

Land South of Boscombe Road
Amesbury



Land South of Boscombe Road
Amesbury

prepared by Terence O'Rourke plc

on behalf of **BLOOR HOMES**



in association with **MICHAEL A JENNINGS ASSOCIATES**
CONSULTING ENGINEERS



BARNHAWK ACOUSTICS



Approved Development Brief
February 2001

Contents

List of Figures

	page	page	
1 Background	1		
Introduction		Junctions to serve the residential development	
Planning policy context for the development brief		Other junctions	
Purpose of the development brief		Major and minor access roads	
2 Site characteristics and appraisal	6	Public byway 20	
Site location and development context		Additional footpaths/cyclepaths	
Landform and topography		Public transport	
Land use		Open space and amenity provision	
Access		Extent of public open space	
Landscape and visual assessment		Forms of open space	
Trees		Landscape planting	
Noise		Existing trees on site	
Archaeology		Structure planting	
Ecology		Localised planting	
Agricultural land quality		Shopping and community facilities	
3 Urban design principles	19	Primary school	
Introduction		Local centre	
Characteristics of Amesbury and surrounding villages		Public cemetery	
The principle of design		Closed circuit television system (CCTV)	
The open space network			
Movement		5 Service provision	37
Built form		Introduction	
The visual impact of development		Water supply	
4 Development proposals	25	Surface water drainage	
Introduction		Foul drainage	
Residential development		Gas	
The density of development		Telecommunications/cable	
Affordable housing		Electricity	
Highways and access		General requirements	
The Amesbury Link Road			
Junctions along the link road		6 Implementation of the development	41
Stock Bottom		Phasing of the proposed development	
		Necessary legal agreements	
		7 Contact details	43

List of Figures

Figure 1.1	Location of the site
Figure 1.2	Local plan policies applying to the site
Figure 1.3	Area of land covered by the development brief
Figure 2.1	Key site characteristics
Figure 2.2	Landscape and visual appraisal
Figure 2.3	Noise data recorded at the site
Figure 2.4	Areas of known archaeological interest
Figure 2.5	Areas of ecological interest at the site
Figure 3.1	Typical design characteristics in Amesbury and surrounding villages
Figure 4.1	Urban Framework Plan for the site
Figure 4.2	The proposed land use mix
Figure 4.3	The design of the Proposed Stock Bottom roundabout and the junction of the link road with Stockport Road
Figure 4.4	The existing and proposed road hierarchy and footpath/cyclepath network
Figure 4.5	NPFA open space standards
Figure 4.6	Species to be used in the landscape planting
Figure 5.1	Existing services in the vicinity of the site

1 Background

Introduction

1.1 JS Bloor (Newbury) Ltd. and Persimmon Homes (South Coast) Ltd. have recently finished developing 200 houses on approximately 9.5 hectares of land to the south of Boscombe Road, Amesbury. The development took place in accordance with the policies set out in the adopted Salisbury District Local Plan (March 1996), and with planning permissions granted since October 1996.

1.2 The adopted Salisbury District Local Plan acknowledges that the development of these houses is intended to form the first phase of a longer-term development. This Plan is currently under review and Terence O'Rourke plc (on behalf of Bloor Homes and Persimmon Homes) is promoting the development of additional land to the south of Boscombe Road for residential and associated land uses. The location of the site is shown in figure 1.1 below.

