

DOWNTON ROAD, SALISBURY



Development Brief

January 2005



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We try to ensure that the information contained in this publication is accurate at the time of going to press. Whilst every effort has been made to ensure accuracy, Salisbury District Council and Westbury Homes does not guarantee it, and does not accept liability for any error or omission.

This information can be made available in other formats, upon request. It can also be downloaded from www.salisbury.gov.uk/planning/downton-road



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1.0 Introduction

- 1.1 This Development Brief (hereafter referred to as the Brief) has been prepared jointly by officers of Salisbury District Council and representatives of the proposed developers of the site, Westbury Homes. Copies of the Brief are available to purchase from the Forward Planning Team at Salisbury District Council, 61 Wyndham Road, Salisbury SP1 3AH. Alternatively, the Brief can be inspected using the Council's website at www.salisbury.gov.uk
- 1.2 The Brief was adopted by the District Council on the 15th December 2004, and forms Supplementary Planning Guidance (SPG) to the Adopted Local Plan and will be a material consideration the council will take into account when determining a planning application for the development of the site. The Brief comprises a written statement together with illustrative material including a masterplan. However, because the Brief is supplementary, this guidance does not have the same status as the Adopted Local Plan and it should not be read in isolation, but cross referenced to the relevant planning policies.
- 1.3 The masterplan (see Figure 12 on page 24) forms part of the Brief and indicates the general principles that should be applied to any detailed planning application. The text of the Brief indicates areas where specific options exist and also sets out principles that are more firmly established. The Brief describes the contextual analysis and objectives upon which the masterplan is based and together they provide a benchmark to assess future applications for planning permission.

Purpose of the Brief

- 1.4 The purpose of the Brief is:
- to describe the extent of the site and its context within Salisbury;
 - to identify the planning policies and constraints which affect the site;
 - to outline the types of development that would, in principle, be acceptable to the Local Planning Authority and highlight opportunities for the enhancement of the surrounding environment;
 - to ensure new development is of the highest quality, sympathetic to its surroundings and designed in a manner that preserves and enhances the special character of the area;
 - to inform both the community and prospective developers of the standard of development that will be expected together with any necessary improvements that may be required off site, including contributions by means of legal agreements;
 - to establish a benchmark for quality and offer guidance as to how this may be achieved;
 - to ensure that any new development proposals are well integrated into the established surrounding settlement patterns and facilitate easy movement to local employment and amenities such as shops, schools and public transport routes;
 - to ensure that any new development is based on the principle of sustainability.

2.0 Planning Policy Framework

- 2.1 This Brief relates to land allocated for development in the Adopted Local Plan (policy H2F) and should be cross-referenced to the other relevant policies in that plan. The relevant policies are summarised opposite. The Downton Road, Salisbury site was allocated to assist in meeting the housing (including affordable housing) needs of the district up to 2011. Development will commence in phase 1 of the plan (before 2006) and be completed in phase 2 (beyond 2006). The site is expected to provide approximately 120 houses for residential development along with community facilities in the form of a shop and a surgery (where these are established as necessary), affordable housing, education provision and a contribution towards highway improvements including a bus lane.

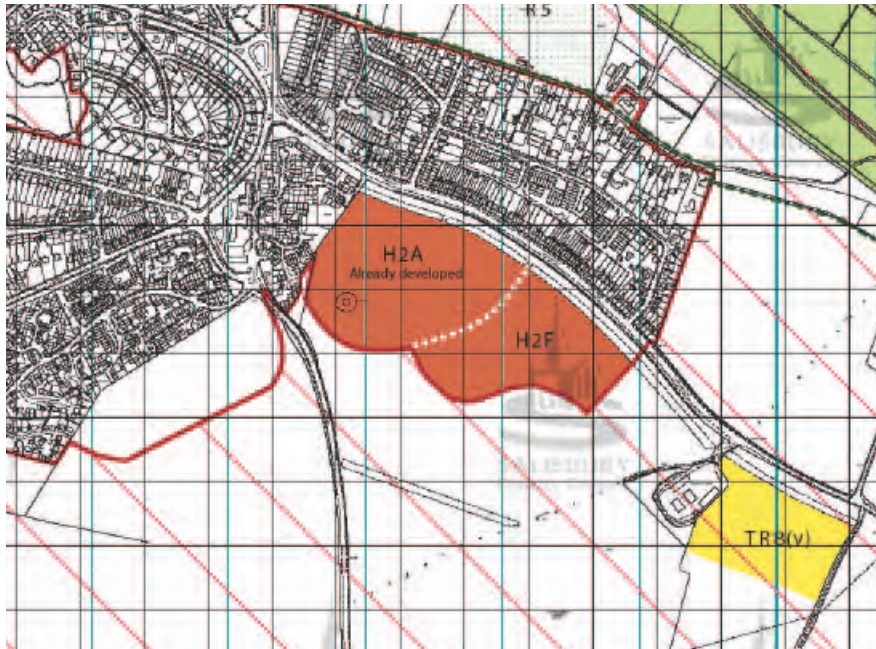


Figure 1: Local Plan Proposals Map

General Policies

- G1 Sustainable Development
- G2 General Criteria for Development
- G8 Groundwater Protection
- G9 Planning Obligations

Design Policies

- D1 Extensive Development Proposals
- D7 Site Analysis Requirement

Housing Policies

- H2(F) Allocation of Land at Downton Road
- H25 Affordable Housing

Conservation Policies

- CN20 Protection of Archaeology
- CN21 Protection of Archaeology
- CN22 Protection of Archaeology
- CN23 Protection of Archaeology

Transportation Policies

- TR1 Sustainable Transportation
- TR11 Parking Standards
- TR12 Sustainable Links in Development
- TR13 Footpath Improvement
- TR14 Cycle Parking

Recreation Policies

- R2 Open Space Requirements
- R4 Indoor Community and Leisure Provision
- R17 Public Rights of Way
- R18 Expansion of Public Rights of Way

3.0 The Site and its Wider Context

- 3.1 This section of the Brief looks at the site in more detail and examines how it relates to its surroundings. It has been prepared following site appraisal work which examined and recorded the existing landscape character of the site and the countryside beyond, the characteristics of surrounding neighbourhoods, and the visual characteristics, particularly in relation to the wider setting of Salisbury. The key characteristics that will influence the way in which the site is developed are listed at the end of this section and are then used to inform the design principles set out in section 4.

