martingate Centre feel more connected to the High Street;
- Removing clutter and developing a holistic approach to materials and street furniture which helps to unify the town centre and reflects Corsham's historic past.

STAGE 2

This was commissioned to establish a strategy, overall concept and initial suggested design solutions for the town centre, and was completed in November 2016.

It sets out a vision for long term improvements to the key streets and spaces in Corsham, identifying High, Medium and Low priority projects (in terms of benefit to the town), based on both the authors professional judgment and public consultation and feedback.

Its aim is to strengthen the historic core of the town centre by the use of gateways, connecting the centre, creating memorable streets and spaces. The suggested design response in order to achieve this is to tidy and de-clutter, improve the design and layout, and to create a memorable place by giving the surrounding character more prominence.

The projects identified as key in the improvements to the streetscape of Corsham are:

High Priority

- High Street arrival and Pickwick Road;
- High Street transition between pedestrian and traffic areas.

Medium Priority

- Civic arrival space – Town Hall;
- Improving car park arrival and connections to the High Street;
- Improving town-wide gateways.

Low Priority

- Newlands Road;
- Martingate Shopping Centre.

STAGE 3

Stage 3 of the Public Realm Strategy provides indicative construction costings based on the drawings and specifications produced by NEW Masterplanning for the following nine key areas for enhancement:

Area 1 - Pound Pill Roundabout

Area 2 - Pickwick Road and Gateway to High Street

Area 3 - High Street

Area 4 - Middle of High Street

Area 5 - Martingate Shopping Centre

Area 6 - Connection from High Street Car Park

Area 7 - Pickwick Road

Area 8 - Cross Keys Gateway

Area 9 - Pickwick Gateway

This work has been reviewed alongside the Corsham Community Area Framework report to produce three initial priorities for more detailed costing and design work. The work is focussed on the areas selected as high priority at Stage 2 and is detailed below:

- Post Office Lane Car Park connection to the High Street - For this improved connectivity to succeed the connections to Hobbs Walk needs to be clearer and more inviting. Arrival at the High Street should provide pedestrians with an attractive space that allows them to find their bearings, and affords views up and down the High Street. This will help to increase footfall into the upper end of the High Street.
- High Street Car Park - Improvements should create a more welcoming pedestrian route between the car park and the High Street. Reducing visual clutter and improving footpath surfaces along this route will give a positive first impression to visitors and clearly indicate how to access the town centre. Clear pedestrian connections back to Pickwick Road should also improve connectivity to this secondary retail area. Delivery of a more appealing route may also help to foster connections towards Corsham Park, and Pound Pill via the new footpath.
- High Street (transition between pedestrian and traffic areas) - Improvements here should remove highways dominated materials and signage which detract from the historic buildings and sends the wrong message to pedestrians about priority. Enhancements should deliver a space that extends the current perceived length of the High Street and more naturally reintegrates pedestrians and traffic. This would help to encourage shoppers and visitors to explore the whole length of the High Street. Further improvements could be made to the length of trafficked areas to increase and improve pedestrian areas at narrowest points. Consideration will need to sensitively account for the day to day needs of the surrounding residents and businesses.

Further priorities will be identified as funding becomes available or other opportunities arise.

3.1.4 Wiltshire Open Space Study

The Wiltshire Open Space Study was commissioned by Wiltshire Council, and carried out in line with the *National Planning Policy Framework (NPPF)*. The underlying principles are informed by the former guidance provided in *Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation*, and its Companion Guide *Assessing Needs and Opportunities*.

The aims of the study are to provide a robust assessment of needs and deficiencies in open spaces and to create an up to date evidence base to aid implementation of the policies and the provision of open spaces during the plan period (2015-2026).

The methodology of the Wiltshire Open Space Strategy follows six key steps:

- Step 1: Strategic Overview;
- Step 2: Identify local needs;
- Step 3: Audit local provision;
- Step 4: Set provision standards;
- Step 5: Apply the provision standards;
- Step 6: Draft policies/recommendations

The policies and recommendations that are made in the study identify where new provision is required and where provision needs to be enhanced, protected or relocated. The following identifies the key findings for open space:

- **New provision.** Open space should be provided as part of new development in line with the Wiltshire standard. Where it is not practical to provide open space on site, there should be new provision off site or enhancement to existing facilities.
- **Enhanced provision.** Key sites for improvement have been identified through the study, and opportunities to improve sites through development and external funding need to be sought.
- **Protected provision.** Public open space should be afforded protection through planning policy. There is little opportunity for disposing of open space, unless there is a greater community need and/or alternative provision can be provided.
- **Relocated provision.** With significant variation in supply across Wiltshire,

neighbourhood plans need to consider addressing the ‘balance’ between different types of open space.

In 2015, the Council consulted on Part 1 of the Wiltshire Open Space Study, which makes recommendations for the protection and provision of open space within Wiltshire. It comprises an overview of the whole study and includes details on local needs, methodology, open space typologies and analysis of provision which combine to make recommendations for future provision and policies for open space in the county.

Part 2 of the Study sets out the supporting Community Area Profiles that provide more localised information. These identify the types of open space in each Community Area and set out local issues and priorities in relation to provision. Each Profile includes:

- Map of the parish showing open space;
- Quantity statistics of provision of open spaces with standards by parish;
- Map showing access to open spaces with standards across the parish;
- Map showing access to open spaces across the main settlement;
- Assessment of quality issues; summary of issues and priorities for the Area Board.

The Corsham Area Board Profile 2014-2026 covers the Corsham area. The Corsham Community Area is made up of the parishes of Box, Corsham, Colerne and Lacock with Corsham designated as a Market Town, Box, Colerne and Rudloe as Large Villages, and Gastard, Lacock, Neston and Westwells as small villages.

The area profiles highlight key issues and priorities, and makes recommendations where appropriate of how these should be addressed.

Wiltshire Council went out for consultation (November 2016 - January 2017) on the Community Area Profiles for the Wiltshire Open Space Study as well as the Draft Wiltshire Playing Pitch Strategy including its associated Action Plan and Needs Assessment.

3.1.5 Wiltshire Green Infrastructure Strategy

Wiltshire Council is working towards the development of the Wiltshire Green Infrastructure Strategy, The Wiltshire Core Strategy Submission Document was approved for publication by Wiltshire Council 26 June 2012. The Green Infrastructure Strategy update, and Topic Paper 11 - Green Infrastructure (both documents published January 2012) should be read alongside the Wiltshire Core Strategy Submission Document.

The aim of the Wiltshire Green Infrastructure Strategy is to provide a long-term vision and strategic framework for the delivery of a planned high quality, multi-functional network of green infrastructure across Wiltshire with the objective of improving existing provision and the creation of a new high quality green infrastructure network across Wiltshire.

The term Green Infrastructure refers to a planned and managed network of natural and working spaces consisting of a range of natural elements including grassland, heathland, hedgerows, woodlands, watercourses, parkland, areas of formalised planting, city farms and allotments. This network of green spaces is valuable for both the preservation and conservation of the natural environment, as well as the leisure and social benefits to the local and visitor population.

It is intended that the Wiltshire Green Infrastructure Strategy will:

- Define the existing green infrastructure network in Wiltshire;
- Set out a vision and objectives for green infrastructure in Wiltshire;
- Identify strategic priorities for maintaining, enhancing and expanding the green infrastructure network;
- Identify priorities for green infrastructure in each community area, particularly where these will enhance the overall strategic network;
- Set out an implementation plan of actions needed for each of the strategic priorities identified.

3.1.6 Conservation Areas

It is acknowledged that Historic England would ideally like all Conservation Areas to have a Conservation Area Appraisal or a Conservation Management Plan. These documents have not been produced by the Local Authority to date, however, this Neighbourhood Plan is committed to supporting the Local Authority in the preparation of such documents in the future. In the meantime, the Corsham Design Guide provides a comprehensive basis for the protection and enhancement of both the natural and the built historic environments.

Government legislation requires that special attention is given to Conservation Areas and their enhancement. The Local Planning Authority will apply special criteria when assessing planning applications in these areas. Planning controls on alterations and development are more restrictive within Conservation Areas and it may be necessary to apply for planning permission for some building works that would normally be considered permitted development. This includes restrictions on:

- The size of some extensions and garden buildings;
- Additions and alterations to roofs, including dormers;
- Cladding the outside of buildings;
- Satellite dishes in prominent positions;
- Most hoardings;
- Illuminated advertisements.

Additional regulations also apply to most trees growing within Conservation Areas. Anyone wanting to fell or prune a tree or carry out other work which could damage a tree must inform the Local Planning Authority at least six weeks in advance.

Village conservation is not about preventing change but ensuring any proposed changes reinforce an areas established character and appearance. Proposals for new buildings, extensions or alterations to existing buildings and changes of use will be considered carefully and expected to meet a high standard of design. The Local Planning Authority will also consider any published Conservation Area appraisals and management proposals for the locality.

For all development within Conservation Areas, advice must be sought from the Local Planning Authority. (reference - <http://www.wiltshire.gov.uk/planning-conservation-areas>).

Any development to listed buildings and structures should be in accordance with planning policy requirements and should not have a detrimental impact on the significance of the building. Any proposal affecting a heritage asset is required to preserve and, where appropriate, enhance their significance and setting in accordance with the Heritage Chapter of the Corsham Neighbourhood Plan.

Within the Corsham Neighbourhood Plan area there are a number of discrete Conservation Areas - Corsham, Pickwick, Gastard, Easton and Neston.

Prior to the preparation of detailed Conservation Area appraisals or management plans for these areas, the existing guidance on management and development within these areas are summarised below.

CORSHAM

Corsham Conservation Area Statement

Adopted on 21 July 1998, this document formed a supplementary planning document, ensuring conservation issues in Corsham were considered as an integral part of the Local Plan. It sets out proposals for the preservation and enhancement of the Corsham Conservation Area.

The document is set out in 4 sections providing:

1. A general introduction to policy and the Conservation Area;
2. An analysis of the major visual features within the Conservation Area;
3. Detailed analysis of the 'Identity Areas', leading to a set of guidance recommendations and priorities for enhancement;
4. Tabulated form of recommendations and enhancement.

Section 4 provides a summary of guidance recommendations and enhancement measures for the 10 Identity Areas within Corsham Conservation Area. Published nearly 20 years ago a number of these recommendations are still relevant today, and have been taken into account in the preparation of this Design Guide.

PICKWICK

Pickwick Conservation Area Description: October 2005 (below)

Pickwick, situated at the western end of the town of Corsham, consists mainly of cottages and the manor, dating chiefly from the 17th Century. No. 51 Bath Road is late Georgian and within its boundaries is a garden house known as the Round House.

Pickwick has developed in a linear fashion along the busy main A4, [Bath Road]. The street picture today presents an open form of mainly 2-storey development linked with dry stone walls, incorporating some large gardens with many attractive mature trees. The fabric is substantially stone with some tiled roofs, but the architecture varies from simple random rubble built Cotswold cottages to the more formal Georgian dwellings in Bath stone.

Pickwick was a staging post on the London coach route, and immortalised by Dickens in his 'Pickwick Papers'. Whilst Pickwick now appears as a western extension of Corsham, it developed as a separate village, and would have been perceived as such until the largely post-war development occurred to link them. Whilst the village may have developed in a linear fashion along the A4, there is a focal group where Middlewick Lane joins the Bath Road. The existing Conservation Area boundary encompasses the central group, the dairy to the east, Middlewick Lane, (essentially Beechfield House and grounds) to the north and No. 51 Bath Road to the west. Beyond this the tendency is for small groups of cottages along with individual houses in large gardens, with stone walls fronting the road.

Pickwick was first designated a Conservation Area in 1973. It included the group of buildings of Special Architectural or Historic Interest to the north and south of the A4 from and including No.51 Bath Road to the west and including the junction of Priory Street to the east. The subsequent boundary changes in September 1992 encompassed most of the previous Pickwick Conservation Area and extended the area to include the grounds of Beechfield House, and the Roman Catholic Church.

GASTARD

Gastard Conservation Area Description: October 2005 (below)

Gastard is a small scattered settlement located about 2 miles south-east of Corsham on the B3353 road to Melksham. The village is on rising ground overlooking the surrounding slightly undulating countryside. It consists of a number of small hamlets that collectively form a small rural village. The settlement is a series of clustered buildings separated by fields and paddocks and with some active farms. There is also an active Bath Stone quarry (Elm Park) just outside the western boundary of the Conservation Area. The minor road that runs through and links these hamlets continues on to Lacock, but carries little traffic due to its narrow and winding nature.

Access to Lacock was altered when the A350 by-pass was constructed breaking the direct link for vehicles with Gastard. This was probably a much more important route for the wool trade until the 19th Century when there were a number of water powered mills in the Lacock area serving the weaving trade in Corsham. At the eastern end of the Conservation Area is a small village green surrounded by buildings but enclosed by a stone wall and with gated entries. The Court House is situated opposite this green, which is presumably the ancient nucleus of the village.

The village has long views between the settlements of the surrounding area to Chippenham and beyond to the north Bowden Hill and Park to the east. Salisbury Plain and Roundway Hill to the south are briefly visible from the road to Lacock. A number of footpaths provide access to the countryside and another minor road leaves the village at the green and leads to Thingley Bridge.

The Conservation Area includes only that part of the village that lies east of the main road between Corsham and Melksham, along with the open fields around Gastard Court Farm. It includes many, but not all of, the older buildings in this area, some of the others on the main road having been surrounded by more recent developments. The village does have a hall at Velle Hill on the main Melksham road and a public house close to the church, but no Post Office or School. The church by the junction with the main road is recent, Grade II listed, built in 1913 in Arts and Craft style.

EASTON

Easton Conservation Area Description: October 2005 (below)

Easton is a small rural hamlet of linear form located to the east of Corsham Park Estate along a minor country road. The hamlet consists of three principal farmhouses together with associated barns, terraced and detached stone built cottages, within open countryside. The settlement comprises 21 listed buildings. Corsham Estate was included in the extended Corsham Conservation Area as it had been given Grade I status in the register of gardens compiled by English Heritage under the National Heritage Act 1983.

Easton is a distinct settlement in its own right remaining largely unaltered, displaying uniformity of traditional stone built and stone slated buildings without any intensive new development. The village street includes 18th Century cottages leading down to the 18th Century Easton Court, although there are also several earlier gabled houses with mullioned windows.

The Easton Conservation Area includes all the traditional buildings in the settlement and the surrounding agricultural land which provides the setting to this village.

Designated 23 May 1989.

NESTON

Conservation Area Description - October 2005 (below)

Neston was so called after the local big house, Neston Park (built shortly after 1790), and includes the hamlets of Corshamside, Lock's Cross, Moor Green, Elley Green, Baker's Corner, Pool Green, Greenhill and others. It became an ecclesiastical parish in the 1860s.

The focus of this group of settlements is at the junction of three lanes leading north, west and east, where the Victorian church of St Philip and St James is located with Neston Primary School to the north. Also at this junction is Pitts Farm, the large barn of which near the lane has been converted for residential use. Monks Lane Chapel is located on the Neston/Gastard border.

From this junction the lanes leading west and east have along them linear development; Neston to the west, Locks Cross to the east. Bakers Corner is a small nucleated group of cottages on a dead-end leading south from Neston. Together, these three small hamlets form a loose-knit collection of distinctly rural character, with fields lying between and around them.

There are listed buildings in each of the hamlets. Neston and Bakers Corner are classified as 'open countryside', with a small area at Locks Cross having a settlement framework.

The Conservation Area was first designated in January 1993. This encompassed the hamlets of Neston, Bakers Corner and Locks Cross, which whilst each has its own distinct grouping and identity, together create an attractive grouping of rural character.

The further boundary review and designation of the 23 January 1996 extended the Conservation Area to include Jaggards Lane.

3.2 Design Principles for Corsham Neighbourhood Plan Area

3.2.1 Good Design

Careful selection of suitable development sites is fundamental to the successful, long-term design of the town layout and key to the evolution of a legible pattern of sustainable development. Reference should be made to the aspects of the Corsham Community Area Framework, which set out to address the issue of previous piecemeal development and aim to establish 'a clear approach to future growth that is sustainable and holistic'.

The following design guidance aims to set out overarching design principles for any new development within the Corsham Neighbourhood Plan Area, be it subject to planning permission or not. It is not meant to be prescriptive and does not necessarily ask for examples of existing architecture or details to be copied. Mainly, it strives to encourage sensitive, high-quality and also inspiring design.

These guidelines identify various characteristics of both the man-made and natural environment, which need to be taken into account, if the intrinsic character of Corsham is to be maintained and enhanced. This will aid the preparation of considered and sustainable designs for new development, which fit comfortably within, and complement, its setting, taking into account both its built environment and landscape context.

In principle, new development should in some way be informed by vernacular architecture, which forms an integral part of what defines the Corsham character. This includes the use of natural building materials from the area, e.g. Cotswold/Bath limestone, as well as vernacular building styles, which encompass elements such as proportions, mass, scales and design features of buildings.

New development does not, however, have to reproduce every vernacular design element: simply copied or matched styles or features applied in a way not consistent with the overall style or in incorrect proportions with the rest of the building can sometimes look 'not quite right' or contrived. On the other hand, a contrast in the style of some features may work well, as long as other elements provide some form of uniformity as a whole. Of course, personal preferences differ as well, and a style may be liked and considered suitable by some but not by others.

The extent by which the application of vernacular elements is important or even appropriate depends very much on the visual connections a new development has with its surroundings, i.e. how visible it will be within the context of other development and/or in the landscape. As such, it can be argued that where a development is secluded without many visual connections to neighbouring historic settlement or countryside, the vernacular is less important. Equally, a new development in a post-war housing estate may to some degree have to correlate with the existing built form.

It is acknowledged that not all the guidelines will be applicable to all development proposals. The following design principles should, however, be assessed and considered for all new development, private and commercial, be it an extension, refurbishment or new-build, as they take into consideration existing policy and guidance as well as the overall character of Corsham.

For projects subject to the standard planning procedures, developers have to submit a detailed Design and Access Statement, which will have to demonstrate clearly how any proposed development will make a positive contribution towards the distinctive character of Corsham, whilst respecting, complementing and enhancing the existing character, form and qualities of the town. For large scale/prominent buildings proposed within the area, comments should also be sought at an early stage from an approved design review body, such as the Design Council (formerly CABE) or similar.

For wider guidance on the principles of good urban design see the National Archives website <http://nationalarchives.gov.uk> for:

- *Urban Design Compendium* (published 2000, third edition updated 2013) prepared for the Homes and Communities Agency (formerly English Partnerships);
- *By Design: Urban design in the planning system towards better practice* (Published 2000);
- *Creating Successful Masterplans*: CABE (Published and 2004, reprinted 2008);
- *Design Coding: Testing its use in England*: CABE 2005;
- *Places, Streets and Movement, A companion guide to design* Bulletin 32.

DETR. (Published September 1998);

- *Home Zone Design Guideline*. IHIE. (Published June 2002);
- *The new Planning Practice Guidance*, Launched March 2014 (replacing *By Design: Better places to live by Design: A companion Guide to PPG3*. Sept 2001);
- *The Value of Urban Design*, CABE (now Design Council, commissioned 2001).

Examples of good design:

New-build in Gastard true to vernacular styles; Wadswick Green; Sensitive signage; Corsham Campus



Examples of good design:

Integrating existing trees, well-landscaped exterior, trees in front garden, staddle stones as bollards; Park Lane with planting, sensitive signage



3.2.2 General Design Principles

The guidance has been divided into the topics below:

Natural features (topography, micro-climate, water, vegetation)

1. Retain existing/level topography within new development areas, where possible;
2. Protect all hydrological features (springs, drains, streams rivers, etc.) and ensure they are appropriately managed to mitigate flooding; make sure all hydrological features are retained with an appropriate buffer zone;
3. Retain Rural Green Buffer areas as identified in Corsham Neighbourhood Plan;
4. Retain green wedge between Corsham and Rudloe/West Corsham to preserve the rural setting - see The Corsham Community Area Framework;
5. Retain green buffer around small settlements to retain their integrity and prevent coalescence;
6. Retain habitat/features of value for wildlife wherever possible;
7. Retain all ecologically-valuable grassland habitat;
8. Retain existing (mature) trees/street trees and areas of woodland, especially mature specimens, along roads, in countryside and within built-up areas; replace any dead/dying mature trees with new trees of similar species;
9. Should development take place in greenfield sites, retain and enhance existing hedgerows and integrate development into existing field patterns, in order to retain connectivity of existing vegetation;
10. Retain and integrate existing trees, especially mature specimens, within areas to be developed; where existing trees/vegetation/habitat is present within a development site, adequate assessments of the impacts of the development should be carried out prior to determination of planning permission. Appropriate tree/root protection measures should be applied and monitored. Any development which is likely to have a detrimental impact on important trees within Corsham and surrounding countryside, should be resisted;
11. All new developments should be accompanied by a high-quality landscape scheme, retaining as many of the existing landscape features as possible in order to integrate the scheme into the surrounding area. Include tree and other planting within new developments to provide structure, amenity value

and biodiversity interest; allow sufficient space for new tree planting within the public realm; for large developments, such as new housing estates, consider producing cohesive planting designs with a selected species palette for trees and other planting to give the area structure and identity, some existing housing estates would benefit from this approach;

12. Create new wildlife-friendly habitats as part of the development proposals;
13. Select suitable species as street trees;
14. Retain all existing traditional dry stone walls.

Views (external and internal)

1. The visual impact of any new development on the countryside, and on views from the countryside, must be enhanced;
2. The visibility of any new development must be appropriate to its location and setting;
3. The visibility of any new development must be considered from both within Corsham town and from surrounding countryside views;
4. Retain and protect views of key landmarks, vistas and existing key views;
5. New development on the edge of countryside, must maintain a visual connection, providing vistas and views into the surrounding landscape, while also considering views to the development and using (screen) planting to integrate any new development into surrounding countryside.

Addressing existing detracting features

1. Where possible, existing detracting features should be removed or made more attractive;
2. Where existing detractors cannot be removed, aim to screen/filter views to these features, where possible. This can be achieved by providing screening measures nearer the actual feature and/or by strategic screening for longer distance views informed by specialist studies, for example to mitigate views of large pylons, overhead cables etc;
3. There must be sufficient refuse/recycling facilities, car and cycle parking for any new development so that the streets are not dominated by refuse and vehicles.

Development/road pattern

Building density/openness

1. Proposals should be appropriate to site characteristics, biodiversity and environment. Site location should use the proximity principle in terms of accessibility to services and facilities;
2. The building density of proposed residential areas should respect its context and setting within the town and surroundings;
3. All new development should be of an appropriate scale and reflect the existing settlement pattern;
4. Where possible, a range of land uses and densities should be encouraged within a development to promote diversity and viability. Lower density housing may be appropriate eg when forming fringe development adjacent to open countryside;
5. Any proposed development within the rural-urban fringe will be designed to create a sensitive transition from the town to the surrounding countryside;
6. Infill development should only be considered where the loss of footprint/ space is not detrimental to the area;
7. Infill development should respect the character of the local area;
8. Building density and layout of any new development should allow for appropriate provision of public open space, sports and play facilities. Allow enough space for road verges and street trees, as appropriate;
9. Use of space within public realm areas to be efficient, both above and below ground, e.g. by locating underground services below roads/pavement rather than within the grassy verge, to allow for viable tree planting;
10. Protection and enhancement of the green buffers between settlement areas in terms of amenity, character and ecology. Including the promotion of pedestrian and cycle links, in particular to the route of the proposed Corsham Link.

Buildings in relation to the road

1. In principle, favour development layouts where buildings are orientated parallel or at right angles to the road, however, this should be informed by the local/surrounding built form;
2. Where a historic building line has already been established, any new

development should follow this line;

3. Use continuous frontages in general, by adhering to a common building line;
4. Buildings to be outward looking, creating active street frontages.

Road pattern

1. Road patterns should be designed to reflect the existing road structure. For new housing developments this is assumed to be largely linear/rectangular;
2. Groups of houses should where possible be arranged in a manner appropriate to the locality, to give the appearance of natural growth;
3. Consideration must be given to incorporating shared surfaces within new residential developments.

Parking

1. Developments should to be designed to allow for car parking on properties (driveways/attached garages/car ports and under-crofts) to discourage on-street parking;
2. Alternative solutions to also be considered, such as integrated road designs incorporating designated parking strips along the road interspersed with street trees, or additional, well designed designated car parking in small groups that are not over-dominant and that fit in with the character of the proposed development;
3. Increase provision for alternative forms of transport to reduce to need for car usage within the town;
4. Improve provision of town centre car parks.

Buildings and building details

General

1. An objective of the Neighbourhood Plan is to ensure the fringes and future developments within Corsham reflect the vernacular architecture of the area and are sympathetic with the local heritage;
2. All new development will be of high quality - materials, design, detailing and workmanship;
3. Building style must be appropriate to the context;
4. Design of new buildings should draw from Corsham Design Guide to ensure a natural harmony with the existing buildings in Corsham;

5. A consistent style and palette of material should be maintained throughout new approved developments;
6. Ensure sympathetic design of residential units, which complement and enhance the historic character of Corsham, with reference to scale, style attention to detail and materials. Combinations of too many details within new building designs should be avoided, including the inappropriate use of pastiche;
7. Contemporary designs should take reference from aspects of the local, traditional building styles and be sympathetic to their context;
8. Natural surveillance of public areas/parks and streets from properties within new developments, should be encouraged by the positioning of habitable rooms overlooking the public spaces;
9. Provide a variety of house types and sizes appropriate to the setting and character of the local area;
10. The involvement of the community in the preparation of new development design proposals, should be encouraged.

Existing historic buildings and features

1. Protect heritage, cultural and associated natural features;
2. Retain traditional detailing, façades and shop frontages within the historic areas/Conservation Areas. All alterations and repairs to be carried out using traditional materials and workmanship.

Building mass and height

1. Building height should take reference from existing buildings found in the local character area; any development should not exceed the scale, height and mass of adjacent, existing buildings unless proposed as a 'key' building;
2. A building height of more than 3-storeys should be avoided within the whole Neighbourhood Plan Area;
3. Where appropriate a carefully selected palette of varying building sizes, heights and styles to be used together mimicking the style of Corsham High Street;
4. Where possible the overall height should be respectful of the existing, local and adjacent buildings;
5. Building footprint and mass to be guided by existing vernacular architecture

of the wider Corsham area, for example avoidance of large footprint commercial sheds/buildings.

Materials

1. Use of materials should be considered carefully for each development, and take reference from both the local Corsham vernacular, and the immediate context of the development;
2. Regard should be given to vernacular materials so as to both reduce transport costs and contribute to local identity. The local material within Corsham is predominantly Cotswold limestone, in the form of:
 - rubble stone for informal/residential buildings/structures
 - dressed stone quoins - for degree of formality
 - ashlar/dressed stone for formal buildings
 - stone roof tiles
3. Use of white/cream render is prevalent within the general character of Corsham;
4. The use of reconstituted stone materials should be avoided within the Conservation Areas;
5. In development areas outside the Conservation Areas, the use of contemporary, locally sourced, natural materials may be appropriate;
6. Other building and cladding materials, such as timber, may be considered, if sustainable and high quality design principles are followed and the proposals respect their surroundings.

Roofs

1. The roof design, shape, pitch, eaves, form and materials of all development should be appropriate to its location and visibility within Corsham, as well as its contribution to the roofscape of the surrounding areas;
2. The roof design, shape, pitch, form and materials of roofs within the Conservation Areas should reflect those of similar, nearby properties;
3. Principally favour dark coloured (brown or grey) roof tiles/slates and roofs with a pitch of 45 to 60 degrees to match vernacular style of the wider area; other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes

consideration of minimising light reflection from roofs.

Windows and doors

1. All new buildings should relate positively to the street, with the provision of an appropriate frontage/access;
2. Casement windows to be predominantly used for housing, with sash windows on the larger detached and semi-detached buildings. Avoid top/bottom hinged opening and sliding window styles;
3. Stone and timber bay windows used to pick up heritage details;
4. In general, a variety of window and door styles can be applied, providing that sustainable and high quality design principles are followed and the design proposals fit well within their surroundings. There should be a consideration of minimising light reflection from large windows and doors;
5. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Other specific building features

1. Principally, design leads should be taken from vernacular styles of the wider area; other styles can, however, also be considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place;
2. Ensure historic assets/buildings/monuments are well maintained i.e. remove unsightly wires, etc. on frontages to buildings on High Street;
3. A private outdoor garden amenity space or a shared amenity area must be provided for all new dwellings.

Streetscape

Generally

1. The style and location of public realm has a significant impact on the character and setting of buildings, and the distinctiveness of a space. Materials should be high quality, durable, easy to maintain, and reflect the character of the Corsham area;
2. Maintain a high-quality experience through the good design, regulation and maintenance of public spaces to help the local economy thrive by influencing footfall, improving green infrastructure and street furniture;

3. It is important that all of the Character Areas within Corsham retain their individuality, however, it is also essential that they all relate to each other in order to build on the unity, character and distinctiveness of Corsham as a whole;
4. Existing, historic hard landscaping (paving, gratings, etc.) to be protected, retained and sensitively repaired as necessary. For example ensure high quality, consistent and sympathetic stone paving within the High Street;
5. Ensure all street furniture is carefully sited, to reduce clutter, maximise practical benefit, and remove conflict with vehicles;
6. All existing street trees to be protected; replace existing dead/dying trees with similar species where possible;
7. Introduce street trees to enhance existing areas where appropriate. Consider species selection for individual areas;
8. Include provision for street trees within all new development areas;
9. The conversion/provision of front gardens to accommodate parking, should be avoided;
10. The inclusion of a high quality, coordinated programme of Public Art across Corsham should be considered within existing and new development areas. The inclusion of Public Art should be considered for all new developments at the initial design phase;
11. Ensure sufficient storage areas/regular collections for unsightly refuse detracting from the appearance. Of particular relevance to the High Street, etc;
12. Standard of workmanship for fixings for street furniture to be high, holes for fitting street furniture to be neatly core drilled where possible. Mortar to be colour matched to surrounding material;
13. Retain and enhance access to surrounding countryside from the streetscape of proposed developments.

Street furniture (seating, signage, boundaries, etc.)

1. The overall character of public realm/street furniture (street furniture, signage, lighting etc.) within Corsham should be simple, attractive, robust and easy to maintain;
2. Consider retaining historic/heritage street furniture. If replication/repair of historic designs are required, ensure that they are accurate;

3. It is important that a limited selection of items and styles should be used across the town, in order to reduce unnecessary visual clutter and to establish/define a town-wide character to the outdoor spaces;
4. Introduction of improved, high quality street lighting. Levels of lighting to be appropriate to the location in order to provide safe pedestrian areas, whilst minimising light pollution avoiding a detrimental impact on the local bat population;
5. Improve signage. Provide consistent style across Corsham, and improve visibility, eg. to the Garden of Remembrance;
6. Remove any unnecessary signage, and reduce the dominance of 'over-large unattractive street signage' where possible, whilst remaining fit for purpose;
7. Keep signage to required minimum to avoid cluttering and combine with other streetscape features where appropriate, such as lighting columns;
8. Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

1. All new property boundaries should make close reference to the traditional treatment of similar local boundaries (height, building materials, planting species and style). They should be high quality, durable and easy to maintain;
2. Drystone walling should be introduced where appropriate, and existing drystone walling should be repaired/maintained as necessary;
3. Reinststate iron railings where they were removed during the war;
4. Encourage hedges as property boundaries either standalone, or in combination with walls;
5. Timber rail fencing and black or white painted metal railings may also be acceptable.

Surface materials

1. Surface materials and treatments must be fit for purpose and able to withstand loadings imposed on them to prevent costly repair and replacement;
2. Materials must provide safe and attractive routes around the town whilst also complementing the setting of the historic buildings and town centre;

3. Encourage the use of simple and consistent materials/paving throughout Corsham to improve its legibility;
4. Natural stone products to be used where possible;
5. Consider using alternatives to tarmac such as gravel/self-binding gravel/hoggin and blocks for driveways and secondary access roads, especially in more rural areas;
6. Provide public open space as per local planning guidance and policies;
7. Consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies and shared surfaces.

Lighting

1. Wherever human habitation spreads, so does artificial lighting. This increase in lighting has been shown to have an adverse effect on our native wildlife, particularly on those species that have evolved to be active during the hours of darkness. The detrimental effect of artificial lighting is most clearly seen in bats. Our resident bat species have all suffered dramatic reductions in their numbers in the past century. Light falling on a bat roost exit point, regardless of species, will at least delay bats from emerging; and at worst, the bats may feel compelled to abandon the roost. Bats are faithful to their roosts over many years and disturbance of this sort can have a significant effect on the future of the colony;
2. In addition to causing disturbance to bats at the roost, artificial lighting can also affect the feeding behaviour of bats and their use of commuting routes. Lighting can be particularly harmful if it illuminates important foraging habitats such as river corridors, woodland edges and hedgerows used by many bat species as it will cause them to avoid these areas, thus affecting their ability to feed and ultimately the viability of the local populations;
3. The dark conditions associated with much of the Neighbourhood Plan Area are therefore critical to the functionality of the landscape for the bat populations associated with the Bath and Bradford on Avon Bats SAC. All three species for which the SAC is designated require dark conditions for roosting, foraging and commuting between roosts and foraging areas;
4. New lighting must therefore avoid impacts to bat populations and the precautionary principle will apply where it is not certain whether lighting will affect the populations associated with the SAC. More detailed guidance on lighting is provided in the Corsham Batscape Strategy.

Open Space

1. Protect, enhance and manage all existing green spaces, to encourage the appropriate use for the public, including interaction with nature;
2. Retain and enhance linkages between existing open spaces, from new open spaces into the existing open space network, as well as access to the surrounding countryside;
3. For new housing developments, allow for appropriate provision of public open space, including road verges, parks, greens, sports and play facilities;
4. All new public open spaces to be designed to allow for natural surveillance from nearby properties.

Uses and Activities

1. Amenity spaces - All new development to provide/create appropriate public space/environment for people and activities;
2. Where existing development is added to, uses and activities should be largely informed by those present.

Access and Movement

General

1. Consider any future development proposals - respecting connections and retaining physical access is a vital part of the character of the town;
2. Consider pedestrian and cycle routes, linking to proposed railway station;
3. Consider the provision of a transport hub within the centre.

Vehicular

1. Improve parking facilities;
2. Reduce on-street parking within residential areas;
3. Reduce congestion within Corsham town centre;
4. Introduce traffic calming measures where appropriate, i.e. within the town centre to reduce congestion;
5. Minimise the need for roads wider than two lanes. Avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings) or dual carriageways, subject to road safety and strategic highways planning.

Pedestrians and cyclists

1. Provide a comprehensive network of road crossing points throughout Corsham to provide pedestrian access to all main residential, commercial areas and potential destinations such as new housing, town centre and schools;
2. Improve the cycle network within the area, with an aim to link all key residential, retail and employment areas via a sustainable transport network;
3. Where dedicated cycle lanes are required, ensure they are fit for purpose, continuous and of a reasonable length;
4. Improve pavements, footpaths and cycle routes in regards to their surfacing, signage and sensitive lighting, where appropriate;
5. Improve visibility and signage to all cycle routes;
6. Introduce a network of cycle parking facilities through the area, in key locations, and within easy reach of the cycle network and proposed Corsham Link;
7. Extend pedestrianised areas associated with the High Street/historic core area and Martingate Shopping Centre;
8. Consider a range of traffic calming measures to reduce the dominance of vehicles within the town.

Town Gateways

1. Celebrate the gateways to Corsham through the provision of appropriate gateway markers, signage and planting, to signify a sense of arrival. Provide clear, physical waymarking to encourage visitors to leave the main transport routes, to explore Corsham and its attractions.

Access for all

1. The design of all new developments should take into account the needs of people with disabilities;
2. Ensure all public footpaths, cycle-routes and public open spaces are suitable for disabled residents and visitors, with street furniture carefully designed and sited to be easily detected by the visually impaired;
3. Ensure a comprehensive system of formal road crossing points linking the main pedestrian routes and areas, with dropped kerbs, tactile paving, audible signals, guard rails etc.

Safe Design

1. Ensure natural surveillance of all parks, play areas and public open spaces to ensure visibility/deter vandalism;
2. Ensure adequate pavement provision and crossing points along highways linking residential areas;
3. Consider mixed developments - mixed uses within an area can be beneficial in terms of crime prevention. A combination of commercial/residential properties will have a higher likelihood of occupation/natural surveillance.

Sustainability

Sustainable design

1. The design of new development and the use of materials must reflect the increasing importance of the principles of sustainable development;
2. The use of scarce materials and fossil fuels should be minimised in the design, construction and maintenance of new development;
3. All new development should be designed to react to the climate, through siting, orientation and form with the aim of benefiting users and reducing their overall energy costs;
4. Land use proposals for new developments should be appropriate to the site characteristics, biodiversity and local environment;
5. Site assets (character, vegetation, topography, built heritage and watercourses) should be retained and enhanced where possible;
6. Sustainable design assessment and monitoring tools should encourage a holistic sustainable design of the development and ensure its implementation. Examples of tools include: BREEAM Communities, building type specific BREEAM, Code for Sustainable Homes and the AECB CarbonLite Programme;
7. Sustainable water/drainage systems should be considered where possible;
8. Choice of construction technology should aid to reducing the energy dependence over a development's lifetime;
9. Where refurbishment of existing buildings is required, promote the use of energy saving materials and techniques;
10. Ensure accessibility to existing services and facilities, and to the sustainable transport links where possible, public transport points, footpaths and cycle

routes including the proposed Corsham Link;

11. Where appropriate, energy efficient external lighting should be used in both the building and public realm design;
12. All new developments should provide sufficient outdoor/amenity space for residents;
13. Where possible street furniture and materials should be locally sourced, and any timber used should be from sustainably managed sources. The use of reclaimed or recycled materials should be considered.