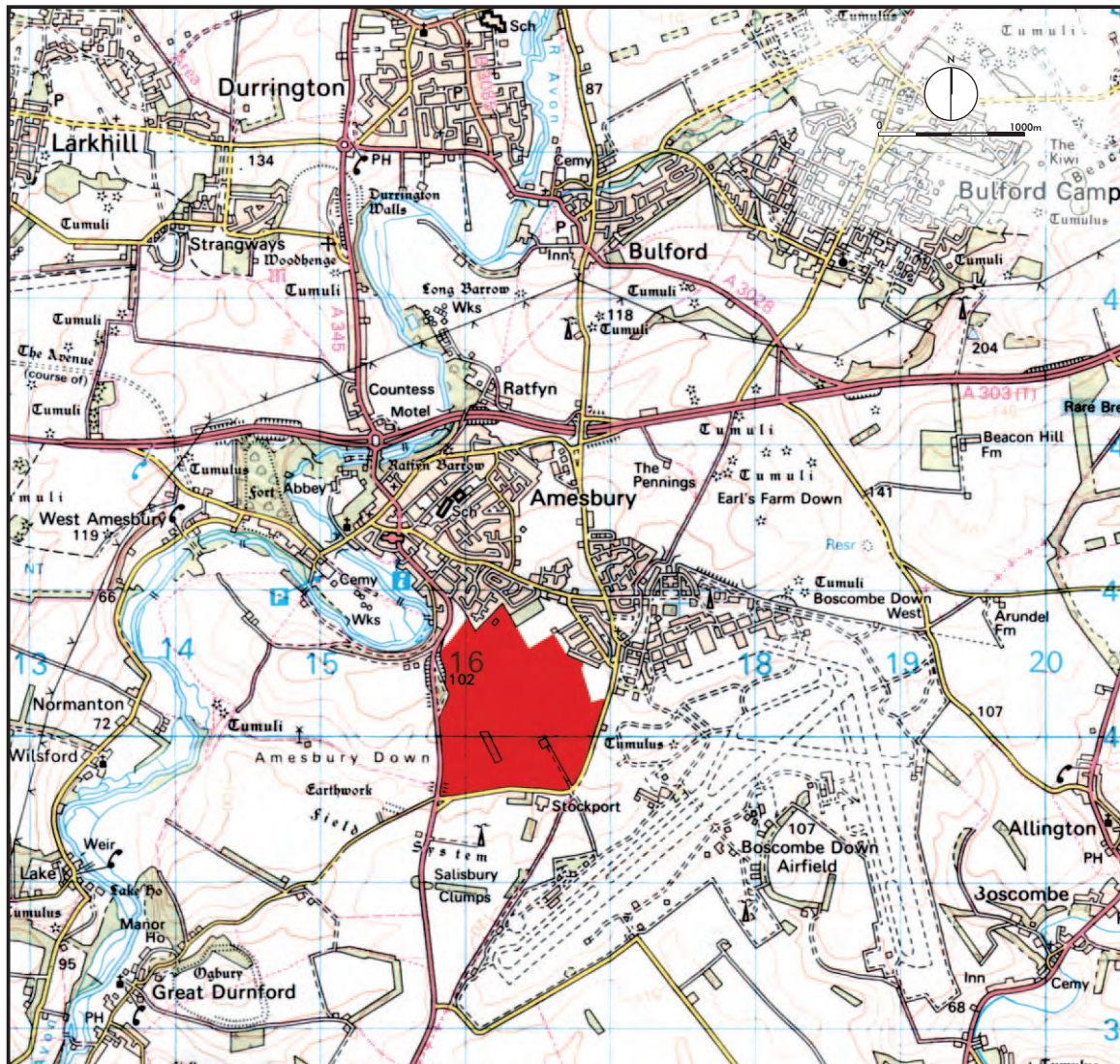
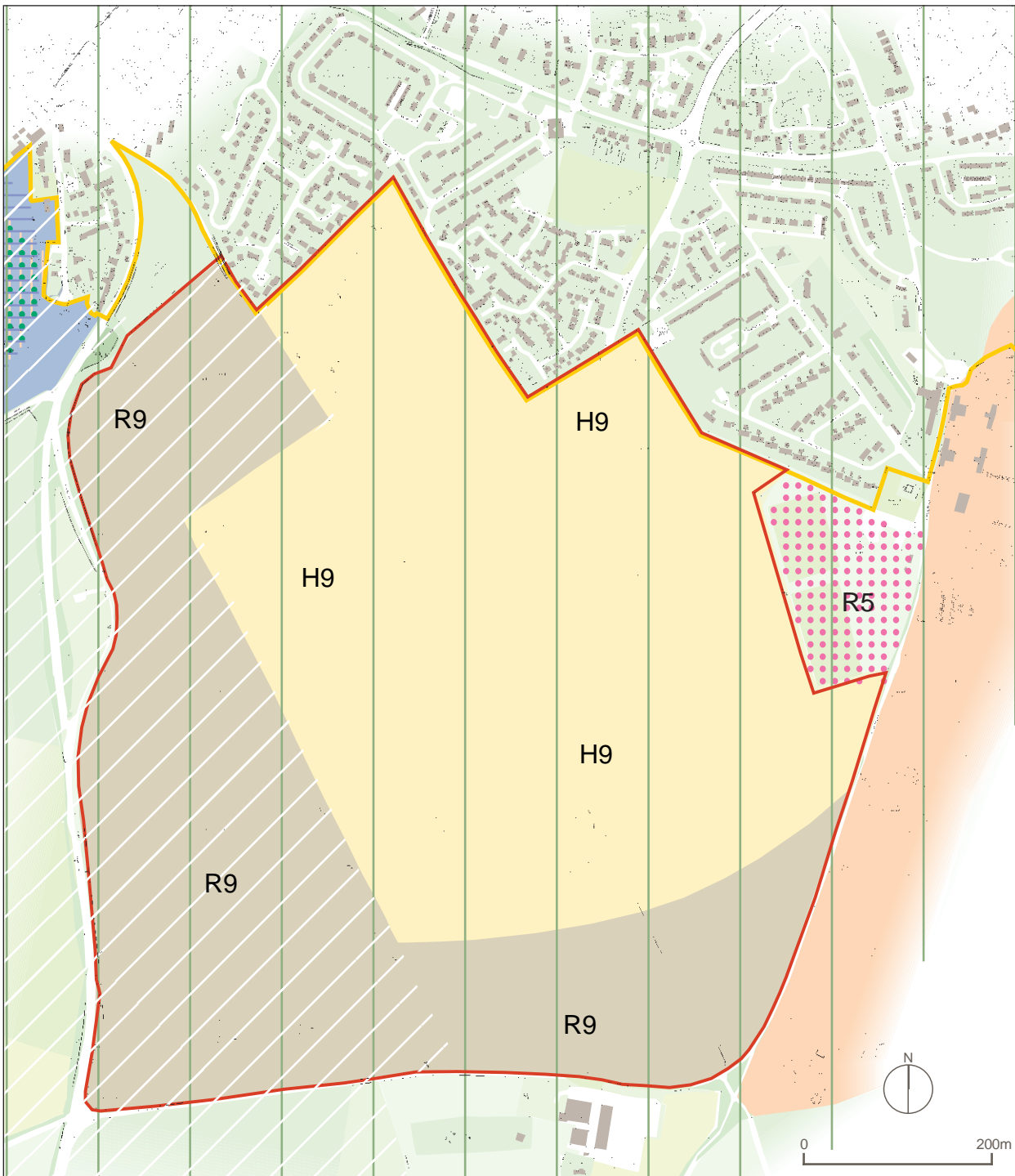


Figure 1.1: Location of the site



-  Area covered by the development brief
-  Housing Policy Boundary
-  Proposed Housing Site (Policy H9)
-  Proposed Recreational Area (Policy R9)
-  Area of High Ecological Value
-  Military garrison
-  Site of Special Scientific Interest
-  Existing Outdoor Recreational Facilities (Policy R5)
-  Area of Special Archaeological Significance (Policies CN21-CN23)
-  Development Restraint Area
-  Special Landscape Area (Policy C6)
-  Candidate Special Area of Conservation

Figure 1.2: Local plan policies applying to the site

Planning policy context for the development brief

1.3 The Salisbury District Local Plan Replacement Draft for Deposit [LPRD] was published in June 1998. Policy H9 of the LPRD confirms the District Council's commitment to seeing further development at the site and allocates approximately 56 hectares of land for residential development and associated land uses including educational, recreational, retail and community facilities. Policy H9 states that development of the site would be phased and limited to 700 dwellings during the lifetime of the LPRD, with provision of part of the Amesbury link road sought as an integral part of the scheme.

1.4 The District Council published proposed modifications to the LPRD in January 1999. The proposed modifications increased the developable area allocated under Policy H9 to 61 hectares and recognised the potential of land surrounding the housing area to accommodate recreational uses. Land surrounding the housing allocation was thus allocated under Policy R9 for new recreation facilities in association with the development of the housing area, to ensure the long term protection of the area and to provide the opportunity to create new areas of nature conservation interest. The potential of the site to accommodate a public cemetery of one hectare was also recognised, and land was safeguarded within the site for this purpose under Policy PS14.