The site and its context

- 3.2 The general site location is shown in Figure 2. It is about four hectares (ten acres) in extent and located approximately 1.5 km from Salisbury city centre, to the south east of the city to the west of Downton Road. Odstock Road lies further to the west. As shown in Figure 3, the site itself forms part of a larger agricultural field on the north facing slope of the Avon Valley. The remainder of the field, outside the site boundary, is open countryside. The field slopes from the south west corner at its highest point at approximately 90m Above Ordnance Datum (AOD) to 55m AOD at its lowest point in the north east corner. The slope across the site ranges from approximately 1:9 to 1:17. The layout of the development will accordingly need to be sympathetic to the slope and contours of the land.
- 3.3 Figure 1 shows the relationship of the site to the Rowbarrow site already developed, and, in yellow, the proposed park-and-ride development to the south-east. As part of that earlier development, Odstock Road and Downton Road were connected by the Rowbarrow link road. Part of Rowbarrow now forms the northern edge of this site. The construction of this link road has resulted in a localised steep embankment between the road and the site. The embankment is at its highest at the junction of the link road and Downton Road.



Figure 2: Location Plan

3.4 The site boundary illustrated in Figure 3 is roughly defined by Rowbarrow to the north and Downton Road to the east. The southern and western boundaries are more arbitrary and flexible. The south east boundary is roughly defined by the extent of the built edge of Salisbury on the opposite side of Downton Road. To the south and west of the site, the larger field extends out to the field boundaries and existing hedgerows and treebelts.



Figure 3: Site boundary

3.5 All vegetation and landscape features of significance to the site are on its boundaries and can therefore be largely retained. Vegetation / features of importance are:

- a mature beech shelter-belt along the north east boundary;
- new structure planting along the north west boundary;
- open grassland to the south.



top left and top right: open grassland
bottom left and bottom right: mature tree belts

- 3.6 The mature tree-belt appears to be in good condition and forms an important landscape feature within the surrounding town/landscape. There is new structure planting along the north west boundary of the site. The development will provide an opportunity to enhance this planting.

Landscape character

- 3.7 One of the defining characteristics of Salisbury as a city is its landscape setting. Despite the prominence of the Avon Valley, the city is largely contained by landforms on all sides, by Salisbury Plain and the West Wiltshire Downs to the north, and by the South Wessex Downs to the south. The Downton Road site itself is located on rising ground to the south of the city and the more elevated areas to the south of the site form part of the landscape backdrop.



View across the city from Old Sarum illustrating the landscape setting

The Downton Road site contributes to the landscape setting and new development on the site must include a well defined landscape structure that seeks to achieve the following objectives:

- A form of development that allows open space and new landscape structure to connect with the surrounding countryside;
 - A new pattern of planting and open space that fits in with the patchwork of open land and woodland blocks that characterise the setting of city to the south.
- 3.8 The landscape and open space structure should include open grassland, clumps of trees and tree belts connecting the new development with the open countryside to the south. There is a clear opportunity to reinforce the existing landscape character and influence the setting and the character of new development.

Visual characteristics

- 3.9 The setting of Salisbury is an important influencing factor on any development on the edge of the city. In considering the setting of the city, development needs to take account of views out from the city towards surrounding countryside as well as views into and across the city from the site and from key approaches. The site is located on rising ground and the highest ground to the south forms the skyline when viewed from a number of places within the city. Development in this area will be designed to avoid any significant impacts on the setting of Salisbury thus maintaining the landscape backdrop to the city and preserving the skyline. The lower slopes to the north and east are relatively well contained.



Views of the Cathedral from the site

- 3.10 Like many elevated areas on the edge of Salisbury one of the most significant characteristics of the site is the view towards the Cathedral, focusing on the spire. This is particularly important on elevated ground in the southern half of the site. The views out from the site not only take in the Cathedral but also include Old Sarum and the rest of the city. These views are important factors that will influence the form of development.
- 3.11 The site, located on sloping ground, varies in its visibility and sense of enclosure. Lower slopes to the north and east of the site are relatively well contained visually by the mature beech tree belt along Downton Road which screens and filters views into and out of the site. Over time the new tree belt along the southern side of the link road will also help screen and filter views of the site as it becomes established. Higher slopes in the south of the site are more open and visible from parts of Salisbury, Old Sarum and other distant ridgelines. In these views the site is seen in the context of existing housing development.
- 3.12 The site is screened from views from the open countryside to the south by the Harnham Hill Ridge. Principle views to the site are from the footpath along the southern boundary, from Odstock Road, from the link road and adjacent properties and from distant viewpoints to the northwest, north and east.

Urban character and context

3.13 The site is located on the edge of Salisbury and the overriding built context is clearly suburban to the north and east. The neighbourhood areas immediately adjacent to the site comprise housing estates built over the last few decades whose character and layout provide few positive references to the way in which this site should be developed.

3.14 Although the historic part of Harnham has an attractive and distinctive character, its urban form and building types are largely influenced by ancient routeways and the proximity to the river and the river crossing. Although it has all the good characteristics of an historic settlement with tight urban form, connected streets and continuous building frontages its qualities and its character largely derive from its importance as a bridging point and as the natural meeting point for a number of key routes into the city.

3.15 The stronger influence on Downton Road is its landscape setting and its wider role in relation to the setting of the city. The open

Historic Harnham located on valley floor/valley sides - tight urban form linked to convergence of routes and bridging point



Downton Road located on more elevated ground more open in character

landscape and woodland blocks beyond the site indicate a development form that is more in tune with its landscape context rather than its urban context. In the distant past wealthy landowners wishing to locate themselves beyond the city boundary would build their villas and country estates in open countryside to make the most of the landscape setting and to impose their own designed landscapes on the countryside. These estates are now part and parcel of our built heritage and they provide an alternative model for placing contemporary built development on the edge of the city. In particular they are reminders that the creation of a strong landscape structure can provide a very effective setting for new buildings. Salisbury has a number of historic parklands and country houses dotted around its periphery and this in itself is a distinctive and characteristic part of the setting of the city. These historic estates are illustrated in Figure 4.