Renewable energy and saving resources (water, energy, materials, etc.)

1. Encourage the sympathetic installation of solar tiles, shingles and slates on new builds, and existing residential properties where appropriate;
2. Use of scarce resources including building materials, fossil fuels and water should be minimised;
3. Encourage the use of grey water systems.

Green Infrastructure and Batscape

1. Protect and enhance local parks and greenspaces;
2. Create green corridors between key greenspaces to enhance sustainable transport links, ecology and landscape improvements.

Drainage/SuDS

1. Environmentally friendly water drainage systems should be promoted where appropriate;
2. Implement SuDS schemes within new development where appropriate;
3. Ensure appropriate and sensitive design to retain all hydrological features (springs, drains, streams rivers etc), within future development;
4. Ensure all hydrological features are managed to mitigate flooding;
5. Ensure satisfactory highway drainage.

Batscape

1. The Bath and Bradford on Avon Special Area of Conservation (SAC) is of known international importance for the bat roosts it supports and as a result, is subject to stringent legal protection under the 2010 *Habitats Regulations*. However, habitat features in the surrounding landscape used by the bats

are susceptible to loss and damage, particularly as the available bat data is sparse with significant gaps. This means that the impacts of incremental development have the potential to result in significant impacts on the bat populations, and therefore the SAC, through cumulative loss of habitat; and degradation of habitat through increased light levels. There is potential for significant cumulative impacts to arise even where individual developments would have de-minimis impacts on the SAC when assessed in isolation;

2. This situation highlights the importance of taking a strategic approach to preserving and enhancing both the built and natural heritage features within the town and its surrounding landscape. All future development should aim for the preservation and enhancement of suitable landscape permeability and connective habitats within the Corsham area in order to ensure conservation of the SAC's bat populations in the long-term;
3. A Batscape map, produced as part of the Batscape Strategy, models the landscape features likely to be of importance for the Bechstein's, greater horseshoe and lesser horseshoe bat populations associated with the SAC. Guidance is provided in the Batscape Strategy on how to use and apply the Batscapes mapping to prospective development proposals. The intention is that this document and the corresponding mapping outputs will be periodically reviewed to ensure that it remains relevant to the present landscape;
4. Refer to the Batscape Strategy for some generic guidelines on mitigating some of the impacts of development on foraging and commuting bats. The guidelines cover the basic standards that will be required in respect of lighting for known or newly created bat habitats; and also for buffer zones associated with flightlines. This generic guidance does not preclude the need for detailed and bespoke surveys and mitigation but rather provides some minimum benchmarks that must be met;
5. Whilst the Batscape research of habitat features has been completed with a focus on Bechstein's, greater horseshoe and lesser horseshoe bats, the habitats that have suitability for commuting and foraging for these species are very likely to be of importance for the majority of bat species present in any given area;
6. Assessing the likelihood or suitability of buildings and trees to support roosts of Bechstein's, greater and lesser horseshoe bats is beyond the scope of this document. Likewise recommendations for the enhancement of character areas does not include for the provision of additional roosts as the success of additional roosts is dependent on a large number of variables and must be considered in detail at site level. However, where there are significant, high quality foraging habitats with a good network of connective habitats within the vicinity of suitable structures, the likelihood that a bat roost may be present is significantly increased;
7. At a national level, habitat loss and the reduction in the availability of suitable roost sites for these species is major a contributing factor to their decline and therefore any increase in the provision of suitable roost sites for these species should be considered to be of significant benefit to the population.

3.3 Design Guidance Specific to Character Areas

In addition to the overarching design principles outlined in Section 3.2, each of the individual Corsham Character Areas are now covered in detail below.

For each Character Area, the key characteristics have been summarised, followed by any specific design guidance. The design guidance for each Character Area is intended to be used as a tool to guide any future development, and should be considered for all refurbishments, extensions and new development within each area.

It takes the form of a brief description, identifying distinctive features, main issues and a concise palette indicating appropriate guidance on the quality of the environment, land-uses, treatment of Conservation Areas and designations, architectural form/building design, sustainability, materials, street design and layout, movement and transport, landscape (soft and hard), public realm etc. This will aim to highlight the importance of high quality and appropriate design for future development within each character area, in order to maintain the distinctive character of Corsham and its heritage.

This Design Guidance is based on the Corsham Character Assessment data collected by volunteers and provided by Corsham Town Council. As such the content of the base reports and the accuracy of this data has been taken at face value.

As the initial assessment work was carried out by a number of local volunteers, there was considerable scope for variation in personal style, content and subjective views. Therefore, there is some discrepancy in the level of information provided between the different character areas. Despite any variation in detail, the data gathering and assessment carried out by local residents does add an invaluable degree of local knowledge to the project, and this is key to a detailed understanding of the character of each area assessed.

Where feasible, details have subsequently been supplemented to the baseline data, following additional site visits carried out during the production of this document.

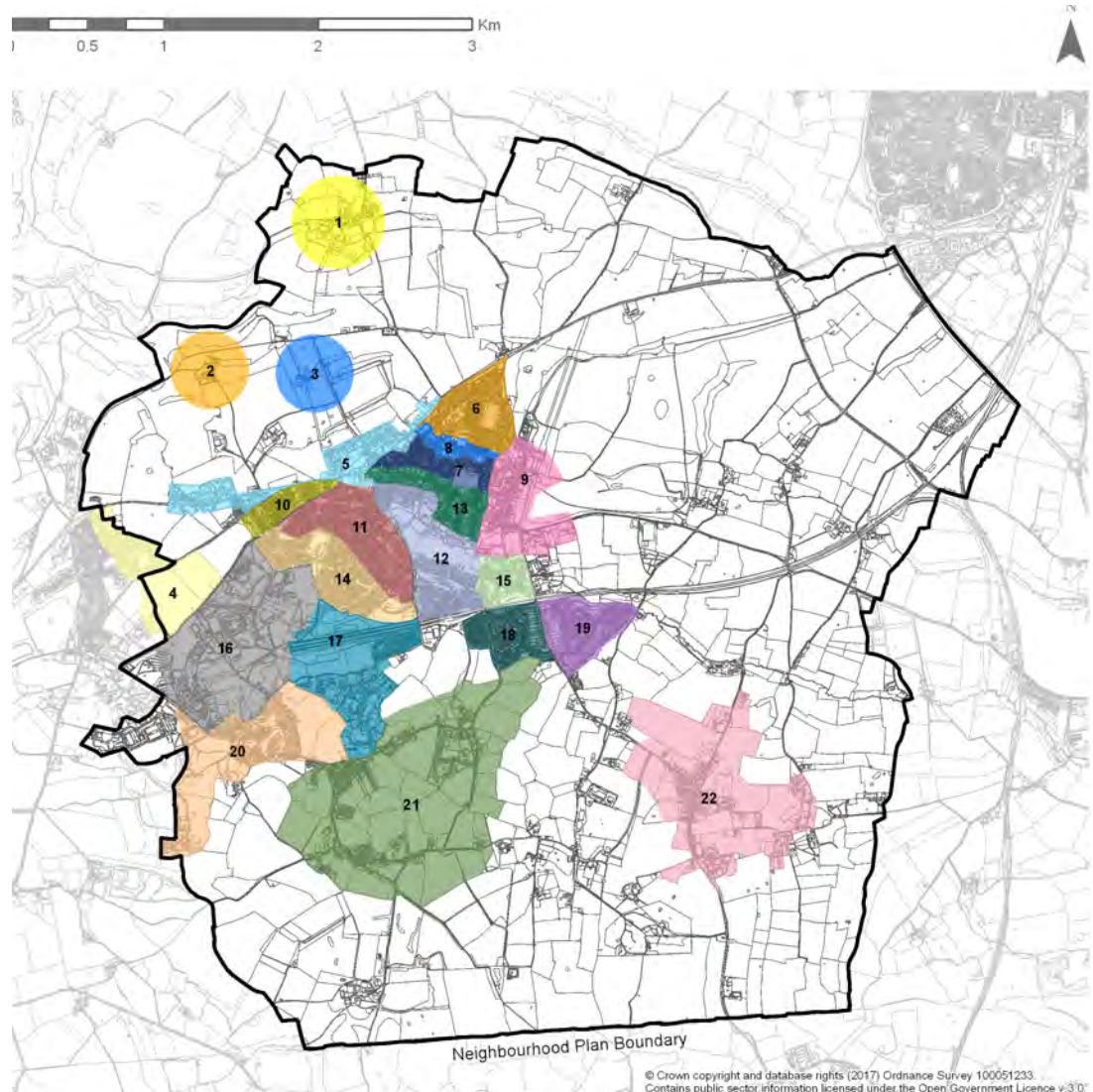
The description and methodology of the Corsham Character Assessment process, as provided by Corsham Town Council, is set out below:

- The assessment of the Character Areas was carried out as part of a collaborative approach between Corsham Town Council, members of the Steering Group and local volunteers;
- A qualified planning officer, also a member of the Steering Group, devised the methodology of the Character Area Assessments. This was then agreed by Corsham Town Council and the Steering Group;
- The boundary of each Character Area was selected based on extensive local knowledge and experience, and a comprehensive survey form was then devised in order to capture data about each area;
- Volunteers were then recruited to carry out the assessments. Town Councillors were approached in the first instance, along with members of the Steering Group and other interested people from the community;
- These volunteers became the Leaders, who were then each asked to recruit a small team (2 or 3 others) to help carry out the surveys. The Leaders then received several hours of training led by the planning officer before being sent out to survey their areas. They were armed with a map of their area and the survey form, and asked to take photographs to support and record their work;
- The assessments were carried out during 2016. During this survey work the boundaries were checked and amended where necessary;
- The information was then returned to the office, checked and collated.

Overview map of character areas from the Corsham Character Assessment 2016

- Area 1: Hartham Park
- Area 2: Pickwick Lodge
- Area 3: Middlewick
- Area 4: Rudloe
- Area 5: Copenacre and Pickwick
- Area 6: Kings and Queens
- Area 7: Dickens and Arnolds
- Area 8: Priors Street
- Area 9: High Street
- Area 10: Bradford Road
- Area 11: Valley Estate
- Area 12: Corsham School
- Area 13: Pickwick Road
- Area 14: Katherine Park
- Area 15: Station and Stokes
- Area 16: MOD Corsham
- Area 17: Pockeridge and Leafield
- Area 18: Lypiatt
- Area 19: Broadmead and Brook Drive
- Area 20: Westwells and Wadswick Green
- Area 21: Neston
- Area 22: Gastard

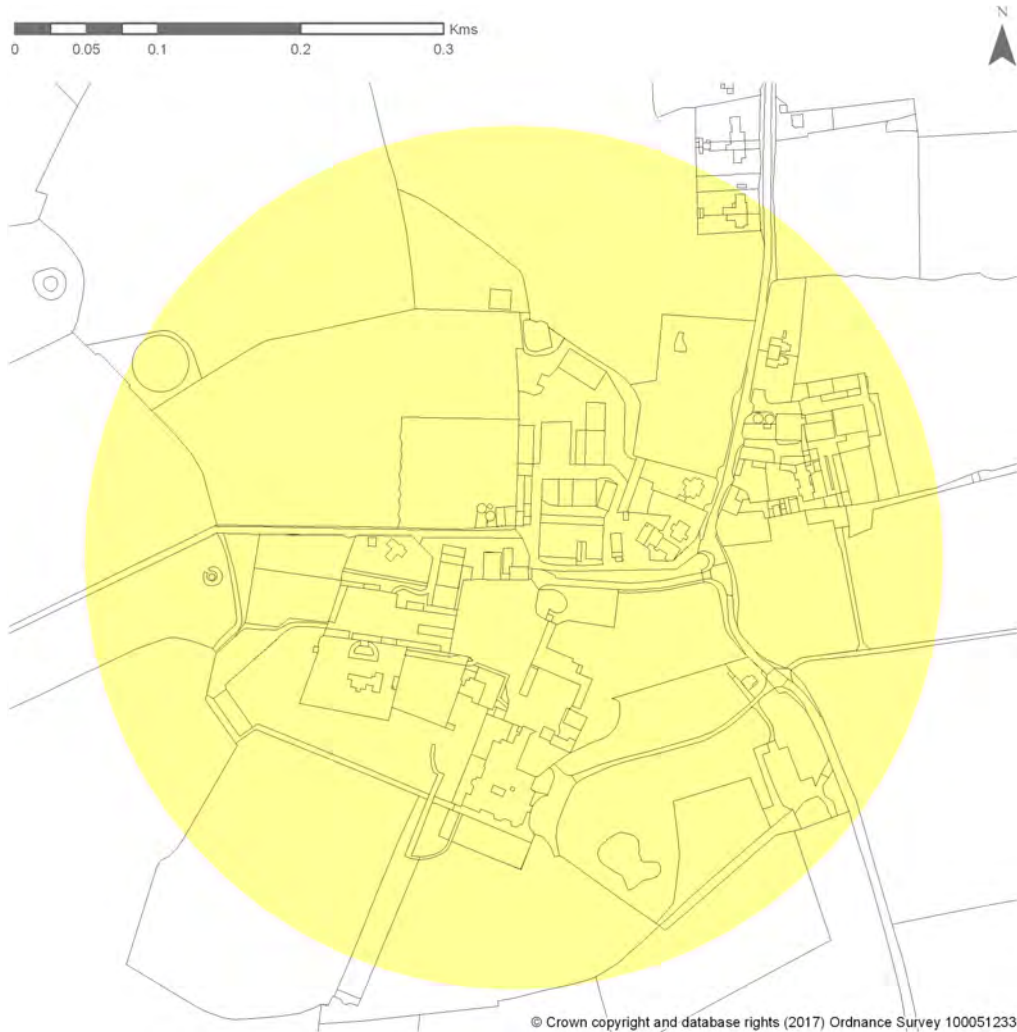
Figure 7: Character area map



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3.3.1 Character Area 1 - Hartham Park



This character area encompasses the estate of Hartham Park to the north of Corsham and associated dwellings. Hartham Park itself is a Georgian manor house, which has been converted into a business estate harbouring a number of small businesses. Planning permission was also granted in 2014 for the redevelopment of the land and buildings to create an Institute of Education. The character area also includes a number of historic buildings surrounding the estate.

The character area lies just within the Cotswolds Area of Outstanding Natural Beauty (AONB). It contains a number of listed buildings, including the Grade II listed manor house and associated Grade II* listed sticke tennis court.



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Character area itself mostly flat, but surrounded by undulating topography;
- Moderately sheltered area with high stone walls and hedges;
- Some ponds present on private ground; occasional problems with flooding just before the entrance to Hartham Park house approaching from Pickwick;
- Hartham Park Estate with park landscape, some street trees, relatively large gardens, hedges on property boundaries; the village is surrounded by open countryside, mostly pasture.

Views (external and internal)

- Views to Hartham Park estate and along Hartham Lane;
- Extensive views to surrounding countryside.

Development/road pattern

- The village is mainly set along a single road, Hartham Lane;
- Hartham Park, set within a park landscape, has a very open character;
- The village has an open development structure with detached dwellings surrounded by large gardens, set back from the road by at least three metres, often more; buildings are mainly orientated parallel to the road;
- Car parking on driveways.

Detracting features

- Overhead cables.

Buildings and building details

- The majority of buildings visible from the lane are historic (17th and 18th century), some of them listed, including Hartham Park; there are also a number of modern farm sheds/barns, however, these are not easily visible from public viewpoints;
- Mainly 2 to 2 ½-storey dwellings;
- Buildings predominantly constructed of local limestone, mainly rubble, but also some dressed stone/ashlar;
- Predominantly stone roof tiles, but also some slate; gable roofs with angles of 45 to 60 degrees; roofs mostly aligned parallel to the road;

Hartham Park main entrance, countryside views, Hartham Lane at Hartham Farm and north of village (from top to bottom)



- Many of the buildings have dormers; carved white wooden barge boards and/or finials; small carved stone details on two houses within the village.

Streetscape

- Distinct red letter box recessed in stone wall;
- Staddle stones along the lane;
- Timber post and rope kneerail at main Hartham Park entrance;
- Sensitive design of signage to Hartham Park;
- Distinct historic entrance gate to Hartham Park;
- House name carving embedded in stone wall;
- Property boundaries formed by drystone walls and occasionally hedges.

Open Space

- Park landscape around Hartham Park;
- Wide grass verges within village;
- Open countryside around village with Public Right of Way access to north.

Uses and Activities

- Business uses at Hartham Park;
- Residential in the village with a working farm;
- Quiet and rural character.

Access and Movement

- Hartham Lane is a relatively narrow, two-way lane leading through the village from Pickwick to Biddestone. Can be busy at peak times;
- There are no pavements or cycle paths, but the lane is used by cyclists;
- There is no direct pedestrian link to Corsham other than using the road.

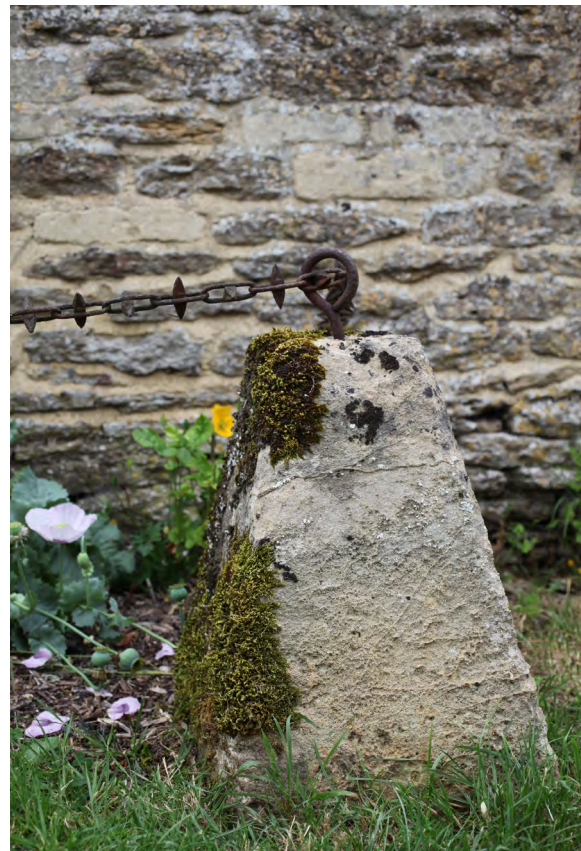
Assets

- Area lies within Cotswolds Area of Outstanding Natural Beauty (AONB);
- Listed buildings and features, including Hartham Park, entrance gate and other buildings within the village;
- Other historic, non-listed, buildings and features, including stone carvings and post box;
- Landscape setting.

Green Infrastructure and Batscape

- Areas of deciduous woodland to the west and north of Hartham Park. The parkland to the south of Hartham Park is also likely to be important for foraging greater and lesser horseshoe bats;
- The hedgerows linking Hartham Lane to the two copses of trees to the east comprise part of the strategic flyway running west to east across this character area;
- The hedgerows on both sides of Hartham Lane are also likely to be important connective habitats for bats.

Distinctive features



SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees, especially mature specimens, along roads and parkland landscape. Replace any dead/dying trees with similar species;
- Address flooding issue at Hartham Park house entrance;
- Retain existing vegetation throughout the character area, where possible, and supplement where appropriate with new native planting.

Views (external and internal)

- Retain existing views to Hartham Park and of open countryside;
- Any development along Hartham Lane has to be in keeping with existing character to retain the quality of the view along the road;
- Use (screen) planting to integrate any new development into the surrounding landscape.

Addressing existing detracting features

- Coordinated design of overhead cables to minimise clutter.

Development/road pattern

- The character of the village would only be able to absorb small-scale development.

Building density/openness

- Building density of any development should reflect what is present, retaining an open structure of individual dwellings set within gardens. Short lengths of terraced housing along the road would also be in keeping.

Buildings in relation to the road

- Any new development should be parallel or at a right angle to the road and set back from the road by at least 3m.

Road pattern

- New development should be located along Hartham Lane or in small development pockets along the lane.

Parking

- Developments to be designed to allow for parking on properties (driveways/ attached garages/car ports) to discourage need for on-street parking.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including barge boards and stone carvings, as well as stone carvings and post box in the wall.

Building mass and height

- New development to be no higher than 2 to 2½-storeys, predominantly detached, but short lengths of terraced housing along the road would also be in keeping;
- Avoid semi-detached houses and bungalows.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream render would also be in keeping with the character.

Roofs

- Favour stone or similar coloured concrete tiles as roofing material matching the existing; Favour gabled roofs pitched at 45 to 60 degrees to match existing

Windows and doors

- Favour casement windows with white window frames. Use of bay windows would be in keeping;
- Favour window designs of similar proportions to existing, avoiding panoramic windows;

- Stone porches would be in keeping; care would have to be taken that the design does not look contrived and/or out of place.

Other specific building features

- For new housing, consider designs picking up specific building features such as small stone carved details, but care would have to be taken to ensure that the design does not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum; designs to be sensitive to rural character;
- If railings/bollards are required, consider using timber post and rope as well as staddle stones on grass verges to match existing.

Property boundaries

- Encourage dry stone walls and/or hedges as property boundaries.

Surface materials

- Consider using alternatives to tarmac such as gravel/self-binding gravel/hoggin for driveways and secondary access roads.

Open Space

- Retain park landscape around Hartham Park and village grass verges.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. residential and small business.
- Educational and related uses

Access and Movement

Vehicular

- Retain narrow, two-way country lane character of Hartham Lane, encouraging simple traffic management (e.g. no roundabouts or doubling of lanes at turn-offs) and minimising the need for widening of road surfacing and white road markings for any new development, subject to

road safety.

Pedestrians and cyclists

- Encourage safe pedestrian/cycle link to Corsham, either by means of a pavement or footpath/cyclepath links.

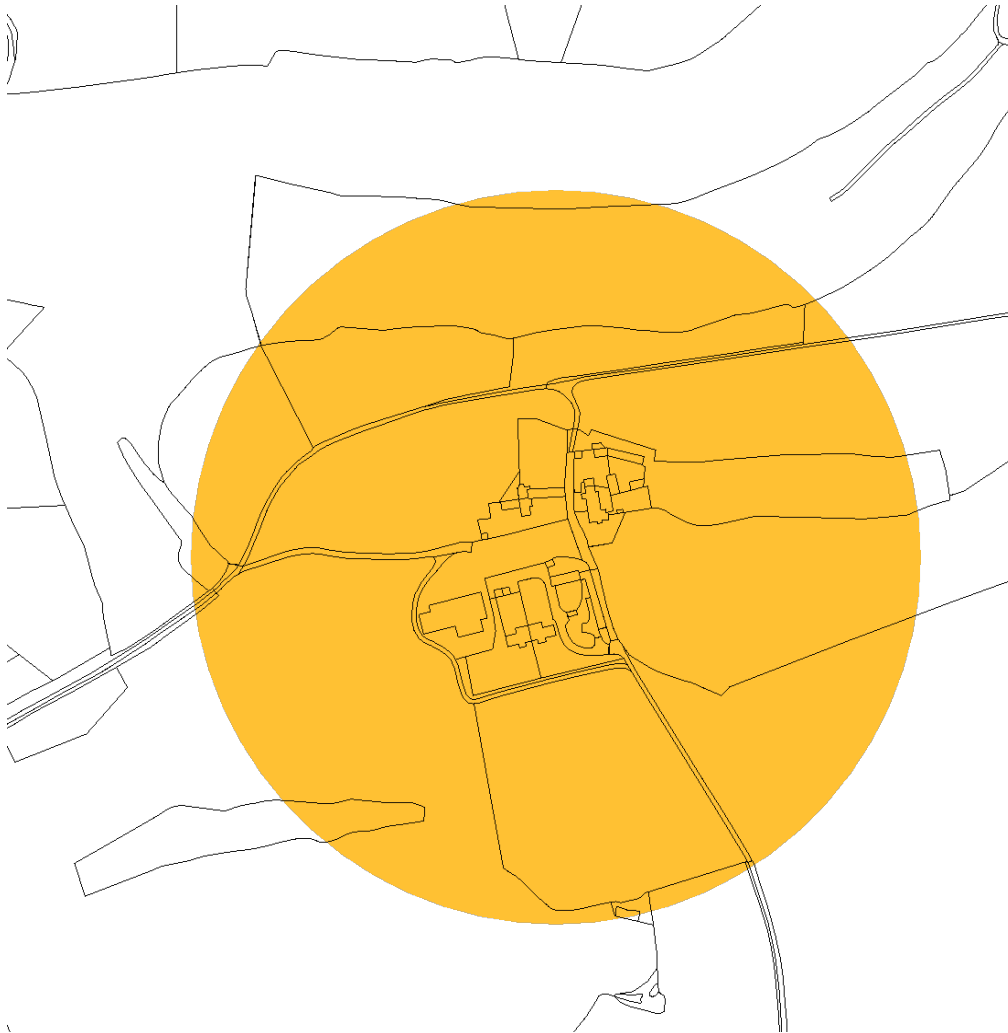
Town Gateways

- There is no major route into Corsham associated with this character area.

Green Infrastructure and Batscape

- The track running east from the southern entrance to Hartham Park would benefit from hedgerow planting. Additional planting along the western boundary of the Hartham park grounds adjacent to the woodland to enhance the connectivity across Hartham Character Area.

3.3.2 Character Area 2 - Pickwick Lodge



This small character area covers Upper Pickwick, encompassing Pickwick Lodge and Pickwick Lodge Farm as well as associated buildings and land.

Pickwick Lodge Farm, Pickwick Lodge Farm cottages and a barn at Pickwick Lodge are dating from the 17th century and Grade II listed. The very northern part of the character area (not currently containing any buildings) lies within the Cotswolds Area of Outstanding Natural Beauty (AONB).



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Flat and exposed landform, located on the edge of a valley;
- No major water bodies;
- Relatively large gardens with mature trees; area surrounded by predominantly arable farmland with some pasture;
- Northern part of character area lies within Cotswold Area of Outstanding Natural Beauty (AONB).

Views (external and internal)

- Views towards Pickwick Lodge Farm approaching the area from the south;
- Views into surrounding open countryside.

Detracting features

- From where they can be seen, caravan area and other farm storage areas detract significantly from the overall look and feel.

Development/road pattern

- The hamlet contains one small, dead-end single-track lane with a private access track to Pickwick Lodge;
- Open character with cluster of buildings around Pickwick Lodge and Pickwick Lodge Farm with a large area of a hard-standing for caravans;
- Larger buildings are set back from the road by at least four metres, though the barn conversions and the Forge abut the road;
- Car parking on driveways.

Buildings and building details

- The majority of buildings visible publicly are historic (17th century), some of them listed; there is also a modern farm shed/barn;
- Mixture of 1-storey (barn conversions), 2-storey and some 2½-storey buildings;
- Buildings predominantly constructed of local limestone, both rubble and dressed stone/ashlar;



Barn conversion, Pickwick Lodge Cottages, caravan storage, Pickwick Lodge Farm, countryside views (from top to bottom)

- Predominantly grey stone roof tiles, but also some grey and dark red weathered pantiles; roofs are gabled with angles mainly 45 to 60 degrees, though less steep for barn conversions; roofs and buildings mostly parallel or at right angle to the road;
- Entrance porch to Pickwick Lodge Farm and adjacent building, dormers and stone finials;
- Buildings have predominantly white, subdivided sash windows or casement windows; barn conversions feature modern roof windows and dark-coloured double-glazed casement windows.

Streetscape

- Number of distinct white metal gates and railings to entrances of the Pickwick Lodge Farm and fields;
- Stone troughs as planters;
- Property enclosures formed by dry stone walls and occasionally hedges.

Open Space

- Hamlet is surrounded by open countryside.

Uses and Activities

- Residential with a working farm and a guest house;
- Very quiet and rural character.

Access and Movement

- One small, quiet single-track lane leading from the A4 to Pickwick Lodge; beyond Pickwick Lodge there is no public vehicular access (with a farm track connecting to Hartham Lane);
- There are no pavements or cycle paths, but the lane is used by cyclists;
- Well-connected to Public Right of Way network, which also connects to Corsham.

Assets

- North of area lies within the Cotswolds Area of Outstanding Natural Beauty (AONB), unique landscape setting;
- Listed buildings and features, including Pickwick Lodge Farm;
- Other historic, non-listed buildings and features, including building features such as stone troughs.

Green Infrastructure and Batscape

- Areas of deciduous woodland to the north of Pickwick Lodge Farm form part of a strategic flyway. These woodlands are also likely to be a key foraging resource for lesser horseshoe and potentially Bechstein's bats as it is linked to the Bybrook habitats. The smaller areas of woodland to the south west and east of Pickwick Lodge Farm area also likely to be of importance to lesser horseshoe bats given the proximity and connectivity to a maternity roost.

Distinctive features



SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees, especially mature specimens within gardens and along roads and parkland landscape. Replace any dead/dying trees with similar species;
- Retain existing vegetation throughout the character area where possible, and supplement where appropriate with new native planting.

Views (external and internal)

- Retain existing views to Pickwick Lodge Farm and of open countryside;
- Use (screen) planting to integrate any new development into the surrounding landscape.

Addressing existing detracting features

- Consider introducing screening of caravan site, e.g. by introducing a drystone wall or hedge with an access gate.

Development/road pattern

- The character of the village would only be able to absorb small-scale development.

Building density/openness

- Building density of any development should reflect what is present, retaining and open structure with open space/gardens surrounding buildings.

Buildings in relation to road

- Any new development should be parallel or at a right angle to the road and set back from the road by at least 4m.

Road pattern

- Favour rectilinear pattern with curved bends fitting into the existing road pattern, avoiding rounded cul de sac designs.

Parking

- Developments to be designed to allow for parking on properties (driveways, attached garage/car ports) to discourage need for on-street parking.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including entrance porches, dormers and stone finials. Also retain and maintain white metal gates/railings and stone troughs.

Building mass and height

- New development to be no higher than 2 to 2½-storeys high. Avoid semi-detached houses and detached bungalows. Short lengths of terraced housing along the road would also be in keeping.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream render would also be in keeping with the character.

Roofs

- Favour stone or concrete tiles of similar look as roofing material matching the existing; favour pitched roofs 45 to 60 degrees to match existing.

Windows and doors

- Favour casement windows with white window frames. Discourage bay windows;
- Favour window designs of similar proportions to existing;
- Stone porches would be in keeping, but care would have to be taken that the design does not look contrived and/or out of place.

Other specific building features

- For new housing, consider designs picking up specific building features such as finials. Again, care would have to be taken to ensure that the design does not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum; designs to be sensitive to rural character;
- If railings/bollards are required, consider using white painted metal railings or timber rail fencing.

Property boundaries

- Encourage dry stone walls and/or hedges as property boundaries. Timber rail fencing would also be in keeping.

Surface materials

- Consider using alternatives to tarmac such as gravel/self-binding gravel/hoggin for driveways and secondary access roads.

Open Space

- Retain access to surrounding countryside.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. predominantly residential and small business.

Access and Movement

Vehicular

- Retain narrow, single-track lane, encouraging simple traffic management (e.g. no roundabouts or doubling of lanes at turn-offs) and minimising the need for widening of road surfacing and white road markings for any new development, subject to road safety.

Pedestrians and cyclists

- Maintain pedestrian/cycle link to Corsham and to wider countryside

Town Gateways

- There is no major route into Corsham associated with this character area.

Green Infrastructure and Batscape

- The extent of the arable cropping to the south provides very limited foraging resource and the field boundaries are sparsely vegetated which severely restricts connectivity to the south;
- These field boundaries could be planted up with native hedgerow species to create better connectivity between the woodlands in this area. The addition of conservation field margins would also be beneficial;
- The inclusion of night feeding perches for lesser horseshoe bats would be of direct benefit to the local breeding population.

3.3.3 Character Area 3 - Middlewick



This character area, located to the north of Corsham, comprises the hamlet of Middlewick, mainly consisting of Middlewick House and associated dwellings.

Middlewick House itself and most of the dwellings are listed. The southern boundary of the Cotswolds Area of Outstanding Natural Beauty (AONB) leads along the farm track in the north of this character area, with the majority of the character area being just outside the AONB.



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Predominantly flat landscape, though Middlewick Lane undulates a little and land north of Middlewick slopes downward toward Hartham Park;
- Area sheltered by surrounding trees, supplemented by dry stone walls and high hedges;
- Pond at Middlewick House but not visible from road. No known flood risks;
- Stretches of Middlewick Lane are lined with trees, forming an attractive avenue effect. Rectangular young tree plantations to the east of Middlewick Lane as well as rectangular copses of mature trees. Additional trees in private gardens, including large garden around Middlewick House.

Views (external and internal)

- Vistas along Middlewick Lane with aligning trees and dry-stone walls; view to Middlewick House from north of character area;
- View towards countryside restricted due to trees, but available from specific viewpoints.

Detracting features

- No major detracting features.

Development/road pattern

- The hamlet contains one narrow, straight, dead-end lane, Middlewick Lane, with a private access track to Middlewick House;
- Due to the trees, the area has an enclosed feel from along the road, especially in the summer, but the houses are set within an open structure of low density, with a small cluster of buildings around Middlewick House;
- Middlewick House itself sits in its own grounds well set back from the road. Other cottages are at right angles to the road;
- Car parking on driveways.

Buildings and building details

- The buildings visible publicly are historic, mostly dating from the 17th or 18th century, with most of the dwellings being listed. There are also a small number of newer utility buildings, such as glasshouses and sheds/barns;



Barn in south of character area, dwellings on Middlewick Lane, Mermaid Cottage, Middlewick Lane avenue and view to Middlewick House (from top to bottom)

- Predominant building height is 2-storey, though Middlewick House itself is 2½-storeys high;
- Buildings predominantly constructed of local limestone, both rubble and dressed stone/ashlar;
- Predominantly grey stone roof tiles; roof angles mainly 45 to 60 degrees
- Roofs and buildings at right angle to the road;
- Buildings have a mix of leaded windows with stone mullions, white wooden casement windows and sash windows in Middlewick House;
- Attractive coloured timber doors and set of shutters.

Streetscape

- Property boundaries formed by dry stone walls, hedges, black metal rail fencing and timber rail fencing.

Open Space

- The hamlet is surrounded by open countryside.

Uses and Activities

- Predominantly residential with only three occupied cottages;
- Very quiet and rural character.

Access and Movement

- Middlewick Lane is a dead-end lane, though farm tracks connect through to Hartham Lane and Pickwick;
- There are no pavements or cycle lanes, but Middlewick Lane is very quiet with little car traffic and connects to the A4, from where Corsham can be reached on foot or by cycle; Public Right of Way connection to Upper Pickwick.

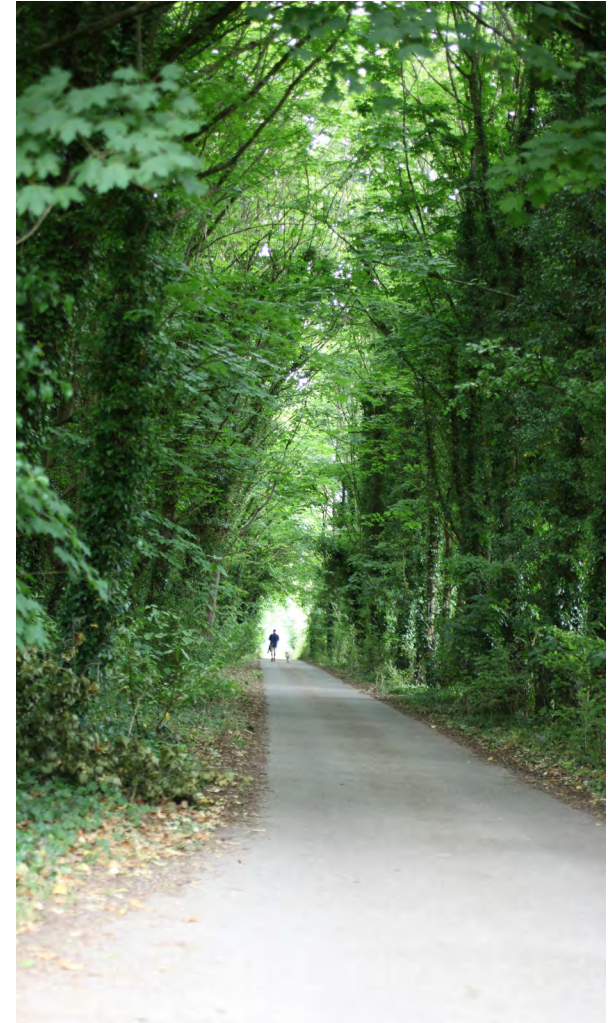
Assets

- Very north of area lies within Cotswold AONB, unique landscape setting;
- Intact historic character with little detractors;
- Listed buildings and features, including Middlewick House;
- Other historic, non-listed, buildings and features, including features such as coloured timber doors and shutters.

Green Infrastructure and Batscape

- The woodlands to the north, east and west of this area are likely to be a key foraging resource for lesser horseshoe bats given the proximity and connectivity to a maternity roost. These woodlands are also linked to the Bybrook habitats and the strategic flyway to the north;
- The hedgerows along Middlewick Lane are a good connective habitat feature.