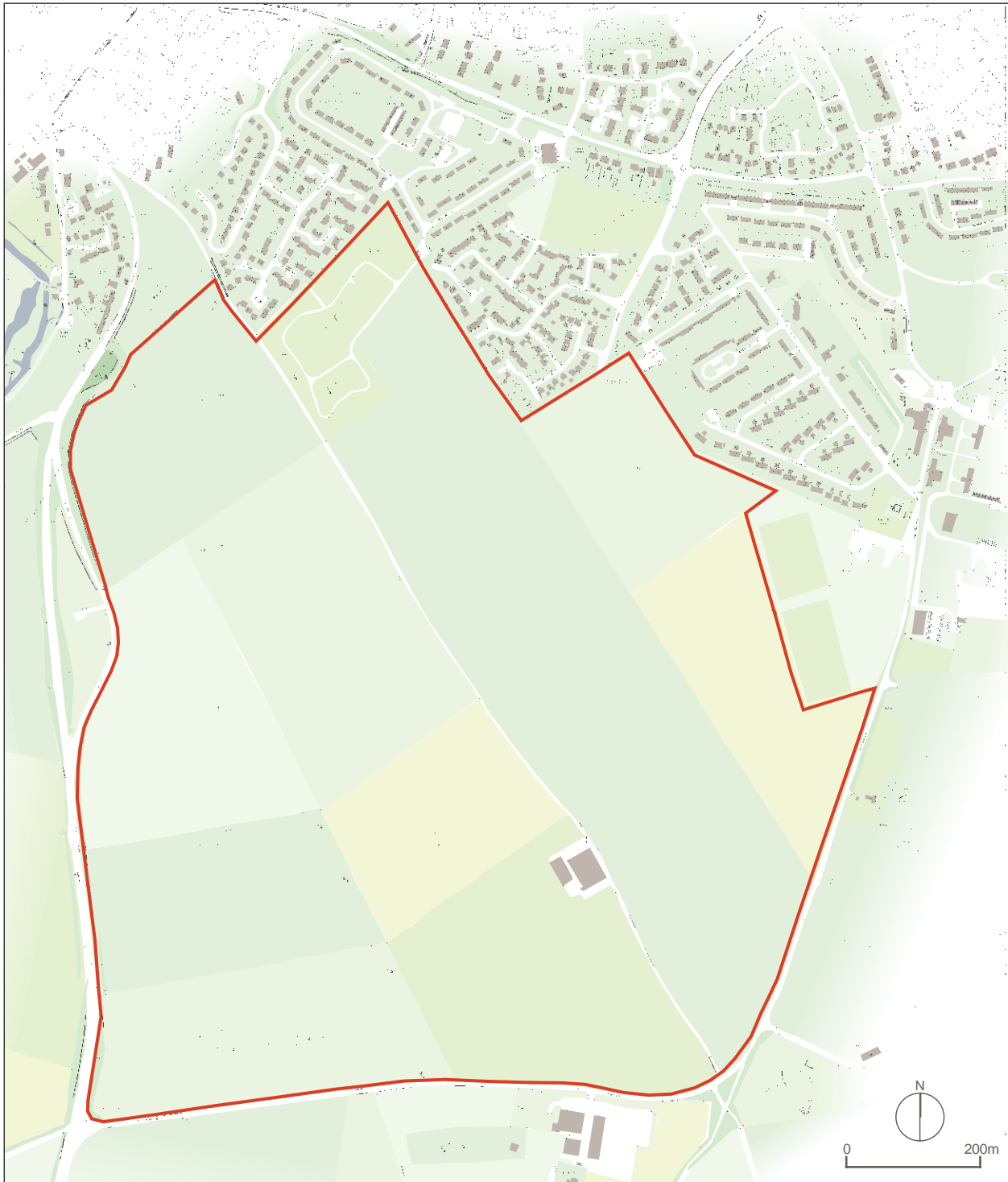
1.5 Several other policies of the LPRD are relevant to the development of the site. As with much of the land located in the northern and eastern parts of the District, the site lies within a designated Area of Special Archaeological Significance. Accordingly, policies CN21, CN22 and CN23 of the LPRD require Bloor and Persimmon to:

- arrange for an archaeological field evaluation to be carried out before any planning application for development at the site is determined;
- make provision for adequate excavation and recording to be made before or during building or other operations in order to safeguard important evidence which might otherwise be destroyed without record; and
- establish the archaeological implications of all development, inform the District Council of all requirements for archaeological work and provide adequate facilities for archaeological site investigations.

1.6 Land to the immediate west of the proposed housing area is designated as a Special Landscape Area, and is considered worthy of being preserved. As such, only development which is essential to the rural economy or desirable for the enjoyment of its amenities will be permitted. Policy C6 of the LPRD controls the location, scale and nature of such development in order to ensure that the character of this land is conserved.

1.7 The planning policies that apply to the site are shown in figure 1.2.

1.8 An inquiry into the contents of the LPRD and the Proposed Changes was held in Salisbury between October 1999 and June 2000. The Inspector's Report into the proceedings of the inquiry is expected to be published in September 2001.




 Area covered by the development brief

Figure 1.3: Area of land covered by the development brief

Purpose of the development brief

1.9 The preparation of a development brief for the allocated land south of Boscombe Road is a requirement of the Salisbury LPRD. This brief has been prepared on behalf of JS Bloor (Newbury) Ltd. and Persimmon Homes (South Coast) Ltd. by Terence O'Rourke plc in association with Salisbury District Council, Michael Jennings Associates Consulting Engineers, Oldfield King, Wessex Archaeology and Barnhawk Acoustics. It satisfies the requirements of the LPRD and highlights the issues that have been considered during the formulation of the development proposals.

1.10 The brief relates to the area of land identified in figure 1.3 and sets out the manner in which it is to be developed for the uses proposed by policies H9, R9 and PS14 of the LPRD. Specifically, it:

- identifies the main characteristics of the site;
- identifies the environmental factors which have been taken into account during the preparation of the Urban Framework Plan;
- sets out the development and design objectives behind the creation of the Urban Framework Plan;
- identifies the areas to be developed for housing, recreation, education, shopping and community facilities;
- specifies the route of the proposed link road and describes the nature of the required junctions with the A345 and with Stockport Road;
- establishes the principle of vehicular access to the site and the circulation within it for vehicles, pedestrians, cyclists and horse-riders;
- indicates areas where new planting may be provided;
- explains how the site is to be served by the necessary infrastructure and services;
- outlines the phasing of the development; and
- sets out the issues to be the subject of future planning obligations.