Figure 4: Historic parklands/gardens form part of the setting of Salisbury

- 3.16 To the south of the site is a field, and beyond into the open countryside. Development on this site must provide a buffer between the existing hard urban edge and the countryside beyond. Therefore, the natural focus for the Downton Road site is quite different from the existing development in Harnham and the new development requires a form of design that is more suited to its natural setting.

Ecology

- 3.17 The site is characterised by a neutral grassland ground cover which supports a range of species characteristic of calcareous (chalk) grassland, which has been subject to low intensity grazing for some time. Calcareous grassland is a UK biodiversity action plan habitat which is well represented in Wiltshire. There are no statutory or non-statutory nature conservation sites immediately adjacent to the site. Existing hedgerows and shelterbelts are largely unaffected by development. The proposed landscape structure should provide open spaces and a green corridor in which new habitats can be managed to enhance their ecological value.

Little Woodbury Ancient Monument

- 3.18 The landscape setting of the Little Woodbury Scheduled Ancient Monument (SAM) is an important consideration. The SAM is located on the ridgeline south of the site, although it is physically and visually separated from the site by landform and the existing hedgerow and tree belt that forms part of the southern boundary. Development in this area will be designed to avoid any significant impacts on the setting of the Little Woodbury SAM.

On-Site Archaeology

- 3.19 Further archaeological investigations will be undertaken prior to construction to ensure the recording and/or protection of any finds as appropriate. These investigations will involve trial trenching, and the project design for this has been agreed with Wiltshire County Council's archaeologist.

Access and connectivity

- 3.20 Access from the development would be required for vehicles to the local highway network and for pedestrian and cycles travelling to more local key destinations and facilities. Such locations include:

- employment;
- local schools;
- local shops, leisure centre and other community facilities within the city centre;
- the proposed community hall;
- bus stops and other public transport facilities;
- network of footpaths/cyclepaths.

Vehicular access

- 3.21 Vehicle access to the development would be from Rowbarrow. Two points of access are required by the County Highways Authority to serve this development.



Existing footway on Downton Road

Pedestrian access

- 3.22 Pedestrian footways are already provided on the north side of Rowbarrow and on the south side in the vicinity of the community land, on Odstock Road and Downton Road. Pedestrian routes are provided into the city centre.
- 3.23 Pedestrian links should be provided from the development to the surrounding footway network principally at the main vehicular accesses. In this way, access would be achieved to the surrounding footway network, the city centre, local schools, and bus stops.

Cyclists

- 3.24 Intermittent on-street and off-street cycle paths are provided in the vicinity of the site including on Odstock Road and Downton Road. Salisbury District Council have proposals to add additional routes, including the extension of the Odstock Road route past Rowbarrow to tie in to the route to the city centre and the provision of a route on Rowbarrow. Financial contributions to these cycle facilities will be made.



Existing junction of Downton Road and Rowbarrow

- 3.25 As a part of the development, cycle lanes will be provided on Rowbarrow. The details of the scheme will be agreed with Wiltshire County Council.
- 3.26 Access for cyclists will be provided on the carriageway at the main vehicular junctions providing links to the existing and proposed cycle routes of the wider area and the local facilities.

Buses

- 3.27 Buses currently run along Downton Road, Odstock Road and Rowbarrow into the city centre. Bus stops are provided on Downton Road adjacent to the north-east boundary of the site, on Odstock Road to the south of the junction with Rowbarrow, and on Rowbarrow adjacent to the site. The Downton Road park and ride is planned to be open by Summer 2005 and is 200 metres from the southern boundary of the site. In conjunction with the provision of the park and ride, Salisbury District Council is proposing a southbound bus lane on Downton Road. Contributions to the bus lane that are reasonably related to the development will be provided.

Key Findings

- the site straddles the open countryside and the existing urban edge. Therefore in order to respect this setting, a new approach is required that protects and enhances the landscape setting of the city;
- the development needs to allow the open space and new landscape structure to connect with the surrounding countryside;
- the planting and open space needs to fit in with the patchwork of open land and woodland blocks that characterise the setting of city to the south;
- the development needs to take into account views into and out of the site from the surrounding countryside;
- the views towards the Cathedral spire and Old Sarum must influence the development layout;
- the setting of Little Woodbury Scheduled Ancient Monument should be respected;
- design cues should reflect the site's natural setting and not the development adjacent to the site;
- the accessibility of the site should be fully exploited by creating a permeable development that enhances the public footpath and cycle connections and provides links to existing public transport routes, with financial contributions towards the proposed bus lane.

4.0 Development Principles

- 4.1 Broad development principles which apply to most sites are set out in Appendix 1. These have been taken into account as appropriate in the preparation of this Brief.

It is also necessary for development to comply with the relevant policies in the adopted Salisbury District Local Plan listed in Section 2. The rest of this section applies those general principles to the Downton Road site. The development will:

- DP1** Create a high quality built and natural environment - creating a place;
- DP2** Make the development fit in with its surroundings;
- DP3** Make the best use of the site;
- DP4** Make the development accessible for all;
- DP5** Respect the natural environment and promote biodiversity;
- DP6** Create a development that can adapt to change;
- DP7** Design development that integrates sustainable use of resources;
- DP8** Integrate the proposed community hall with the development;
- DP9** Provide a range of house types and sizes including at least 33% affordable housing;
- DP10** Provide appropriate and accessible open space including a children's play area;
- DP11** Make any necessary contributions to the improvement of education in the locality;
- DP12** Provide a shop and other community facilities where there is an established need for them.

DP1 Create a high quality built and natural environment - creating a place:

- ❑ The development should seek to create a real sense of identity that is derived from a detailed contextual analysis of the wider area. It should promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
- ❑ Buildings should be located and orientated carefully within their plots. Within individual plots the location and orientation of buildings should avoid unnecessary set-backs and gaps. As a general rule set-backs should be minimised and buildings should be brought to the front of the plot, however some variety with set-backs should add interest and hierarchy to the frontages. Buildings should face rather than turn their backs onto public areas, avoiding blank walls, gable ends and back garden walls facing the street. The height of buildings is very important in creating the character of an area. The spaces within the development (including the street) should be defined by appropriately scaled buildings and trees, and building heights should relate to the importance, size and use of the street or open space that they enclose. Good design should incorporate parking into a development without letting it dominate.
- ❑ In order to ensure the development creates a sense of place that is specific to its context, standard "off the peg" designs will not be acceptable. Instead the elevational treatments of the purpose designed units will reflect the vernacular traditions of the wider area and hence play a fundamental part in defining the new place's character.
- ❑ The use of materials and how these can enhance the public realm and define different spaces. They should avoid clutter and create a consistent and coordinated streetscape and help enhance a sense of

place. This includes all elements of the streetscape including paving, signage, lighting, bus shelters, seating etc. Use locally distinct references and detail where appropriate. A palette of materials will need to be agreed prior to planning permission being granted.