Distinctive features



CHARACTER AREA 3 - MIDDLEWICK

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing avenues and mature tree specimens along roads and within gardens. Replace any dead/dying trees with similar species. Retain woodland copses, which give the area seclusion and shelter.

Views (external and internal)

- Any development along Middlewick Lane has to be in keeping with existing character to retain the quality of the view along the road;
- Use (screen) planting to integrate any new development into the surrounding landscape.

Addressing existing detracting features

- Not applicable.

Development/road pattern

- The character of the hamlet would only be able to absorb small-scale development.

Building density/openness

- Building density of any development should reflect what is present, retaining an open structure with open space/gardens surrounding buildings.

Buildings in relation to road

- Any new development should be at a right angle to the road and set back from the road.

Road pattern

- Favour rectilinear pattern with curved bends fitting into the existing road pattern, avoiding rounded cul-de-sac designs.

Parking

- Developments to be designed to allow for parking on properties (driveways/ attached garages/car ports) to discourage on-street parking.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including windows, coloured timber doors and set of shutters.

Building mass and height

- New development to be no higher than two storeys. Avoid semi-detached houses and detached bungalows.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream render would also be in keeping with the character.

Roofs

- Favour stone as roofing material matching the existing; favour pitched roofs 45 to 60 degrees to match existing.

Windows and doors

- Favour windows similar to those present, including casement windows, sash windows or mullion windows. Discourage bay windows;
- Favour window designs of similar proportions to existing;
- Stone porches would be in keeping, but care would have to be taken that the design does not look contrived and/or out of place.

Other specific building features

- For new housing, consider designs picking up existing building features. Care would have to be taken to ensure that the design does not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum; designs to be sensitive to rural character;
- If railings/fences are required, consider using black painted metal railings or timber rail fencing.

Property boundaries

- Encourage dry stone walls and/or hedges as property boundaries. Timber rail fencing and black metal railings would also be in keeping.

Surface materials

- Consider using alternatives to tarmac such as gravel/self-binding gravel/hoggin for driveways and secondary access roads.

Open Space

- Retain access to surrounding countryside.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. predominantly residential and small business.

Access and Movement

Vehicular

- Retain narrow, single-track lane, encouraging simple traffic management (e.g. no roundabouts or doubling of lanes at turn-offs) and minimising the need for widening of road surfacing and white road markings for any new development, subject to road safety.

Pedestrians and cyclists

- Maintain pedestrian/cycle link to Corsham and to wider countryside.

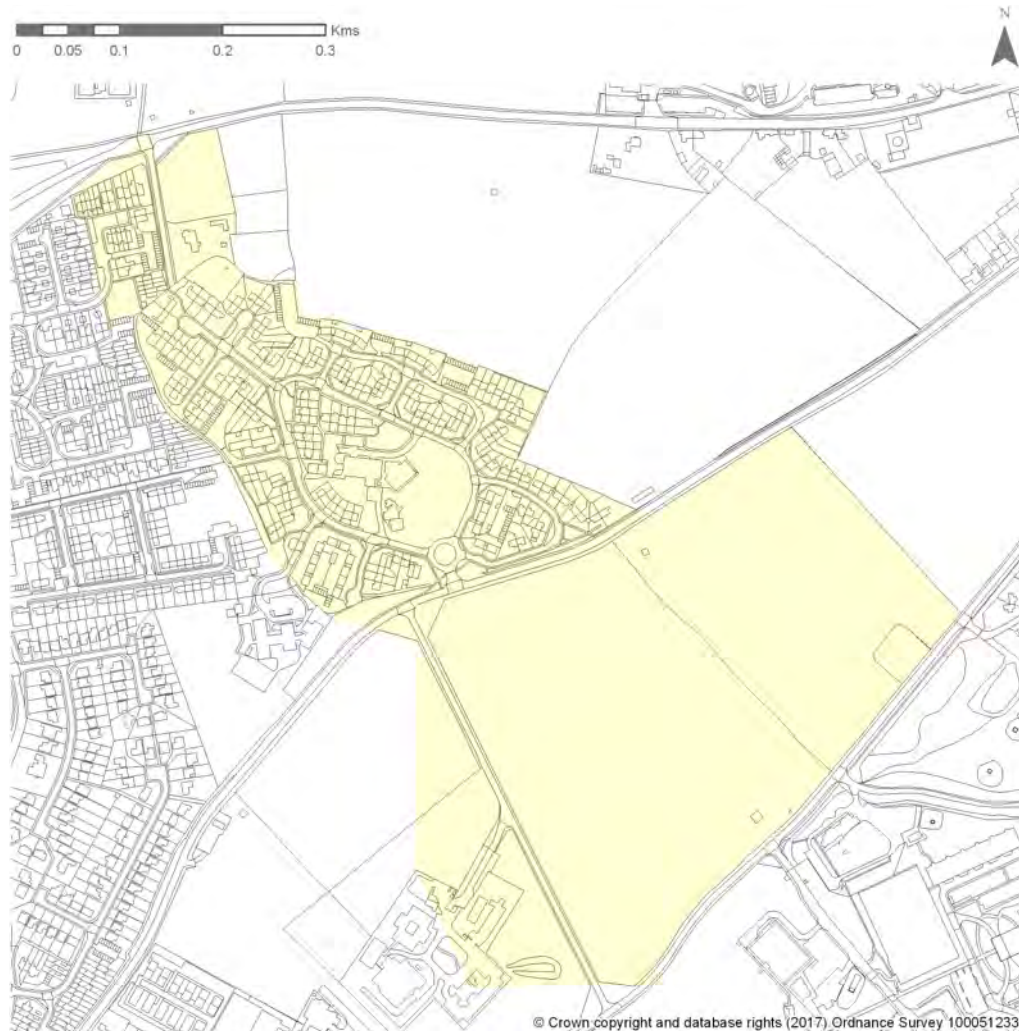
Town Gateways

- There is no major route into Corsham associated with this character area.

Green Infrastructure and Batscape

- The hedgerow network to the south has some limited connective value but would benefit from some gapping up and additional planting along the fence lines;
- The woodland shelter belt to the east would benefit from thinning to allow the development of a more diverse understorey to provide additional foraging resource.

3.3.4 Character Area 4 - Rudloe



This character area comprises the eastern part of the post-war settlement of Rudloe, two fields to its south/south-east as well as the eastern part of the MOD Skynet site. The built-up area within this character area lies outside the updated Corsham Neighbourhood Plan Area, but had been included in the Corsham Character Assessment, which was carried out prior to the boundary change. Nonetheless, the character of this area is still relevant for this design guide to inform new development within the part of the character area which lies within the Corsham Neighbourhood Plan area (mostly fields).

The character area is not covered by any environmental designations.

The fields in the south of the character area fall within the Rural Green Buffer as identified in the Corsham Neighbourhood Plan.



Rudloe green with Community Centre and playground, roundabout Rudloe south, variety of building heights and styles, Hawkstone and Woodstone

KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Area situated on relatively flat ground on top of a valley, moderately sloping to the south;
- Area relatively exposed;
- No major water body - there is a known flooding issue at junction of Skynet Drive and Park Lane;
- Green in Rudloe, occasionally wide grass verges and open front gardens, but only isolated street trees in the public realm; other trees and vegetation in private gardens. There is a small woodland copse to the north-east of Prestly Wood Road. Outside of Rudloe, this character area contains two agricultural fields (growing *Miscanthus* at the time of producing this report), surrounded by hedgerows with occasional hedgerow trees, and a small group of woodland;
- The fields in the south of the character area fall within the Rural Green Buffer as identified in the Corsham Neighbourhood Plan.

Views (external and internal)

- Views over green;
- View from south of Rudloe to countryside.

Detracting features

- Garage blocks;
- Car parking on road verges;
- Some pavements in poor state of repair;
- Large overhead pylons and cables in/above fields.

Development/road pattern

- The eastern part of Rudloe has a main loop road with a number of crescents and cul-de-sacs branching off it. Outside of Rudloe road pattern is more linear;
- The built-up area is relatively open due to the green and wide verges. Equally, the fields have an open feel to them;
- Buildings are generally set back by the road by at least 5 metres, often more;



Variety of features within character area



- Predominantly on-street car parking, sometimes on grass verges; identified lack of parking facilities when a function at the school is taking place (the school itself lies outside the character area).

Buildings and building details

- Majority of buildings within the eastern part of Rudloe date from the 1960's/1970's. Rudloe Community Centre building dates from 2000's;
- Buildings vary in height and style, including bungalows, 2 to 2½-storey and 3-storey buildings, blocks of flats, terraces and maisonettes;
- The main building material is local dressed limestone/ashlar, with a number of other materials and finishes also present, including brick, rubble stone, cream-coloured render, concrete tile hanging and concrete blocks;
- The main roofing material is brown/grey concrete pantiles, but also some flat tiles, roof angles vary from approximately 20 to 45 degrees. There is also a more modern building displaying a curved metal roof;
- Windows are predominantly white framed PVCu casement windows of different styles. A small number of buildings feature roof lights;
- Many buildings have open or enclosed porches and some buildings feature small balconies.

Streetscape (with emphasis on eastern part of Rudloe)

- Concrete bollards;
- Different lamp post styles;
- Wide verges with open front gardens predominantly without any property boundary delineation along road; however, there are a variety of enclosure styles present, including timber picket fencing, timber rail fencing, low multi-coloured metal fencing (surrounding playground), stone walls and hedges.

Open Space

- Green with playground and informal sports pitch as well as wide grassy verges in eastern part of Rudloe; open countryside elsewhere.

Uses and Activities

- Predominantly residential with a bed and breakfast business and some other small businesses (not public-facing);

- Playground and informal football pitch; the Rudloe Community Centre closed in July 2017;
- The Skynet site, the east of which lies within this character area is owned by the MOD;
- The two fields in the south of the character area are in agricultural use.

Access and Movement

- The eastern part of Rudloe has no through roads and is purely accessed by residents and people visiting the estate;
- Pavements are present along all roads within the built-up area, but not along Skynet Drive; no cycle path provision;
- There are Public Right of Way links between Bath Road and Prestley Wood Road and across the field in the south of the character area. Pedestrians can walk into Corsham via the pavement along Bath Road.

Assets

- Countryside views to the south and east;
- Open green and wide grass verges, giving the area an open structure;
- Play facility.

Green Infrastructure and Batscape

- This area offers very little support for bats as it is extensively developed. However, greater horseshoe bats have been recorded flying across the large cropped fields to the south but it is unclear as to what function this habitat provided at that time. If this field was used as pasture or other grass crop this would be of benefit to any greater horseshoe bats utilising this area;
- The hedgerow along the southern boundary of Bradford Road is an important connective habitat in this area and will provide some screening from the street lighting along the northern boundary of the road.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

- As noted in the introduction to the character area, the existing built-up area of eastern Rudloe now falls outside the Corsham Neighbourhood Plan Area. Therefore, guidance below relates only to the two agricultural fields in the south of the character area. As the built-up area of Rudloe is relatively self-contained, both visually and physically, the guidance below is influenced/led by general design principles for the Neighbourhood Plan Area rather than by Rudloe's existing character.

Natural features (topography, micro-climate, water, vegetation)

- Address flooding issue at junction of Skynet Drive and Park Lane;
- Retain existing woodland copses;
- Retain existing hedgerows on field boundaries as well as mature street and hedgerow trees and supplement with additional trees where appropriate;
- For any new housing developments, supplement existing with additional trees; consider producing cohesive planting designs with a selected species palette for trees and other planting to give the area structure and identity;
- The fields in the south of the character area fall within the Rural Green Buffer as identified in the Corsham Neighbourhood Plan. As such they should be retained and kept largely free of any development.

Views (external and internal)

- Retain vistas towards countryside, while also using (screen) planting to integrate the development into surrounding landscape.

Addressing existing detracting features

- Screen views to overhead pylons where possible from new development, while still retaining vistas to open countryside.

Development/road pattern

Building density/openness

- For any new development, building density should be informed by local

planning policy and guidance, including the provision of public open space, sports and play facilities. Allow enough space for road verges and street trees.

Buildings in relation to road

- Favour development layouts where buildings are orientated parallel or at right angles to the road and set off from the road by a minimum of 4m.

Road pattern

- For any new development, a linear/rectangular road pattern would fit best into the existing road structure.

Parking

- Developments to be designed to allow for car parking on properties (driveways/attached garages/car ports) to discourage on-street parking.

Buildings and building details

Existing historic buildings and features

- There are no historic buildings or features within this area.

Building mass and height

- Given the semi-rural location of the area, building heights of more than 2½-storeys are considered inappropriate.
- Building footprints and mass to be guided by existing vernacular architecture of the wider Corsham area, for example avoiding large commercial sheds/buildings.

Materials

- Principally favour local limestone, rubble stone and dressed, as main building material, with or without white or cream render, to match vernacular style of the wider area; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark brown or dark grey roof tiles and roofs with a pitch of 45 to 60 degrees to fit in with vernacular style of the wider area; other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from roofs.

Windows and doors

- A variety of window and door styles would be acceptable, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from large windows and doors;
- Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Other specific building features

- Principally, design leads should be taken from vernacular styles of the wider area; other styles can also be considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum to avoid cluttering and combine with other streetscape features where appropriate, such as lighting columns;
- Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

- Encourage (dry-) stone walls and/or hedges as property boundaries; timber rail fencing and white or black metal railings would also be acceptable.

Surface materials

- Consider using alternatives to tarmac such as gravel/self-binding gravel/hoggin for driveways and secondary access roads;
- Consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies

Open Space

- Retain and enhance access to surrounding countryside;

Uses and Activities

- Any new development of a non-agricultural nature would bring a new use to this area, which will have to be informed by local planning policy rather than local character.

Access and Movement

Vehicular

- Minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Maintain/enhance safe pedestrian and cycle links to Corsham and to wider countryside.

Town Gateways

- Not applicable to this area as not connected directly with town edge.

Green Infrastructure and Batscape

- The removal of the very limited street lighting on the northern side of the road would increase the appeal of this area for horseshoe bats;
- The boundary of the fields to the east would benefit from hedgerow planting along the rear of the gardens on the eastern edge of the housing development and extending north to join the A4;
- The addition of hedgerows to the north/south field boundaries within the large fields to the south would greatly increase connectivity across this area between the woodland areas to the south east either side of St Barbaras Road and the woodland approaching Rudloe Manor to the north.

3.3.5 Character Area 5 - Copenacre and Pickwick



This character area encompasses the urbanised stretch of Bath Road (A4) with predominantly historic buildings. It also includes more recent development pockets to the north and south of the A4, including Academy Drive, Woodlands, Chestnut Grange and Dovecote Drive. More recent housing development within this character area has been mostly sensitively detailed. The area includes the new development of the former MOD Copenacre site. The character area does not include the proposed Redrow development North of Bath Road. As such the character area is quite complex and contains a number of separate sub-areas of different and distinct characters.

The area is partly covered by the Pickwick Conservation Area and contains a large number of listed buildings. There is also a number of Tree Preservation Orders (TPO's) in the area.



Bath Road,
adjacent newer housing estates
(Dovecote Drive, Woodlands, Academy Drive), Beechfield House
(from top to bottom)

KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Relatively flat topography;
- Area relatively sheltered with dry stone walls, hedges, trees and buildings;
- No major water body; there is a known flooding issue on the A4 next to Woodlands estate;
- Few trees along central stretch of A4; elsewhere a number of street and garden trees, some of them mature; parkland landscape around Beechfield House, with mature trees retained within the adjacent Academy Drive and Woodlands development, covered by a group Tree Preservation Order (TPO). Additional Tree Preservation Orders can be found south of Bath Road near the Dovecote Estate and in the area between Bath Road and Bradford Road.

Views (external and internal)

- Views over adjacent fields to the north of the A4 from the northern edges of the character area;
- Views internally within the character area include park landscape associated with Beechfield House, large old trees, hedges and Grade II listed buildings;
- Views from Pickwick roundabout along Pickwick Road.

Detracting features

- Parked cars and building of garage, Pickwick Garage, on the A4 detract from the otherwise historic character of this stretch of A4 Pickwick;
- The traffic itself along this busy road can be considered a detracting feature, with associated road noise and pollution;
- Utility box/building at entrance to Corsham, on southern verge opposite Hartham Lane.

Development/road pattern

- Relatively dense, urban structure along parts of Bath Road, with a more open, suburban structure in the housing estates to the north and south. Beechfield House and associated buildings sit within open parkland;
- The A4 corridor is a two-way highway, but relatively narrow in places, in particular through the Conservation Area. Other residential streets are more spacious;



- The majority of historic terraces and older houses along the Pickwick section of the A4 sit hard up against the pavement. More recent buildings are set back from the road, often behind the old line of housing; within the newer estates the housing is predominantly set back from the highway;
- Linear road pattern along the A4, with more curvilinear and cul-de-sac highway layout in many of the housing developments;
- There is little on-street parking along the A4 and some private parking on Middlewick Lane. On-street parking is also limited within the housing developments, with cars largely parked on driveways;
- Boundaries of properties are often marked by stone walls. There is some variation in style, e.g. stone pillars at gateways of larger properties. Some hedges as boundary treatment, either in combination with walls or self-standing. Timber fencing around the newer properties.

Buildings and building details

- Along the Pickwick section of the A4 the buildings are mainly historic, but varying in age. Many are listed; the five housing developments adjacent to the north and south of the A4 have all been built from the late twentieth century onwards. Each housing estate has been designed as a whole and has its own uniform design style. The building design of Academy Drive, as well as Woodlands, has been very sensitively done, taking a lot of clues from historic housing styles. Beechfield House is a large Georgian house, Grade II listed;
- The main building form along the A4 consists of terraces and detached properties, predominantly 2-storey buildings, with some 3-storey houses along the A4 and also some more recent bungalows; the building heights here are non-uniform. In the recent housing developments, building height is mainly 2-storey with some 3-storey buildings, mainly detached;
- The main building material within Character Area 5 is local limestone, mainly rough, rubble stone but some dressed stone/ashlar;
- Painted render (mainly cream/yellow) on some buildings;
- Predominantly stone roof tiles on the historic buildings. Roof angles 30 to 45 degrees. Some slate and clay tiles have also been used on some of the newer buildings;

- Remarkable variety of styles and features along the Pickwick section of the A4; notable are a variety of main entrance ways with 'hooded doorways' along the terraces on the A4, as well as porches on some of the larger buildings. Dormers are also a common feature. A number of the historic houses have black painted guttering and down-pipes. The housing design at Academy Drive and Woodlands has picked up some of the elements and styles of these older houses;
- Distinct detailing of clock and stained glass window at the Masonic Hall, though easily overlooked.

Streetscape

- No uniform style of signage or street furniture within Character Area;
- Black painted metal signage along the Pickwick section of the A4;
- A4 roads and pavement are tarmacked, often with patchy repairs. Some areas of block-paving (walkways and carriageway) within the housing estates.

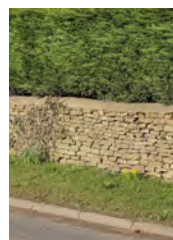
Open Space

- Parkland landscape around Beechfield House;
- Green space/fields to the north of the A4 with Public Right of Way;
- Small parcel of open land adjacent to Park Lane roundabout.
- Nature Reserve adjacent to (and formerly part of) the Beechfield Estate lies immediately outside the Character Area 5 boundary.

Uses and Activities

- Predominantly a residential area with the 'Hare and Hounds' public house and a number of small businesses, including Pickwick Motors, antique shop and wood-works;
- High traffic volume along the busy A4 and Bradford Road. Quieter character in adjacent housing areas;
- The volume of traffic dominates the A4, making it uninviting for pedestrians. The architecture of the buildings of this section of the A4 cannot be fully appreciated by the passing drivers;
- Some of the area has dormant and active stone mines underneath.

Distinct local features



Access and Movement

- The A4 is a main route between Chippenham and Bath. It takes a high volume of traffic and becomes congested at times. There is resulting road noise and pollution;
- There are narrow pavements along the A4. No cycle provision;
- A Public Right of Way leads along the eastern and northern edge of the Woodlands estate, linking up with Middlewick Lane in the west and Bath Road in the south.
- A Public Right of Way leads north west to Pickwick Lodge Farm from the A4 west of Academy Drive Estate

Assets

- Parts of the character area lie within Pickwick Conservation Area;
- Listed buildings with architectural features, including Pickwick Manor, Beechfield House, the Masonic Hall and additional historic houses along A4 Pickwick;
- Other, non-listed historic buildings and features include walls and pillars at entrance gate to properties, entrance doors and hooded doorways;
- Parkland landscape with mature trees around Beechfield House;
- Green space/fields to the north of the A4 with Public Right of Way.

Green Infrastructure and Batscape

- This area has been subject to significant new development since the aerial and base mapping was last updated. This area offers very little for bats although greater horseshoe bats have been tracked flying east to west across the fields immediately north of this area, parallel with the stone wall on the northern boundary of the A4. This is presumably to gain access to the foraging habitats to the northeast in the Middlewick area.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees, especially mature specimens, along roads and parkland landscape. Replace any dead/dying trees with similar species;
- Address flooding issue on A4 especially near Woodlands Estate;
- Retain existing vegetation throughout the character area where possible, and supplement where appropriate with new native planting.

Views (external and internal)

- Retain and enhance existing views of open countryside from within the character area;
- Retain view of countryside northwards, at junction of Bradford Road and Bath Road;
- Ensure views to the countryside are retained from the A4, through future development areas;
- Improve internal views/experience of historic stretch of A4 at Pickwick, by sympathetic streetscape design, in keeping with the built character;
- Enhance views on approach to Corsham, west of Copenacre site;
- Enhance view of Pickwick Road from A4 to create gateway to announce town centre;
- Enhance views of Pickwick garage by introducing wall, planting or similar;
- Screen utilities box from view on approach from Chippenham Road/A4.

Addressing existing detracting features

- Consider wall/hedging along part of the boundary of Pickwick Garage;
- Consider erection of white gates along A4 at entrances to Pickwick.

Development/road pattern

At the moment there is not much space for any large-scale development in the character area.

Building density/openness

- For new development along A4, Bath Road and side streets, density can be medium to high with a mixture of terraces and detached buildings. Avoid semi-detached houses along A4;
- Elsewhere within the Character Area building density may be lower, matching the levels of existing housing density locally. Semi-detached houses could also be included as part of the mix of house types.

Buildings in relation to road

- For new development along A4, Bath Road, a mixture of houses abutting the road and set back from the road would be acceptable to retain the existing character;
- This also applies in other parts of this this character area.

Road pattern

- While some of the existing housing areas have sinuous road lines and cul-de-sac designs, a more rectilinear road pattern would be more in keeping with the local character.

Parking

- The A4 should be kept free of parked cars; private parking to be on properties;
- In other areas street parking should also be kept to a minimum; for new houses, encourage the provision of car ports or driveways where parked cars are screened by boundary hedges or walls;
- Parking courts and communal garage areas not appropriate in this character area.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including historic building features, such as the clock on the Masonic Hall, entrance doors with hooded doorways and boundary walls with gate pillars.

Building mass and height

- For Bath Road retain a mixture of building types sizes and heights with a mixture of 2-storey and a small number 3-storey buildings. Avoid semi-detached houses and bungalows along Bath Road;
- Any new development within the new housing estates should reflect the scale and proportions of those buildings present; i.e. Academy Drive, Woodlands and Dovecote Drive 2 to 2½-storey houses and detached or semi-detached; Elsewhere, bungalows and semi-detached houses could also be included as part of the mix of house types.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render is also in keeping with the character;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour stone as roofing material matching the existing; within the housing estates grey slate and clay are also acceptable;
- Favour pitched roofs 30 to 45 degrees to match existing;
- Dormer to be considered.

Windows and doors

- Favour window designs of similar proportions to existing, avoiding large panorama windows; avoid PVCu windows;
- Windows to be sliding sash or casement to be considered. Use of bay windows (stone and timber frames) to reflect local heritage detailing, to be considered;
- Consider designs picking up character of individual entrance doors with stone hooded doorways. If porches are used, these have to be carefully designed to not look contrived and/or out of place.

Other specific building features

- For new housing, consider designs picking up specific building features such as black painted guttering/downpipes and railings. In the newer housing estates, retain existing character of existing housing styles;
- Architectural detailing to be included on larger more prominent building styles (windows, doors, quoins, etc.).

Streetscape*Street furniture (seating, lighting, signage, enclosures, etc.)*

- Aim to de-clutter signage, especially in historic stretch of Bath Road, and consider using black painted metal signage and matching street furniture where required;
- Use consistent and sympathetic lighting design for historic stretch of Bath Road.
- Aim to maintain coordination/consistency in the streetscape through out Character Area, where possible.

Property boundaries

- Promote property enclosures formed by stone walls, either with or without hedges. Hedges without walls would also be acceptable; occasional black painted metal railings/gates would also be within character; avoid using timber fences.

Surface materials

- Consider using limestone flags for pavements along the historic stretch of Bath Road;
- For new housing away from Bath Road, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain parkland landscape around Beechfield House;
- Consider the provision of public open space/play areas within new development areas;
- Create green space/green corridor to the north of A4 associated with the Public Right of Way to Pickwick Lodge Farm.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. residential and small business.

Access and Movement

Vehicular

- For any new development sites, encourage simple traffic management, minimising the need for road surfacing, subject to road safety.

Pedestrians and cyclists

- Retain and improve existing footpath and cycle connections between A4, Corsham centre and proposed Corsham Link;
- Provide safe road crossing points across A4 to main routes into Corsham.

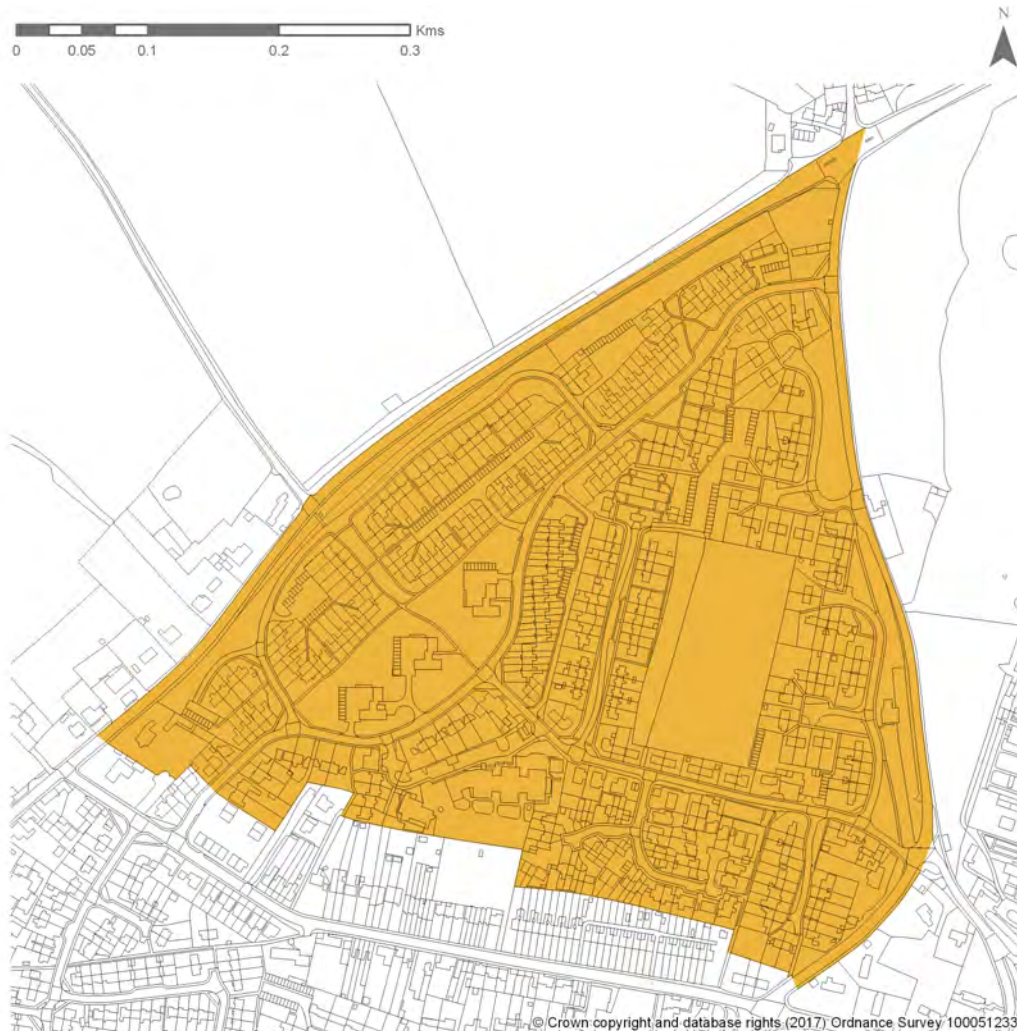
Town Gateways

- Encourage safe pedestrian/cycle link to Corsham, either by means of improved pavements or footpath/cycle path links.

Green Infrastructure and Batscape

- Additional hedgerow planning along the northern boundary of the A4 to supplement the screening effect of the stone wall would increase the connectivity across this area.

3.3.6 Character Area 6 - Kings and Queens



The triangular-shaped Character Area 6 forms the most northern part of the built-up area of Corsham. It contains predominantly post-war housing development of different periods, and there is also a small area with historic buildings in its south-east.

Some of these are listed, and the area is bordered by the grounds of Corsham Court to the east, which is listed in the 'Registered Parks and Gardens' directory.



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Area is flat, though slightly sloping to the south-east;
- The area feels relatively open allowing views of wide skiescapes;
- No significant hydrological features or known flood risk;
- The area contains a relatively large proportion of open green space, in particular north of The Laggar/Bences Lane, including a sports field, wide grass verges and other public areas. Several mature trees can be found on the area's edges towards Bath Road and Cross Keys Road, including some noteworthy chestnut trees. The boundary to Bath Road is also marked by a hedgerow. In addition, a number of trees can be found throughout the character area, both as street trees and other areas of public realm, as well as in private gardens.

Views (external and internal)

- Views to high stone boundary wall of the Corsham Court estate with glimpses of the roof line of Corsham Court and St. Bartholomew's Church;
- Glimpse through open green space to Hartham Lane from The Laggar, Methuen Way and Queen's Avenue looking through a gap in the hedge;
- Internal views to open green space.

Detracting features

- A number of large garage blocks, some of them prominent; many of these garages look unused and neglected;
- A number of uninviting alleyways;
- Litter and damage to grass verges in places;
- In some areas cars parked on street or driveways dominate the view.

Variety of building styles and sizes present within Character Area 6, local shop, narrow pedestrian cut-through, garage block (from top to bottom)



Local features



Development/road pattern

- Cross Keys Road on the eastern edge of the character area is a main road linking up with Bath Road (A4) in the north and Priory Street in the south, the other roads within the area are residential two-lane roads with an irregular pattern, some of them cul-de-sacs;
- Due to its large proportion of green space, most of the area has a very open feel with a relatively low building density. The density south of The Laggar/ Bences Lane is slightly higher with less green space, accordingly these areas have a more enclosed feel;
- Buildings are mostly set back from the road by at least 4m, often more. The only exception is the historic buildings on the south eastern corner of Bences Lane; some larger blocks of flats are set within generous communal grass areas; while others are accessed by pedestrian routes, such as Methuen Way and Churchill Way, with no direct road access to their frontages;
- Buildings are mostly aligned parallel to the road, though there are also examples, where buildings are at right angles to the road, positioned diagonally or staggered;
- Mixture of on and off-street parking, with some parking provision through garage blocks (though a lot of them don't seem to be used for parking or any other purpose).

Buildings and building details

- Most buildings form part of a development dating back to the 1960's/1970's. There are also some smaller areas of housing which were built in the 1950's (Bences Lane) as well as the 1980's (Light Close, York Close). The historic buildings in the south-eastern corner of the character area along Bences Lane are of varying ages from the late 17th to the early 18th century;
- There is a wide variety of building types, including detached, semi-detached, terraces and blocks of flats. Similarly, housing heights vary from bungalows to 2-storey (most frequent), 2½-storey and one 3-storey building;
- The main building material is local limestone, rubble stone or dressed. A small number of brick houses are also present. The houses in the northern part of Bences Lane are constructed of PRC (Prefabricated Reinforced Concrete), and are painted in an array of muted colours. Renders are also used elsewhere. Other building finishes/renders found in the area include timber shingles and pebble dash;

- The main roofing material is dark grey or sometimes dark red concrete pantiles; the historic properties at the entrance to Bences Lane also feature dark stone tiles. Roof angles vary from approximately 30 to 60 degrees. Gable roofs are the predominant shape with roofs at varying angles to the road given the layout of the estate generally;
- Some buildings have balconies;
- Buildings in the area feature a variety of porch designs, including open flat or pitched-roofed porches, overthrown concrete porches, porches with metal rail features and enclosed porches;
- Casement windows are the predominant window type throughout the whole area, with the older properties having stone mullions. Some buildings feature bay windows and/or roof lights.

Streetscape

- Few pieces of street furniture;
- Lighting columns of varying designs;
- Some pavements in poor condition;
- Where there are front boundaries to the properties these vary widely, including stone walls of different styles, wire mesh fencing, picket fencing, timber panel fencing and hedges.

Open Space

- Large areas of open space, including sports pitch, playground, green road verges and communal grass areas.

Uses and Activities

- The area is substantially residential with only a few other uses. These include Regis Primary School, recreation (sports field), a local shop and a Scout/Guide Hut .

Access and Movement

- The area is bordered by main roads on two sides, Cross Keys Road to the east and the busy A4/Bath Road to the north-west, though there is a clear visual and physical separation to the latter by an established hedgerow;
- Apart from Cross Keys Road, most roads within the area are likely to be

used by residents and visitors to the area only. Accordingly these roads are not very busy and quiet;

- There are a number of narrow alleyways bordered by high fences or walls, which are uninviting, mostly unlit and potentially unsafe; often the surfacing is in poor condition;
- Some pedestrian routes leading through the development are designated Public Rights of Way, such as Methuen Way and Churchill Way; there are continuous pavements along all roads; pedestrians can easily access the town centre from here;
- Cross Keys Road forms part of Sustrans cycle route 254;
- No designated cycle paths or cycle parking.

Assets

- Abundance of green space (including playground and sports field) and associated openness and views;
- Scout/Guide Hut;
- Local shop;
- Historic buildings and associated features at southern end of Bences Lane (both listed and non-listed).

Green Infrastructure and Batscape

- The northern and eastern boundaries on the opposite sides of both Bath Road and Cross Keys Road are well vegetated with large standard trees and areas of woodland extending to the east into Corsham Court grounds provide suitable connective and foraging habitats for lesser horseshoe bats. The wider character area has no features to support bats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing hedgerow along A4/Bath Road and trees, especially mature trees along edges of the area; replace any dead/dying specimen trees with similar species; consider placing Tree Preservation Orders on mature trees, including chestnut trees along Cross Keys Road;
- Supplement trees with additional ones where appropriate, especially in open green space areas; consider producing cohesive planting design with a selected species palette for trees and other planting to further improve the visual amenity of the area.

Views (external and internal)

- Retain openness and associated views within and out of the character area.

Addressing existing detracting features

- Keep pavements and grass verges in good state of repair;
- Consider reuse of area of garage blocks, especially where these are not used or in neglect, for other purposes with community consultation;
- Consider visual improvements of alleyways (coloured renders, planting, lighting, repaired/new surfaces) or their removal where they are not needed.

Development/road pattern

At the moment there is not much space for any large-scale development in the character area.

Building density/openness

- Retain wide verges and feeling of openness within area north of The Laggar;

Buildings in relation to road

- Generally, buildings parallel or at right angles to the road will look more in keeping with the wider local character; though locally other layouts may be

acceptable, especially in the western part of the character area.

Road pattern

- While some of the existing housing areas have sinuous road lines and cul-de-sac designs, a more rectilinear road pattern would be more in keeping with the wider local character.

Parking

- Street parking should also be kept to a minimum; for new houses, encourage the provision of attached garages, car ports or driveways where parked cars are screened by boundary hedges or walls;
- Any communal garage/parking areas would have to be designed carefully to be safe/non-intrusive and integrated into the landscape.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed) in the south-eastern part of Bences Lane.

Building mass and height

- Retain a mixture of building types, sizes and heights, including bungalows, 2-storey and 2½-storey buildings and a small number of 3-storey buildings.
- In the more visually enclosed housing areas south of The Laggar, any new development should reflect the scale and proportions of those buildings already present.

Materials

- Favour local limestone, rubble stone and dressed, as main building material. Coloured render is also in keeping with the wider local character; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark grey, dark red or dark brown roof tiles and roofs with a pitch of 45 to 60 degrees to match existing; other roofing designs and materials of similar colour can also be considered, providing that sustainable

and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from roofs;

- Dormers would not look out of character here.

Windows and doors

- A variety of window and door styles would be acceptable, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from large windows and doors.

Other specific building features

- Due to the high variety of existing styles in this area, a lot of different styles can be employed without looking out of place. Design leads should largely be taken from the surrounding architecture with reference also to vernacular styles of the wider area; in any case, sustainable and high quality design principles should be followed.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Encourage the use of a coordinated design style approach for streetscape features.

Property boundaries

- Promote property boundaries formed by stone walls and/or hedges. This is particularly relevant on the eastern side of the character where the Corsham Court boundary wall can be seen in the same view.

Surface materials

- Consider block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain sports pitch and playground;
- Retain wide grass verges and enough green space to retain feel of openness.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. residential and small business.