2 Site characteristics and appraisal

Site location and development context

2.1 The area of land outlined in red on figure 1.3 comprises approximately 110 hectares. It is located about eight kilometres north of Salisbury on the south-eastern outskirts of Amesbury and lies around 1.5 kilometres from Amesbury town centre and a similar distance to the south of the A303.

2.2 The site is bounded to the north by the Red House Farm residential estate and "The Rowans" and "The Downs", which together comprise the first phase of residential development at the site undertaken by Bloor and Persimmon. To the immediate east lies former military housing and Ministry of Defence (MoD) outdoor sports facilities, beyond which lies Boscombe Down Military Garrison. Stockport Road, which links Stock Bottom to Boscombe Down, forms the southern boundary of the site, whilst the A345 linking Salisbury with Amesbury forms the western boundary.

2.3 Within two kilometres of the site lie several other sites which are allocated for development in the adopted Salisbury District Local Plan (1996) and the LPRD and which are likely to come forward before 2011. These sites comprise:

- eighteen hectares of land east of Porton Road and south of the A303 which is allocated for employment development. It is acknowledged that leisure development will also be acceptable on this site. Outline planning permission to develop this site was granted to the Amesbury Property Company in January 2000. As part of this site's development, the Amesbury Property Company is required to construct an all-movements junction on the A303 at Folly Bottom.
- an additional 4.5 hectares of land to the north of London Road and south of the A303 which is allocated for employment development.
- land at Porton Road which is identified for an appropriately sized foodstore to serve local needs. The development of this foodstore is scheduled to coincide with further residential expansion and associated population growth in Amesbury towards the end of the Local Plan period, so that the store does not have an adverse impact upon the retail facilities in Amesbury town centre.
- seven hectares of land at Boscombe Down which is identified for development as part of the Salisbury Research Triangle.

2.4 Three further existing or potential developments fall within two kilometres of this site. Residential development by Gleeson Homes continues on land to the west of Porton Road, where about a further 180 dwellings remain to be constructed. The development of a new foodstore in the town centre on the Redworth House site is an ongoing project, but has yet to be implemented.

2.5 In September 2000, the Defence Evaluation and Research Agency (DERA), an agency of the Ministry of Defence, submitted an application to the District Council under Circular 18/84 for the development of additional facilities at Boscombe Down. The application is part of the process to support DERA's bid to establish the Future Strategic Tanker Aircraft project for the RAF at the base. At the time of writing, no formal views have been submitted by the District Council. Alternative locations in the country are also being considered by the Ministry of Defence.

Landform and topography

2.6 The site forms part of an elevated chalk spur extending westwards from Boscombe Down to Southmill Hill, and then descending to the river Avon at West Amesbury. At the northern edges, where the site adjoins the built-up area of Amesbury, the site is relatively flat. Two ridges run north-eastwards across the site. The northern-most ridge runs from a position north of the lay-by on the A345 towards the Red House Farm residential estate. The southern-most ridge virtually bisects the site, running from just south of the A345 lay-by to the north of the MoD sports facility. South of this ridge, the land slopes more steeply, eventually creating a valley running north-eastwards from Stock Bottom.

Land use

2.7 The majority of the site comprises agricultural land and is in arable production throughout the year. Two barns are located in the south-eastern part of the site and these are currently leased to an engineering company which operates under the terms of temporary planning permissions granted by Salisbury District Council. A small area of land at the northern edge of the site was formerly a caravan site. This area is now overgrown and in places contains large areas of hardstanding.