- ❑ Detailed drawings or a design code will be required to demonstrate how the detailing and execution of the building finishes is to be delivered. This shall include details of windows, doors, eaves, chimneys, brick bond, tiling, etc.
- ❑ The views towards Salisbury Cathedral and across Salisbury to Old Sarum should be maximised. The Cathedral and Old Sarum are very distinct landmarks and should be considered when designing the development. Vistas and views should be created, focusing on these important, existing landscape features and landmark buildings. New landmark buildings should be placed at key locations (i.e. at the entrance to the development, at the end of a vistas) to create focal points.
- ❑ There should be consistent and continuous boundary treatments that tend to create harmonious streetscape. A mix of boundary types and gaps should be avoided. The scale, height and massing of the proposed development should be considered in relation to the general pattern of the surrounding urban context, the topography, and views, vistas and landmarks.
- ❑ A mix of community facilities will help to create diversity and activity to the development. The new development should be well connected to the proposed Community Hall and that this facility will be easily accessible and linked to public open space and key pedestrian and cycle routes.

- ❑ The affordable housing should not be distinguishable from the private housing in its design or location.
- ❑ The open spaces should be easily accessible and interconnected, creating a system of open and green spaces. Design should incorporate a variety of spaces (paths, squares, parks etc), with varying character (informal, civic, recreation etc.) and scale. The open spaces should be an integral part of the design and not just spaces left over after development. Each space should have a function and designed with a purpose in mind. The public spaces should be overlooked, allowing natural surveillance and creating a place that feels safe. The existing trees and vegetation on the edges of the site should be integrated into the public space network to give character and maturity to the landscape structure.
- ❑ All areas, especially those in the public domain shall be designed in a manner to minimise opportunities for crime and anti social behaviour.

DP2 Make the development fit in with its surroundings:

- ❑ The Brief has already emphasised the importance of the wider setting of the city, both the landscape setting and the visual setting of the city and this is the most significant consideration for new development at Downton Road. The patchwork of open land and woodland that characterises the edge of the city is a distinctive part of the city setting. Development at Downton Road must be sensitive to this and incorporate new landscape structure and open space within and adjacent to the built development to tie it in to its surrounding landscape character. Closely linked to this is the visual setting of the city. The vegetated and open skylines and ridgelines surrounding the city are a distinctive part of the city character. New development at Downton Road will avoid siting buildings on the most prominent southern parts of the site to avoid encroaching on the

skyline in longer distance views. The importance of these two factors is evident in the photograph on page 6.

- The development will contribute to the overall landscape setting of the city, by respecting skylines and creating a high quality built and natural environment on the edge of the city. Views to Salisbury Cathedral and Old Sarum will be accentuated, providing a clear identity and context to the site.



Figure 5: Visual links from site to Cathedral and city

- The development will respond to the unique natural characteristics of the site and specifically take advantage of the existing topography, by making the form of development responsive to the open landscape character of the site and the setting and containment provided by higher ground to the south. In order for this to be achieved, on the upper parts of the site dwellings will not be expected to exceed the equivalent height to the ridge of a two-storey dwelling in those locations on existing ground levels. The ways in which this will be achieved will be addressed in detail in the Design Statement and Environmental Statement to be submitted as part of the planning application.

DP3 Make the best use of the site:

- The development should be compact, and make efficient use of the land with densities of at least 30 dwellings per hectare net which is consistent with PPG3. However, high-density development should still ensure that buildings, streets and spaces are of a human scale. Development form should fit with the existing landform and minimise any reshaping of the land.
- The majority of development will be concentrated adjacent to the proposed community facilities, and the existing development, where there is good access to public transport and existing facilities and the established road network.

DP4 Make the development accessible for all:

- Access for vehicles is limited to direct access from Rowbarrow, the link road between Downton Road and Odstock Road forming the northern boundary of the site. There is a clear need to improve pedestrian and cycling connections between the new development and existing neighbourhoods and to connect up to strategic routes into the city and out into the local countryside. Figure 6 opposite illustrates the proposed access arrangement.

- ❑ The exact character and form of development is a design issue, however, it is clear that locating the development on the northern part of the site will place the new neighbourhood closer to existing destinations such as local schools, shops and bus routes.
- ❑ The key highway design issues that will be addressed include the following:
 - place not road led design;
 - two points of access (provisionally);
 - 5.5m wide principle routes through the site;
 - street hierarchy to include various widths, shared surfaces and path treatment;
 - 2m wide footways where provided;
 - 3m wide combined footways/cycleways where provided;
 - 4.5m by 90m visibility splays on to Rowbarrow;
 - 20mph vehicle design speed within the development;
 - maximum car parking ratio of 1.5 spaces per dwelling to be applied across the site;
 - cycle parking to be accommodated on plot.
- ❑ The development will provide a high level of accessibility for all those living there whether it be by car, by foot or on a bicycle, and that all parts of the site have very good vehicular access while at the same time make sure that the road network does not dominate the character of the development. A fine-grain network of direct and connected routes within and beyond the site will be provided,