Access and Movement

Vehicular

- Minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Retain access to Bath Road/Hartham Lane to provide quick access to open countryside;
- Maintain/enhance safe pedestrian and cycle links to Corsham and to wider area.

Town Gateways

- Encourage safe pedestrian/cycle link to Corsham, either by means of a pavement or footpath/cyclepath links;
- Enhance vehicular gateway from Bath Road (A4) along Cross Keys Road by further improving visual amenity along the road, e.g. by restoring regular alignment of chestnut trees, providing unifying elements along the road corridor (e.g. low stone walls along properties on Bences Lane).

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

3.3.7 Character Area 7 - Dickens and Arnolds



The majority of this large character area is formed by residential areas dating back to the post-war period. The area is located between Priory Street and Pickwick Road to the north-west of the town centre of Corsham.

The very western part of the character area lies within the Pickwick Conservation Area and a number of buildings within are listed. These buildings are mostly located along Bath Road and have been included in the description of character area 5. Other than that there are no listed buildings/features or any other designations coinciding with this area.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- Predominantly flat, but the area is slightly sloping down towards the east;
- Most of Arnolds Mead and Dickens Avenue are orientated from east to west keeping the northern side of the road in permanent shade;
- No major water features; known flood issue near Arnolds Mead/Newlands Road junction;
- Grassed recreation ground, Meriton Avenue Recreation ground, with a number of mature and younger trees on its edges; other mature trees also found at road junctions, but otherwise there are no street trees;
- Most buildings have front and back gardens which contain trees and other planting.

Views (external and internal)

- Due to the openness of the area, neighbouring areas can be seen from specific viewpoints, such as Pickwick, but there are also long-distance views over Corsham Park to the countryside beyond, including Derry Hill;
- Internal views of Meriton Recreation Ground.

Detracting features

- Overhead cables;
- Cars often dominate the view.

Development/road pattern

- All roads are relatively narrow, two-lane roads, through-roads, with Newlands Road being a main route through town; other roads are residential;
- Most of the area has a relatively open feel due to houses being set back from the road by a minimum of approximately 6m, but often more, with front gardens and road verges on junctions. Also, in some areas houses have significant space between them; Meriton Avenue is built on one side only;
- Houses are aligned in parallel with the roads;
- Mixture of off and on-street parking; a lot of buildings have parking in front of their houses, having converted (part of) their front gardens; There is also a garage block; parking on both sides of streets can be a problem, especially in Arnolds Mead and Meriton Avenue, also caused by non-residents.

Buildings and building details

- Most buildings form part of ex-local authority housing with the majority now in private ownership, including Arnolds Mead (1948), Dickens Avenue, Oliver Avenue, Charles Street, Weller Road and Tupman Road (1950's); houses along Meriton Avenue were built in the 1930's;
- Predominant housing types are semi-detached and terraces;
- Predominant building height is 2-storey, but there are also bungalows and 3-storey blocks of flats;
- The main building material is reconstituted Bath Stone. There are also still some pre-fabricated 'Airey' houses from the post-war period, some in their original design and others having been modified to brick-build with a pebble dash exterior. Houses along Meriton Avenue are predominantly built of local limestone, a combination of rubble and dressed;
- Mixture of dark grey stone (Meriton Avenue) roof tiles and concrete pantiles used as roofing material; some roofs have solar panels;
- Roof pitch varies from approximately 35 to 60 degrees;
- Many properties feature concrete canopy PVCu casement windows with concrete lintels and brick cills;
- The property behind the laundrette stands out as it is built of brick, has a clay-tile roof with a dragon detail and also features unusual arch windows;
- Many houses feature porches of various designs.

Streetscape

- Street furniture, mostly in the form of litter bins, is restricted to Meriton Recreation Ground, where any seating has been removed;
- Variety of design of lighting columns;
- There are remnants of old stone walls which pre-date the age of the housing, e.g. along Newlands Road, at Meriton Recreation Ground and behind the rear gardens of Arnolds Mead, shared with back gardens of Priory Street buildings;
- Property boundaries are marked by a mixture of brick walls, hedges and wooden picket fences.

Open Space

- Meriton Recreation Ground with grassy sports pitches and play area; grass verges at road junctions.

Uses and Activities

- Predominately residential, but also recreation and some small businesses.

Access and Movement

- All roads are through-roads; apart from Newlands Road most roads are mostly used by residents and visitors to the area, though some of the roads are also used for parking by non-residents; there are clear gateways leading into the area from Pickwick Road, Priory Street and Newlands Road;
- All roads have pavements and the town centre can be easily reached on foot; the Golden Path is a pedestrian link from Meriton Avenue to Newlands Road, which historically used to lead to the High Street prior to the development at Newlands Road and Martingate; there are also a number of other alleyways connecting residential roads within the area, some of them designated as Public Rights of Way; these are mostly unlit and often narrow and bordered by high walls, fences or hedges and thus potentially unsafe;
- There are no designated cycle paths or cycle parking facilities.

Assets

- Meriton Recreation ground with its sports pitch and play area is a valuable local asset in relation to the green and recreation space it provides but also associated openness and views.

Green Infrastructure and Batscape

- There are no known features of importance for Bechstein's or horseshoe bat species in this area.

Entrance to Arnolds Mead, different building styles within character area, Meriton Avenue, Meriton Avenue Recreation Ground with play area (from top to bottom)



SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees on junctions and along boundaries of Meriton Recreation Ground; replace any dead/dying specimen trees with similar species, including those recently felled at the recreation ground;
- Supplement existing trees with additional ones where appropriate; consider producing cohesive planting design with a selected species palette for trees and other planting to further improve the visual amenity of the area.

Views (external and internal)

- Retain views to Meriton Recreation Ground and beyond as well as views to neighbouring areas.

Addressing existing detracting features

- Provide sufficient and affordable parking in town to minimise need for parking within this area by visitors of the town.

Development/road pattern

At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Retain densities largely as existing.

Buildings in relation to road

- Retain parallel orientation of buildings in relation to the road.

Road pattern

- For larger areas of any potential re-development, allow for rectangular road layouts providing connections between Priory Street and Pickwick Road, which would be more in keeping with the wider local character.

Parking

- Provide sufficient and affordable parking in town to minimise need for parking within this area;
- For any new development, street parking should be kept to a minimum; encourage the provision of attached garages, car ports or driveways where parked cars are screened by boundary hedges or walls;
- Any communal garage/parking areas would have to be designed carefully to be safe/non-intrusive and integrated into the landscape.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including dwellings and brick building behind laundrette along Meriton Avenue.

Building mass and height

- For infill development or small development, retain a mixture of building types, sizes and heights, including bungalows, 2-storey and 2½-storey buildings and a small number of 3-storey buildings;
- For any larger areas of potential re-development, avoid bungalows and semi-detached housing to be more in line with vernacular styles.

Materials

- Favour local limestone, rubble stone and dressed, as main building material. Reconstituted Bath Stone is also acceptable if it has a similar appearance to the local limestone; coloured render is also in keeping with the wider local character; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark grey, dark red or dark brown roof tiles and roofs with a pitch of 45 to 60 degrees; other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from roofs;

- For infill development or small development, dormers would not look out of character here.

Windows and doors

- A variety of window and door styles would be acceptable, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from large windows and doors;
- Avoid use of bay windows.

Other specific building features

- Due to the high variety of existing styles in this area, several different styles can be employed without looking out of place. Design leads should largely be taken from the surrounding architecture with reference also to vernacular styles of the wider area; in any case, sustainable and high quality design principles should be followed;
- For any larger areas of potential re-development, leads should be taken from vernacular styles.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Encourage the use of a coordinated design style approach for streetscape features;
- Provide seating within Meriton Avenue Recreation Ground.

Property boundaries

- Promote property boundaries formed by stone walls and/or hedges. Extra care should be taken for front boundaries of Meriton Avenue to be in keeping with the building style. Hedges, stone walls but also black metal railings would be appropriate.

Surface materials

- Consider block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain Meriton Avenue Recreation Ground with its sports pitch and playground;
- Retain grass areas on junctions;
- For any larger areas of potential re-development, allow for wide road verges or open front gardens to retain feel of openness.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. residential and small businesses.

Access and Movement

Vehicular

- Minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety;
- For larger areas of any potential re-development, allow for rectangular road layouts providing connections between Priory Street and Pickwick Road, which would be more in keeping with the wider local character.

Pedestrians and cyclists

- Retain the Golden Path;
- Consider lighting for alleyways.

Town Gateways

- Maintain/enhance safe pedestrian/cycle link to Corsham.

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

Local features



3.3.8 Character Area 8 - Priory Street



Character Area 8 encompasses the western stretch of Priory Street up to the roundabout junction with Newland Road.

The eastern part of the character area forms part of the Corsham Conservation Area and accordingly contains mainly historic buildings, some of them listed.



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- Generally flat, though the road gently slopes down towards the south-east;
- Relatively open in places but sheltered by surrounded buildings;
- No major water bodies or flood risks;
- Long front gardens on northern side of road with trees and other planting, often with hedgerows along the road; some very narrow front gardens along southern side of the road containing some plants; allotments north of Priory Street; graveyard with a small number of small trees, otherwise little planting in public realm.

Views (external and internal)

- The overall view along the road is important, which is mostly relatively open and vegetated, despite the lack of vegetation in the public realm; there are no particular views outside of the area.

Detracting features

- Overhead cables;
- Cars often dominate the view.

Development/road pattern

- Priory Street is a relatively wide two-lane road;
- Part-way down the street is a prominent bend. The housing on the south side of the street mostly abuts the pavement or has very small (1 to 2m wide) front 'gardens', creating a slightly staggered effect, whereas much of the housing on the north side (from the bend eastwards) is set a long way back from the street (20m or more) with long front gardens. Accordingly, here the area has a more open feel;
- Buildings are aligned parallel to the road;
- A lot of cars are parked on the road, with both sides of the street used for parking. Where there are front gardens, these often accommodate car parking areas, but less so in the eastern part of the character area.



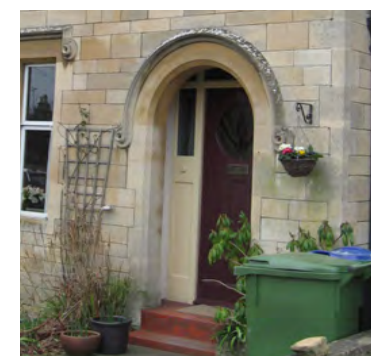
Western end of Priory Street and houses along it, eastern stretch of character area and houses along it (from top to bottom)

Buildings and building details

- The road features buildings of a variety of ages;
- The bend of the road marks a difference between historic housing (to the east) and predominantly more modern (to the west). In the western part of Priory Street there are a number of buildings from the 1930's. On the northern side of Priory Street (east of the bend), most houses date back from the Victorian era. On the southern side of Priory Street (east of the bend) houses are from the 19th century or older. There are also a number of listed buildings;
- There are some semi-detached houses present but terraces are the predominant building type; there are also some detached dwellings;
- Most buildings in this character area are 2-storeys high, but there is also a 3-storey high block of flats and a small number of bungalows (both out of character), however, actual roof lines and building heights vary across the road with often several neighbouring houses sharing the same roofs;
- The main building material is local limestone, both rubble and dressed. Some of the houses are rendered with white or cream-coloured paint;
- Many of the houses still have stone tiles, but in some cases these have been replaced by concrete pantiles, usually dark grey/dark red; roof pitches vary from approximately 30 to 60 degrees;
- There are a variety of window styles present, ranging from sash windows to casement windows - there are also gable windows in a number of Victorian cottages; the Baptist Church also features arched windows;
- According to the different house ages, there are a variety of building features and styles present, including stone-carved date plates (on the semi-detached 1930's dwellings), hooded doorways and porches.

Streetscape

- Narrow pavements and lack of space within public realm do not leave much room for street furniture though there is a recycled plastic bench in the east of the character area;
- Different types of cycle/vehicle barriers of entrances to footpaths, including galvanised steel and painted metal;
- Street lights often attached to telegraph poles; street lighting is approx 10 years old and designed to reduce light pollution;



- Where there are front gardens along the southern side of the road, these are often bounded by a low stone wall (approximately 60cm high), sometimes combined with hedges; the Victorian terraces to the north of the road display remnants of rubble stone walls of uniform height, in the western part often broken to provide off-street parking. Apart from walls, some of the property boundaries also feature gates of varying designs, but the most eastern stretch displays a uniform design of white painted picket fence gates, and there is no parking on properties this end.

Open Space

- The graveyard provides some open space, and there is also an area with allotments in the north of the character area. There are a few small areas of grass along the western stretch of Priory Street.

Uses and Activities

- Predominately residential, but there is also a pub (Three Brewers), a Baptist Church with a graveyard and an area with allotments.

Access and Movement

- Though not one of the main routes into town and not encouraged by signage, the road provides a direct access from Bath Road (A4) to the town centre;
- On-street resident parking on both sides of the road only leaves a single route for cars in the middle. This slows the traffic down but provides issues for the buses;
- There is a bus stop (bus line X31);
- The town can be reached easily on foot via pavements. However, pavements are narrow and the tarmac looks patchy, and some of the hedging makes passing more difficult; due to the on-street parking, crossing the road is hazardous in most places, though there is a safe crossing place at the eastern end;
- In addition to pavements, there are three well-used footpaths, two of them designated as Public Rights of Way; these are generally considered safe, though in parts there is high fencing on both sides;
- A dead-end offshoot of the Sustrans cycle route 254 leads along Priory Street, but there is no designated cycle path.

Assets

- Listed and non-listed historic buildings and associated features;
- Baptist Chapel with graveyard;
- Pub and allotments;
- Little front gardens with vegetation and hedges.

Green Infrastructure and Batscape

- There are no known features of importance for Bechstein's or horseshoe bat species in this area.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Encourage tree and hedge planting in private front gardens; consider encouraging tree planting along road following common theme, creating an alley effect;
- Retain existing trees in graveyard and replace any dead/dying trees with similar species.

Views (external and internal)

- Retain view along Priory Street with its characteristics.

Addressing existing detracting features

- Providing extra hedges and trees would help to further improve views and detract from the car parking.

Development/road pattern

At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Retain density largely as existing; for any new development, the character of the western part of Priory Street would be able to absorb a higher density than existing; avoid detached houses and bungalows.

Buildings in relation to road

- Retain principle of long front gardens to the north of the road and small or no front gardens to the south of the road;
- New buildings to be aligned parallel to the road.

Road pattern

- The character area only contains one road, the alignment of which should be retained.

Parking

- While parking on the road can cause problems, it also reduces traffic speed, which makes the road safer. However, for new housing, facilities should be provided on the properties to not add more parking pressure.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including entrance doors with hooded doorways, date plates, porches and dormer windows.

Building mass and height

- Building height of 2-storeys to be favoured; avoid bungalows and 3-storey buildings.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render is also in keeping with the character;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour dark grey, brown or red stone or concrete tiles as roofing material;
- Favour pitched roofs 30 to 60 degrees to match existing.

Windows and doors

- Favour window designs of similar proportions to existing, avoiding large panorama windows;
- Windows of sliding sash or casement styles would all be in keeping;
- Consider designs picking up character of individual entrance doors with

stone hooded doorways. If porches are used, these have to be carefully designed to not look contrived and/or out of place.

Other specific building features

- For new housing, dependant on where they are located in the character area, consider designs picking up specific building features nearby;

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Consider uniform design for cycle/vehicular barriers at footpath entrances, e.g. black painted metal;
- Coordinate signage to minimise clutter.

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges. Hedges without walls would also be acceptable;
- In eastern part/northern side of road retain white picket fence gates, and consider expanding this scheme further west and throughout the character area;
- On southern side of road, where there are front gardens both for new and old properties, encourage stone walls and/or hedges, black painted metal fencing is also in keeping with the character; discourage concrete walls and timber fencing.

Surface materials

- Consider using limestone flags for pavements along eastern and southern stretch of Priory Street.

Open Space

- Retain graveyard and allotments.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. residential and small business.

Access and Movement

Vehicular

- Discourage over-complicated traffic management, subject to road safety.

Pedestrians and cyclists

- Improve surfacing of existing pavements;
- Consider additional road crossing point in west of character area opposite entrance to footpath.

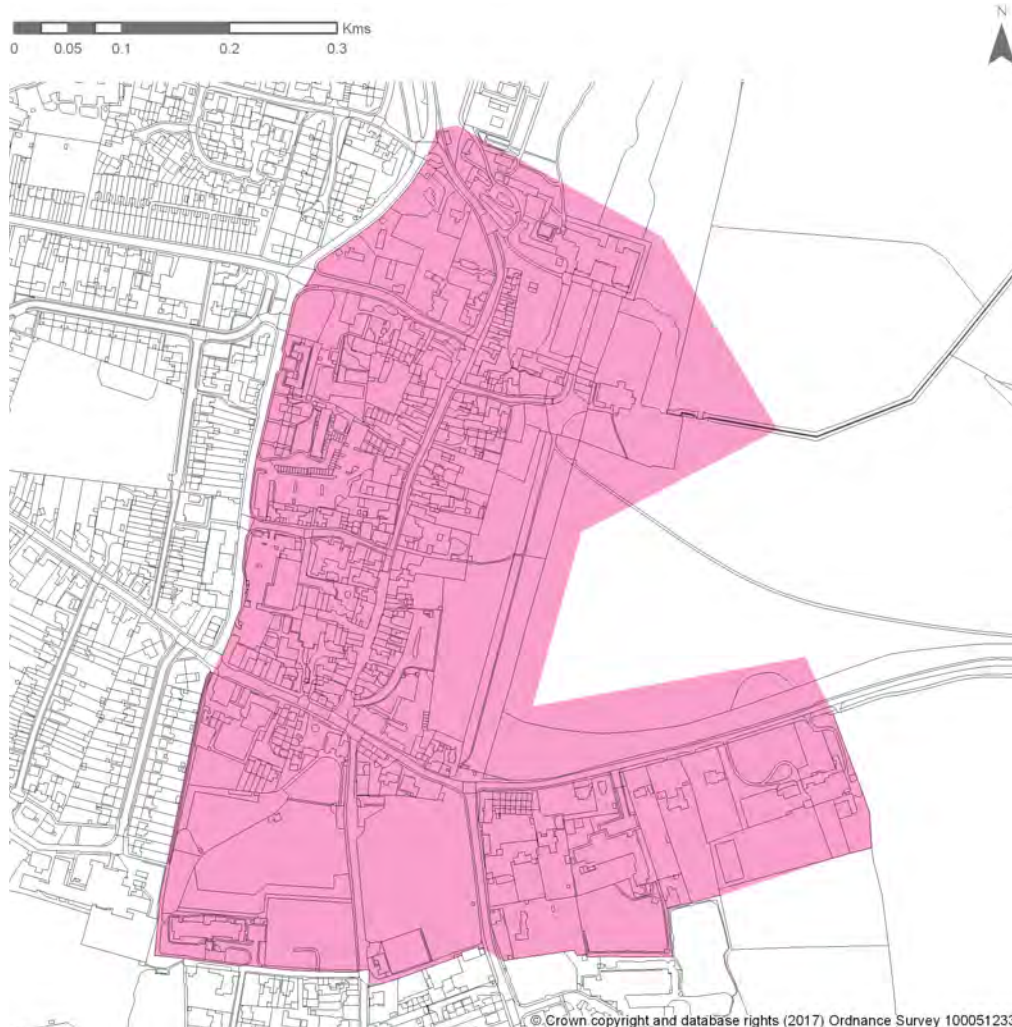
Town Gateways

- Currently, the lack of signage on the A4 indirectly discourages access through to the town centre. This keeps traffic on Priory Street at manageable levels given the amount of street parking and problems already associated with that; as such the gateway into town from Priory Street should not be further promoted.

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

3.3.9 Character Area 9 - High Street



This relatively large character area encompasses the whole historic town centre of Corsham, including the High Street, Corsham Court and the area around the Almshouses. There are also pockets of newer development, such as Martingate and along Newlands Road.

At the time of writing, Corsham Town Council is reviewing options for the improvement of the town centre and the *Town Centre Plan* is presented in the Corsham Neighbourhood Plan.

The majority of Character Area 9 forms part of the Corsham Conservation Area and there is a high number of listed buildings within this area. The garden and parkland associated with Corsham Court is listed in the Registered Parks and Gardens register.

There are a couple of Tree Preservation Orders within this area.



High Street, The Methuen Arms, The Almshouses, Church Street, Flemish Weaver's Cottages, Town Hall, Corsham Court, Martingate. Cricket Ground, Pickwick Road, Jargeau Court and Newlands Road block of flats (from top to bottom)

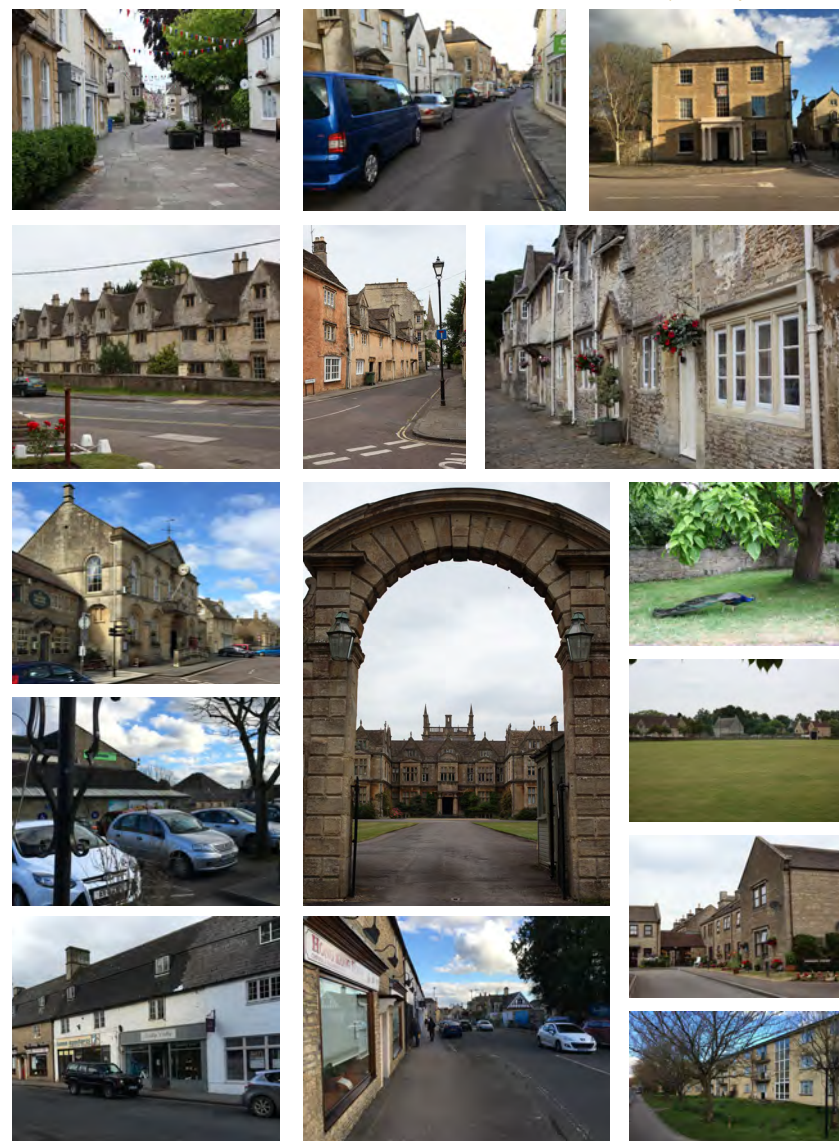
KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The area is flat with a slight slope rising from east to west;
- The area is relatively sheltered though the High Street can act as a wind tunnel at times; parts of the parkland surrounding Corsham Court are more exposed;
- Medium-sized pond in the grounds of Heywood School, though hidden from public view; this is thought to have been a stew pond used to store live fish for the Abbey; culverted streams are thought to run water under the High Street feeding the lake in Corsham Court park;
- Heavy rain can result in significant run-off arriving at the Town Hall and into Church Street from as far as Cross Keys;
- Corsham Court Park is a wide area of parkland and is listed in the Registered Parks and Gardens register; it has been designed by Lancelot 'Capability' Brown and Humphry Repton; the part of the grounds which fall within this character area contains large areas of grass and park trees, avenues as well as small areas of woodland (around South Avenue and north of Lacock Road); other notable areas of vegetation are the cloud yew hedge on the boundary of Corsham Court, two large copper beeches in the High Street in the garden of the old vicarage (No. 40), the cricket ground, the open space to the west of Station Road with allotments and large trees on the eastern boundary along Station Road as well as the garden of The Old Lodge adjacent to the gates leading to South Avenue;
- A number of trees within the area are covered by Tree Preservation Orders.

Views (external and internal)

- View along South Avenue and from South Avenue to the east across the parkland of Corsham Court;
- Views up and down High Street;
- Views of church spire down Church Street; church tower also visible from other parts of town, including from the bottom end of Priory Street;
- View of The Grove visible from High Street;
- View of Almshouses from Lacock Road;
- View up and down Priory Street from High Street/Newlands Road.



Detracting features

- The Martingate shopping area is at odds with the surrounding character area;
- Poor road surfaces in a number of areas around the High Street and car parks;
- There are various features which detract from the character of the High Street and other areas, including uncoordinated, over-large and often unnecessary road signage, street lighting, planters, road markings, some inappropriate shop windows/frontages and associated signage; unsightly paving patch repairs, unsightly loose wiring on frontages of many attractive older buildings;
- On-street car parking especially in the historic core can detract from the character.

Development/road pattern

- The area is quite big and encompasses a variety of development and road patterns;
- High Street, the western end of Church Street and the northern end of Pickwick Road form part of the old historic core. Here, roads are relatively narrow, building density is high and as a result the area has a very enclosed and urban character. Buildings are aligned parallel to the road and abut the pavement/road;
- Other roads, such as Newlands Road, the remaining Pickwick Road and the top of Station Road are slightly wider and the building density is also lower. There are also more open spaces here, leading to an overall more open feel; buildings are still aligned parallel to the road, but some houses are set back from the road rather than abutting it;
- Corsham Court and surrounding parkland as well as the cricket ground naturally have a much more open feel to them;
- The High Street is partly pedestrianised, but elsewhere there is some street parking; there is a large public car park near Martingate and some other smaller public and private designated car park areas and garages (at Newlands Road). Apart from the larger properties along Lacock Road, there are not many dwellings which allow for parking on driveways;
- Apart from visually detracting from the historic assets in the area, on-street

parking causes traffic issues locally, in particular at Pound Pill and Lacock Road, especially at school drop-off and collection time.

Buildings and building details

- The area contains a large number of listed buildings, including Corsham Court (16th century), St Bartholomew's Church and associated buildings, the Town Hall, the Almshouses (17th century), the Methuen Arms, the Flemish Weaver's Cottages (around 1600), the Grove and most houses within High Street and Church Street and the central stretch of Pickwick Road;
- There are sharp changes in building age and style within the character area, with newer buildings appearing along Newlands Road, including the Martingate Centre and relatively new housing, but also along Pickwick Road and Lacock Road. There is also a housing development at Jargeau Court;
- Houses in the old core along High Street, Church Street and the northern side of Pickwick Road are mostly 2 to 2½-storey high, though there are also a small number of 3-storey high buildings; houses here are mostly abutting each other but of different design; this creates a non-uniform array of roof lines, and distance of houses to the road/pavements varies;
- Elsewhere in the character area there are also detached houses (e.g. Lacock Road, northern part of Newlands Road) and a small number of blocks of flats. Again, building height ranges from 2 to 2½-storey high, with a couple of buildings being of 3-storey height;
- The predominant building material for older properties is local limestone, mainly ashlar but some rubble on older buildings; a number of stone properties have been lime-washed in traditional Cotswold colours, also including some very bright colours; reconstituted stone has been used on some of the newer 20th century buildings;
- The main roofing material on the historic properties is stone; slate, clay and concrete tiles are also present, particular on the newer buildings;
- Chimneys are generally stone to match the main building material;
- Roofs are mainly gable roofs with roof angles of 30 (newer) to 60 (older) degrees;
- Due to the richness and variety of historic building styles, there are many unusual building features present in the area, which are too numerous to list here;

- The predominant window type for the older buildings is casement, though a number of the larger Georgian buildings have sash windows; there are a lot of buildings with dormer windows; shop windows have been changed over the years and there is now a lack of uniformity and consistency, with large shop windows being out of character; stone cills are a feature of some older window types;
- A lot of buildings feature hooded doorways or porches of various styles; in the High Street there are a number of buildings which have large wooden stable doorways to their courtyards.

Streetscape

- The street furniture in the area is mainly made of black painted metal; this includes benches, bins, planters, sign posts, hanging baskets, lamps in the High Street and railings; however, there is still a variety of non-uniform styles; a number of properties in the High Street and surrounding area have iron railings surviving WW2 (while many of them have been removed during that period);
- High number of street signs;
- Paving in pedestrianised High Street and also on pavement in the non-pedestrianised stretches is predominantly stone, but repaired poorly and inconsistently in places; there is also a large area of cobbled paving from the Post Office to the end of the Flemish Weaver's Cottages.

Open Space

- This is provided in the area by the parkland around Corsham Court, a cricket ground, allotments and other areas of non-public open space.

Uses and Activities

- The area is predominantly a mix of retail and residential, but also containing other uses such as offices, community uses, recreation (such as cricket ground and allotments), education (St Patrick's School, Heywood Preparatory School and Bath Spa University) and churches;
- The town centre of Corsham is sometimes used for filming;
- The *Town Centre Plan* presented in the Corsham Neighbourhood Plan identifies strategic future uses within the town centre area.

Access and Movement

- The High Street historically was the main vehicular route through town, but much of it is now pedestrianised; nonetheless, other parts of High Street are busy with local traffic and commercial traffic servicing businesses and shops; Newlands Road, Pickwick Road, Station Road and Lacock Road are main thoroughfares;
- Between Post Office Lane and Priory Street, the High Street is a one-way route in a northerly direction;
- The main bus stop of the town centre is located at Newlands Road behind Martingate, and there are also a number of other bus stops in the area;
- Pavements are present throughout the area but are narrow in places; generally, there are a number of well-used pedestrian routes available, providing access to the High Street and schools, but also including recreational routes through Corsham Court parkland; some of the routes are designated Public Rights of Way;
- Wiltshire Cycleway NCN 254 from Biddestone to Bradford on Avon leads through the area. The Vale of Pewsey cycle route starts/finishes in the centre of Corsham, heading to Lacock and beyond; there is limited signage and cycle parking in the town centre.

Assets

- The historic town centre;
- Corsham Court and associated parkland;
- Other listed and non-listed historic buildings and associated features, including the stew pond, cloud yew hedges, and memorials (War Memorial on the corner of Pound Pill/Lacock Road, Mayo Memorial on the corner of Priory Street/High Street);
- Open space including Corsham Court parkland, cricket ground and allotments;
- Historic stone-carved ram's heads have been preserved and applied to the new shop building (Book Shop) at the High Street entrance to the Martingate Centre.

Green Infrastructure and Batscape

- The large area of mature deciduous woodland adjacent to Corsham Court provides suitable foraging and connective habitats for Bechstein's and horseshoe bat species;
- The allotment gardens may possibly be used by lesser horseshoe bats for foraging when invertebrates are scarce in their preferred foraging areas but this will be limited by connectivity and disturbance/lighting.

Local features



SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees, especially mature specimens, along roads and within public realm as well as within Corsham Court parkland; replace any dead/dying trees with similar species; retain cloud yew hedge; retain existing copses of woodland;
- The stew pond is of historical interest and may benefit from cleaning/clearance on a regular basis;
- Address flooding issue on High Street/Church Street;
- Retain existing vegetation throughout the character area where possible, and supplement where appropriate with new native planting.

Views (external and internal)

- Retain and enhance existing views within and into Corsham Court parkland, High Street, along Lacock Road. Also retain identified views of church spire.

Addressing existing detracting features

- Consider improving area on Newlands Road and between Newlands Road and High Street to be more in tune with character of High Street;
- Addressing on-street parking issues will help with improvement of views;
- Consider de-cluttering of signage and introduce coordinated approach for street furniture;
- Improve quality of repair of surfaces.

Development/road pattern

Building density/openness

- Retain high density of urban core around High Street; due to the proximity to the town centre, other areas could also cope with a higher density development pattern as existing.

Buildings in relation to road

- Buildings to be parallel to the road; nearer the town centre buildings can be groups of short terraces which abut the road with slightly varying distances to the road; creating a similarly staggered effect as in the High Street;
- In other areas, houses can be set back from the road more, but if a higher density was desired, terraces would also be in keeping here.

Road pattern

- Any new development should reflect the existing, largely rectangular road pattern, avoiding curve-linear layouts and cul-de-sacs.

Parking

- A different payment regime for public parking may help resolve undesired on-street parking;
- Any new development should try to reduce, or at least not add further to current on-street parking on the main roads; this can be achieved by parking on properties (driveways/car ports/attached garages), underground parking areas and/or courtyard parking or other carefully designed communal parking areas; where parking takes place on driveways, encourage the provision of boundary hedges or walls.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including wide wooden doorways on High Street.

Building mass and height

- Retain mixture of building types, sizes and heights with 2 to 2½-storey buildings, also including a small number of 3-storey buildings. These can comfortably sit next to each other as short terraces;
- Favour terraces over semi-detached or detached houses, in particular near the town centre.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render is also in keeping with the character, even more bright colours can be considered, as long as they sit well with their surroundings;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour dark grey, brown or red tiles as roofing material; for historic buildings encourage the use of stone tiles;
- Design terraces so that roof lines vary, creating a staggered, non-uniform effect;
- Favour pitched roofs of 40 to 60 degrees to be in line with the local vernacular character.

Windows and doors

- Favour window designs of similar proportions to existing, avoiding large panorama windows; avoid PVCu windows;
- Windows to be sliding sash or casement. Use of stone bay windows would also be in character;
- Consider designs picking up character of individual entrance doors with stone hooded doorways. If porches are used, these have to be carefully designed to not look contrived and/or out of place.

Other specific building features

- For new housing, consider designs picking up specific building features of nearby historic houses; care should be taken that any such designs do not look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Aim to de-clutter signage, especially in historic core; continue with coordinated theme of black-painted metal as consistent theme for signage, street furniture and lighting;

- Use consistent lighting design for historic stretch of High Street, but also other roads and any new developments;
- Some of iron railings in the High Street were removed during the WW2 and could be re-instated.

Property boundaries

- Promote property enclosures formed by stone walls, either with or without hedges. Hedges without walls would also be acceptable; occasional black painted metal railings/gates would also be within character, especially where there is less space; avoid using timber fences.

Surface materials

- Keep limestone pavements along High Street in good state of repair, using methods consistent with the implemented scheme;
- Consider using limestone flags for pavements extending further into High Street, Martingate and other adjacent areas;
- For new housing away from the historic core, consider limestone paving, or cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain existing areas of public open space, including cricket pitch and allotments.

Uses and Activities

- Encourage uses in keeping with the local character, i.e. retail, residential and small business. Other uses would also be in keeping if they are housed in buildings fitting the character.

Access and Movement

Vehicular

- For any new development sites, encourage simple traffic management, minimising the need for road surfacing, subject to road safety;
- Consider traffic and parking management measures e.g. dealing with congestion at peak times;

Pedestrians and cyclists

- Retain existing pavements in state of good repair to provide safe pedestrian access to and from the town centre;
- Improve signage of cycle routes and availability of cycle parking within town.

Town Gateways

- The roundabout at Lacock Road/Pound Pill represents a secondary gateway into town, and signage could be improved to point to the High Street.

Green Infrastructure and Batscape

- The eastern boundary of Corsham Cricket Club grounds would benefit from additional hedgerow and tree planting to create a connective feature to join the woodland in Corsham Court with the wider landscape to the southeast.



3.3.10 Character Area 10 - Bradford Road



This character area describes the wedge of land defined by the eastern end of Park Lane in the south and Bradford Road/Bath Road in the north. It is an area of a number of post-war developments, but also encompassing an industrial and a business/office complex as well as a quarry. There are also a small number of historic buildings in its east.

The eastern edge of Character Area 10 falls within the Pickwick Conservation Area; There are also a small number of listed buildings in this area.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The area is predominantly flat and mostly sheltered by existing vegetation and buildings;
- There are no major water bodies or known flood risks;
- All main roads feature street trees; Park Lane also has generous verges either side of the road; additional trees and planting provided by private gardens.

Views (external and internal)

- Views into countryside north of Bath Road from northern edge of character area, otherwise quite visually contained;
- Views along Park Lane with trees and green verges.

Detracting features

- Views of business units and entrance to quarry;
- Northleaze, the industrial units west of Northleaze and offices at the entrance to Park Lane out of character;
- Timber board fencing on boundary of Northleaze.

Development/road pattern

- The main roads Bath Road/Bradford Road/Park Lane are relatively wide, two-lane roads; these main roads are straight with all side roads being dead ends, often with a curve-linear pattern and cul-de sac design. These areas are relatively visually contained;
- With the mixture of detached and short terraces, building density is medium with most dwellings having their own private garden;
- Historic buildings along Bath Road abut the pavements, whereas the old buildings of Bradford Road have front gardens of approximately 5m length. The latter feature an approximately 0.5m high retaining wall along the road and are elevated in relation to the road;
- Most buildings in the new housing areas are set back from the road, though there are also some abutting the pavement, sometimes creating a staggered effect, presumably to be in line with the vernacular style of the town centre;

Historic buildings are orientated parallel to the road, whereas some of the newer developments are more irregular in relation to their alignment to the road; the mobile homes are mostly orientated at right angles to the road;

- Some on-street parking on eastern end of Park Lane which can slow down traffic; parking can also cause problems around the office unit and St Patrick's Church at certain times. Parking in the housing areas is mostly on private driveways; there are some designated parking areas/bays within the business parks.