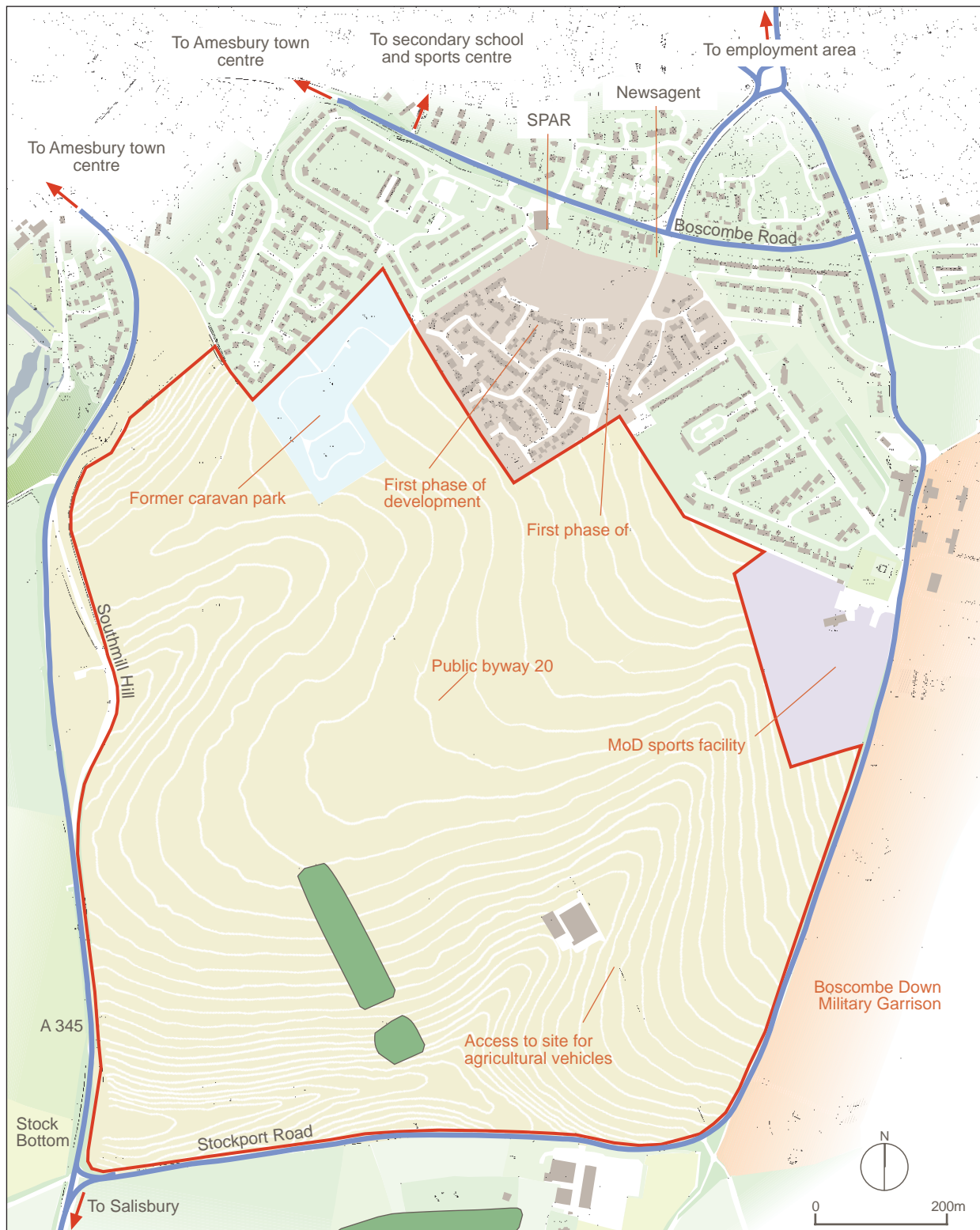
Access

2.8 At present, agricultural vehicles obtain access to the site from Stockport Road. However, the site could also potentially be accessed by vehicles from the first section of the Amesbury link road that has been constructed, from several locations within the first phase of development, from the A345 lay-by to the west of the site and from Wittenham View. No direct vehicular access to the site is possible from the A345.

2.9 Pedestrian access to the site can be obtained from several locations within the first phase of development, from Romsey Road and from the A345 lay-by. Access can also be obtained via Amesbury byway number 20 which runs from the north-west boundary of the site adjacent to the edge of the town, to the south-east corner of the site.

2.10 Amesbury byway 20 occupies the route of the historic direct road link from Amesbury to Porton. This route is an ancient public highway over which vehicular rights have been exercised and it is known to have existed since the early 18th century. In view of its historic importance, the byway is open to all traffic.

2.11 The key characteristics of the site including its topography, the points of access and its location in relation to surrounding land uses are shown in figure 2.1 overleaf.







-  Main road
-  Area covered by the development brief
-  Young woodland - deciduous and coniferous
-  Mature woodland

Figure 2.1: Key site characteristics

Landscape and visual assessment

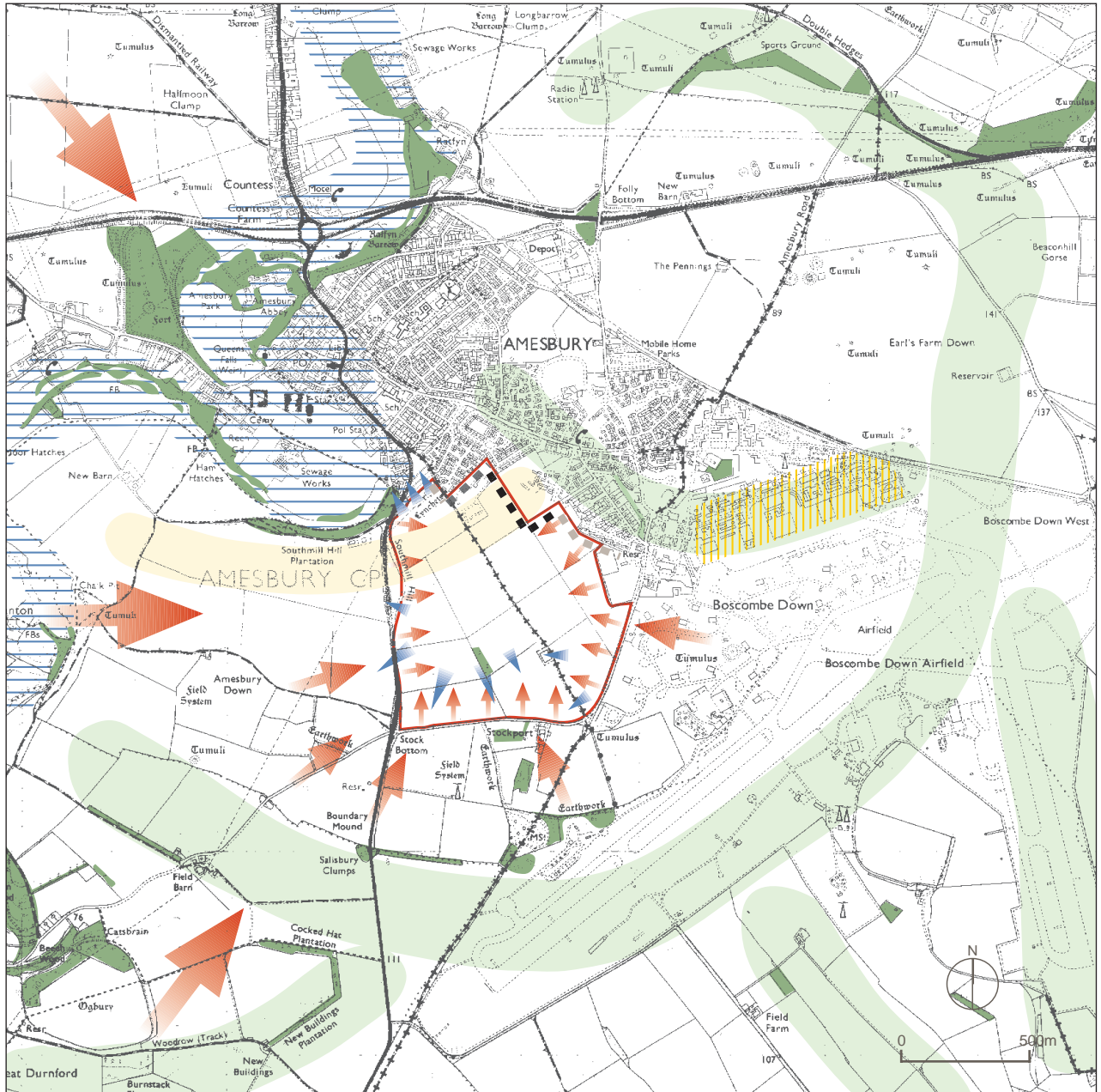
2.12 Terence O'Rourke plc undertook a landscape and visual assessment of the site in July 2000. In visual terms, the site is currently open, exposed and predominantly rural in nature. The site comprises arable farmland, although at the current time it is set-aside land, forming large fields separated by poorly maintained remains of hedgerows. These hedgerows appear to have been progressively removed over time, eroding the historical field pattern.

2.13 The only physical structures currently on the site are two modern agricultural barns situated in the south-eastern part of the site adjacent to the public byway. An engineering company currently uses these barns. With the exception of this land use activity, only the northern part of the site has been used previously for anything other than agriculture.