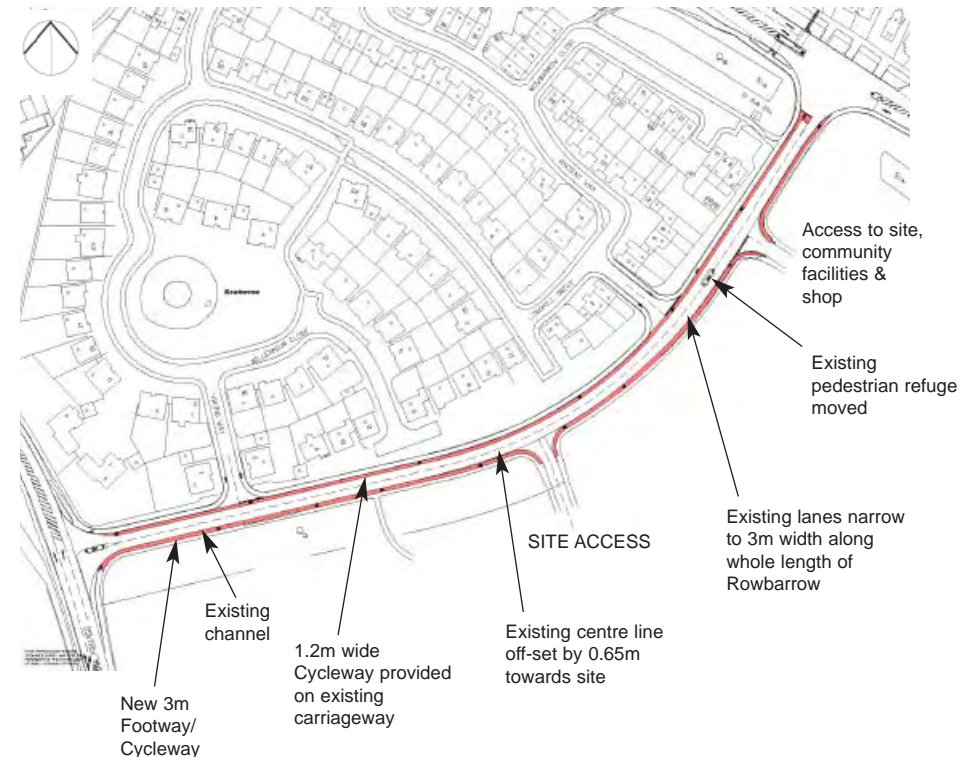


Figure 6: Potential access arrangement

creating a permeable development.

- ❑ The development will be design led, not highway led, and specific measures such as rear court parking and perimeter block development should be used to minimise the impact of the car.
- ❑ The roads will be designed as public spaces and not just in response to engineering considerations. Road widths will be kept to a

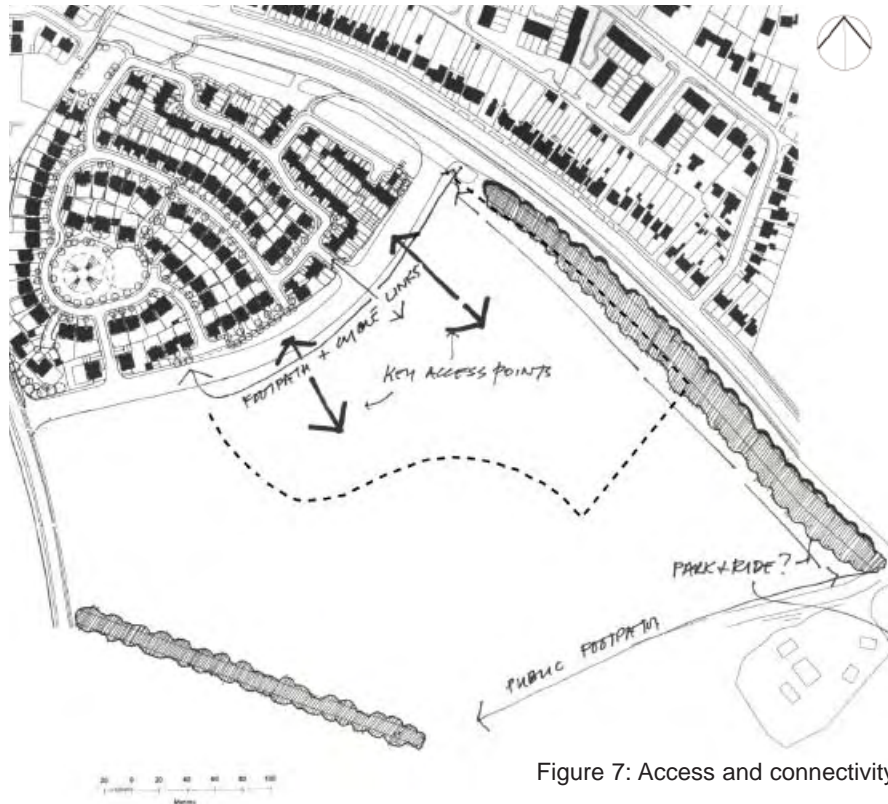


Figure 7: Access and connectivity

minimum within design and safety constraints to achieve accessibility for all vehicle types, and the road layout must not dictate the design of the development. It should be recognised that streets, roads and other routes have a multitude of uses other than carrying traffic, within design and safety constraints of achieving accessibility for all vehicle types. The development will be designed to encourage low traffic speeds. The buildings and spaces will be arranged to reduce speed with a change of surfacing and materials

to denote different priorities.

- ❑ The development will encourage greater pedestrian and cycle use that links well with other strategic routes in the city or out into the open countryside, with a clear hierarchy to the street network which is also important to strengthen the legibility of the development.
- ❑ A grid pattern is one accepted method for a flexible way of allowing efficient connections to be made. The 'Urban Design Compendium' recommends a grid spacing of between 80-100m to provide an optimum movement network for pedestrians and vehicular needs. In higher density 'central areas' a grid spacing of 50-70m is recommended.
- ❑ The development will create enough space to provide street trees in key areas and around key junctions without prejudicing manoeuvrability or safety.
- ❑ Footpaths or cycleways will not be routed between the back of houses. A lighting strategy that meets minimum safety standards and achieves a low key approach will be adopted.
- ❑ Contributions towards off site highway improvements that are reasonably related to the development will be made.
- ❑ A transport assessment will be required for this development as part of the Environmental Impact Assessment. This will describe the developments impact on the existing road network and assist in identifying the transportation contribution which will be required to mitigate the impact of the development and improve accessibility by public transport, cycling and walking.