Buildings and building details

- There are a small number of historic buildings (18th century) along Bath Road, including St Patrick's Church. Another set of historic buildings is a terrace located along Bradford Road. Most other buildings date from the late 20th century or early 21st century. Especially the newer developments have been designed sensitively to pick up local architectural styles; the individual estates often share common features and look relatively uniform in style;
- The main building forms within newer housing are detached with also some semi-detached and terraced buildings. Houses are mainly 2 to 2½-storeys; there are also some bungalows along Park Lane;
- The main building material is local limestone, both rubble and ashlar. Some houses have been rendered, using a general colour scheme of white and ochre/yellow;
- Apart from some remnants of stone roof tiles on the historic buildings, the main roofing material is dark brown/grey brown/red pantiles. Most buildings have gable roofs with pitches of 40 to 60 degrees;
- Windows are mainly of the casement style; there are a number of buildings with dormers; many of the houses have porches of different styles. One of the historic buildings features a distinct stone door frame;
- The mobile home park Northleaze, as well as the industrial and office units, form exceptions to the above styles in regards to building material, form, mass and height; Northleaze, and to some extent the industrial units west of it, are relatively visually contained. However, the buildings at the corner of Bath Road and Park Lane are quite visible, though here the buildings have been designed with some consideration to their surroundings using

local limestone; nonetheless they display dominant elements which make them at odds with the surrounding character, especially prominent within the courtyard, e.g. in regards to large windows, shape and mass.

Streetscape

- Concrete bollards in front of Northleaze on Park Lane, otherwise little street furniture;
- Pavement and street surfaces are mostly tarmac, but there are also some pavements using block paving (Gibbs Court);
- Property boundaries mainly formed by hedges and dry stone walling. Timber board fencing on the boundary of Northleaze does not conform with the character; the individual housing estates have their own boundary treatments, e.g. sometimes a uniform design of stone walls, sometimes timber picket fencing (Silman Close); also some black metal railing along Park Lane; along Park Lane itself, the newer properties have a design of trees/planting and grass front gardens, which looks well-designed and provides an attractive streetscape.

Open Space

- The church sits within a greenspace. There are also spaces of public realm such as wide verges along Park Lane and the green space at the eastern entrance to Park Lane.

Uses and Activities

- Mainly residential, but also containing some industrial, commercial and office units and a working underground quarry.

Access and Movement

- Bath Road (A4) and Bradford Road (B3109) are both busy roads; Park Lane is also a main road but with comparably less through traffic. The other streets are all dead-ends and there is no vehicular connection in this character area between Bath Road/Bradford Road and Park Lane;
- Park Lane has a dedicated cycle path and generous pavements, which continue along Freestone Way to the south-east and also south-west towards Rudloe;

St Patrick's Church, business unit, housing styles along Park Lane and adjacent housing developments, quarry entrance, business estate, Northleaze mobile home park, historic houses along Bath Road and Bradford Road (from top to bottom)



- There are a two pedestrian links between Park Lane and Bradford Road/ Bath Road, one of them a Public Right of Way, and people can also walk through the church grounds to cut through. Pedestrians can walk all the way into the town centre on pavements; there is a Public Right of Way leading to the countryside to the north from Bath Road opposite St Patrick's Church.

Assets

- The wide streetscape with trees and green space along Park Lane provides a pleasant, green environment;
- St Patrick's Church is valued as a place of worship as well as for its setting and architecture.

Green Infrastructure and Batscape

- The areas of mature trees to the rear of the gardens in both the east of Silman Close and the west of Chestnut Grange may provide some foraging resource for lesser horseshoe bats. The value of this is limited by the amount of lighting and limited connectivity to the wider landscape.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing street trees and supplement with additional trees where appropriate; retain open green spaces and wide verges along Park Lane;
- For any new housing developments, supplement existing with additional trees; consider producing cohesive planting designs with a selected species palette for trees and other planting to give the area structure and identity.

Views (external and internal)

- At the time of writing, the field to the north of this character area had received planning permission for housing, however, care should be taken that vistas towards countryside from the northern part of character area are retained;
- Retain and enhance 'green' view along Park Lane.

Addressing existing detracting features

- Consider providing some extra landscape features, such as trees, stone walls or hedges, at entrance of and within industrial complex west of Northleaze;
- Consider substituting timber board fencing surrounding Northleaze with stone wall or hedges;
- Consider providing additional landscape features, such as trees/hedges/stone walls, filtering views into office unit courtyard from north and south, which displays features which are at odds with local character.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- For new development along Park Lane allow for enough space for road verges and street trees;

- Building density should be in line with the existing, with a mixture of detached and terraced buildings, with individual gardens.

Buildings in relation to road

- For new developments along the main roads and new larger housing developments, favour design where houses are set back from the road and orientated in parallel or at right angles to the road. For infill development keep within the existing pattern.

Road pattern

- For new larger developments, favour rectilinear rather than curve-linear road pattern to fit into wider character of the area.

Parking

- Developments to be designed to allow for car parking on properties (driveways/attached garages/car ports/underground parking) to discourage on-street parking. Communal parking areas are also acceptable as long they are well-designed and overlooked.

Buildings and building details

Existing historic buildings and features

- Retain heritage assets within the character area, including features that are not listed.

Building mass and height

- Favour buildings that are 2 to 2½-storeys;
- Building footprints and mass to be guided by existing vernacular architecture of the wider Corsham area, for example avoiding large commercial sheds/buildings.

Materials

- Principally favour local limestone, rubble stone and dressed, as main building material, with or without white or cream render, to match vernacular style of the wider area; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark brown or dark grey roof tiles and roofs with a pitch of 40 to 60 degrees to match vernacular style of the wider area; other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from roofs.

Windows and doors

- Principally, favour casement windows and avoid large window designs; dormers are in keeping with local character;
- Porches can be included, but care should be taken that designs do not look contrived and/or out of place.

Other specific building features

- For infill development keep with styles of surrounding buildings;
- Principally, for any new larger development, design leads should be taken from vernacular styles of the wider area; other styles can also be considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum to avoid cluttering and combine with other streetscape features where appropriate, such as lighting columns;
- Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

- Encourage (dry-) stone walls and/or hedges as property boundaries; black metal railing would also be within character; for infill development within existing housing areas, keep within style of surrounding buildings.

Surface materials

- Consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain wide verges and other green space within the public realm along Park Lane and Bradford Road.

Uses and Activities

- Retain existing uses of predominantly residential, small business and small industrial uses, though other uses would also be acceptable as long as they are housed in buildings in keeping with the wider character.

Access and Movement

Vehicular

- Minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Maintain/enhance safe pedestrian links to Corsham and to countryside;
- Maintain/enhance dedicated cycle lanes and link to wider cycle network for access to both Corsham and the wider area.

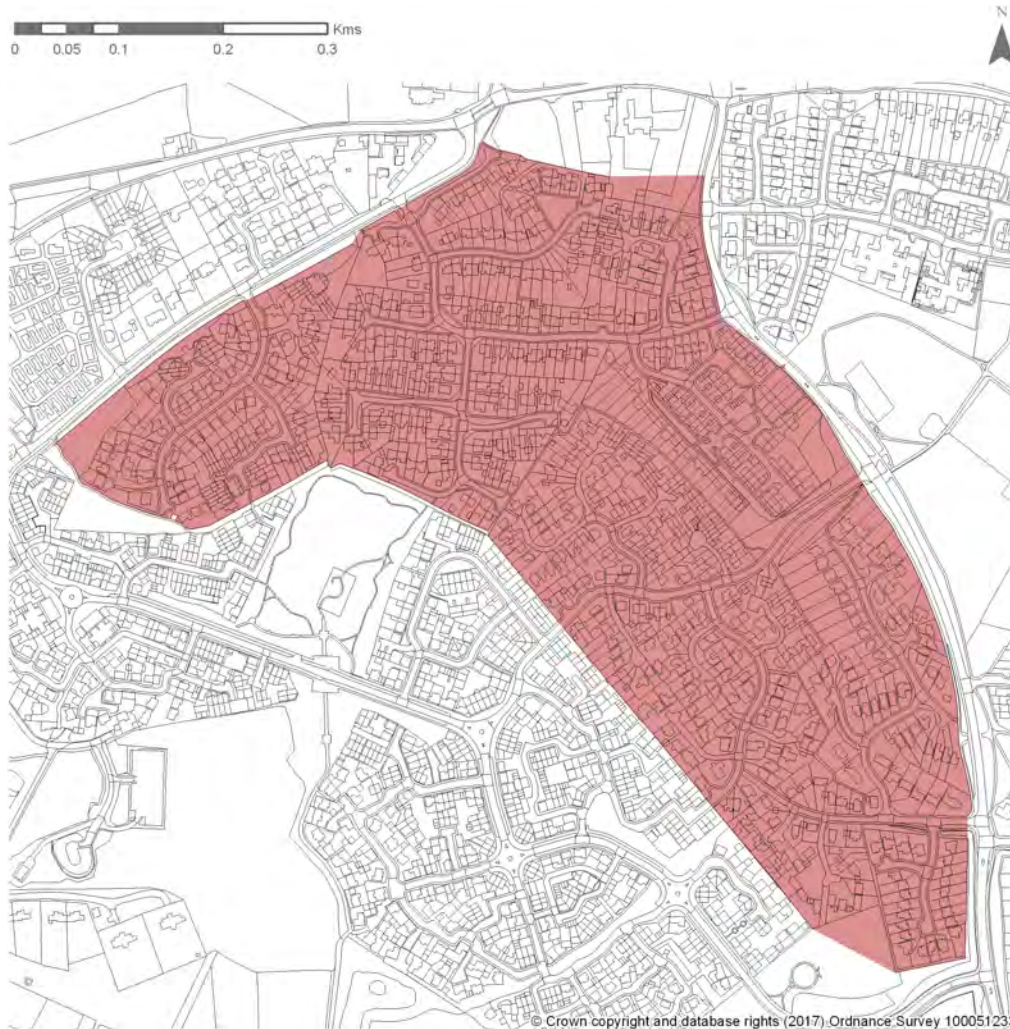
Town Gateways

- Bath Road and Bradford Road are both main routes into Corsham, and care should be taken that development along these roads provide a high amenity value and inviting entrances to Corsham, displaying character elements that are typical of Corsham.

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

3.3.11 Character Area 11 - Valley Estate



This is a very large area of post-war housing estates located in the south-west of Corsham. It is bounded by Park Lane in the north-west and Valley Road to the east. The boundary to the south-west is less defined but largely leads along the edge of the 'older' housing dating from the 1970/80's.

The area is not associated with any environmental or historic designations.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The area is undulating: Poynder Road, Fuller Avenue and Brakspear Drive are located in shallow valleys; Penleigh Close is located on a slight hill;
- No major water body within the area; known flooding issue at West Park Road;
- Some greenspace is provided through wide verges and tree buffers, e.g. along Park Lane - including a small area of woodland between Purleigh Road and Mason's Way - and at the eastern entrance to Hatton Way. Here there are some mature trees, but elsewhere street trees are relatively rare; most dwellings have their own private garden, which adds substantially to the amount of vegetation in the area.

Views (external and internal)

- Views are mainly characterised by housing, though dwellings along the green spaces described above have views containing less built form;
- The more elevated parts in the east of the character area have views of Springfield Recreation Ground.

Detracting features

- Grit boxes do look unsightly and some pavements are in poor state of repair;
- Litter problem on footpaths.

Development/road pattern

- The road alignment and with it the development is largely laid out to follow the contours; the curve-linear and irregular road pattern, containing a lot of cul-de-sacs, is not in keeping with the local vernacular character of more rectangular layout;
- All roads are two-lane, with Hatton Way as a main road being slightly wider;
- The area has a sub-urban character with medium housing density containing a mixture of detached, semi-detached and small terraced housing, mostly with their own gardens;
- Houses are mostly set back from the road with front gardens;
- Buildings are usually aligned parallel to the road, though there are

exceptions where they are orientated diagonally in relation to the road (e.g. Mason's Way/Sumsions Drive);

- There is a mixture of on-street parking and parking on private driveways; a lot of the houses have attached garages, though often these don't seem to be used for cars.

Buildings and building details

- The area encompasses developments of various periods after WW2, including the 1960's (Purleigh Road), 1970's (Poynder Road), 1980's (Brakspear Drive), but also some newer development to the south-west (e.g. Mason's Way); while the character area as a whole is not in keeping with the vernacular character of the wider area, the developments are visually relatively contained and in themselves display consistent features;
- There is a mixture of detached, semi-detached and terraced housing of mainly 2 to 2½-storeys; there are also some bungalows and 1½-storey buildings;
- The main building material is local limestone, both rubble and ashlar, as well as reconstituted limestone; there are also groups of houses featuring different materials, such as brick, white/cream renders and shingles;
- Roof angles vary but are mostly within the 35 to 60 degree bracket;
- Most roofs are covered with dark grey concrete pantiles.

Open Space

- The area of side verge at the eastern entrance of Hatton Way and the woody edge towards Park Lane are the only public green spaces in the area. Neighbouring character areas contain large parks, such as Springfield Recreation Ground and Katherine Park Green.

Streetscape

- Little street furniture other than grit boxes, which look unsightly;
- Various street lamp designs;
- Roads and footpaths are mainly tarmac, some pavement surfaces are in poor state of repair.

Uses and Activities

- Predominantly residential.

Access and Movement

- Hatton Way and West Park Road/Purleigh Road are through roads, with no other roads connecting to any neighbouring areas;
- There are bus stops at West Park Road and Fuller Avenue served by busline 10;
- Some Public Rights of Way lead through the area; these footpaths are sometimes poorly maintained and muddy.

Assets

- Trees along Park Lane provide a physical and visual buffer to other development;
- Wide grass verges and trees at entrance to Hatton Way provide a welcoming entrance into the area.

Green Infrastructure and Batscape

- There are no known features of importance for Bechstein's or horseshoe bat species in this area.

Hatton Way, Poynder Road, Troponell Close, Hatton Way, Brakespear Drive, Penleigh Close and Spackman Lane, Glebe Way, Burn Road, Syon Close, Bellot Drive, Danvers Road and West Park Road, Valley Road West Park Road. (from top to bottom)



SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Address flooding issue at West Park Road;
- Retain existing trees and supplement with additional trees where appropriate, e.g. at Purleigh Road, West Park Road and Hatton Way entrances, creating more attractive gateways into the area; retain tree buffer along Park Lane, including small area of woodland; replace any dead/dying mature trees with new trees of similar species;
- Consider producing cohesive planting designs with a selected species palette for trees and other planting to give the individual areas structure and identity;
- For any new large housing developments, supplement existing with additional trees and allow for green verges and/or house frontages.

Views (external and internal)

- Retain visual buffer of tree planting towards Park Lane.

Addressing existing detracting features

- Consider more attractive designs or providing enclosures for grit boxes.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- For new development, allow for enough space for road verges and street trees;
- Building density should be in line with the existing, containing a mixture of detached and terraced buildings, with individual gardens;

Buildings in relation to road

- Favour design where houses are set back from the road with front gardens and orientated in parallel with the road.

Road pattern

- For new larger developments, favour rectilinear rather than curve-linear road pattern to fit into wider character of the area, but follow contours as much as possible.

Parking

- Developments to be designed to allow for car parking on properties (driveways/attached garages/car ports/underground parking) to discourage on-street parking. Communal parking areas are also acceptable as long they are well-designed and overlooked.

Buildings and building details

Existing historic buildings and features

- There are no historic buildings or features within this area.

Building mass and height

- Favour buildings that are 2 to 2½-storeys;
- For infill development, the building footprints and mass should be guided by surrounding buildings; for larger new development mass and proportions should be in line with existing vernacular architecture of the wider Corsham area, avoiding large commercial sheds/buildings.

Materials

- For infill developments match surrounding materials;
- For larger new development, favour local limestone, rubble stone and dressed, as main building material, with or without white or cream render, to match vernacular style of the wider area; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark grey roof tiles. For infill development the roof pitch should be guided by surrounding buildings; for any new larger developments, the roof pitch should be between 40 to 60 degrees to match vernacular style of the wider area;
- Other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings. This includes consideration of minimising light reflection from roofs.

Windows and doors

- Principally, favour casement windows and avoid large window designs;
- Porches can be included, but care should be taken that designs do not look contrived and/or out of place.

Other specific building features

- For infill development keep with styles of surrounding buildings;
- Principally, for any new larger development, design leads should be taken from vernacular styles of the wider area; other styles are also encouraged, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Consider more attractive designs or providing enclosures for grit boxes;
- Keep signage to required minimum to avoid cluttering and combine with other streetscape features where appropriate, such as lighting columns;
- Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

- For infill development keep with styles of surrounding buildings;
- For new large development, encourage (dry-) stone walls and/or hedges

as property boundaries; black metal railing would also be within character.

Surface materials

- Consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain wide verges and other green space within the public realm along Park Lane and Bradford Road;
- Consider provision of allotments to compensate for lost allotments at Pickwick Manor.

Uses and Activities

- Retain existing uses of predominantly residential; other uses would also be acceptable as long as they are housed in buildings in keeping with the wider character.

Access and Movement

Vehicular

- For any new development, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Maintain/enhance safe pedestrian links to Corsham, included non-surfaced footpaths/Public Rights of Way.

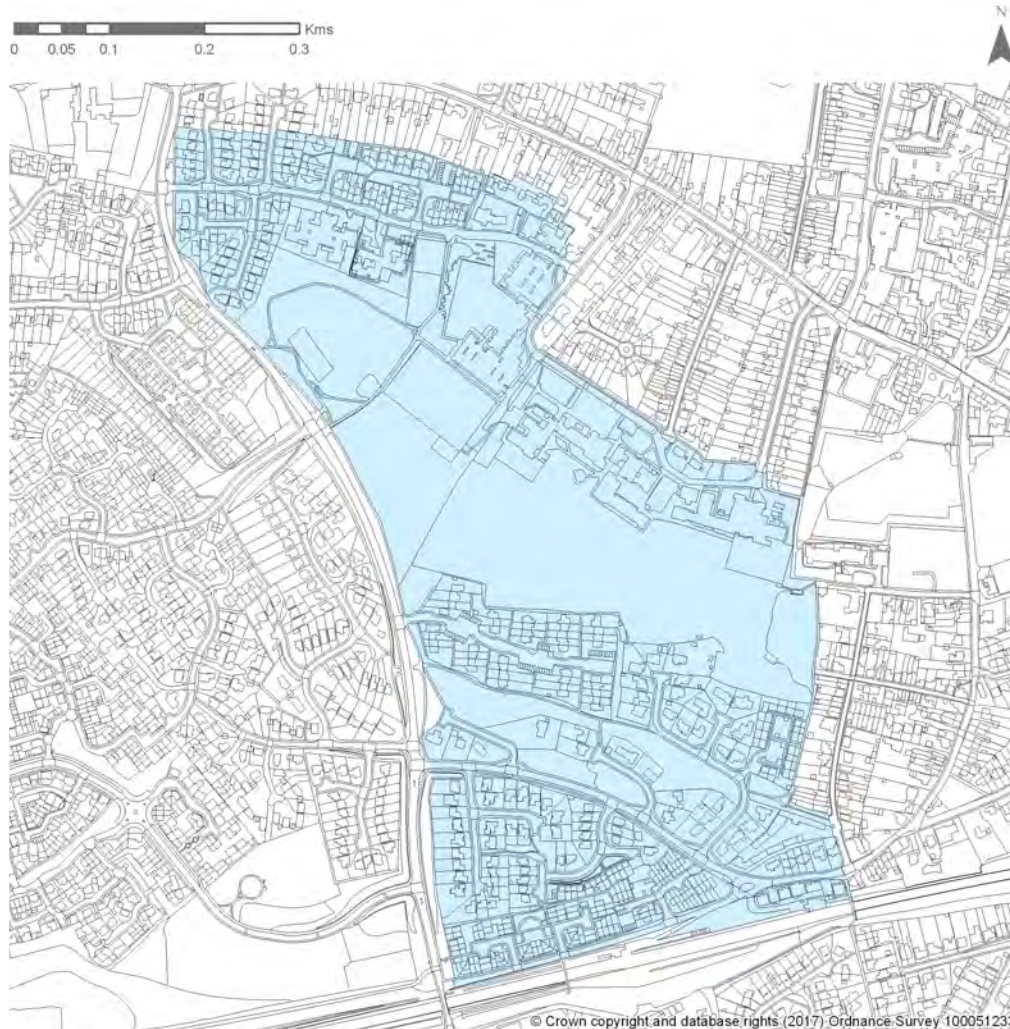
Town Gateways

- This area is not related to any major route into town.

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

3.3.12 Character Area 12 - The Corsham School



This area is defined by Beechfield Road in the north-east, Valley Road in the west and the railway in the south. It contains a large proportion of green space, forming a green wedge made up of Springfield Recreation Ground with a park and sports field and the Corsham School Grounds. To the north-east and south, this greenspace is bordered by housing development. These date from a variety of post-WW2 periods. The new Springfield Community Campus is also located within this character area, comprising a leisure centre, library and other community facilities. The area lies adjacent to the railway line in the south, and the zone just below the character area has been identified by Corsham Town Council as the *Area Safeguarded for Railway Station and Infrastructure*, as shown in the Corsham Neighbourhood Plan.

The area is not affected by any environmental or heritage designations.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The northern part of this area is predominantly flat, though slightly sloping towards the south-east. In the south a stream forms a small valley with steeper slopes either side, which has been built on, including the area around Furzehill and side streets;
- There are some large areas of open green space which are relatively exposed, elsewhere the character area is more sheltered due to existing built form, vegetation and topography;
- The area along the stream is designated as a Flood Zone 2 area by the Environment Agency and the area near Furzehill is known to have flooded in the past; there are no other major water bodies in the area;
- Open space at Springfield Recreation Ground and The Corsham School provides a large amount of greenspace, containing some mature trees, mainly on its edges; the stream valley forms a narrow green corridor with grass and trees and there is also a small area of woodland north of Furzehill; street trees can be found along Valley Road (adjacent to Springfield Recreation Ground) and along Beechfield Road, but elsewhere street trees are rare; additional vegetation is provided by private gardens.

Views (external and internal)

- Areas near Springfield Recreation Ground and the stream valley enjoy views of open greenspace, and glimpses of the countryside above housing are possible from some elevated positions, including Springfield Recreation Ground and Hitherspring; from most other areas views are mostly dominated by houses.

Detracting features

- Some of the garage blocks look neglected;
- Unsightly wire mesh fencing along Springfield Park/Valley Road threshold;
- Some timber panel fencing which looks out of character.

Development/road pattern

- Valley Road, Beechfield Road and Furzehill connect to other areas in the vicinity, most other roads are internal, with a lot of them being dead-ends;

- The road alignment in the south is largely laid out to follow the contours;
- Overall, the road pattern is relatively rectangular, more in keeping with the vernacular character in comparison with other post-war housing nearby;
- Roads are predominantly two-laned;
- Within the housing areas, building density can be described as medium containing a mixture of detached, semi-detached and small terraced housing, mostly with their own gardens;
- Houses are set back from the road with front gardens;
- Buildings are usually aligned parallel to the road or orientated at right angles to it, though there are exceptions where they are orientated diagonally in relation to the road, e.g. part of Cresswells;
- Also at Cresswells, buildings are terraces on sloping ground and in the south of the character area buildings are either below or above road level;
- Most dwellings have parking provision in the form of driveways or private garages, but some residential areas also have communal parking areas as garage blocks or open car parks. There is also designated street parking (Beechfield Road) and larger car parks associated with The Corsham School and the Springfield Community Campus.

Buildings and building details

- The area encompasses developments of various periods after WW2, including the 1960's onwards, also including some newer development to the south-west (e.g. at Pound Mead and Tramways as well as the Campus); accordingly there is a variety of building styles present, with the newer housing being designed sensitively picking up vernacular architectural features;
- While the character area as a whole is not in keeping with the vernacular character of the wider area, the developments are visually relatively contained and in themselves display consistent features; large buildings such as the school buildings and Hungerford House stand out more due to their uncharacteristic building mass;
- The Springfield Community Campus building is also large and here a modern and innovative style has been chosen, deliberately different from the local vernacular; it provides a focal point and adds architectural interest to the area;

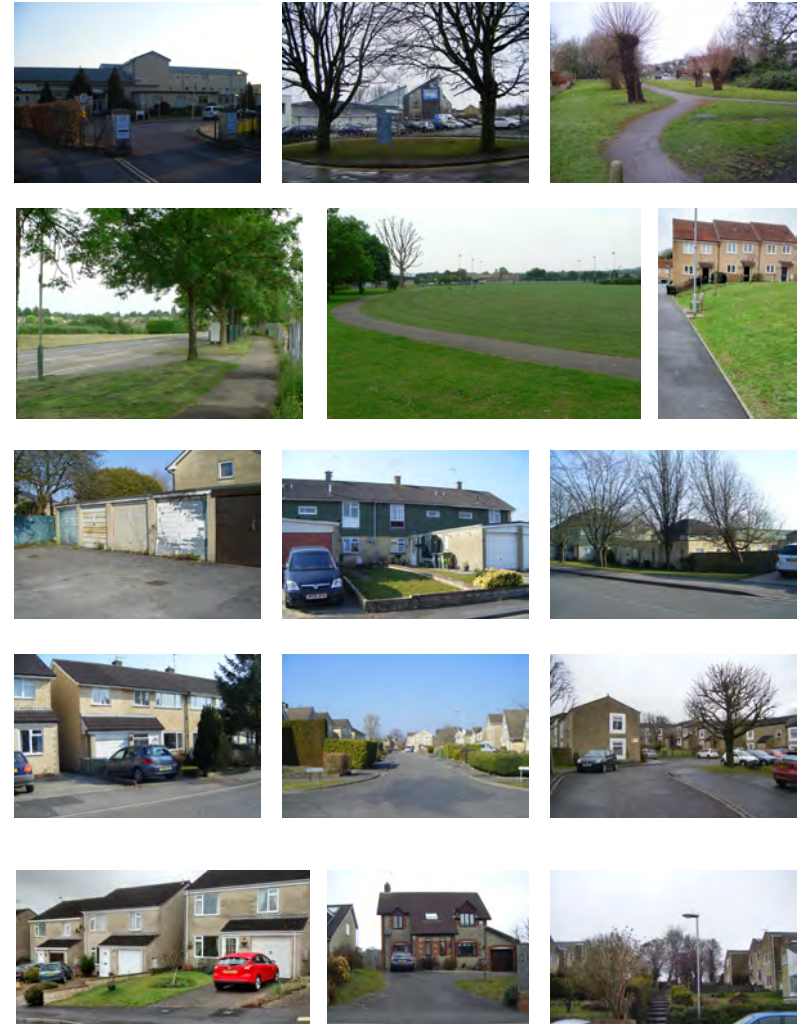
- The main building material in the area is reconstituted limestone and cream-coloured concrete block as well as local limestone, both rubble and ashlar; there are also groups of houses featuring different materials, such as yellow concrete bricks, concrete block, red brick detailing, white/cream renders as well as timber board and shingle cladding;
- There is a mixture of detached, semi-detached and terraced housing of mainly 2 to 2½-storey ; there are also some bungalows and 1½-storey buildings;
- Roof pitches vary but are mostly within the 35 to 60 degree bracket; apart from gable roofs, there are also examples of hip roofs and some larger buildings have flat roofs, such as Hungerford House and The Corsham School;
- Most roofs are covered with dark grey or dark red concrete pantiles, with some different roof materials present on the larger buildings; some roofs have solar panels.

Open Space

- A large proportion of this character area is greenspace, including the public open space, sports pitches and play area associated with Springfield Recreation Ground and The Corsham School, the green stream valley in the south of the character area and a small area of woodland north of Furzehill.

Streetscape

- There is an array of street furniture at Springfield Recreation Ground which is in the process of being replaced by a coordinated palette; other pieces of street furniture exist in the remainder of the area, including timber benches as well as contemporary coordinated street furniture items at the Springfield Community Campus building (bollards, benches, litter bins); the large youth shelter and the skate park are covered in graffiti;
- Concrete bollards at some footpath entrances;
- Various designs of street lamps;
- Surfaces for roads and pavements are generally tarmac; there are also examples where concrete slab paving granite or granite-effect kerb stones have been used;



Corsham School, the Campus building, Springfield Recreation Ground and other greenspace, examples of different types of development (from top to bottom)

- There is some high quality modern paving surrounding the Springfield Community Campus building;
- Property boundaries are often demarcated by stone walls of different designs and hedges, but equally often different styles of fencing can be found; there is no overall unity for boundary features.

Uses and Activities

- A large proportion of the area is residential, but recreation is also a main use, provided by Springfield Recreation Ground and Springfield Community Campus. The Campus also provides other community facilities such as a library. The Corsham School, a care home (Hungerford House) and an area of light industrial units are also located within Character Area 12.

Access and Movement

- Valley Road, Beechfield Road and Furzehill connect to other areas in the vicinity, most other roads are internal, with a lot of them being dead-ends; Beechfield Road can become congested at times; coach/bus traffic associated with the school;
- The area is well-connected to the bus network with bus stops at Beechfield Road (line 10), The Corsham School (line X83) and Furzehill/Pound Pill (line X31);
- There is a surfaced cycle path leading through Springfield Recreation Ground;
- All roads have pavements, providing good connections to the town centre, though some of the pavements are in a poor state of repair; there are also some stepped footways both to properties and through the public realm; a lot of cul-de-sacs have pedestrian cut-throughs at their end; apart from pavements there are also some footpaths leading through the areas, some of them designated as Public Rights of Way; there is a pedestrian underpass south of Cresswells, leading to Character Area 11.

Assets

- All areas of public open space are valuable assets for the community, both for local residents of the area, as well as, in the case of Springfield Recreation Ground and The Corsham School, for the wider Corsham population;

- Equally the Springfield Community Campus provides facilities for the whole of Corsham and beyond.

Green Infrastructure and Batscape

- The southern boundary of this area includes the railway line which forms part of the most significant strategic flyway across the landscape;
- There are no other features of interest as the school grounds are poorly connected to the wider landscape and subject to significant disturbance and lighting.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Address flooding issue at Furzehill and avoid adding to development in the floodplain;
- Retain existing identified greenspace areas where possible, including Springfield Recreation Ground, the area along the stream and also the small area of woodland north of Furzehill;
- Retain existing trees where possible and supplement with additional trees where appropriate, in particular along roads, e.g. at the eastern side of Valley Road and Beechfield Road; replace any dead/dying mature trees with new trees of similar species; consider placing Tree Preservation Orders on trees along Valley Road/Springfield Recreation Ground;
- Consider producing cohesive planting designs with a selected species palette for trees and other planting to give the individual areas structure and identity; this could also include the encouragement of cohesive tree planting and/or hedges within front gardens and or on property boundaries;
- For any new large housing developments, supplement existing with additional trees and allow for green verges and/or house frontages.

Views (external and internal)

- Retain existing views to the countryside;
- For new development, consider placing buildings facing existing open greenspace.

Addressing existing detracting features

- Consider re-designing areas of neglected garage blocks or, if not feasible, screen with planting or stone walls;
- Replace timber board fencing and discourage its use.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- For new development, allow for enough space for road verges and street trees;
- Building density should be in line with the existing, containing a mixture of detached and terraced buildings with individual gardens.

Buildings in relation to road

- Favour design where houses are set back from the road with front gardens and orientated in parallel with the road;
- For new development, consider placing buildings facing existing open greenspace.

Road pattern

- Retain existing road pattern; for new developments favour rectilinear rather than curve-linear road pattern to fit into wider character of the area; road pattern to be informed by contours.

Parking

- Replace neglected garages with car parking facilities of better design, such as parking courts;
- New developments to be designed to allow for car parking on properties (driveways/attached garages/car ports/underground parking) to discourage on-street parking. Communal parking, such as parking courts, or designated on-street parking areas are also acceptable as long they are well-designed and overlooked.

Buildings and building details

Existing historic buildings and features

- There are no historic buildings or features within this area.

Building mass and height

- Favour buildings that are 2 to 2½-storeys;
- For infill development, the building footprints and mass should be guided by surrounding buildings; for larger new development mass and proportions should be in line with existing vernacular architecture of the wider Corsham area, avoiding large commercial sheds/buildings.

Materials

- For infill developments, be guided by surrounding materials;
- For larger new development, favour local limestone, rubble stone and dressed, as main building material, with or without white or cream render, to match vernacular style of the wider area; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- For infill development the roof pitch should be guided by surrounding buildings;
- Principally favour dark grey roof tiles and roofs. For infill development the roof pitch should be guided by surrounding buildings; for any new larger developments, the roof pitch should be between 40 to 60 degrees to match vernacular style of the wider area;
- Other roofing designs and materials of similar colour can also be considered, providing that sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Windows and doors

- Principally, favour casement windows and avoid large window designs;
- Porches can be included, but care should be taken that designs do not look contrived and/or out of place.

Other specific building features

- For infill development be guided by styles of surrounding buildings;
- Principally, for any new larger development, design leads should be taken from vernacular styles of the wider area; other styles are also encouraged, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Keep signage to required minimum to avoid cluttering and combine with other streetscape features where appropriate, such as lighting columns;
- Consider unified lighting design within area;
- Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

- Encourage the use of stone walls, hedges/planting on boundaries; black metal railing would also be within character.

Surface materials

- Consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain existing identified greenspace areas where possible, including Springfield Recreation Ground, the area along the stream and also the small area of woodland north of Furzehill;
- Retain grass verges within the public realm.

Uses and Activities

- Recreational facilities form an important contribution to the area and should be retained and enhanced where necessary; this includes the provision of access and links to these facilities for cyclists and pedestrians;
- The introduction of small business would be able to be absorbed within the area.

Access and Movement

Vehicular

- Address congestion on Beechfield Road;
- For any larger new development, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Maintain/enhance safe pedestrian links to Corsham, including links to cycle network.

Town Gateways

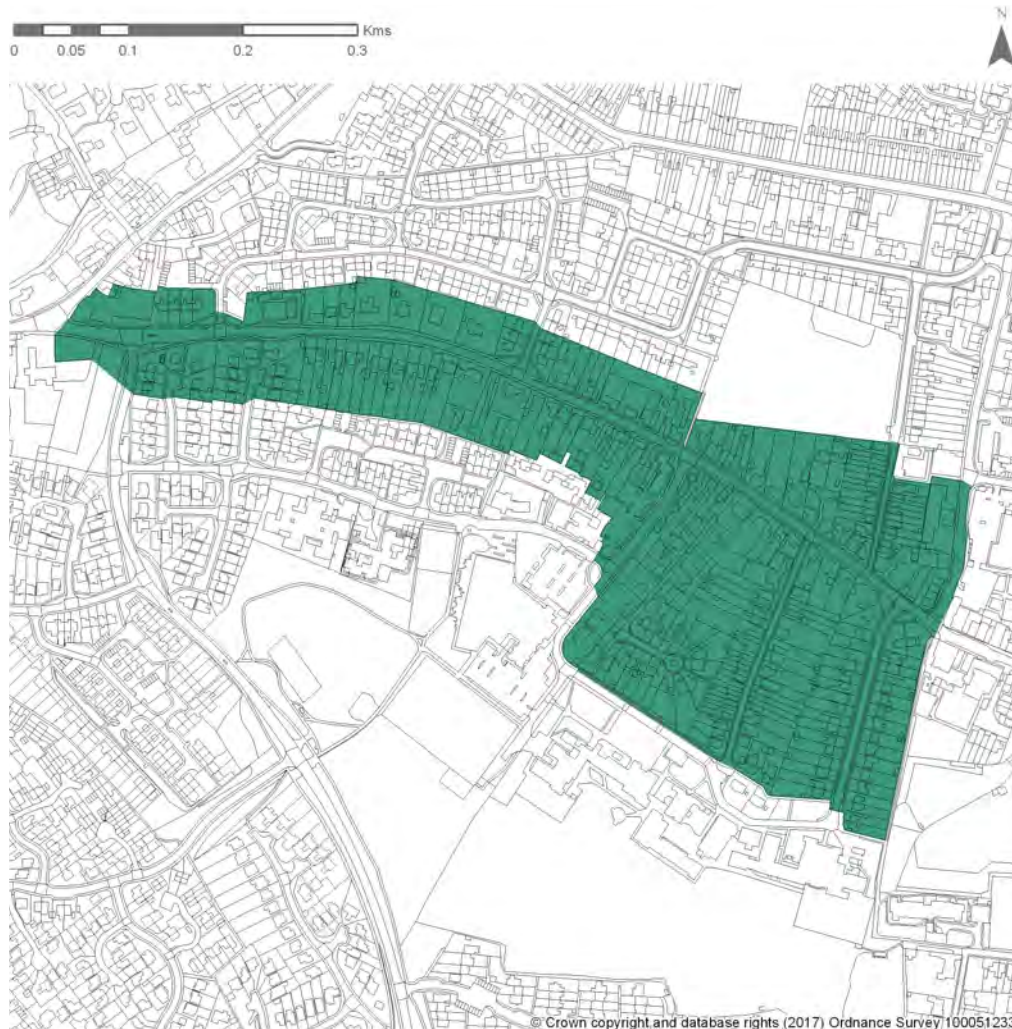
- This area is not related to any major route into town.