2.14 The site contains one substantial woodland belt containing deciduous and coniferous trees approximately 20-25 metres deep, which runs north-west to south-east along a field boundary to the west of the barn (see figure 2.2). The rectangular nature of this woodland is a strong characteristic within the surrounding landscape. In addition to acting as a visual screen to development further north, this group of trees plays an important role as a shelterbelt.

2.15 The topography of the site enables medium and long distance views from the site looking to the north-west through to the south. The topography of the site also provides a high degree of exposure along the ridge lines. The shallow valley in the southern part of the site is less exposed to external views than most of the remaining parts of the site and also benefits from being screened from south-westerly views by the existing block of tree planting.

2.16 The northern part of the site is exposed and has an urban backdrop. From long range views on high ground to the south and south-west, the first phase of residential development at the site is visible as it breaks the skyline. Looking northwards from the southern boundary of the site, however, the built-up area of south-east Amesbury is screened behind the central ridge line. The woodland belt extending through the central area forms a prominent feature assisting in breaking up views across the site and providing a boundary between the Special Landscape Area and general countryside.
















-  Area covered by the development brief
-  Primary ridges
-  Secondary ridges
-  Significant woodland blocks
-  River Avon valley
-  Visually prominent aircraft hangars
-  Less prominent urban edge
-  Prominent urban edge
-  Exposed urban edge
-  Close views of the site
-  Intermediate views of the site
-  Elevated long distance views of the site
-  Slopes within the site

Figure 2.2: Landscape and visual appraisal

Tree survey

2.17 Mike Savage & Associates undertook an arboricultural survey of the site in July 2000. Although the site has sparse tree cover, trees of note can be found in several areas.

2.18 The major woodland belt to the west of the agricultural barns is split into two sections containing both coniferous and deciduous trees, and should be retained. This woodland belt may have been planted as a woodland game covert and comprises Norway Spruce planted at forestry spacings, interspersed lightly through the middle with Beech and Oak with an understorey of Lonicera as ground cover for game birds. The perimeter of the site is predominantly planted with Norway Maple, Lawson Cypress and some English Oak with a shrubby understorey of Blackthorn, Hawthorn and Spindle planted as a hedge on the east side of the woodland. Whilst most of the trees are generally in good condition, each species has a different life expectancy and a selective management programme of remedial work will be required to ensure amenity integration within the landscape. Salisbury District Council will investigate the potential for a Woodland Tree Preservation Order on these trees.

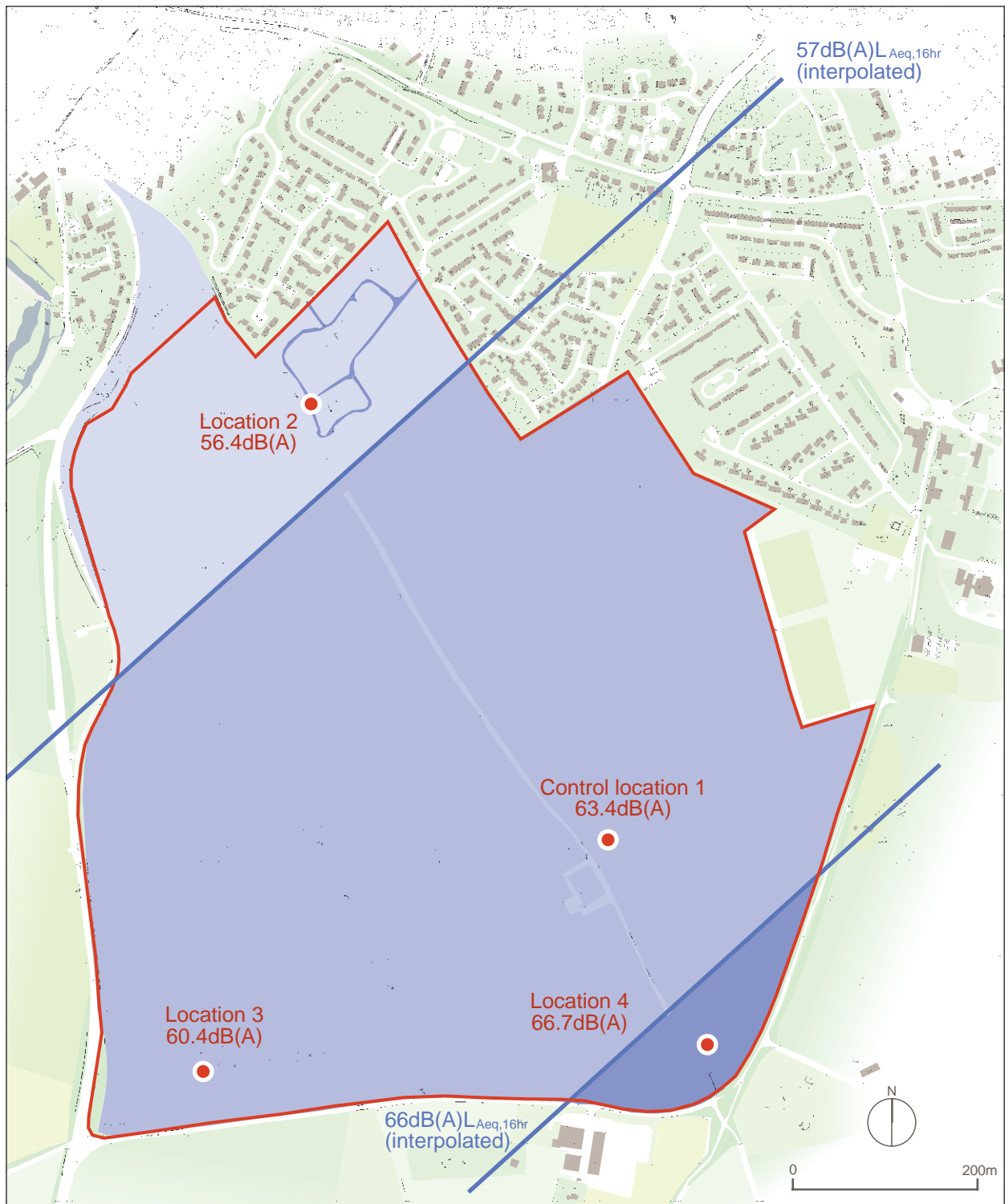
2.19 The trees along the northern boundary of the site adjacent to the first phase of development comprise Ash, Yew, Cherry, native Apple and Norway Maple. The four Norway Maples are young and in good condition and have a long-term life expectancy. These four trees are the subjects of a tree preservation order (TPO 243).