DP5 Respect the natural environment and promote biodiversity:

- ❑ The development should maintain and manage all existing boundary vegetation including hedgerows and treebelts and create a new network of open space and landscape structure that reflects the existing composition and character of the site and wherever possible recreates natural habitats typical of calcareous grassland. It should also manage the existing grassland and undeveloped areas in a way that enriches its nature conservation value and should have a net gain in biodiversity terms;
- ❑ The new structure planting should be composed of native trees and shrubs, which occur within the locality, and should be of local provenance. Development should be kept back from mature trees on the edge of the site and in particular on Downton Road - no built development should be planned under the crown of the mature trees or within two-thirds of their mature height.
- ❑ The implementation of sustainable drainage systems (SUDS) may also provide opportunities for the enhancement of the biodiversity of the site and the landscape value of the proposed scheme.
- ❑ The future maintenance of the open spaces and landscaping will eventually be passed onto the District Council who will maintain these areas with the commuted sum received from the developers as part of the Section 106 negotiations.

DP6 Create a development that can adapt to change:

- ❑ The spaces within the development will be capable of being used for a range of activities, with well designed public spaces that allow for different uses, such as events, community activities etc. The building types will be designed to be flexible and adaptable to future change and the properties should have private gardens to allow people to

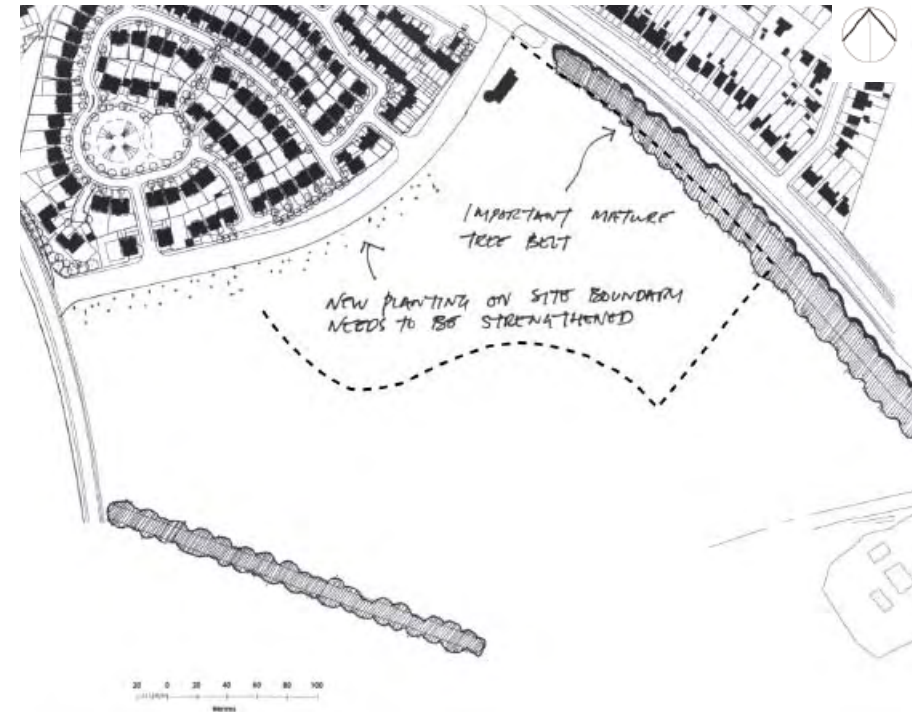


Figure 8: Existing vegetation and landscape features

adapt their space to their own requirements and needs. However, the potential for future expansion / improvements to the properties shall be carefully considered so as not to store up potential erosion of the excellent quality environment that is to be delivered.

DP7 Design development that integrates sustainable use of resources:

- ❑ The development will take into account the council's emerging supplementary planning guidance on sustainability. The buildings within the development will embrace the principles of low energy

design. The form and design of buildings reduce heat loss through insulation for example with the use of terraces and flats, houses with good solar gain, shelterbelt planting and the avoidance of exposed locations. By grouping the buildings to avoid long uninterrupted passages and short gaps between them can also help. The impact that other buildings, vegetation, walls etc have on overshadowing should also be looked at. This will reduce the scope for passive solar heating, especially on north-facing aspects.

- ❑ The Building Research Establishment Environmental Assessment Method (BREEAM) standards will be used as a reference point in the design of the houses to minimise the consumption of natural resources. Embodied energy in the input required to quarry, manufacture and transport building material can also be taken into account.
- ❑ The development will also encourage and facilitate the recycling of waste. Gardens should allow people to compost waste and the layout should make it easy for people to deposit recycleables at nearby bottle/paper banks on site.
- ❑ Water conservation methods will be encouraged including using porous surfaces and designing surface water systems to minimise run-off, landscape schemes should be designed that do not require excessive water demands, and the scheme should facilitate rainwater harvesting for WC flushing and watering plants.
- ❑ Dependent on ground conditions and where practical, a type of Sustainable Drainage System (SUDS) should be incorporated into the development to control the quantity and rate of discharge of surface runoff from buildings and non-porous surfaces, such as vehicular and pedestrian/cyclist access routes. The implementation of SUDS will also provide opportunities for the enhancement of the biodiversity of the site and the landscape value of the proposed

scheme.

- ❑ Subject to factors including ground investigations, the hydrology of the area and soil infiltration rate, the following techniques will be considered:
 - Grass verges alongside footpaths and between areas of housing may be used as soakaways;
 - Porous material (which allows direct infiltration of rainwater into the soil) will be installed where possible on main access routes within the development. Other measures to minimise the discharge of pollutants, such as interceptors will be integrated into the drainage system for vehicular access routes;
 - It is expected that high infiltration rates for the chalk will cope with most rainfall events. However, excess surface water runoff may also be attenuated on-site through some form of storm water balancing pond or a network of channels (swales) with sufficient capacity to deal with rainfall up to the 1 in 100 year storm event. Any attenuation pond or swales should drain naturally into underlying groundwater via infiltration. The surface water drainage system for highways may be required to include measures (such as interceptors) to minimise the discharge of pollutants (such as oil and road salt) into groundwater beneath the site.
- Storm water drainage systems shall be built to an adoptable standard in consultation with Wessex Water.
- ❑ The developer will enter into a legal agreement to ensure the satisfactory long term maintenance and renewal of the SUDs system when required.

DP8 Integrate the proposed community hall with the development:

- ❑ To enable the shop to be sited in the best commercial location, it may be necessary to relocate the community hall. The proposed locations of the shop and the community hall are shown on the masterplan. For information purposes, the location of the community hall as currently approved, is shown on Figure 9.