Green Infrastructure and Batscape

- Increased tree planting along the railway line in this area would greatly reduce the impact of street lighting along Tramways/Pound Mead.



3.3.13 Character Area 13 - Pickwick Road



This character area comprises Pickwick Road with its side streets. Pickwick Road is one of the major gateways to Corsham from the west, leading from the A4 - Bath Road into the town centre.

The eastern end of the area forms part of the Corsham Conservation Area and some of its buildings are listed.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- Generally flat, though the area gently slopes down towards the south-east;
- The area is generally sheltered;
- No major water bodies or flood risks;
- In Pickwick Road and the older parts of the character area, most planting along the street is provided by vegetation in front gardens, though there are a small number of trees in the public realm, mainly at entrances to side streets. Additional vegetation is present in private gardens.

Views (external and internal)

- No major external views;
- View along Pickwick Road of historic buildings and church spire of St Aldhelm's Church.

Detracting features

- Overhead cables;
- Inconsistent approach to front boundary treatments;
- Poorly maintained footpaths;
- Parked cars often dominate the view;
- Petrol Station;
- Graffiti on rear garden walls.

Development/road pattern

- Historic road layout of rectangular Pickwick Road and Priory Street with side streets. Roads are all two-lane, with Pickwick Road being relatively wide and some of the side streets being very narrow, allowing only one-way traffic due to on-street parking on one side (e.g. Alexander Terrace); most roads are through-roads, but there are also some newer cul-de-sacs south of Pickwick Road;
- The western and southern part of the character area is relatively open and houses have large front gardens; towards the east the character becomes increasingly urban with smaller front gardens, especially along Pickwick Road, Alexander Terrace, The Tynings and Paul Street, resulting in a higher building density;

- Buildings are usually parallel to the road;
- In the more urban area most parking is on-street, whereas in the other areas most residential buildings have on-plot parking of some description; there are also some larger car parks in the area associated with the Hare and Hounds Pub and The Porch Surgery.

Buildings and building details

- Pickwick Road is an old route into the town centre and the age of houses generally increases moving along it towards the east, ranging from post-war houses to the Georgian era. There are exceptions: the Hare and Hounds Pub, which is located on the western entrance of Pickwick Road dates from the late 17th early 18th century; on the other hand the more eastern stretches of Pickwick Road also contain some newer infill development; Alexander Terrace and Paul Street date back to the Georgian period and The Tynings to the early 20th century; other side streets are more modern having been built at various times post-WW2;
- Along Pickwick Road and along The Tynings most buildings are detached or semi-detached; Alexander Terrace, as the name suggests, as well as Paul Street contain small terraces; elsewhere in the character areas houses are mainly detached;
- The older houses mainly being 2 to 2½-storey with the occasional 3-storey building. Elsewhere there are also a number of bungalows;
- The main building material is local limestone, both rubble and dressed. Some of the houses are rendered with white or cream-coloured paint or are built of reconstituted Bath stone and other houses feature brick walls;
- Some older buildings still have stone tiles, but the main roofing materials are concrete pantiles or slate; tiles are usually dark grey/dark red; the fire station is roofed with metal sheeting; roof pitches vary from approximately 30 to 60 degrees, with gable roofs being the main roof form, but some hip roofs also present; according to the different ages of buildings are a variety of window styles present, including sash windows to casement windows;
- A number of properties also have bay windows;
- Equally, there are a variety of building features and styles present, including stone-carved date plates, carved barge boards, hooded doorways, porticoes and porches.

Streetscape

- Generally, there is not much space for street furniture. The Centenary Garden contains timber and metal frame benches and a wooden pergola. There are different designs of bus shelter, mostly transparent, but also a more sensitively-designed stone shelter. There is a litter bin and bollards at a pedestrian road crossing, both black but of different designs;
- On Pickwick Road, street lights are mostly attached to telegraph poles, reducing clutter; elsewhere lighting columns are of a variety of designs;
- Boundaries in front of the older properties are mostly stone wall, often combined with clipped hedges; where front gardens are smaller, these walls are relatively low and often combined with metal rail fencing. Stone gate posts are also often present; in the new areas boundary treatment is inconsistent;
- All roads and most pavements are tarmacked; some pavements are in a poor state of repair and or look patchy.

Open Space

- Open space provision mainly through road verges at entrances to side streets. The Centenary Garden on Beechfield Road is a planted public space with benches.

Uses and Activities

- Predominately residential, but there is also a pub (Hare and Hounds), The Porch Surgery, a church, a petrol station, some small businesses and a fire station.

Access and Movement

- Pickwick Road is one of the main routes into the town centre carrying a high volume of traffic; Beechfield Road can also get busy, but all other streets are narrower and quieter;
- On-street residents parking can cause problems, e.g. on Alexander Terrace;
- There are two sets of bus stops, served by bus lines X83, 36 and 232;
- The town centre can be reached easily on foot via pavements from most areas, however, some pavements are narrow;
- In addition to pavements, there is a well-used pedestrian short-cut to Meriton Recreation Ground;

Pickwick Road, Alexander Terrace, Paul Street, footpath and Centenary Garden on Beechfield Road (from top to bottom)



- Access to The Corsham School is via The Tynings and Beechfield Road.

Assets

- Listed and non-listed historic buildings and associated features;
- St Aldhelm's Church and community facilities such as The Porch Surgery, the Fire Station and pub;
- Views of historic streets.

Green Infrastructure and Batscape

- There are no known features of importance for Bechstein's or horseshoe bat species in this area.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Consider increasing tree planting on entrances to side streets, where grass verges are already present;
- Encourage tree and hedge planting in private large front gardens; consider a wider common theme, creating an alley effect.

Views (external and internal)

- Retain view of historic buildings with green frontages along Pickwick Road, Alexander Terrace, The Tynings and Paul Street.

Addressing existing detracting features

- Encourage more consistent treatment of property boundaries along the roads.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Due to the proximity to the town centre, most of the area would be able to absorb a relatively high density, especially to the east of the area.

Buildings in relation to road

- New buildings to be aligned parallel to the road. In the west, there should be a provision of larger front gardens, towards the east little or no front gardens would be more in keeping with the local character.

Road pattern

- Alignment of main roads to be retained, for future development of side streets, avoid cul-de-sacs and instead provide through routes.

Parking

- For new housing, facilities should be provided on the property to not add

more parking pressure; other options such as communal parking courts, if well-designed, can also be considered.

Buildings and building detailsExisting historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including entrance doors with hooded doorways, porticoes, date plates, porches and dormer windows.

Building mass and height

- Building height of 2, 2½ storey and occasional 3-storeys to be favoured; avoid bungalows.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render is also in keeping with the character;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour dark grey, brown or red stone or concrete tiles as roofing material;
- Favour pitched roofs 30 to 60 degrees to match existing.

Windows and doors

- Favour window designs of similar proportions to existing, avoiding large panoramic windows;
- Windows of sliding sash or casement styles would all be in keeping, dependant on the location within the character area.

Other specific building features

- For new housing, dependant on where it is located in the character area, consider designs picking up specific building features nearby.

StreetscapeStreet furniture (seating, lighting, signage, enclosures, etc.)

- Consider uniform design for bins and bollards and any seating, e.g. black

painted metal;

- Consider replacing transparent bus shelters with stone shelters.

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges. Black metal railing would also be acceptable for new developments.

Surface materials

- Consider using special paving in front of Centenary Garden. Keep pavements in good state of repair;
- For new developments, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies;
- With Pickwick Road being one of the main routes into town, limestone pavements should be considered.

Open Space

- Retain and enhance green verges on entrance to side streets; retain Centenary Garden.

Uses and Activities

- Uses near the east end of Pickwick Road and the western side of Newlands Road could absorb more small business/shops, as indicated in the Town Centre Plan (see Corsham Neighbourhood Plan).

Access and Movement

Vehicular

- Discourage over-complicated traffic management, subject to road safety;
- Explore possibility of one-way system for Alexander Terrace.

Pedestrians and cyclists

- Improve surfacing of existing pavements;
- Consider additional road crossing point in west of Pickwick Road;
- Cyclists could take side routes to avoid the busy Pickwick Road; for that purpose a cycle link could potentially be created between The Tynings and

Beechfield Road along the existing footpath on the edge of this character area.

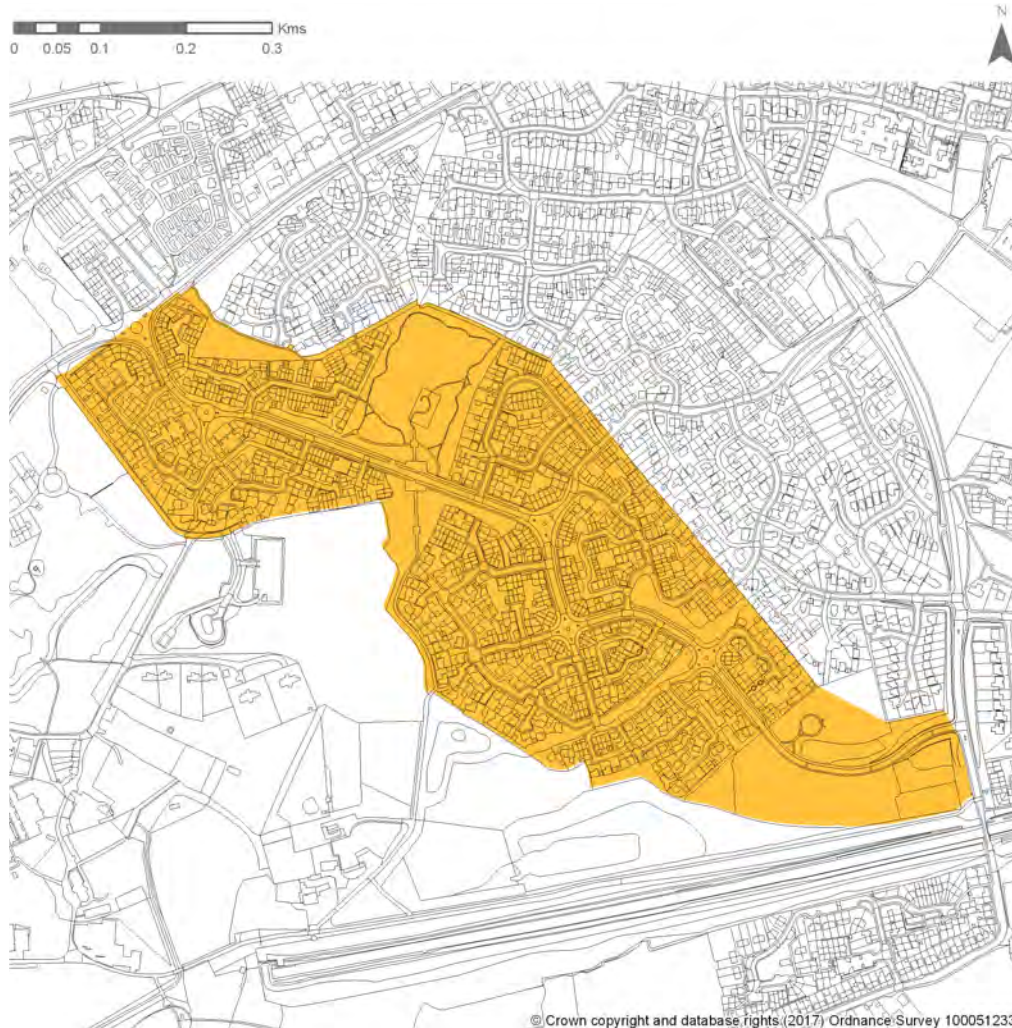
Town Gateways

- Pickwick Road is one of the main routes into town with a major gateway at the Hare and Hounds; there are plans to improve the visual attractiveness of that gateway; a more consistent and coordinated design of the whole street would also add to the amenity of the area. This could be achieved by providing more (tree) planting along already existing green verges as well as by encouraging home owners to provide more consistent road frontages that are in keeping with the historic building styles.

Green Infrastructure and Batscape

- There are currently no viable options for enhancement in this area due to the densely urban nature of this character area.

3.3.14 Character Area 14 - Katherine Park



This character area forms the south-western edge of the built up area of Corsham. It follows Freestone Way from the north-west to the south-east, and includes side streets and Katherine Park Green, public greenspace. The area is mainly residential with the majority of the housing 15 years and younger.

The area is not covered by any environmental or historical designations.



Examples of dwellings and streetscape, Katherine Park Green, local shop (from top to bottom)

KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The area slopes gently down from the north-west to the south-east. The very southern, non-developed, corner of the character area slopes more steeply towards the railway line in the south;
- The area is generally sheltered by built form and vegetation, but the northern edges can be a bit more exposed;
- There are a number of open ditches within the area, including along Katherine Park Green and along Buckthorn Row;
- Katherine Park Green contains a large area of grass with trees on its edges; smaller pockets of greenspace include a small area of grass and trees between Pictor Close and Bath Stone Crescent and greenspace in the south-eastern corner of the area with grass and woodland, partly covered by a Tree Preservation Order; another Tree Preservation Order exists at Holly Crescent; a number of street trees have been planted along Freestone Way and some tree planting has also been incorporated in the public realm elsewhere in the development, however, as a whole street planting within the development away from Freestone Way is very sparse.

Views (external and internal)

- The estate forms the south-western development edge of Corsham, and many dwellings along the western and south-western perimeter are outward-facing with views to adjacent woodland and greenspace as well as hills in the distance, such as Roundway Hill;
- Dwellings adjacent to Katherine Park Green enjoy open views over the public park and there are also some other dwellings adjacent to greenspace.

Detracting features

- The development is very new and no particular detracting features have been identified.



Development/road pattern

- Freestone Way connects through from Park Lane to Valley Road, but due to several changes in surfacing, changes of direction and a number of small roundabouts, it does not feel like a through-road; it is likely to be used mostly by residents and visitors to the estate; Hatton Way also provides a pedestrian link to Valley Road; all other streets are either dead-ends or crescents;
- The area around Katherine Park Green and along the development edges to the south and west feel very open; areas where there are green verges and tree planting along Freestone Way also feel relatively open;
- Katherine Park has been deliberately designed with more urban areas at the roundabouts with a higher building density, large areas of hard surfacing and a high proportion of terraced and 3-storey housing abutting the pavement, whereas other areas away from these 'central' points are less dense with lower buildings and front gardens; accordingly, the building density can be described as medium to relatively high; elsewhere in the character area, building density is more uniformly medium;
- Buildings are largely aligned parallel to the road or around roundabouts; some properties along the southern and western perimeter are outward-facing and are accessed by an open footpath at the back of the housing;
- Although there is a lot of off-street with parking on private drives, garages, and parking courts, cars are also often parked on roads.

Buildings and building details

- Most housing within the area dates from this century, with development around Masons Way and Danvers Road being the oldest ones and of slightly different styles; housing within Katherine Park has been designed sensitively copying/taking guides from vernacular architecture, sometimes looking somewhat contrived;
- Buildings are mainly 2 to 2½-storey, with also some 3-storey buildings in the areas concentrated around the roundabouts; there are also some bungalows mixed into the building structure;
- Building types cover a mixture of short terraces (mainly around the roundabouts), semi-detached and detached; some of the buildings house flats;

- The main building material in the Katherine Park development is local limestone, both dressed and rubble; there are four or five standard finishes to the buildings that all complement the colour of the local stone; there are also a handful of red brick properties;
- Most houses have gable roofs with terracotta/red brown tiles; slate tiles are also used; roof pitches are around 45 to 60 degrees, guided by vernacular architecture;
- The main window types are PVCu casement and awning windows, some properties have Velux and dormer windows;
- Some buildings feature detail copied from vernacular styles, including finials and (faux) dovescotes, 'bricked-up' windows and porches of varying style.

Streetscape

- Some benches of contemporary style around newly-paved square at entrance to Katherine Park Green on both sides of Freestone Way, other designs in other greenspaces. Sparse provision of litter bins throughout the area, more could be provided to reduce littering; bollards are placed around the internal roundabouts, dominating the view;
- Signage has been kept to minimum;
- Roads and pavements are mainly tarmac, but there are also areas of block paving and cobbles, for example at the large areas of hard surfacing near the roundabouts. However, this has not been designed well and in some areas is not in a good state of repair; some areas have been repaired with tarmac, other areas which have not yet been repaired are dangerous;
- Mix of property boundaries, including stone walls and black metal railing.

Open Space

- Katherine Park Green with large area of open grass and playground; other pockets include a small park in the south-eastern corner with another playground and an area between Pictor Close and Bath Stone Crescent, though the latter does not seem to be open to the public; grass verges along Freestone Way provide some additional greenspace; to the west and south-west the estate is bordered by open woodland which this area also benefits from.

Uses and Activities

- The estate is mostly residential; Katherine Park Green provides recreational uses and there is also a small shop; some not-public facing offices and businesses are also present.

Access and Movement

- Freestone Way connects through from Park Lane to Valley Road, and is likely to be used mostly by residents and visitors to the estate; Hatton Way provides a pedestrian link to Valley Road; all other streets are either dead-ends or crescents;
- There is a bus stop on Freestone Way, served by line 10;
- Pavements are provided on all roads and there are also a number of footpaths through parks and public realm, some of them linking to neighbouring areas and the open space to the west and south-west; this includes a couple of Public Rights of Way on the northern and south-eastern edges of the character area;
- Combined pedestrian/cycleways are provided along Freestone Way.

Assets

- Katherine Park Green and other public greenspace with playgrounds are valuable assets;
- The estate profits from areas of woodland and lakes to the west and south-west.

Green Infrastructure and Batscape

- The woodland along the southern/western boundary of this area is likely to be an important foraging area for bats (lesser horseshoe and potentially Bechstein's bats) that have been recorded in this vicinity.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapter 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing trees and supplement with additional trees where appropriate; replace any dead/dying trees with new trees of similar species; retain other greenspaces including open ditch with associated green corridor along Buckthorn Row, pocket park in south-east of the area and area of grass/woodland north of Masons Way;
- For any new large housing developments, supplement existing with additional trees and allow for green verges and/or house frontages.

Views (external and internal)

- Retain views to greenspace to the west and south as well as views to hills in the distance;
- Retain internal views to Katherine Park Green.

Addressing existing detracting features

- Dangerous block paving.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- For new development, allow for enough space for road verges and street trees;
- Building density should be in line with the existing, containing a mixture of detached and terraced buildings, mostly with individual gardens.

Buildings in relation to road

- Favour design where houses are set back from the road with front gardens and orientated in parallel with the road.

Road pattern

- For new larger developments, favour rectilinear rather than curve-linear road pattern, avoiding dead-ends.

Parking

- Developments to be designed to allow for car parking on properties (driveways/attached garages/car ports/underground parking) or provided through well-designed, overlooked communal parking areas to discourage on-street parking.

Buildings and building details

Existing historic buildings and features

- There are no historic buildings or features within this area

Building mass and height

- Favour buildings that are 2 to 2½-storeys with occasional 3-storey buildings;
- For infill development, the building footprints and mass should be guided by surrounding buildings; for larger new development mass and proportions should be in line with existing vernacular architecture of the wider Corsham area, avoiding large commercial sheds/buildings.

Materials

- Favour local limestone, rubble stone and dressed, as main building material, with or without white or cream render; other building and cladding materials, such as timber can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Principally favour dark grey/dark red roof tiles. For infill development the roof pitch should be guided by surrounding buildings; for any new larger developments, the roof pitch should be between 40 to 60 degrees.

Windows and doors

- Principally, favour casement windows and avoid large window designs;
- Porches can be included, but care should be taken that designs do not look contrived and/or out of place.

Other specific building features

- For infill development keep with styles of surrounding buildings;
- Principally, for any new larger development, design leads should be taken from vernacular styles of the wider area; other styles are also encouraged, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, etc.)

- Provide sufficient number of bins;
- The bollards at the roundabouts look very dominant; consider different traffic management, e.g. by introduction of kerbs, slowing down car traffic further, etc.;
- Encourage the use of a coordinated design style approach for streetscape features within new developments.

Property boundaries

- Encourage (dry-) stone walls, hedges or black metal railings as property boundaries.

Surface materials

- Maintain areas of block paving but consider replacement with more appropriate specification which is fit for purpose; repairs to be done with matching materials;
- Consider breaking up large areas of hard surfacing at roundabouts with areas of planting and/or planters;
- For new development, consider similar approach of using cobbles/block paving for pavements and/or parts of carriageways to highlight road

hierarchies, but these need to be designed to be fit for purpose.

Open Space

- Retain Katherine Park Green and other areas of greenspace, including wide verges;
- Maintain open greenspace to west/south of the character area; consider improving access around the lake.

Uses and Activities

- Retain existing uses of predominantly residential; retain recreational uses.

Access and Movement

Vehicular

- For any larger new development, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Maintain/enhance safe pedestrian links to Corsham and into surrounding greenspace and wider countryside.

Town Gateways

- This area is not related to any major route into town.

Green Infrastructure and Batscape

- The reduction of any unnecessary street and car park lighting would benefit bat species foraging in this area.

3.3.15 Character Area 15 - Station and Stokes



This relatively small character area is located in the east of Corsham, between the town centre and the railway line.

The Corsham Conservation Area extends into the north and east of this character area and in connection with that there are a small number of listed buildings.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The area slopes from the north to the south down to the shallow valley of a small brook, rising again on the other side in the very south of the character area;
- The area is mostly relatively open and benefits from the southerly aspect;
- No notable hydrological features apart from the already mentioned brook; this area lies within Flood Zone 3 (Environment Agency) and there is a known flooding issue here;
- It is also in this southern stretch where most of the trees are found, forming a wooded corridor along stream and railway; there is a small war memorial garden with adjacent allotment gardens on the corner of Station Road and Stokes Road; other than that vegetation is mainly restricted to private gardens, including front gardens.

Views (external and internal)

- The most significant views of landscape are from Pound Pill out to open countryside to the east; there are also views from the character area across The Corsham School grounds (from the top of South Street), the Lypiatt Road (from the top of Station Road) and the cricket pitch and Almshouses (from the north-eastern corner of the area).

Detracting features

- Overhead cables;
- On-street parking;
- Poor condition of roads and pavement, which looks very patchy;
- Abandoned business premises not characteristic of the area.

Development/road pattern

- Pound Pill on the eastern edge of the character area is the main route into Corsham town from the south; Station Road, Stokes Road and South Street are also through-roads with the other roads mostly being dead-ends; this hierarchy is also reflected in road width, but all roads are principally two-lane roads;

- The area is residential of medium to high density; it feels relatively open along the main roads where there are large front gardens (Stokes Road), other areas to the west and north with smaller or no front gardens feel more enclosed; spaces between buildings are not regular; to accommodate the slopes, a lot of houses are either elevated or set below road level and reached by steps;
- Buildings are mainly aligned parallel to the road, but also sometimes at an angle, especially where the road curves but building orientation is maintained;
- The majority of the older properties do not have parking provision. On-street parking dominates the area and slows traffic; newer properties (1950s onwards) tend to have driveways for private parking.

Buildings and building details

- A variety of building ages are dotted throughout the area, but the oldest buildings in the area are located in Hastings Road, South Street, Station Road and Pound Pill (built around the end of the 19th/beginning of the 20th century). Properties on Stokes Road are mainly from the mid-20th century with some newer buildings (approx. 15 years old) on its south side; there are newer 60s/70s houses in Williams Grove and Nursery Gardens and 1990s houses in Old School Yard and also a very new development at Kinneir Close;
- The predominant building height is 2 to 2½-storey with a few bungalows (Nursery Gardens and Williams Grove) and some 3-storey town houses in Kinneir Close;
- There is a comprehensive mix of detached, semi-detached (especially Stokes Road) and small terraced housing. Hastings Road and South Street display most consistency, otherwise housing is far from uniform, with a variety of types and ages dotted throughout the area;
- The predominant building material for older properties is local limestone, mainly ashlar but also some rubble on older buildings. Reconstituted stone has been used on the majority of the newer 20th century buildings; there are a number of randomly-located properties, where red bricks have been used in the construction of some or all of the building;



The Pound Arts Centre, Station Road, Stokes Road, Kinneir Close, Nursery Gardens, South Street, Hastings Road (from top to bottom)

- Roofs are mostly gabled with a varied roof line and a wide variety of roof pitches; there are a few older properties with stone roofs; the Victorian properties have predominantly slate roofs, whilst the newer properties have concrete pantiles, roofs are either dark grey, dark red or dark brown;
- There are a number of specific features according to the variety in building age, including carved date plates;
- Window types range from sash windows (some original, others PVCu) and casement windows (newer properties).

Streetscape

- The Memorial Garden contains a traditional timber bench; lack of seating elsewhere;
- The asphalt paving throughout that area is generally in poor condition;
- There is a variety of property boundary treatments in the area, including stone walls in particular on South Street and Stokes Road.

Open Space

- The Memorial Garden and allotments provide small areas of open space, but the wooded stream valley in the south is not publicly accessible; however, the area benefits from open space adjacent to the north-west (The Corsham School grounds), north (allotments and cricket pitch).

Uses and Activities

- The area is mostly residential but also contains other uses such as community uses (the Pound Arts Centre, allotments), small businesses, a pub and a chapel.

Access and Movement

- Pound Pill on the eastern edge of the character area is the main route into Corsham town from the south; Station Road, Stokes Road and South Street are also through-roads with the other roads mostly being dead-ends; due to the road width, traffic problems can occur in Hastings Road, Grove Road and South Street and the southern part of Station Road;
- The Pound Arts Centre generates much foot and vehicular traffic;

- There are bus stops on Stokes Road (line x31) and Pound Pill (lines 10, 68 69 zig zag, 232 and x31);
- The main Wiltshire Cycleway (NCN 254) runs along Pound Pill, but there is no designated cycle path;
- There are inadequate pavements in the section of Station Road between Stokes Road and Pound Mead. Other than the street routes, there are three footpaths, which are not well-lit and their surfacing is in need of repair in some areas; Public Rights of Way run along the north and west edges of the area.

Assets

- The Pound Arts Centre;
- Listed and non-listed historic buildings and features, including the old converted chapel on Pound Pill, the Old School Room and Pound Arts Centre;
- Allotments and Memorial Garden;
- The pub and chapel.

Green Infrastructure and Batscape

- The southern boundary of this area includes the railway line which forms part of the most significant strategic flyway across the landscape. The area of woodland/scrub to the south of the properties along Stokes Road/ Station Road is likely to be used as a foraging area for lesser horseshoe and potentially Bechstein's bats that have been recorded in this vicinity.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain area of trees/woodland north of the railway.

Views (external and internal)

- Retain views of open countryside to the east and views of The Corsham School Grounds and cricket pitch and Almshouses.

Addressing existing detracting features

- Improve road and pavement surfacing.

Development/road pattern

At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Due to the proximity to the town centre, most of the area would be able to absorb a relatively high density, especially to the east of the area.

Buildings in relation to road

- New buildings to be aligned parallel to the road or in line with adjacent buildings, where the road curves. Retain mixture of variety with some large and also smaller or no front gardens.

Road pattern

- Main road alignment to be retained, for future development of side streets, favour alignment in parallel with surrounding road pattern.

Parking

- For new housing, facilities should be provided on the property to not add more to already existing parking pressure; other options such as communal parking courts, if well-designed, also to be considered.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed), including entrance doors with hooded doorways, date plates, porches and dormer windows.

Building mass and height

- Building height of 2, 2½ storeys and occasional 3-storeys to be favoured; avoid bungalows.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render and occasional brick buildings are also in keeping with the character;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour dark grey, brown or red stone or concrete tiles as roofing material;
- Favour pitched roofs 30 to 60 degrees to match existing.

Windows and doors

- Favour window designs of similar proportions to existing, avoiding large panoramic windows;
- Windows of sliding sash or casement styles would all be in keeping, dependant on the location within the character area.

Other specific building features

- For new housing, dependant on where it is located in the character area, consider designs picking up specific building features nearby.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Where street furniture is introduced, consider uniform design for bins and bollards and any seating, e.g. black painted metal.

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges. Black metal railing would also be acceptable for new developments.

Surface materials

- Keep pavements in good state of repair;
- For new developments, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies.

Open Space

- Retain Memorial Garden and allotments.

Uses and Activities

- Keep area as mostly residential. Occasional small commercial uses if housed in appropriate buildings can also be absorbed by the character, if parking is provided on the premises.

Access and Movement

Vehicular

- Vehicular circulation is a problem in places due to the parking pressure on roads; investigate options of one-way systems to relieve traffic;
- Discourage over-complicated traffic management with overcomplicated junctions, especially in new developments, subject to road safety.

Pedestrians and cyclists

- Improve surfacing of existing pavements, both on and off road;
- Consider cycle path options for Pound Pill.

Town Gateways

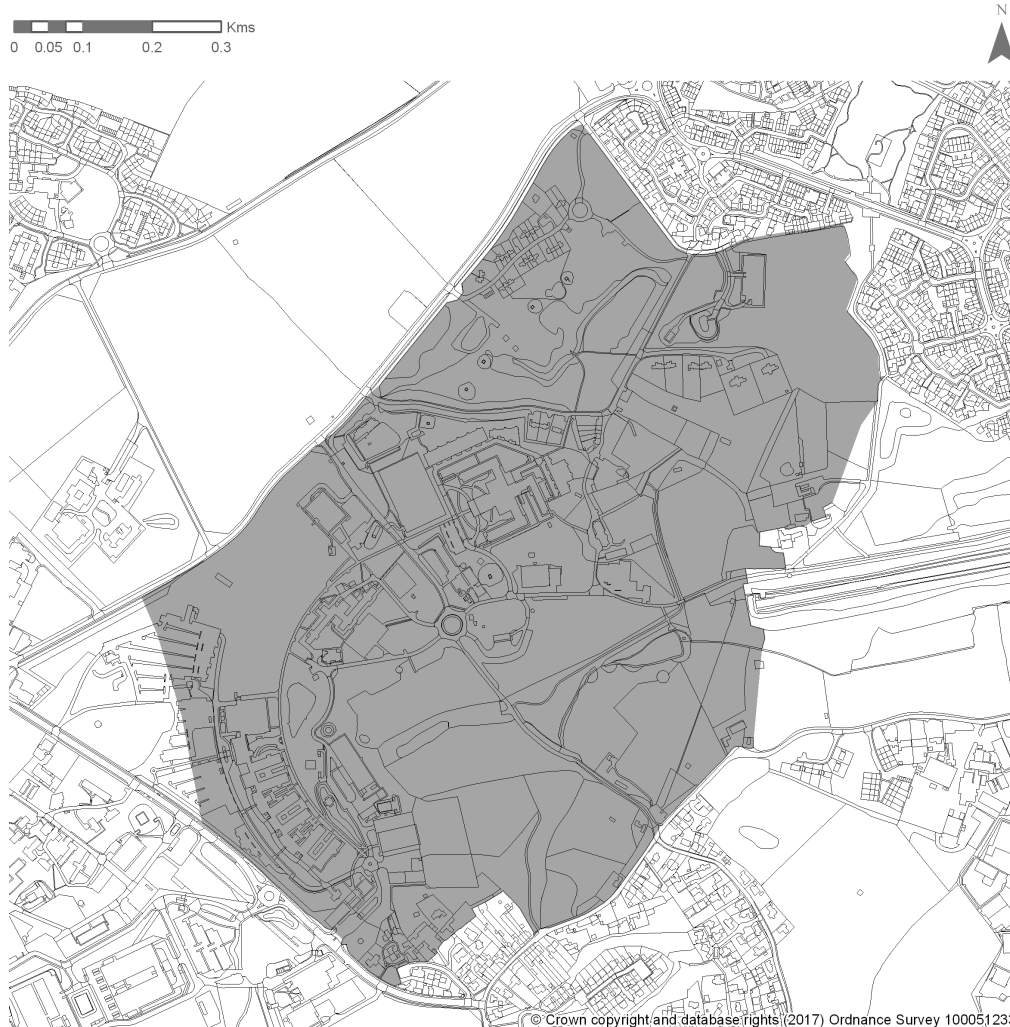
- Pound Pill is one of the main routes into town and therefore any further visual improvements along it will be beneficial for the visual amenity, providing a sense of arrival; this could be achieved by applying a consistent and coordinated design of the whole street, providing more (tree) planting

along the road; it is mainly the east side of the road that already possesses grass verges in places and could benefit from tree planting (just outside this character area); in addition investigate ways of encouraging home owners to provide more consistent road frontages that are in keeping with the historic building styles.

Green Infrastructure and Batscape

- The sensitive screening/baffling of the lighting over The Cleeve pedestrian bridge to reduce light spill onto the railway line would reduce the impact on this important strategic flyway.

3.3.16 Character Area 16 - MOD Corsham



Character Area 16 is relatively large and located to the south-west of Corsham. It contains a large proportion of MOD-owned land and includes the new state-of-the-art MOD Corsham building. Apart from buildings associated with the MOD use, the area is mostly rural with large areas of greenspace. Box Tunnel crosses the area underground.

There are three designated Scheduled Monuments in this area, all related to MOD uses. The area also contains a number of listed buildings.



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The area slopes down from the north and the south into a valley that contains the railway and Box Tunnel;
- The area is largely sheltered, though also has more exposed areas;
- There is a stream in the valley bottom, fed by the slope with balancing ponds associated with the Katherine Park Development; no flood risks known;
- The area contains areas of open parkland with mature trees, paddocks and old mine working with scrub and tree cover. There are also areas of woodland. Additional vegetation is provided by large private gardens.

Views (external and internal)

- Generally views exist of countryside/park landscape though, there are very few long-reaching views due to tree cover and gentle slopes. Short-distance views include those towards MOD Corsham from Park Lane and Westwells.

Detracting features

- The area looks very well looked-after, however, the MOD security fencing and some of the associated buildings, both old and new, detract from the rural character of the area.

Development/road pattern

- Park Lane is a two-way road with central markings, all other roads are narrower country lanes; some development in dead-end roads;
- The road pattern is very loose; within the fenced-off MOD area, the road pattern is very curve-linear, with the new MOD Corsham building and the road layout being aligned in a circular fashion; outside it, the pattern is more traditional and fairly linear, though there are some newer side roads with a more curved design;
- The building density is very low; some houses are large and free-standing, farm houses or country houses, with generous gardens around them, and others are arranged in loose groups, older ones even in short terraces.

Buildings and building details

- There are a number of historic buildings within the area, some of them listed, including Hudswell House and Westwells Farmhouse;
- The area contains a mix of old and new houses, with most of the newer dwellings having been sensitively designed to fit into the landscape; all of the individual areas of houses look uniform and share a common character;
- The building material used for the residential buildings is predominantly rubble limestone, with some rendered properties;
- Most residential buildings are 2-storey;
- These buildings have gable roofs with stone tiles and also some concrete pantiles on some individual properties;
- Architectural details include mullion and stone lintels;
- The fenced-off MOD area still contains barracks and utility buildings from the 1930's, but there are also some very new and very large buildings on site, the proportions of which are in complete contrast to and degrading the surrounding character; these are built of concrete, wood and glass with the exception of the old Basil Hill Barracks and its Officers and Sergeants Mess buildings. MOD building are of 2 to 3-storey and some 4-storey height. One of the new large buildings features an iconic curved roof;
- Car parking outside the MOD fenced-off area is on driveways and on street, but not dominant; within the MOD area there are large car parks.

Streetscape

- Roads and pavements are tarmacked;
- There are some long dry-stone walls along estate boundaries also those of smaller dwellings;
- The security wire mesh fencing with barbed wire and large metal gates are often unsightly, though along the line of the byway and boundaries with residential areas these are softened by hedge planting.

Open Space

- There is a large amount of open space, and a number of Public Rights of Way giving access to it.

St Barbara's Road cottages, Paddock Lane, Allen Road, MOD buildings, park landscape (from top to bottom)



Uses and Activities

- MOD Corsham dominates the use of the area and provides high employment opportunities; part of the residential use is also associated with the MOD; other uses include farming.

Access and Movement

- Apart from Park Lane and Westwells, which can get busy at peak times, the roads are generally quiet and there are no major traffic issues in the area; Corsham can be reached via Park Lane and Westwells as well as via Hudswell Lane/St Barbara's Road;
- The area does not seem to be served by any buses;
- The MOD has one main entrance although there are other side entrances;
- Apart from the roads, there is also byway and a number of Public Right of Way footpaths;
- There are no designated cycle paths, but the lanes are mostly quiet and suitable for cycling.

Assets

- Historic listed and non-listed buildings and features;
- Open landscape with views of parkland, fields and woodland;
- There is an old building separately fenced-off within the MOD land;
- The green space between Peel Circus and St Barbara's Road is a valued open space.

Green Infrastructure and Batscape

- The southern boundary of this area includes an area of woodland/scrub adjacent to the entrance to Box Tunnel and provides foraging habitat and connectivity to the railway line which forms part of the most significant strategic flyway across the landscape;
- The additional areas of woodland to the east and the linear wooded habitat also provide excellent foraging and commuting habitats across the site;
- The areas of grassland (with the exception of amenity grassland such as sports pitches) that constitute the main habitat type over the southern half of the site will also potentially provide a good foraging resource for greater horseshoe bats;
- The hedgerows along Upper Potley, Spring Lane, Pockeridge Drive and along Westwells are likely to be important connective habitats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- The north of the area forms part of the Rural Green Buffer, identified by the Neighbourhood Plan as an area to be kept free of development to avoid coalescence and benefit biodiversity (see Corsham Neighbourhood Plan); this will retain a green buffer towards Katherine Park, for which this open space is a valued asset;
- Retain existing mature trees, woodland cover and hedgerows;
- For any new small development integrate existing trees and hedgerows into development where feasible; supplement these existing trees with additional trees along streets and in the public realm, allowing for wide verges.