2.20 The tree cover on the former caravan park consists primarily of scattered young to mature hawthorn, most of which have little visual landscape value. Over the past 10-15 years, these trees have become interspersed with pole-sized self-set seedlings of Ash, Sycamore and Cherry along with an understorey of shrubby species of Elder, Dogwood and Blackthorn. None of the trees surveyed is considered to be dead or dying and it is considered that a number of the young trees should be retained.

2.21 The trees located around the agricultural barns were planted 10 to 15 years ago. They comprise two thick screens of Leyland Cypress to the north, with Wild Cherry, Beech, Whitebeam, Rowan and shrubby Hawthorn and Elder planted in a linear fashion adjacent to the public byway to the east. Whilst the Leyland Cypress and Beech trees are generally in good condition, many of the other species are not, often suffering from fire-blight disease. In general, these trees are not considered worthy of retention.

2.22 The line of trees located in the dry valley towards the south-western corner of the site comprise a few vigorous Limes, closely spaced along with several Elms and Hawthorn which are dead, dying or diseased. The Lime trees are considered to be worthy of retention and the District Council will investigate the potential for Tree Preservation Orders.

2.23 Although not in the ownership of Bloor/Persimmon, a number of significant trees border two parts of the site. On the northern boundary of the site and to the west of the MOD sports facility, stand a line of Sycamore, Beech, Birch, Cypress and Wild Cherry trees. These trees are in good condition and are all in the ownership of the residents of Martlesham Road. On the western boundary of the site, a line of Ash, Sycamore and Beech trees stand within the A345 lay-by. These trees are also in good condition and are considered to be aesthetically important.



- Noise measurement locations and $L_{Aeq,16hr}$ levels
- Noise contours (estimated)
- Noise exposure category A
- Noise exposure category B
- Noise exposure category C
- Area covered by the development brief

Figure 2.3: Noise data recorded at the site

Noise

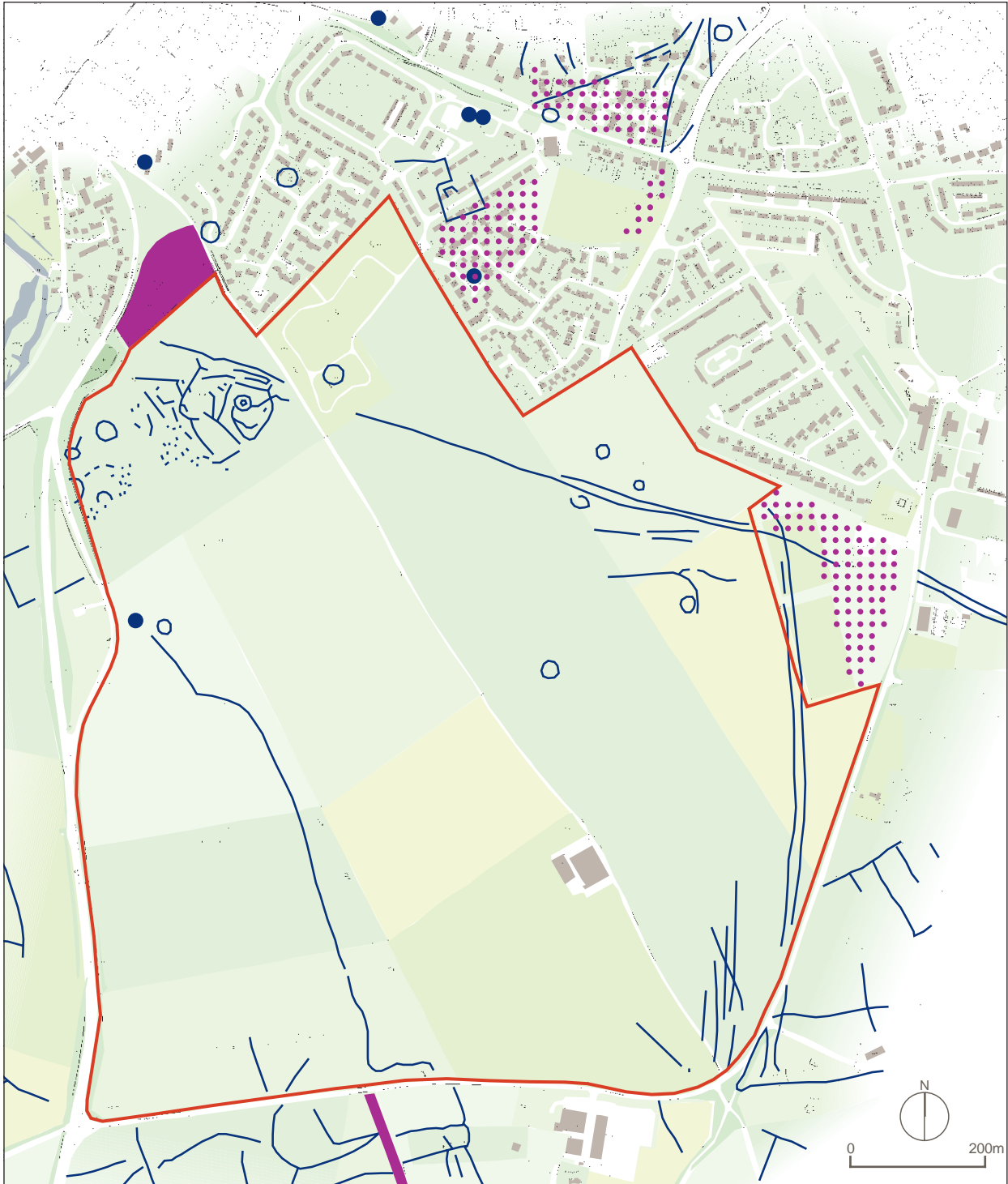
2.24 The site lies close to Boscombe Down military airfield and experiences the noise generated from aircraft movements and other airfield activities, such as engine testing.

2.25 Flying operations undertaken at military airfields are complex. They regularly include an unpredictable number of flights, involve a wide variety of aircraft and use less well-defined approach paths, take-off paths and climb-out routes. The noise characteristics and typical noise levels associated with such operations are thus variable and much harder to define compared to operations at civil airports.