DP9 Provide a range of house types and sizes including at least 33% affordable housing:

- ❑ Policy H2F of the Adopted Local Plan requires that at least 25% of the housing provided on site will be affordable housing. In line with the District Council's Supplementary Planning Guidance on affordable housing, which is underpinned by a Housing Needs Survey and local Council waiting list figures, it is appropriate that not less than 33% of the total number of units provided on the site should be affordable housing. This housing will be made available in the first instance to those in identified need in Salisbury. The precise type, tenure and location will be negotiated with the council during the planning application and will be part of the Section 106 legal agreement that accompanies the planning application.

DP10 Provide appropriate and accessible open space including a children's play area:

- ❑ The Local Plan requires that open space provision is made in line with the National Playing Fields Association standard of 2.43 hectares of open space per 1,000 population. Based on an estimated number of 120 dwellings the site will have to provide around 0.7 ha of new open space.
- ❑ The site is large enough to provide an on-site children's equipped play area and informal amenity and play areas. It does not generate

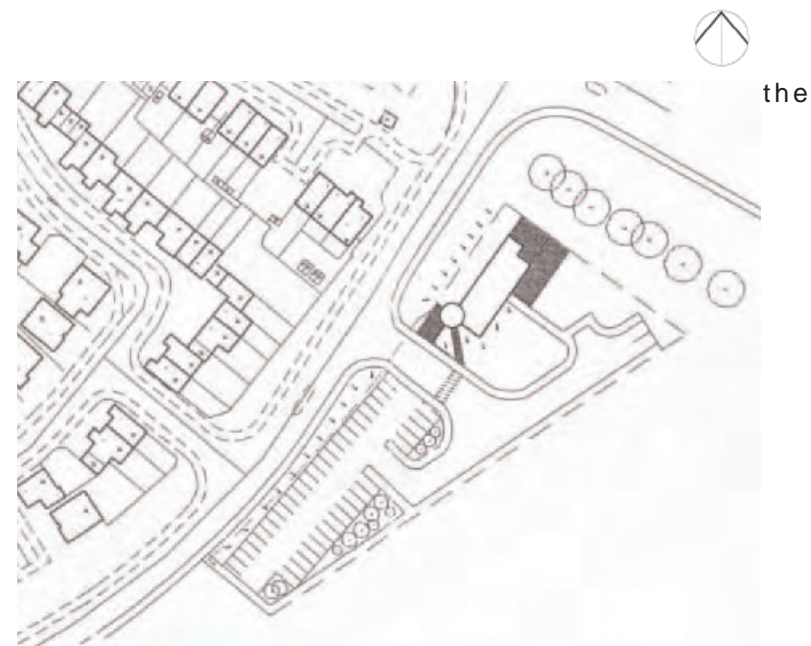


Figure 9: The current proposals for the community building

need for a full size sports pitch or similar facility, and therefore a commuted sum in accordance with the council's open space payment schedules will be sought as part of the Section 106 legal agreement, to be used for the provision of appropriate facilities within the locality.

- ❑ The children's play area should be provided within a safe walking distance from home (usually no further than 200 metres for pre-school children and 400 metres for older children), be clearly visible from a number of dwellings, and easily accessible from the development. The play area should provide as a minimum:

- Suitable safety surface that conforms to current BSI safety recommendations;
 - Secure fencing with self closing gates to prevent animals gaining access;
 - A range of play activities from toddler provision through to facilities for children to 12 years of age, subject to specific circumstances of the locality and any other considerations; and
 - sufficient cycle parking for children's and adult bicycles.
- The district council will require proper arrangements to be made for the maintenance of open space as part of the development.

DP11 Make any necessary contributions to the improvement of education in the locality

- The Local Education Authority has indicated that schools are at or nearing capacity, and that the development of this site will generate a need for additional primary and secondary school places. The cost of providing these additional places will be met by the developer and will be secured as part of the Section 106 legal agreement that accompanies the planning application.

DP12 Provide a shop and other community facilities where there is an established need for them

- Policy H2F of the adopted Local Plan requires that community facilities in the form of a shop and doctors surgery will be provided where they are established as being necessary. An independent agent has concluded that a neighbourhood shop located on land adjacent to Rowbarrow would be commercially viable. That view has yet, however, to be tested through market assessment. As part of the proposed re-arrangement of community facilities, a suitable site will accordingly be identified. The District Council and the

developer will agree the methodology for the marketing of the site. It will then be marketed by the developer as the location for a shop. If, within 18 months of the shop being marketed, terms have not been agreed with a retailer, this obligation will cease and the site will become available for residential development, including 33% affordable units.

- After discussions with the Primary Care Trust (PCT), they have confirmed that a surgery is not required in this location at the present time.
- If any other community facilities are required as a result of this development, then they will be negotiated as part of the Section 106 negotiations, in line with policy R4 of the adopted local plan.

Phasing and implementation

- 4.2 The development is subject to Table 3 and paragraph 4.9 of the adopted plan in respect of phasing, with the development required to commence in phase 1 (pre 2006) and to be completed during phase 2. As this site is one of the most sustainable sites in the district, it is required to start in phase 1 but it may not entirely be built within this phase due to the numbers of houses to be constructed. It is anticipated that from the date of commencement it will take approximately 36 months to complete. At the date of publication, a planning application is expected in early 2005, development is expected to commence later in 2005 with completion in 2008.
- 4.3 The development will be subject to a Section 106 agreement that the developer and the district council will enter into before the formal planning permission is issued. The agreement will include:-

1. Provision of affordable housing;
2. Provision of a shop;
3. Off-site highway improvements including contributions towards a bus lane and cycle lane;
4. Open space provision where this cannot be met on site;
5. Other community facilities that may be required as a result of the development;
6. Education contributions for the additional primary and secondary places that this site will generate;
7. The future management of landscaped and open areas will be transferred to the District Council who will maintain these areas with the commuted sum received from the developers as part of the Section 106 negotiations;
8. Future management (including maintenance and renewal) of the SUDS scheme.

4.4 Matters such as controlling hours of work on site, will be dealt with by conditions attached to the planning permission.