Views (external and internal)

- Retaining existing park landscape and tree cover will maintain rural quality of view.

Addressing existing detracting features

- Integrate security fencing into landscape by using planting to filter or screen views.

Development/road pattern

To maintain the Green Buffer any new major development should be avoided in the north of the area; small development could be absorbed as long as the Green Buffer is maintained in its function.

Building density/openness

- For any new small development in the Green Buffer retain a low building density.

Buildings in relation to road

- Favour alignment of buildings parallel to the road; both buildings with large front gardens or short terraces would be in keeping.

Road pattern

- Main road alignment to be retained; for any small future development, build along existing roads or side streets, avoid curvilinear cul-de-sacs.

Parking

- For new housing, facilities should be provided on the property to avoid on-street parking; other options such as communal parking courts, if well-designed, can also be considered.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2 and 2½-storeys to be favoured; avoid bungalows and 3-storey buildings; discourage addition of any large-scale buildings.

Materials

- Favour local limestone, rubble stone and dressed, to match vernacular style as main building material. White/cream/yellow render is also in keeping with the character;
- Re-constituted stone can be considered if its appearance fits in with the natural limestone.

Roofs

- Favour dark grey, brown or red stone or concrete tiles as roofing material;
- Favour pitched roofs 40 to 60 degrees to match existing.

Windows and doors

- Favour window designs of similar proportions to existing;

- Windows of sliding sash or casement styles would all be in keeping, dependant on the location within the character area; other designs are also acceptable if they area designed sensibly to fit into the surrounding character.

Other specific building features

- Consider designs picking up specific building features nearby, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- For any street furniture choose designs and materials that fit into the rural character, for example timber products;

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges.

Surface materials

- For new developments, consider gravelled or self-binding surfaces for driveways or smaller access lanes.

Open Space

- Retain park landscape and general structure of open space/Green Buffer; for any new development allow for wide verges.

Uses and Activities

- Outside the MOD area, keep to residential and rural enterprises, avoiding large commercial uses associated with large buildings.

Access and Movement

Vehicular

- Minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety;

- Consider a bus link to Corsham.

Pedestrians and cyclists

- Maintain existing footpath network;
- Maintain and enhance cycle network connections to Corsham and surrounding countryside.

Town Gateways

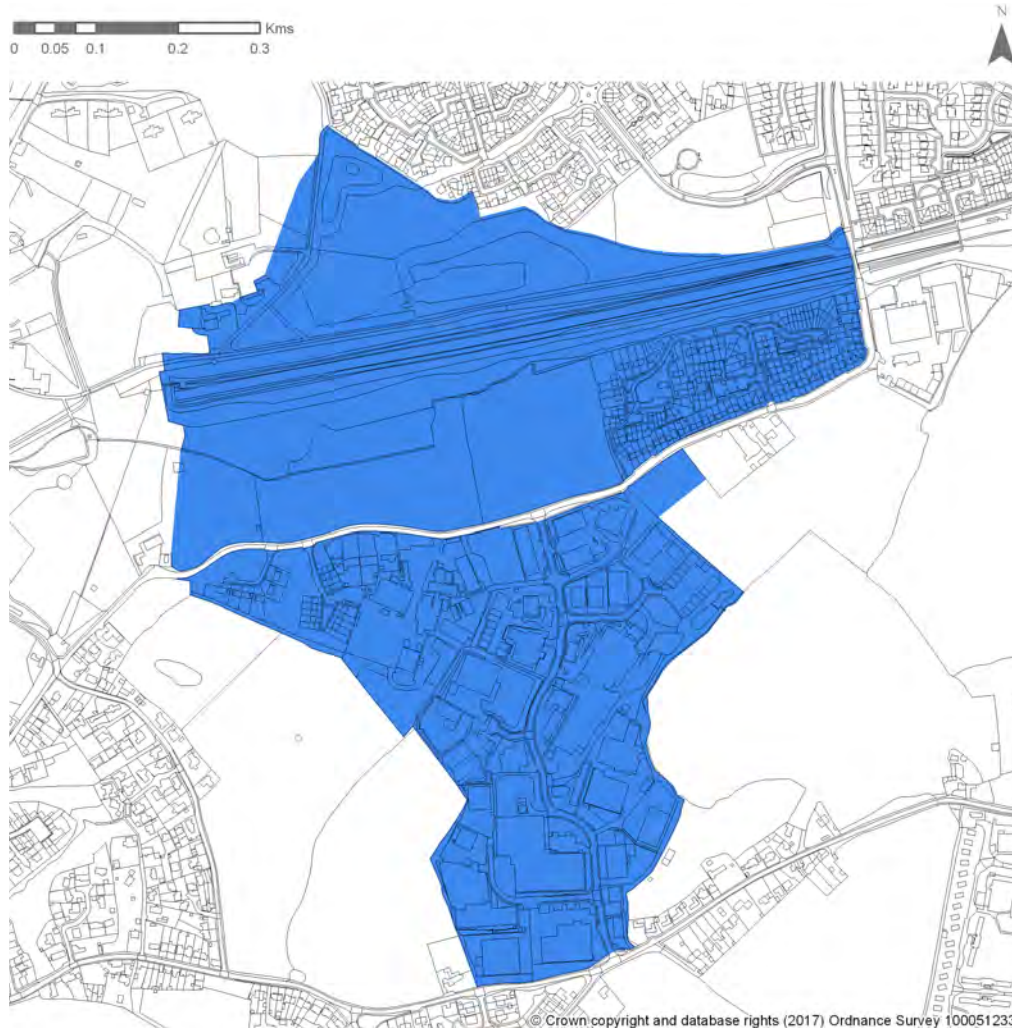
- This area is not related to any major route into town.

Green Infrastructure and Batscape

- Habitat connectivity is generally good in this area. Any reduction in light spill onto suitable foraging and connective habitats would be of great benefit;
- The field boundaries linking Upper Potley to the entrance to Box Tunnel would benefit from some gapping up and additional native hedgerow planting;
- The adoption of more traditional hay meadow cutting regimes in the grassland areas and any additional grazing that could be created would increase the value of the habitat for foraging greater horseshoe bats.



3.3.17 Character Area 17 - Pockeridge and Leaffield



This character area lies to the south of Corsham and is cut in half by the railway cutting, with steep slopes either side. The area either side of the railway track is wooded and also contains a couple of ponds and a stream; apart from a number of fields to the south of the railway, Character Area 17 also contains Leaffield Industrial Estate and two post-WW2 housing developments.

A number of older listed buildings exist in the western extremity of the character area, and the eastern entrance to Box Tunnel, which is also listed, is located on the western edge of the character area. Potley Lane Bridge in the east of the area is also listed.

The Corsham Railway Cutting is designated as a SSSI (Site of Special Scientific Interest) for its geological interest.



Pockeridge Farm, fields south of Upper Potley, development south of Upper Potley, development south of Potley Lane, Leaffield Industrial Estate, graffiti art (from top to bottom)

KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The railway sits in a valley and the land to the south and north is rising relatively steeply;
- The west of the character area lies on the side of Greenhill;
- The valley is sheltered, with the west of the area being slightly more exposed;
- The area contains a number of small water bodies, including two ponds to the north of the railway line, a small pond in the east and some streams/ditches north and south of the railway, as well as running along the south-eastern edge of Leaffield Industrial Estate; there is a stretch of stream in the very east of the character area which lies in Flood Risk Zone 2 (Environment Agency);
- The valley is mainly wooded either side of the railway, and the northern part of this is covered by a Tree Preservation order (TPO); there are some fields south of the railway, which are subdivided by hedgerows; these fields form part of the Rural Green Buffer as identified in the Corsham Neighbourhood Plan. The built-up areas contain a reasonable amount of trees and other vegetation, including a small area of young woodland in Leaffield Industrial Estate and a double row of mature trees south of Upper Potley.

Views (external and internal)

- The view from Upper Potley north towards Corsham looks surprisingly green due to the wooded valley side north of the railway;
- Glimpses of countryside from Leaffield Industrial Estate;
- Otherwise the area is secluded with no long-distance views.

Detracting features

- Some littering in the area;
- Some tarmac pavements look very patchy;
- Telegraph poles and cables;
- Leaffield Industrial Estate is relatively well screened but where there are views, both from public viewpoints and dwellings, its large areas of hard surfacing, security fencing and out-of-character buildings detract from otherwise pleasant views.



Development/Road Pattern

- Upper Potley/Potley Lane, leading to Corsham is of two-lane width with road markings; the roads within Leaffield Industrial Estate are relatively wide, with Leaffield Way leading through to Elley Green in the south; all other roads are narrower, mostly two-lane, dead-end roads without white markings; Pockeridge Drive is a single track lane;
- The area contains several distinct areas of development, housing along Potley Lane and a housing estate behind it as well as Leaffield Industrial Estate and a small area of housing to its west; parts of Pockeridge Farm, a group of historic buildings (some listed), lie in the north-west of the character area;
- Dwellings along the northern side of Potley Lane are uniform semi-detached buildings with front gardens, aligned parallel to the road; parking is mainly on the street;
- Housing in the estate north of Potley Lane is built across the slope on various levels; dwellings are mostly terraced or semi-detached and typically set back from the pavement by several metres; houses are arranged in various layouts loosely along the road alignment; parking is provided on private driveways or through central open car parks;
- In the area west of Leaffield dwellings are either terraced, detached or semi-detached, set back from the road, with two terraces having off-road footpath access; cars are parked either on driveways or a communal car park;
- There is a small group of bungalows south of Upper Potley, which are further away from the road set within large gardens.

Buildings and building details

- Housing development in the character area dates from various ages, ranging from the historic Pockeridge Farm buildings to the semi-detached housing along Potley Lane and the housing west of Leaffield and north of Potley Lane (1960's/70's);
- Apart from the bungalows south of Upper Potley, dwellings are 2-storey and either semi-detached or terraced;
- The main building material within the development south of Potley Lane is yellow brick with white/cream-coloured render; elsewhere dwellings are built of smooth reconstituted Bath Stone/local ashlar limestone, also

sometimes rendered. The historic houses and Potley Lane Bridge are built of local limestone;

- Roofs of the newer dwelling are either hipped (semi-detached properties along Potley Lane) or gabled with pitches ranging from 30 to 60 degrees; they are covered in either dark red or dark grey pantiles; the historic farm buildings are stone tiled;
- Windows variety of casement styles, many PVCu;
- Leaffield Industrial Estate contains large-scale sheds made from industrial materials and the landscape character in the whole area is degraded.

Streetscape

- Very little street furniture;
- Paving material is mainly tarmac with some block-paved drives;
- Where there are demarcated property boundaries these are made up of a variety of different materials and styles, ranging from stone walls, concrete walls, picket fences and metal fences. These boundary treatments do look non-uniform and are partly in a poor state of repair; within the industrial estate, there area also wire-mesh security fences, which look unsightly.

Open Space

- There is a large amount of open space, including woodlands and fields, some of which is accessible via public footpaths; the housing to the south of Upper Potley contains large areas of public realm; there are also two play areas within the development south of Potley Lane.

Uses and Activities

- Main uses are residential and industrial/business as well as agricultural.

Access and Movement

- The main roads Potley Lane/Upper Potley and Leaffield Way can be busy at peak times;
- There are several bus stops along Potley Lane/Upper Potley served by line 10;
- There are no dedicated cycle paths;

- There are a number of Public Rights of Way leading through the area, including along Pockeridge Lane;
- Footpaths through the woodland north of the railway provide connections between Potley and Rudloe as well as access to Katherine Park and The Corsham School. However, the paths are dark and littered in places.

Assets

- The area is surrounded by open greenspace, including the woodland with ponds, which provide the area with a green setting and opportunities for walking and recreation;
- The play areas are also a valued asset.

Green Infrastructure and Batscape

- The woodland and scrub habitats in the north of this area adjacent to the railway line and along Pockeridge Drive and Savernake Road are of key importance for both connective and foraging habitats for lesser horseshoe, greater horseshoe and potentially Bechstein's bats that have been recorded in this vicinity;
- The fields to the south of the railway are also potentially good foraging habitat for greater horseshoe bats and the field margins are densely vegetated and are likely to be used by lesser and greater horseshoe bats;
- The hedgerows running along the eastern and western boundaries of the Leafield Industrial Estate and along the eastern boundary of Greenhill are likely to be important connective habitats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- The fields south of the railway cutting form part of the Rural Green Buffer, identified by the Corsham Neighbourhood Plan as an area to be kept free of development to avoid coalescence and benefit biodiversity; this will retain a green buffer towards Katherine Park, for which this open space is a valued asset;
- Consider options for strengthening the narrow pinch-point of the green buffer between the field south of the railway cutting and fields east of Leaffield;
- Retain existing trees, woodland cover and hedgerows;
- There is scope to introduce more tree planting within the public realm with the housing developments in the south of Potley Lane and north of Upper Potley, consider a co-ordinated design approach;
- For any new small development integrate existing trees and hedgerows into development where feasible; supplement these existing trees with additional trees along streets and in the public realm, allowing for wide verges.

Views (external and internal)

- Retaining the valley woodland will retain green views in this direction from the south.

Addressing existing detracting features

- Consider more sensitive designs for any new industrial units and introduce planting areas along their boundaries and roadside with trees and/or hedges; where possible, encourage the use of hedges/trees or other measures in keeping with the landscape to screen or filter views to the industrial units from public and private viewpoints outside the estate;
- Encourage replacement of unsightly security fencing with more appealing designs and screen/integrate fences into landscape with planting.

Development/road pattern

To maintain the Green Buffer any new development should be avoided in the fields south of the railway. Taking these areas into account, there is not much space for any large-scale development in the character area at the moment.

Building density/openness

- For any development away from the Green Buffer retain a low to medium building density.

Buildings in relation to road

- Favour alignment of buildings parallel to the road;
- Both buildings with large front gardens or short terraces would be in keeping.

Road pattern

- Main road alignment to be retained; for any future development, build along existing roads or side streets, avoid curvilinear cul-de-sacs.

Parking

- For new housing, facilities should be provided on the property to avoid on-street parking; other options such as communal parking courts, if well-designed, should also be considered.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2-storeys to be favoured; an equivalent height should also be the maximum for industrial units; avoid bungalows and 3-storey buildings; discourage addition of any large-scale buildings, unless they are well screened from housing and the main roads.

Materials

- Favour local limestone, rubble stone and dressed, or reconstituted Bath Stone with matching appearance as main building material, with or without white or cream render; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, brown or red tiles as roofing material;
- Favour pitched roofs 40 to 60 degrees.

Windows and doors

- Favour casement window designs of similar proportions to existing;
- Other designs are also acceptable if they area designed sensibly to fit into the surrounding character.

Other specific building features

- Principally, for any new development other than infill development, design leads should be taken from vernacular styles of the wider area; other styles are also encouraged, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings. Generally, care should be taken that designs picking up vernacular features do not look contrived and/or out of place.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Provide sufficient number of bins where there is a litter problem;
- Encourage the use of a coordinated design style approach for streetscape features within development areas.

Property boundaries

- For existing dwellings and infill, encourage consistent boundary treatments, e.g. the re-establishment of stone walls along properties along Potley Lane, but also within the newer developments.

Surface materials

- Keep surfaces in good repair;
- For new development, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies, but these need to be designed to be fit for purpose.

Open Space

- Retain fields/Green Buffer;
- Retain wooded greenspace north and south of railway;
- Retain public realm within existing developments, including playgrounds.

Uses and Activities

- Retain segregated uses of residential and industrial/business as well as agriculture.

Access and Movement

Vehicular

- Consider links to proposed station development;
- For any new developments minimise the need for roads wider than 2 lanes, avoiding large scale traffic management which takes up large areas of road surfacing, subject to road safety.

Pedestrians and cyclists

- Improve pedestrian access/connectivity along Upper Potley;
- Maintain existing footpath network in good state of repair, and make safer where required, providing safe links into Corsham.

Town Gateways

- This area is not related to any major gateway to town.

Green Infrastructure and Batscape

- Any measures that would reduce the light spill from the street lighting along Upper Potley would greatly enhance the hedgerow along this road and the foraging resource in the fields to the north;
- The field boundary running northeast from Greenhill would benefit from hedgerow planting to improve connectivity across this large field.

3.3.18 Character Area 18 - Lypiatt



Character Area 18 is largely residential and lies in the south of Corsham. It is bordered on the east by Prospect, a major route into town. The area mainly contains housing from the post-war period, but there are also older buildings along Prospect, Lypiatt Road and Clevedale Road.

There are two listed buildings in the area, located along Prospect.



Prospect, Lypiatt Road, Cleevedate Road, The Cleeve, Lypiatt Mead, Elm Hayes and Dicketts Road (from top to bottom)

KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The south of the area is relatively flat but in the north the land is sloping down towards the railway cutting;
- The area is generally sheltered;
- A stream runs along the north-eastern boundary of the area; no known flooding issues;
- A number of grass verges provide some greenspace, but there are only few street trees and most vegetation is provided within private gardens; there is a hedge along Lypiatt Road and where it abuts farmland.

Views (external and internal)

- There are views over farmland to south and west;
- Important open vista along Prospect, enhanced by the grass verges along the entire length of this road and the low density, variety and quality of the buildings.

Detracting features

- Untidy green space along edge of railway on Lypiatt Road;
- Views of some garage blocks;
- In many areas parked cars are visually intrusive.

Development/Road Pattern

- Prospect is a main route into town of 2-lane width with road markings; most other roads are through roads and also two-lane, with the exception of Cleevedale Road and Dew Close; Tellcroft Close is a circular route with two short term cul-de-sacs;
- Grass verges on bigger roads provide an open feel, but the streets within the central core feel more confined due to on-street parking and the absence of verges;
- The area has a medium building density and has a largely suburban feel to it; though slightly more dense along Elm Hayes and Lypiatt Mead;
- With the exception of The Cleeve and Dew Close, where the buildings face a footpath with their vehicular access at the rear, all buildings are set back from the road;



- Houses are largely orientated parallel to the road;
- Car parking on street and driveways, but there are also a number of garage blocks.

Buildings and building details

- Range of building ages, though predominantly dating from the 20th century; The oldest houses are located along Prospect, with Dunsford House and Prospect Lodge being listed (both dating from circa.1840); Lypiatt Road and Clevedale Road date mostly from the early 20th century; the central core of the area, made up of Elm Hayes, Dicketts Road and Lypiatt Mead is former social housing built in the 1960's; Tellcroft Close is a large uniform housing development dating from around 1970;
- There are a few large detached houses on Prospect, but most other buildings are either semi-detached or terraced;
- Throughout the area, the main building height is 2-storey with the occasional bungalow. There are also four 3-storey blocks of flats, one with retail outlets on the ground floor;
- The older buildings are constructed of local limestone, most others of reconstituted stone; some have been rendered generally cream or in other muted colours; there are occasional red brick buildings;
- Roofs are mostly gables, but there are also some hipped roofs; pitches vary from 30 to 60 degrees; the roofing material on the older houses is usually stone, elsewhere it is a mixture dark red/dark grey tiles;
- Due to the range of architectural styles, buildings display a variety of features, including carved timber barge boards, timber-framed gables and coat of arms.

Streetscape

- No seating; wooden bollards along greenspace at Lypiatt Road;
- The predominant paving material is tarmac;
- There are no consistent styles of property boundary treatments; these include a mixture of: drystone walling, hedging, reconstituted stone and wooden fencing.

Open Space

- There are wide green verges along the main roads;
- There is a play area at the junction of Dicketts Road and Lypiatt Mead.

Uses and Activities

- The area is predominantly residential, but also contains a small row of retail outlets on Lypiatt Road.

Access and Movement

- Prospect, the B3353, is a busy through-road bringing traffic to Corsham from Melksham and the south via Gastard. Due to road width and straightness, speeding is an issue on this road despite it being within a 30mph zone;
- Dicketts Road can be surprisingly busy because it is one of the main access roads to the Leafield Industrial Estate;
- There are bus stops on Dicketts Road (line 10) and Prospect (lines 68, 69 zigzag and 232);
- There are no designated cycle paths;
- Most roads have pavements, and despite there being no pedestrian islands or zebra crossings in the area, most roads appear safe to cross; in addition to pavements along roads, there are also a variety of useful short-cuts within the central core; the Cleeve is a well-lit and a well-used Public Right of Way; the town centre is easily reachable on foot on safe routes.

Assets

- Historic buildings and features, both listed and non-listed;
- Grass verges on Prospect, Dicketts Road and Lypiatt Road, including some feature trees on Prospect;
- Play area on Dicketts Road.

Green Infrastructure and Batscape

- The woodland and scrub habitats along the northern boundary of this area include the railway line which forms part of the most significant strategic flyway across the landscape;

- The hedgerows to the south of the Dicketts Road and Telcroft Close residential properties provides suitable connective habitat and will screen lighting from the residential areas;
- The hedgerows extending south from this character area along Lypiatt Road are likely to be used as connective habitat by horseshoe bats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Consider increasing tree planting within existing road verges;
- Encourage tree and hedge planting in private large front gardens; consider a wider common theme, creating an alley effect;
- Consider applying Tree Preservation Order (TPO) to more mature trees on Lypiatt Road.

Views (external and internal)

- Retain and further enhance views of Prospect;
- Retain views to countryside.

Addressing existing detracting features

- Provide sufficient litter and additional dog litter bins where there are wider grass verges;
- Consider redesign of communal parking provision instead of garage blocks, where this is not possible improve their appearance and/or integrate more into landscape.

Development/road pattern

At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Due to the relative proximity to the town centre, the area would be able to absorb a relatively high density, if any areas were to be redeveloped.

Buildings in relation to road

- Any new buildings largely to be aligned parallel to the road. Buildings mostly to be set back from the road, but the mix can also contain terraces which can abut the road.

Road pattern

- Alignment of main roads to be retained, for any future re-development favour road layout aligned with the existing, avoiding curvilinear layouts.

Parking

- For any new housing, facilities should be provided on the property to not add more parking pressure; other options such as communal parking courts, if well-designed, should also be considered for large developments.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2, 2½ storey and occasional 3-storeys to be favoured; avoid bungalows.

Materials

- Favour local limestone, rubble stone and dressed with or without white/cream/yellow render; re-constituted stone can be considered if its appearance fits in with the natural limestone; brick buildings would also be in keeping with the character; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, brown or red tiles as roofing material;
- Favour pitched roofs 40 to 60 degrees to match existing.

Windows and doors

- Favour casement or sash windows.

Other specific building features

- Consider designs picking up specific building features nearby, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Consider uniform design for bins and bollards and any seating, e.g. timber along Lypiatt Road.

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges. Black metal railing would also be acceptable for new developments.

Surface materials

- For new developments, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies, taking care to choose a specification fit for purpose.

Open Space

- Retain green verges and enhance with (tree) planting where feasible;
- Retain play area.

Uses and Activities

- Retain as mainly residential with local shops.

Access and Movement

Vehicular

- Consider traffic calming along Prospect;
- For any redevelopment, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety;

Pedestrians and cyclists

- Retain and maintain existing pavements and footpaths.

Town Gateways

- Prospect is a main route into town; a more consistent and coordinated design of the whole street would add further to the amenity of the area. This could be achieved by providing more (tree) planting along already existing green verges as well as by encouraging home owners to provide more consistent road frontages that are in keeping with the historic building styles.

Green Infrastructure and Batscape

- Any measures that could be taken to improve the structure and composition of the habitats along the railway line would be a significant benefit to bats using the strategic flyway.

3.3.19 Character Area 19 - Broadmead and Brook Drive



Character Area 19, Broadmead and Brook Drive, lies on the south-eastern edge of Corsham. It is triangular in shape and defined by the railway line in the north, the road Prospect in the west and Brook Drive in the south-east. The oldest properties (from the 1930's) are found on the eastern side of Prospect, with the remainder of the area being formed by the Broadmead and Brook Drive housing developments from the 1960's and 1970's. The area is bordered by countryside to the south-east, and in the north. The Batters provide a green buffer with woodland, a stream and amenity spaces.



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Prospect, entrance from Prospect to Broadmead, greenspace south-east of Brook Drive, The Batters, examples of housing; (from top to bottom)



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The west along Prospect is mostly level but the land falls away to the north-east, east and south-east;
- There is a man-made ridge with spoil from the railway cutting in the north;
- The area has an open feel, without being exposed to the prevailing winds;
- The Ladbrook (officially classified as a main river) runs roughly west to east; Ladbrook Stream (officially classified as a ditch) runs along the lower stretch of Brook Drive, then into a culvert, before joining the Ladbrook; the area along Ladbrook Lane lies in Flood Zone 3 (Environment Agency), and Brook Drive is also known to flood locally if the culvert is blocked;
- The northern edge of the character area constitutes a buffer of mainly wooded greenspace along the Ladbrook, called The Batters (managed as a wildlife area by Corsham Town Council and designated as a World War One Centenary Field);
- To the south-east, the character area is bordered by open countryside, and here there is also another corridor of greenspace, with a wide grass verge bordered by a line of trees and shrubs on the south-eastern side of Brook Drive along the line of Ladbrook Stream. A substantial amount of greenspace is provided within private gardens, including some large trees in front gardens on the eastern side of Prospect.

Views (external and internal)

- Belts of trees, hedgerows and the fields, both to the south and north-east, which bound this residential area are important visual features providing long-distance views, adding to the tranquil rural character of this area;
- Glimpses of St. Bartholomew's Church spire;
- Views of tree groups within the area.

Detracting features

- Hard surfacing of some front gardens and cars can dominate the view in places.

Development/Road Pattern

- Prospect is a straight main route into town of two-lane width with road markings; other roads within the area are curvilinear loop roads with some side cul-de-sacs;
- The area has a medium building density with a sub-urban character (18-20 dwellings/ha) with dwellings being set back from the road with front gardens of 6m length or more and most houses being either detached or semi-detached; where the road leads down a slope, dwellings are often stepped; within Broadmead and Brook Drive, houses are largely orientated parallel or at an right angle to the road; along the eastern side of Prospect, houses are larger and set back from the road by larger front gardens, mostly parallel to the road;
- Most dwellings have a driveway for parking as well as a garage, which are now generally too small for modern cars and used for other purposes; some parking also on streets.

Buildings and building details

- Apart from along Prospect, where some houses date back as far as the 1930's, buildings within Broadmead and Brook Drive were predominantly built in the late 1960's and early 1970's, and most have since been extended;
- There is a mix of detached and semi-detached houses;
- Buildings along the eastern side of Prospect have 2-storeys, whereas in the Broadmead and Brook Drive developments there is an equal number of 2-storey and 1 to 1½-storey buildings;
- Buildings within Broadmead and Brook Drive are of relatively uniform appearance; the main building material here is buff-coloured reconstituted Bath Stone, with a small number of houses in Ludmead Road being rendered with white paint; some houses also feature timber-clad gables; roofs are mostly gabled with relatively shallow pitches of 30 degrees, with some roofs having asymmetric gables; tiles with mostly brown concrete pantiles; solar panels on a number of roofs; the windows are double-glazed casement windows, mainly with white PVCu frames and cills;
- The mix of styles and materials is much more varied along Prospect, building materials here range from local limestone (usually ashlar), but also some reconstituted Bath Stone and brick; some dwellings have a timber

boarding or brown tiles on the front elevation; roofs here are also mostly gabled, but often have a steeper pitch of 45 to 60 degrees; windows are usually casement windows; a lot of the houses feature bay windows and dormers.

Streetscape

- The Batters contains a number of wooden benches and timber signage, otherwise there is not much street furniture present, but there is a pillar box as well as dog litter and grit bins;
- The original boundary feature within Broadmead and Brook Drive is a low-level block-work wall with a 'rustic' finish; many of these low walls are still in place, but in places hedges and fences have also been introduced to supplement or replace the walls;
- All roads and pavements are constructed of tarmac.

Open Space

- Open Space is provided by The Batters and adjacent area along Ladbrook Lane, as well as the area of greenspace along Brook Drive; there is also a small semicircular area of grass along Broadmead;
- The area also benefits from surrounding countryside.

Uses and Activities

- The area is predominately residential.

Access and Movement

- Prospect is a main route into town, other roads within the area are loop roads with some side cul-de-sacs; therefore roads within Broadmead and Brook Drive are used only by residents and visitors to the developments and relatively quiet;
- Speeding can be a problem along straight stretches of Broadmead and on-street parking also creates traffic issues in places;
- The number 10 bus line serves the area with a stop at Broadmead, and there is also a bus stop on Prospect (lines 68, 69 zigzag and 232);
- All roads have pavements; there are footpaths to and through The Batters along the northern edge of this character area, including a Public Right of

Way leading towards Corsham in one direction and to the south-east in the other;

- There are no designated cycle paths or cycle parking.

Assets

- Three areas of important green space identified.

Green Infrastructure and Batscape

- The woodland and scrub habitats along the northern boundary of this area include the railway line which forms part of the most significant strategic flyway across the landscape. The area of woodland along the northern boundary is likely to be used by foraging lesser horseshoe bats and provides suitable foraging habitat to be used by Bechstein's bats moving along the strategic flyway;
- The hedgerow to the south of Brook Drive provides suitable connective habitat and will screen lighting from the residential areas from spilling into the field to the south;
- The hedgerows extending south from this character area along Ladbrook Lane are likely to be used as connective habitat by horseshoe bats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- Retain existing areas of greenspace, including The Batters and adjacent areas as well as the greenspace on the southern side of Brook Drive;
- Keep any development out of flood zone;
- Consider planting a tree or small number of trees in the green on Broadmead;
- Within the development, there is not much space in the public realm to allow for tree planting; consider a common planting theme, encouraging private home owners to plant, e.g. hedges or trees in their front gardens along the road, creating a more uniform treatment of the streetscape.

Views (external and internal)

- Retain and further enhance views of Prospect;
- Retain views to countryside, of The Batters, the greenspace on the south-eastern edge of the area and the church spire.

Addressing existing detracting features

- Encouraging house owners to plant in their front gardens would also help to blend in hard surfaces; for creation of new driveways, encourage the integration of some planting.

Development/road pattern

- At the moment, there is not much space for any large-scale development in the character area.

Building density/openness

- Retain a medium building density in the area.

Buildings in relation to road

- Any new buildings largely to be aligned parallel to the road. Buildings along Prospect to be set back with generous front gardens; within Broadmead and Brook Drive the current distance to the road is also to be retained.

Road pattern

- Keep existing road pattern; for any larger areas of future re-development, a more rectangular road pattern would be more in keeping with the area.

Parking

- Consider that attached garages should only be removed if parking is provided in its place on the property and softened by planting;
- For any new housing, parking facilities should be provided on the property to not add more parking pressure; if driveways are used, these should be softened with planting; other options such as communal parking courts, if well-designed, can also be considered for larger re-developments.

Buildings and building details

Existing historic buildings and features

- Retain historic buildings and features on Prospect.

Building mass and height

- Along Prospect building height should remain 2-storey and predominantly semi-detached; for infill development within Broadmead and Brook Drive, retain mix of bungalows and 2-storey, either detached or semi-detached.

Materials

- Favour dressed local limestone or reconstituted limestone, with occasional painted renders in white/cream/yellow being also in keeping with the character; for any larger development, other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, dark brown or dark red tiles as roofing material;
- Favour pitched roofs to match existing.

Windows and doors

- Favour casement windows; discourage large panoramic windows;
- Dormers and bay windows are in keeping with the character.

Other specific building features

- Consider designs picking up specific building features, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- Consider coordinated design of furniture within The Batters and also the provision of some seating in the wide verge south of Brook Drive.

Property boundaries

- Consider a common planting theme, encouraging private home owners to plant, e.g. hedges or trees in their front gardens along the road, creating a more uniform treatment of the streetscape.

Surface materials

- Keep tarmac of pavements and road surfaces in good repair.

Open Space

- Retain The Batters and other greenspace;
- Consider enhancing the greenspace at the Broadmead entrance from Prospect to create an attractive gateway.

Uses and Activities

- Retain as mainly residential.

Access and Movement

Vehicular

- Consider traffic calming along straight stretches of Broadmead; this could be an opportunity for introducing more street trees, e.g. within planting beds in one side of the road, where cars have to wait for oncoming traffic;
- For any redevelopment, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Retain existing footpaths within The Batters, including the Public Right of Way;
- Consider provision of cycle routes through The Batters.

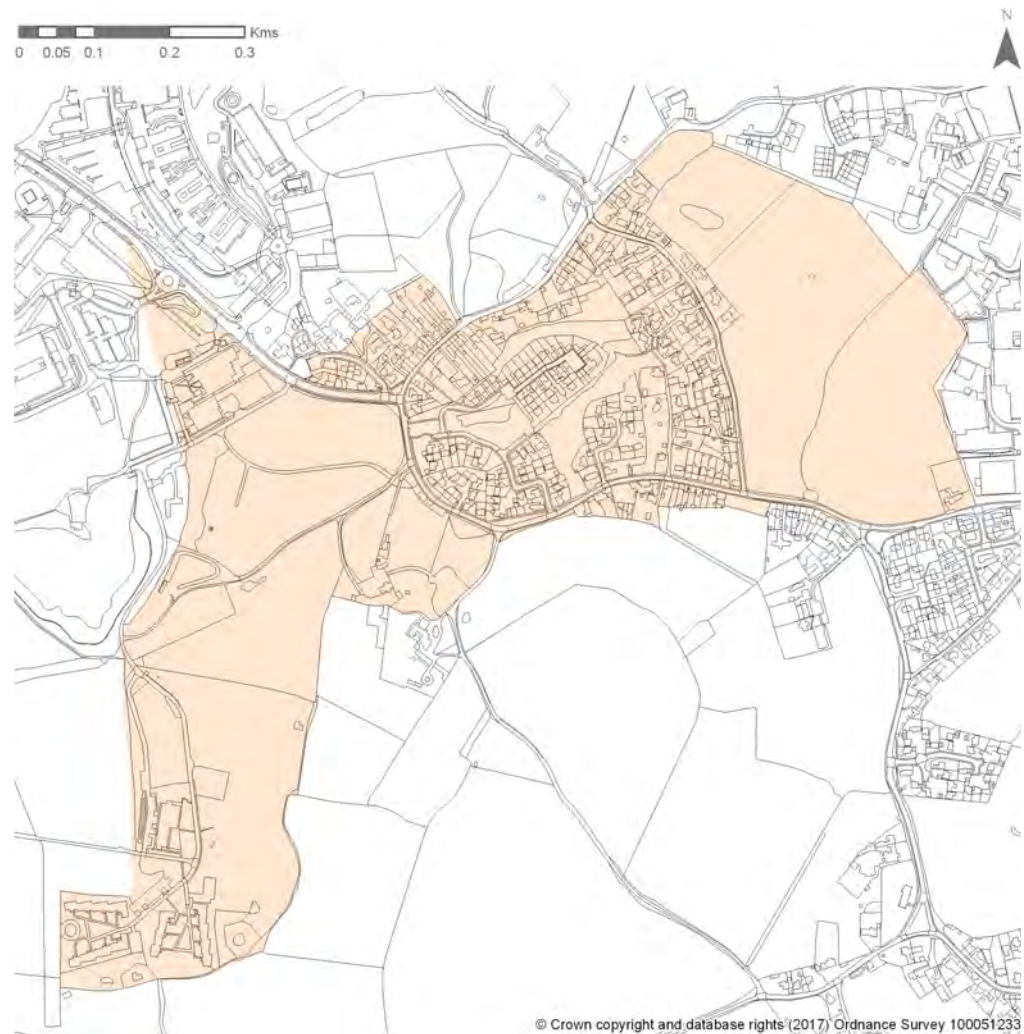
Town Gateways

- Prospect is a main route into town; a more consistent and coordinated design of the whole street would add further to the amenity of the area. This could be achieved by providing more (tree) planting along already existing green verges as well as by encouraging home owners to provide more consistent road frontages that are in keeping with the historic building styles.

Green Infrastructure and Batscape

- Any measures that could be taken to improve the structure and composition of the habitats along the railway line would be a significant benefit to bats using the strategic flyway.

3.3.20 Character Area 20 - Westwells and Wadswick Green



Westwells is an old village to the south of Corsham, now also containing a substantial proportion of newer development. Nearly all houses of Westwells are built above the extensive, now redundant Westwells Quarry. Spoil associated with the quarry has been placed into a large pile of rubble some 30 feet high and is the backdrop to most houses in the area.

Character Area 20 also includes Wadswick Green, a new development built as retirement homes in a completely separate and free-standing area of former MOD land. The area also contains a large proportion of agricultural fields and small woodland copses. The fields in the east of the character area form part of the Rural Green Buffer (see Corsham Neighbourhood Plan).

The character area contains a small number of listed buildings. The Neston Conservation Area covers buildings south of Moor Green. A Tree Preservation Order is in place for an area of woodland south of Westwells Road.



Wadswick Green, industrial unit, Westwells, Greenhill, The Shepherds, Moor Green, Durley Park, The Stoneworks, Moor Park, Tawny Close; (from top to bottom)



KEY CHARACTERISTICS (based on volunteers' assessment):

Natural features (topography, micro-climate, water, vegetation)

- The highest levels are found at Wadswick Green in the south of the character area; from here the land falls gently to the north and rises again to the top of Greenhill;
- The area has an open feel, without being exposed to the prevailing winds.
- There are a number of small ponds in the area;
- The character area contains a high proportion of countryside; the fields in the east form part of the Rural Green Buffer, which has been identified as an area to be largely kept free of development (see Corsham Neighbourhood Plan); areas of woodland are also present, with the copse south of Westwells Road being covered by a Tree Preservation Order. Within the developed areas, there is also a significant amount of vegetation present, provided by both, public realm and generous private gardens; the development at Wadswick Green has incorporated a number of mature trees.

Views (external and internal)

- Long-reaching views from Westwells and Greenhill to countryside to the north east and south-east to Neston respectively; views from Wadswick Green to countryside to south and east;
- Internal views of greenspace central to Westwells.

Detracting features

- Views of quarry spoil;
- Security fencing and industrial units along Rowan Lane.

Development/Road Pattern

- Wadswick Green is a dead end. The village of Westwells is roughly defined by the Westwells lane, Greenhill and Moor Green, all through-roads connecting to the wider area. Being mostly country lanes, roads are two-way but relatively narrow; from these lanes, sometimes curvilinear (off Moor Green and Westwells), sometimes more straight (off Greenhill) cul-de-sacs lead into the central area, which is shaped loosely like a bell;
- Housing density is medium and the area has a rural village feel to it when

driving around the main roads, helped by relatively large private gardens. The character of some newer housing is slightly more dense (e.g. The Stoneworks); Wadswick Green also has a different feel to it with its large blocks of flats, but due to the amount of surrounding green space, the building density is still medium;

- Most houses are set back from the road with generous front gardens, but there is also some terraced housing abutting the road along the Westwells and Moor Green;
- Houses along the main roads are usually either parallel or at right angles to the road. Due to the more curvilinear road pattern of some of the newer developments, this is not always maintained; the blocks of flats at Wadswick Green are set in generous amounts of green space away from the roads;
- Most of the older terraces don't possess any private parking and here parking is mainly on the street; for newer developments and also the larger, older houses parking is usually provided off-road, though a lot of cars are still parked on the road. At Wadswick Green large car parks have been designed into the development.

Buildings and building details

- The area contains a varied mixture of building ages and styles;
- The oldest houses date from the late 17th century (along Westwells Lane and Moor Green); newest additions are The Stoneworks, Tawney Close and Wadswick Green;
- Most of the older houses are 2-storeys; housing dating from WW2 to the 2000's also contains a number of bungalows, but the more recent housing stock again contains predominantly 2-storey houses; Wadswick Green is made up of a number of large 3-storey blocks of flats;
- The latter do not conform to the local character, but have been designed very well and are completely out of the view of any other areas of development; there are also some factory buildings, again out of character due to their scale and style;
- The main building material is local limestone, also for newer buildings, though here often substituted with reconstituted Bath Stone; a number of buildings have been rendered white or buff; Wadswick Green buildings display a mix of white render, timber cladding, red brick and limestone;

- Most roofs are gable roofs, but there are also a number of hipped roofs. Older houses have typically pitches of around 60 degrees, but newer houses show more variety; the roofing material is mostly stone (for older properties or dark grey/dark brown/dark red pantiles or occasionally slate; many houses have solar panels on their roofs; Wadswick Green buildings have flat roofs;
- According to the variety of building ages, window styles vary; they are predominantly casement windows of different styles, sometimes with painted window frames; there are buildings with feature sash windows.

Streetscape

- There are white timber bollards along a grass verge, but otherwise, due to limited amount of public realm, street furniture in Westwells is limited; fitting with the modern building design, Wadswick Green possesses contemporary street furniture, including bollards and seating, as well as some well-designed stone gabion bin shelters;
- Lighting columns are of varying designs;
- Roads and pavements are mostly tarmac; at Shepards, stone setts are used as road kerbs; in the Moor Park development different colour paving blocks have been placed at junctions;
- Dry stone walls form the traditional boundary treatment, which are sometimes combined with hedges; a variety of fences have also been used, and a lot of the new houses are open to the front without any boundaries.

Uses and Activities

- The area is mainly residential; other uses include agriculture, manufacturing (two factories along Westwells Road in the west of the area), a Bed and Breakfast, a small plant nursery and small business (not public facing).

Access and Movement

- Westwells Road, Westwells, Greenhill and Moor Green are through-roads connecting to the wider area; most other roads are dead-ends;
- Traffic along Moor Green can be heavy at times and roadside parking contributes to difficulties; traffic in the central Westwells area is quiet due to all roads being cul-de-sacs;
- Westwells is served by bus line 10;

- There are no designated cycle routes apart from the bottom of Westwells Road;
- Most, but not all roads have continuous pavements; the area contains a number of Public Rights of Way.

Assets

- Historic buildings and features, both listed and non-listed;
- Central areas of greenspace provide a green backdrop, openness and separation between different developments;
- Long distance views to countryside;
- Tree Preservation Order woodland south of Westwells Road;
- Wildlife pond on the premises of Wadswick Green.

Green Infrastructure and Batscape

- The woodland in the centre of Westwells is considered likely to constitute part of the railway line strategic flyway as a lesser horseshoe roost and flight lines for both lesser and greater horseshoe bats have been recorded previously in this area. However, the suitability of the central area of Westwells may have been altered by the new development. Suitable connective habitat is still present in this area so it has been included as one of the route options in this area;
- Additional suitable connective habitats that could facilitate bat movement through this area to the railway line are also present along the southern boundary of Moor Green, connecting with the hedgerow running north along the eastern edge of Greenhill and also through the mature trees that form the boundary between the rear of the residential properties at the western end of Westwells and the boundary of MOD Corsham Information Systems and Services;
- Greater horseshoe bats have been recorded using the northern boundary of the area of scrub/woodland that lies either side of Rowan Lane and this area is likely to be an important foraging and connective habitat for Bechstein's, greater and lesser horseshoe bats as they have been recorded in this area;
- The hedgerows and woodland surrounding Wadswick Green are likely to be important habitats, potentially for Bechstein's, greater and lesser horseshoe

bats;

- The area of rough grassland to the north of Wadswick Green is likely to be an important foraging area for greater horseshoe bats;
- The Wadswick Green Retirement Villages contains two large bat houses which were constructed around 2015 to accommodate bats displaced from the former building on the Royal Arthur Naval training base.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- As guided by the Corsham Neighbourhood Plan the fields to the east form part of the Rural Green Buffer, and as such should be retained and kept largely free of development. The area of woodland south of Westwells Road is covered by a Tree Preservation Order and should also be retained; the central tree areas within Westwells form an important buffer between developments and provides a green backdrop, these should not be removed; also retain any other mature trees in the area.

Views (external and internal)

- Retain and enhance far-reaching views into countryside;
- Retain internal views of greenspace for houses within central area of Westwells.

Addressing existing detracting features

- Consider softening or screening security fencing along Rowan Lane with planting.

Development/road pattern

Building density/openness

- Retain medium housing density for both existing and newly built development to not dilute the rural character.

Buildings in relation to road

- For any infill development keep to surrounding orientation of buildings and distance to road; any larger new development should be largely aligned parallel or at a right angle to the road. Buildings mostly to be set back from the road, but the mix can also contain terraces which can abut the road.

Road pattern

- Alignment of main roads to be retained, for any future re-development favour road layout aligned with the existing, avoiding curvilinear layouts.

Parking

- For any new housing, facilities should be provided on the property to not add more parking pressure; this could be on driveways softened by planting as well as car ports or attached garages; other options such as communal parking courts, if well-designed, can also be considered for larger developments.

Buildings and building details

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2-storeys to be favoured; avoid 3-storey high buildings, except at Wadswick Green; avoid bungalows in the more historic areas; only allow any additional large footprint buildings where these are hidden from view and well integrated into the landscape.

Materials

- Favour local limestone, rubble stone and dressed with or without white/cream/yellow render; reconstituted stone can be considered if its appearance fits in with the natural limestone; other building and cladding materials, such as timber, can be also considered, if sustainable and high quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, brown or red tiles as roofing material;
- Favour gable roofs 40 to 60 degrees to match existing.

Windows and doors

- Favour casement windows;

Other specific building features

- Consider designs picking up specific building features nearby, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- For any additional street furniture, consider taking lead from already existing features, such as white timber bollards at Westwells, or existing street furniture within Wadswick Green.

Property boundaries

- Retain and encourage property boundaries formed by stone walls with or without hedges. Black metal railing would also be acceptable for new developments.

Surface materials

- For new developments, consider cobbles/block paving for pavements and/or parts of carriageways to highlight road hierarchies, taking care to choose a specification fit for purpose.

Open Space

- Retain fields to the east of Greenhill and woodland to the south of Westwells Road;
- Retain wooded greenspace in central area of Westwells as well as grass verges within the developments.

Uses and Activities

- Retain as mainly residential with small business uses.

Access and Movement

Vehicular

- For any development, minimise the need for roads wider than two lanes,

avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Retain and maintain existing footpaths.

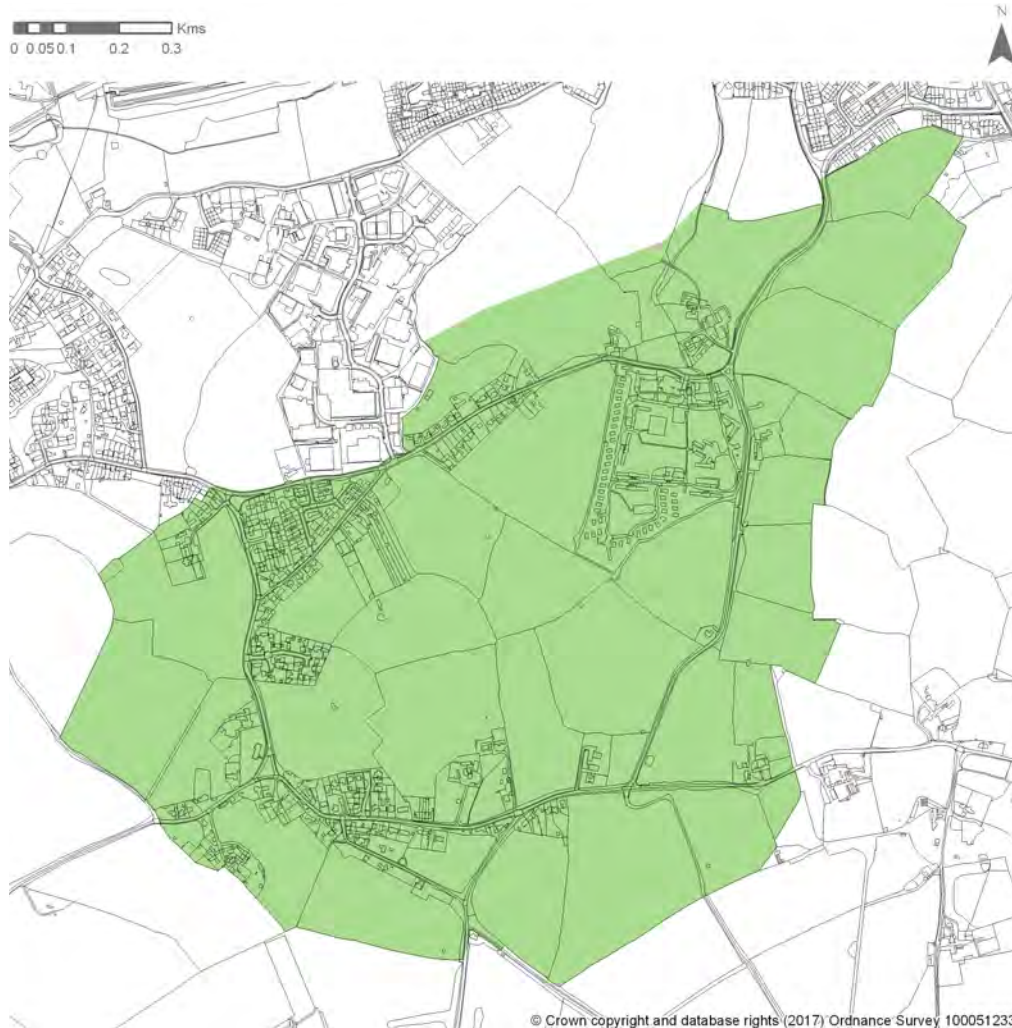
Town Gateways

- This is not a main route into town.

Green Infrastructure and Batscape

- The field boundary running northeast from Greenhill would benefit from hedgerow planting to improve connectivity across this large field;
- The fenced boundary between the rough grassland to the north of Wadswick Green and the grazed pasture to the east would greatly benefit from some hedgerow planting. The hedgerows in the area to the east would also benefit from gapping up;
- The maintenance of the foraging and connective habitats in this character area is very important to supporting the continued suitability of the strategic flyway and any new lighting or the removal of hedgerows and woodland in this area should be considered in detail.

3.3.21 Character Area 21 - Neston



This large character area lies to the south of Corsham and comprises the wider area around the village of Neston, including Brockleaze and the Services Cotswold Centre (MOD). There are a number of historic buildings along the old lanes, including along Church Rise, Pool Green, Locks Cross and Brockleaze. There is, however, also a lot of infill development as well as housing developments in dead-end roads off these main roads, creating an overall mixed character.

The area also contains a large proportion of countryside, parts of which are covered by the Rural Green Buffer identified in the Corsham Neighbourhood Plan.

The area contains a large number of listed buildings, predominantly around Locks Cross, and part of the area is also covered by the Neston Conservation Area. Wadswick Lane through to The Ridge forms part of an old drovers route.





Pool Green, Church Rise, Neston Country Inn, St Philip and James' Church, Locks Cross, Brockleaze, Little Lypiatt Farm, Elley Green, view to Leaffield Industrial Estate, Chapel Lane, Fleetwood Close, Pitts Croft and Damy Green (from top to bottom)

KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The topography of the area is undulating with locally exposed high ground; settlement lies mainly on a hilltop with steeper slopes used for farming;
- Ditches surround fields and align some roads; there are also a number of small ponds present;
- A large proportion of the area is open countryside with native hedgerows as field boundaries. The area is devoid of woodlands. Within settlements, vegetation is provided by a recreation ground and within large gardens; Church Rise and Rough Street are lined with trees. Elsewhere, there are a number of grassed road verges and small greens;
- A feature tree can be found on the footpath near to the recreation ground;
- Fields north of Elley Green and west of Church Rise form part of the Rural Green Buffer identified in the Corsham Neighbourhood Plan.

Views (external and internal)

- Key long-distance views exist from the high points across open countryside to the south;
- Internally, views towards the church are noteworthy, and the view along Church Rise both ways is very pleasant due to its historic buildings and green verges.

Detracting features

- Views of Leaffield Industrial Estate from northern side of character area;
- Timber board fencing, especially if it has been painted, used by some properties as property boundary;
- Telegraph posts and wires;
- Security fencing of Services Cotswold Centre.

Development/Road Pattern

- Most roads are through-roads with some of them being narrow to single-lane width;
- There are also a couple of cul-de-sacs off these main roads with newer development;

- The road pattern is irregular; houses along the older roads are predominantly orientated in parallel or at a right angle to the road, often with an L-shaped building; this is also largely true for the newer development;
- Apart from occasional exceptions of historic houses along the old lanes, buildings are set back from the road and have front gardens ranging in depth from 1m to 20m or more; in the housing developments front gardens are usually between 5 and 10m deep;
- Where there are buildings, the density is medium, and the front gardens and verges create an open rural village character, though some of the newer housing areas feel more suburban; the area also contains large stretches without any development;
- Car parking is mainly on private driveways, but also in communal parking areas (Neston Crescent).

Buildings and building details

- The area contains a mix of historic and more modern houses, with the oldest houses dating from the 17th century;
- The older houses are either detached or terraced and 2-storeys; newer developments also contain some semi-detached houses but no terraces, and also a number of bungalows;
- The main building material is limestone, with also some reconstituted Bath Stone for newer properties; a small number of buildings have been rendered; some newer developments also feature cladded gable ends, pebbledash (Neston Crescent);
- Windows are mainly of the casement type with different designs and there are also some houses with sash windows; there is a large number of dormer windows in older homes which has been echoed in some new-builds; some old windows are surrounded by stone mouldings; there are a variety of different designs of porches and hooded doorways present in the area; some old houses feature arrow slot windows;
- Roofs are mostly gabled with occasional hipped designs; the older buildings have stone tiles, but many of the new buildings have either clay or concrete pantiles; roof pitches for older houses are around 60 degrees, but newer have often less steep roof angles ranging from approximately 30 to 60 degrees;

- The character of the MOD Services Cotswold Centre differs completely from the residential areas, containing a number of larger buildings and small barracks. However, the complex is relatively secluded, thus does not detract much from the rural character apart from the security fencing along Lypiatt Road.

Streetscape

- Street furniture is provided at key locations, including seating (concrete and timber seat) and concrete bollards with chain-link at the green outside the church; seating (black metal) and a stone feature at the recreation ground; white painted bollards at Services Cotswold Centre; not many bins present in the area;
- Paved surfaces in the area are typically tarmac with varying state of repair; the larger, older properties often have gravel or self-binding gravel driveways;
- Property enclosures are traditionally demarcated by drystone walls, and these still are the predominant boundary treatment in the area, featuring a variety of different designs; hedges are also popular boundary features; where different demarcations are used, such as timber fencing, these often detract from the character.

Open Space

- There is an informal recreation ground with a grassed field and a playground, located south of Pool Green; grass verges also form part of the public realm;
- Being set in the countryside, the area contains a large amount of open space, some of it accessible by public footpaths.

Uses and Activities

- The area is predominantly residential but also contains a school (Neston Primary School), a pub (Neston Country Inn), a church (St Philip and James' Church), a number of working farms, a number of small non-public facing businesses and the MOD Services Cotswold Centre.

Access and Movement

- The area contains a number of through-roads, and although they are country lanes, they can get busy at times, and speeding can be a problem;
- The area is served by bus line 10 with bus stops at Pool Green and Church Rise;
- There are no designated cycle lanes in the area;
- Pavements are continuous and roads relatively safe to cross;
- The area contains a number of Public Rights of Way connecting the different areas of the village, as well as providing links with the surrounding countryside and Corsham.

Assets

- Listed and unlisted buildings and features, including Well House on Church Rise;
- The Neston Country Inn, the Memorial Hall with recreation ground and play area as well as the church and school are all valuable community assets;
- Open space within the public realm including the area opposite the pub and the green outside the church are all valuable green spaces;
- Rural village character and extensive views to the countryside.

Green Infrastructure and Batscape

- The hedgerows extending through the centre of this character area are densely vegetated and provide good connective habitat. The hedgerows along both sides of Rough Street provide very good connective habitat for the known greater and lesser horseshoe roosts around Gastard allowing connectivity northwards to the railway line and also west towards the woodlands around Westwells;
- The areas of pasture around Neston are suitable for foraging greater horseshoe bats and are likely to be important for the greater horseshoe roost around Gastard;
- The mature trees and hedgerows around Neston Primary School also provide suitable foraging habitat for lesser horseshoe bats.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- As guided by the Corsham Neighbourhood Plan, the fields to the north of Elley Green and to the west of Church Rise form part of the Rural Green Buffer and as such should be retained and kept largely free of development;
- Retain any (mature) trees in the public realm and replace dead or dying trees with specimen of the same or similar species. This includes trees on the green near the church, trees along churchyard, trees in the recreation ground and other trees on road verges; retain road verges themselves;
- Encourage farmers to retain hedges as field boundaries.

Views (external and internal)

- Retain and enhance far-reaching views into countryside;
- Retain internal views of greenspace along roads and views along Church Rise with historic houses, stone boundary walls, verges and trees.

Addressing existing detracting features

- Consider softening or screening security fencing along MOD Services Cotswold Centre;
- Consider providing hedge along southern edge of Leaffield Industrial Estate;
- Encourage home owners to use hedges or drystone walls as property boundaries, especially along main roads.

Development/road pattern

- Areas forming part of the Green Buffer should be kept free of development; for any development in other areas, care should be taken that the village character is retained and that the central area of fields is not infilled. This will prevent coalescence of the individual hamlets that form Neston.

Building density/openness

- The area could cope with small development along/off the main roads, still retaining the dominance of fields behind;
- Retain medium housing density for both existing and newly-built development to not dilute the rural character.

Buildings in relation to road

- For infill or new housing developments, favour building layouts where houses are largely aligned parallel or at a right angle to the road. Buildings mostly to be set back from the road, but the mix can also contain terraces which can abut the road.

Road pattern

- Alignment of main roads to be retained, for any future re-development favour road layout aligned with the existing, avoiding curvilinear layouts.

Parking

- For any new housing, facilities should be provided on the property to not add more parking pressure; this could be on driveways softened by planting as well as car ports or attached garages; other options such as communal parking courts, if well-designed, can also be considered for larger developments.

Buildings and building details

- Especially, for any new buildings visible from the main roads, special care should be taken, that their character relates to the existing built form.

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2-storeys to be favoured; avoid 3-storey buildings, and also bungalows in the more historic areas; only allow any additional large footprint buildings where their use is justified and if they are hidden from view and well integrated into the landscape.

Materials

- Favour local limestone, rubble stone and dressed with or without white/cream/yellow (or occasional other colours) render; reconstituted stone would also be acceptable if its appearance fits in with the natural limestone; other building and cladding materials, such as timber, can be also considered, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, brown or red tiles for roofing;
- Favour gable roofs 40 to 60 degrees.

Windows and doors

- Favour casement windows of similar proportions of those present; dormer windows would also be in keeping; avoid large panoramic windows.

Other specific building features

- Consider designs picking up specific building features nearby, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- For any additional street furniture, consider taking leads from existing features, such as concrete bollards with chain-link or white bollards. All furniture should be suited to the rural setting.

Property boundaries

- Especially along the main roads, retain and encourage property boundaries formed by stone walls with or without hedges. Black metal railing would also be acceptable for new developments.

Surface materials

- Encourage the use of selfbinding gravel or gravel for private driveways or shared access drives in new developments; for new developments, cobbles/block paving for pavements and/or parts of carriageways can

also be considered to highlight road hierarchies, taking care to choose a specification fit for purpose.

Open Space

- Retain fields to the north of Elley Green and to the west of Church Rise;
- Retain recreation ground to the south of Pool Green;
- Retain green road verges, green near church and open space opposite pub.

Uses and Activities

- Retain as mainly residential and agricultural, with small business uses also being in character.

Access and Movement

Vehicular

- For any development, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Retain and maintain existing footpaths.

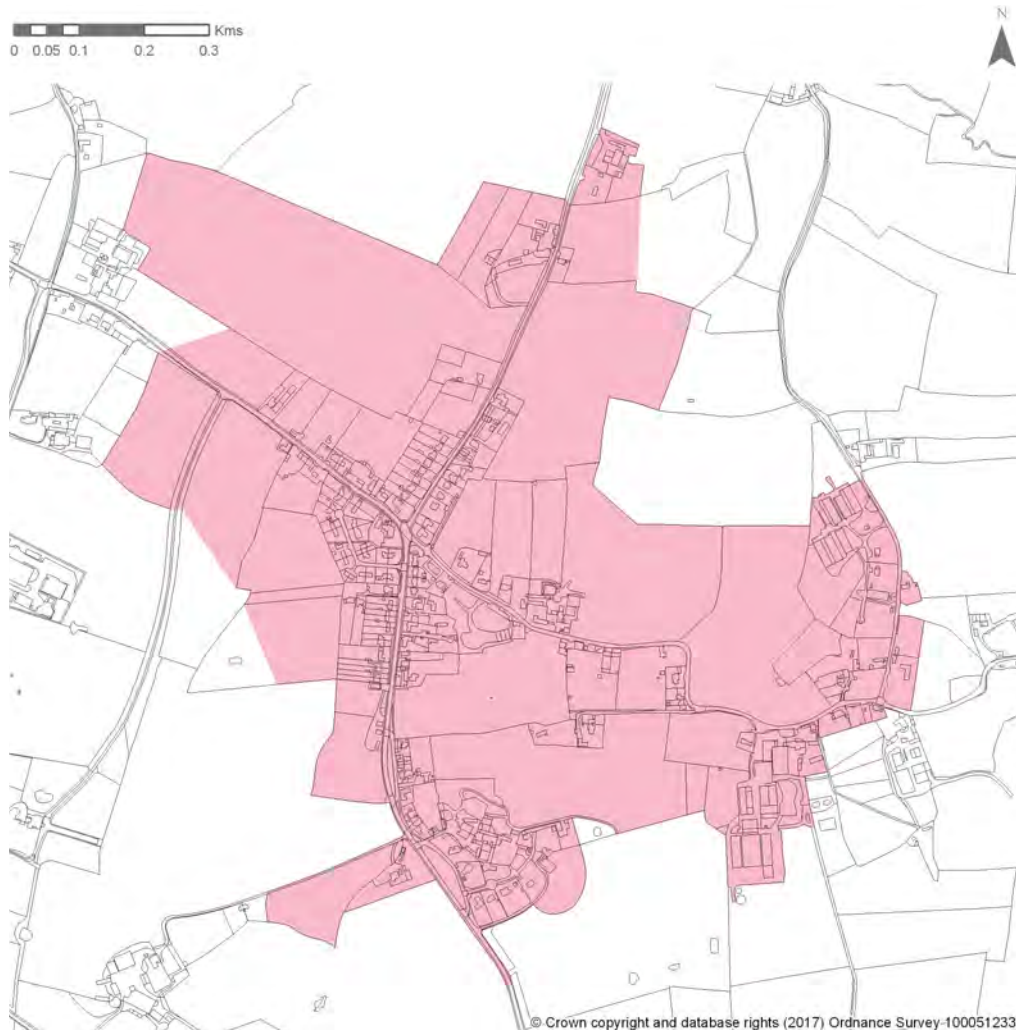
Town Gateways

- This is not a main route into town.

Green Infrastructure and Batscape

- The hedgerows around the residential boundaries, particularly around Pitts Croft and the houses along the northern boundary of Brockleaze would benefit from additional planting;
- Hedgerow planting along Jaggards Lane would enhance the connectivity to the west of this area.

3.3.22 Character Area 22 - Gastard



This relatively large character area covers the village of Gastard to the south-east of Corsham. Gastard is formed by a number of small scattered hamlets which are located close to each other. This includes the village centre with the pub, but also Lanes End, Gastard Lane and Velley Hill. The main village contains a large number of historic houses, but also a lot of infill development. Buildings along Lanes End are more consistently historic. Apart from the village itself, the area also contains a large proportion of countryside, mostly made up of pastures. The fields in the north-west of the character area form part of the Neighbourhood Plan Rural Green Buffer - See Corsham Neighbourhood Plan.

Gastard Conservation Area covers most of historic development housing along Lanes End, and many of the buildings here are listed, together with some individual buildings elsewhere in Gastard.



St John the Baptist Church, Lanes End, Harp and Crown Inn,
 Silver Street/Velley Hill/Chapel Knapp,
 Coppershell and The Close
 (from top to bottom)



KEY CHARACTERISTICS (based on volunteers' assessment):Natural features (topography, micro-climate, water, vegetation)

- The topography of the area is undulating;
- Areas of high ground are exposed to westerly winds;
- There are a number of small ponds and a hidden ditch at the back of The Close; there is a known flood issue at the bottom of Velley Hill/Silver Street and Coppershell;
- The area contains a large proportion of agricultural fields, mostly pastures, which are divided by hedgerows with some individual hedgerow trees. There are no areas of woodland. Within the village a lot of houses have large gardens and there is also a fair amount of green public realm in the form of a recreation ground, grassed verges and an enclosed green at the east of Lanes End; there are a number of individual trees which area covered by Tree Preservation Orders;
- The fields to the north-west form part of the Neighbourhood Plan Rural Green Buffer - see Corsham Neighbourhood Plan;
- Historic field systems.

Views (external and internal)

- From the village, there are long-reaching views to Bowden Hill to the north-east as well as to Salisbury Plain and Roundway Hill to the south;
- There are also extensive views between the different parts of the village as well as to Gastard House at the top of Chapel Knapp and the church of St John the Baptist in Lanes End.

Detracting features

- Road surfacing very degraded in places;
- Dust in Lanes End is generated by mining activities;
- Parking on road can dominate the view.

Development/Road Patterns

- The B3353, the main road from Corsham to Melksham, leads through Gastard (Silver Street, Velley Hill and Chapel Knapp) and is a relatively wide two-way lane with road markings; other roads in the area are either

quiet country lanes (Lanes End, Gastard Lane and Coppershell) or short dead-end lanes leading to buildings. The road pattern is irregular;

- Buildings are usually aligned parallel or occasionally at a right angle to the road; this is also mostly true for newer development; houses are generally set back from the road by generous front gardens, though along Lanes End there are also some buildings directly abutting the street;
- Building density is low to medium in places, but due to the surrounding countryside nowhere feels enclosed; the area has mostly a rural character, but housing along Velley Hill and behind feels more suburban;
- Parking takes place both in driveways and on the streets.

Buildings and building details

- Most historic buildings of the village can be found along Lanes End, with some dating back from the early 17th century; some historic buildings are also found along Silver Street and Velley Hill. Here, however, there is also a lot of infill development of various ages, both along the roads themselves and in short cul-de-sacs leading off the roads; notable listed buildings include the Grade II-listed church tower with its church clock (Arts and Craft style). Gastard House with tower and Velley House (Grade II-listed);
- Historic houses are usually detached; some terraces present; more modern houses also include some semi-detached houses, but no terraces; old houses are usually 2-storey, whereas the mix of newer houses also includes some bungalows and 1½-storey buildings;
- The main building material is local limestone, both rubble and ashlar, with some of the newer houses being built of reconstituted Bath Stone; some houses are rendered, for example in Coppershell;
- Older buildings are stone-tiled, but new houses have either clay or concrete tiles. Roofs are predominantly gabled, but a number of the more modern buildings have hipped roofs;
- There are numerous architectural features on older properties consistent with age and listings. Gastard House, for example, features an Italianate tower.

Streetscape

- Seating and notice board near pub; on top of Velley Hill, letter box and traditional red telephone box; a variety of different bollard designs on grass verges;
- Highway signage can be confusing;
- Surfaces of roads and pavements are mostly tarmac, in bad state of repair in places; on private drives gravel, self-binding gravel or other softer surfacing is often used;
- Property enclosures are traditionally demarcated by drystone walls, and these are still the predominant boundary treatment in the area, featuring a variety of different designs; hedges are also popular boundary features; where different demarcations are used, such as timber fencing, these often detract from the character.

Open Space

- The recreation ground with play area;
- Wide grassy road verges, especially along Velley Hill and Chapel Knapp, some containing trees; there is also an enclosed private green, at the east of Lanes End;
- Area is surrounded by open countryside, some of which can be accessed by public footpaths.

Uses and Activities

- Mainly residential, but there is also a church (St John the Baptist), a pub (Harp and Crown), a building yard, some small businesses, some of which are public-facing, a stone mine and a number of working farms; the area also includes a recreation ground with play area.

Access and Movement

- The B3353 is relatively busy, especially at peak times, and traffic speeding along this lane is a common occurrence; most other lanes are relatively quiet;
- Parked cars can be a problem for both driving and walking, especially on Velley Hill and Coppershell;
- Bus lines 68, 69 zig zag and 232 stop in two places along the B3353;

- There are no designated cycle lanes;
- Walking on footpaths can be difficult in places due to parked cars as well as poor quality and restricted widths of pavements; apart from pavements there are numerous Public Rights of Way footpaths across fields to Neston, Lacock, Corsham, Atworth and Whitley.

Assets

- Listed and non-listed historic buildings and features and associated views;
- Views of countryside;
- Recreation ground with play area; enclosed green east of village;
- Village church, village hall and Harp and Crown Pub;
- Very good footpath network;
- Historic field system.

Green Infrastructure and Batscape

- This is an important area for bats as a maternity roost for greater horseshoe bats has been recorded in this area. A number of hibernation roosts have also been identified in this vicinity for both greater and lesser horseshoe bats. These are largely contained within mine workings to the south west of this character area. Additional roosts have also been recorded within Gastard village;
- The areas of suitable foraging habitat for greater horseshoe bats, particularly to the east and south west are critical to the success of this breeding site;
- The hedgerows along Monks Lane heading south from Silver Street are likely to be key connective habitats from the greater horseshoe roost sites to the foraging habitats in the northern part of the character area;
- The hedgerow network to the north west, north of Lanes End provide good connective habitat that potentially links the hibernation and breeding roosts to the strategic flyway to the north where it crosses Coppershell Lane at the Coppershell Lane sewage treatment works.

SPECIFIC DESIGN GUIDANCE FOR REFURBISHMENT, EXTENSIONS AND NEW DEVELOPMENT

Note: General design guidance in chapters 3.2 also applies

Natural features (topography, micro-climate, water, vegetation)

- As guided by the Corsham Neighbourhood Plan, the fields to the north-west of Gastard form part of the Rural Green Buffer and as such should be retained and kept largely free of development;
- Retain any (mature) trees in the public realm and replace dead or dying trees with specimen of the same or similar species. This includes trees on lay-bys along the B3353, trees within the recreation ground and green, and trees covered by Tree Preservation Orders and in the Conservation Area;
- Retain existing green space in public realm;
- Encourage farmers/land owners to retain historic field system as well as hedges as field boundaries.

Views (external and internal)

- Retain and enhance far-reaching views into the countryside;
- Retain internal views of greenspace along roads and views along Lanes End with historic houses, stone boundary walls, verges and trees.

Addressing existing detracting features

- Keep surfacing in good state of repair.

Development/road pattern

Areas forming part of the Green Buffer should be kept free of development; for any development in other areas, care should be taken that the village character is retained and that development is positioned to prevent coalescence of the individual hamlets that form Gastard.

Building density/openness

- The area could cope with small development along/off the main roads adjoining or infilling already existing areas, still retaining the dominance of fields behind;

- Retain medium housing density for both existing and newly-built development to not further dilute the rural character.

Buildings in relation to road

- For infill or new housing developments, favour building layouts where houses are largely aligned parallel or at a right angle to the road. Buildings mostly to be set back from the road, but the mix can also contain terraces which can abut the road.

Road pattern

- Alignment of main roads to be retained, for any future re-development favour road layout aligned with the existing, avoiding curvilinear layouts.

Parking

- For any new housing, facilities should be provided on the property to not add more parking pressure; this could be on driveways softened by planting as well as car ports or attached garages; other options such as communal parking courts, if well-designed, can also be considered for larger developments.

Buildings and building details

- For any building along Lanes End, special care should be taken that styles are fitting into the existing character of historic housing;
- Equally, for any new buildings visible from the B3353, the building character should relate to the existing historic built form.

Existing historic buildings and features

- Retain existing character of historic buildings and features (listed and non-listed).

Building mass and height

- Building height of 2-storeys to be favoured; avoid 3-storey buildings, and also bungalows in the more historic areas; only allow any additional large footprint buildings where their use is justified and if they are hidden from view and well integrated into the landscape.

Materials

- Favour local limestone, rubble stone and dressed with or without white/cream/yellow (or occasional other colours) render; reconstituted stone are also acceptable if its appearance fits in with the natural limestone; other building and cladding materials, such as timber, can be also considered, if sustainable and high-quality design principles are followed and the proposals fit well within their surroundings.

Roofs

- Favour dark grey, brown or red tiles for roofing;
- Favour gable roofs 40 to 60 degrees.

Windows and doors

- Favour casement windows of similar proportions of those present; dormer windows would also be in keeping; avoid large panoramic windows.

Other specific building features

- Consider designs picking up specific building features nearby, but care should be taken to design these carefully, so they don't look contrived.

Streetscape

Street furniture (seating, lighting, signage, enclosures, etc.)

- For any additional street furniture, consider taking leads from already existing features, such as stone bollards. All furniture should be suited to the rural setting.

Property boundaries

- Especially along Lanes End and the B3353, retain and encourage property boundaries formed by stone walls with or without hedges. Along the B3353, black metal railing would also be acceptable for new developments.

Surface materials

- Encourage the use of selfbinding gravel or gravel for private driveways or shared access drives in new developments; for new developments, cobbles/block paving for pavements and/or parts of carriageways can

also be considered to highlight road hierarchies, taking care to choose a specification fit for purpose.

Open Space

- Retain fields to the north-east of Gastard;
- Retain recreation ground with play area and enclosed green at east of Lanes End;
- Retain green road verges and other areas of public realm.

Uses and Activities

- Retain as mainly residential and agricultural, with small business uses also being in character.

Access and Movement

Vehicular

- For any development, minimise the need for roads wider than two lanes, avoiding large-scale traffic management which takes up large areas of road surfacing (i.e. large roundabouts or complicated crossings), subject to road safety.

Pedestrians and cyclists

- Retain and maintain existing footpaths.

Town Gateways

- This character area does not provide a main route into the town centre.

Green Infrastructure and Batscape

- Hedgerow planting along the lane to Boyds Farm would enhance the connectivity to the south of this area toward the mines near Green Road and around The Ridge;
- The fenced sections of the field boundaries to the north east and the paddocks to the north west along Silver Street would benefit from being planted up with native hedgerow species to reinforce the potential road crossing point to the hedgerow network to the south and the addition of standard trees would enhance the boundary hedgerows in this area.



Corsham Town Council
Town Hall
High Street
Corsham
Wiltshire SN13 0EZ

Tel: 01249 702130
email: towncouncil@corsham.gov.uk
www.corsham.gov.uk

Johns Associates Ltd
Suites 1 & 2, The Old Brewery
Newtown, Bradford on Avon
Wiltshire BA15 1NF

Tel: 01225 723652
email: info@johnsassociates.co.uk
www.johnsassociates.co.uk