5.0 Development Concept and Plan

- 5.1 The proposed development concept is the result of taking all the above factors into account. It is not intended to be overly prescriptive and stifling to innovative design. Instead, it is intended to illustrate the potential of the site and to indicate one way of meeting the broad development objectives and addressing the site specific design principles set out above.
- 5.2 The Brief thus far has emphasised the importance of giving new development a real sense of identity and drawing upon the characteristics of the site and its surroundings as a source of reference and inspiration. The Brief has emphasised the importance of the landscape setting of the site: its visual connections with the city; and its connections with the existing landscape pattern of the open countryside beyond the boundaries of the city. The Brief suggests that the design approach to this site may also need to take its references from other sources.
- 5.3 The way in which the historic villas and parklands around the city address the wider landscape and create their own landscape identities is a useful model for considering how the design concept for Downton Road might be addressed. Salisbury benefits from a number of important historic parklands on the edge of the city, such as Wilton House, Clarendon Palace and Park, and Longford Castle and Park.
- 5.4 The key features of an approach that Westbury Homes feel address the design principles set out in this Brief are:
- the development is largely divided into a "country house" style in landscape grounds next to an "estate village" attached to the country house;

- the creation of an axial arrangement linking the country house style grounds with the cathedral and with open landscape to the south;
- the arrangement is designed to create a very strong identity for new development. It draws back development from the skyline, maintaining a green corridor along the higher ground, and continuity of open space to the wider countryside;
- use of purpose designed, non standard house types to reinforce a sense of place;



Figure 10: Sketch illustrating access point on Rowbarrow

- the provision of a network of public footpaths and cycleways intended to maximise public access to open space and to provide a very clear movement pattern through the site from all directions;
- the built form is designed to create a very distinctive frontage along the northern edge of the new development, with terraces and set piece buildings forming a strong continuous frontage with a green corridor in front;

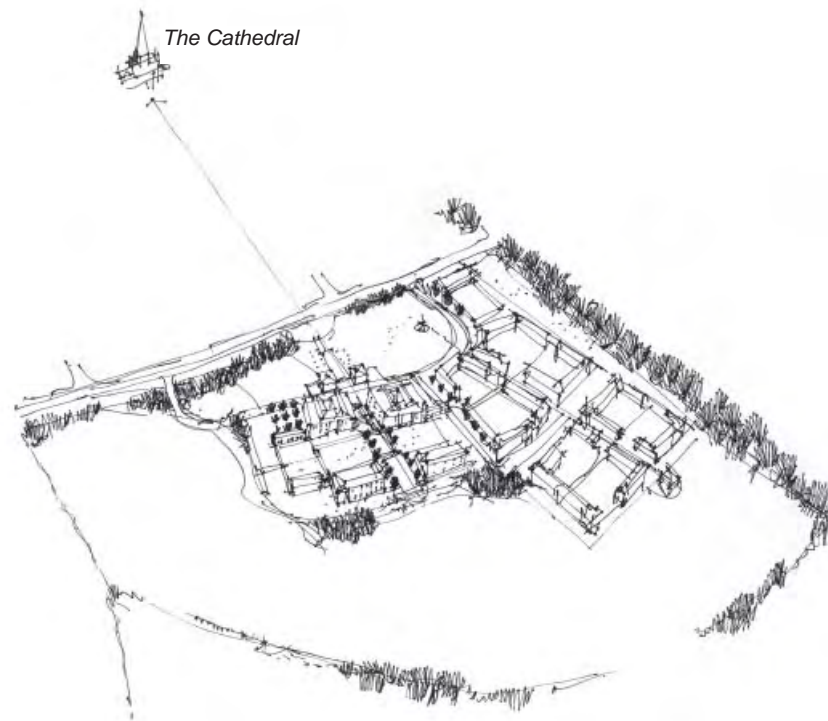


Figure 11: Sketch illustrating layout and form in relation to Salisbury Cathedral

- the built form is designed to step down the slope and to create enclosure and a series of distinctive places.

The master plan and illustrations that follow illustrate how Westbury Homes may address the design principles for the site. This is not to say that it is the only approach that may be acceptable in planning terms. Westbury Homes or a subsequent developer may decide that this approach is not suitable and if this happens, the Brief will be updated with a new section five showing how the new proposal meets the principles contained in this Brief.

- 1. Country House Apartments
- 2. Country House Estate - Mews and Courts
- 3. Areas for Shop and/or Community Building



Figure 12: Plan illustrating layout and form



Figure 13: Architects impression of the view between the 'Country House' Apartments to the Cathedral



Figure 14: Architects sketch illustrating the Estate Village Court



Figure 15: Architects sketch of the Estate Village Street

Appendix 1 - Broad development principles

The following development principles support the broad aims of sustainability and can be applied to most development sites regardless of scale and location. They are nevertheless, very important and provide a checklist against which more specific design principles can be judged. The key message is that if these general principles are adhered to then the development is more likely to be appropriate to its location, well designed and meet the expectations of the district council and the local community.

There are a number of key planning and design objectives that should be considered when developing the site. These are summarised below:

1. **Environmental capital and biodiversity:** promoting development that results in environmental benefits, including enhanced ecological, landscape and cultural resources and values;
2. **Character and context:** promoting character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development and landscape;
3. **Sense of place:** creating a sense of place defined by purpose designed non-standard house types which draw on the vernacular traditions of the area;
4. **Compactness:** ensuring compact development to use land efficiently and secure appropriate densities. Zoning development in relation to accessibility (i.e higher densities near existing roads and facilities);
5. **Continuity and enclosure:** promoting the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas. Considering urban grain/continuity with adjacent development, scale/height and frontage treatments (including gardens) and consequent parking options;
6. **Quality of the public realm:** promoting public spaces and routes that are attractive, safe, uncluttered and function effectively for all in society, including disabled and elderly people;
7. **Ease of movement:** promoting accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport;
8. **Legibility:** promoting legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around;
9. **Adaptability:** promoting adaptability through development that can respond to changing social, technological and economic conditions;
10. **Variety/diversity:** promoting diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs;
11. **Richness of detail:** promoting development and change that contribute to the creation of a beautiful environment;
12. **Resource efficiency:** promoting sustainable design solutions which represent best value by making prudent use of natural resources, incorporating sustainable energy use, providing the means for effective long-term maintenance, efficient operation and management and promoting sustainable design solutions that reduce pollution and provide the means to minimise waste.