2.26 Barnhawk Acoustics undertook an assessment of noise levels experienced at the site in mid-July 1998. The data obtained has been translated into broad noise contours and these are shown in figure 2.3. Whilst it has not been possible to define precise noise contours from the data obtained, the contours shown are considered to be realistic given the knowledge of noise emanating from other military airfields.

2.27 PPG24: Planning and Noise (September 1994) gives government guidance to local planning authorities in England on the use of their planning powers to minimise the adverse impact of noise. This guidance also introduces the concept of noise exposure categories for residential development. On the basis of the noise measurements obtained, almost all of the site complies with the daytime noise requirements of noise exposure category B. In this category, the noise generated from surrounding activities is regarded as an issue that must be taken into account when planning applications for residential development are being determined. Furthermore, government guidance advocates the imposition of planning conditions to any grants of planning permission to ensure an adequate level of protection against noise.

2.28 Only a small triangular area of land situated approximately 200 metres to the south of the barn falls within noise category C. In such areas, government guidance indicates that planning permission for residential development should not normally be granted.








-  Area covered by the development brief
-  Scheduled monuments
-  Excavation/observation
-  Cropmarks
-  Find spot

Figure 2.4: Areas of known archaeological interest

Archaeology

2.29 Much of Salisbury District, including this development site, lies within an Area of Archaeological Significance. These areas are valued for either their ancient landscape or their settlement form, together with the resultant cluster of associated features. The impact of development on these landscapes and features must be assessed as part of any planning application.

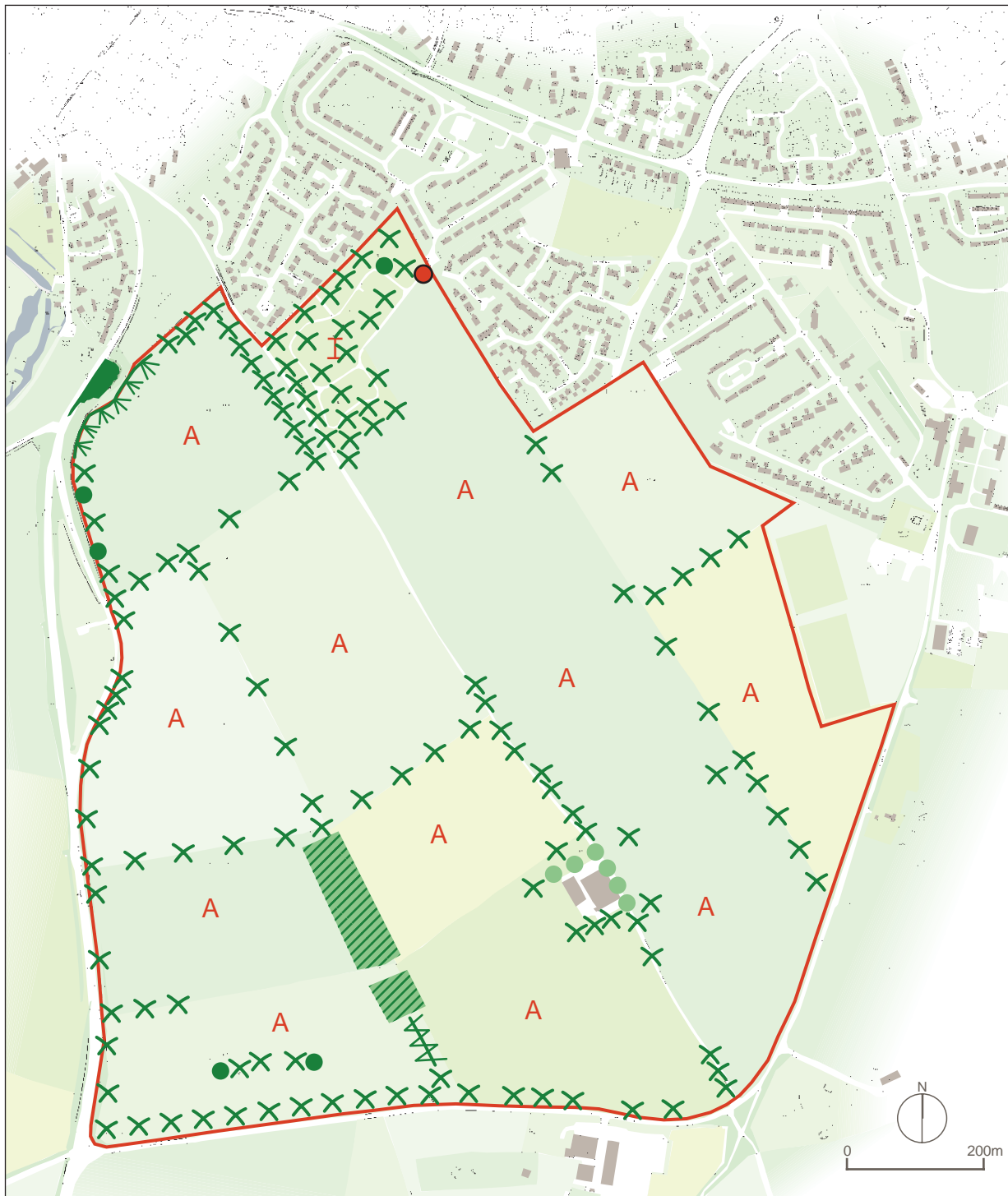
2.30 Wessex Archaeology undertook an initial study of the site together with preliminary studies of the northern-most and eastern-most areas in the mid 1990's. Further field evaluations, together with the archaeological remains that were uncovered during the first phase of development, have confirmed that archaeological interest at the site is significant.

2.31 A wide variety of historic features have been identified in the vicinity of the site (see figure 2.4). These features date from the Prehistoric to the Medieval periods, and include trackways, round barrows and a possible Iron Age settlement. Whilst the overall intensity of interest in the area is high, it appears from the preliminary studies undertaken that it is mainly concentrated within seven hectares of land adjacent to the A345 at Southmill Hill. The strip lynchets bordering the north-west corner of the site are a Scheduled Monument.

2.32 In accordance with a programme of evaluation works and a specification/method statement for investigating the archaeological significance of the site that has been previously agreed by Wiltshire County Council, a geophysical investigation of the whole site was undertaken in November 1999. This investigation comprised a scan of the whole site and a detailed, recorded survey of approximately six hectares of land located to the south east of the first phase of development.

2.33 The geophysical scan does not suggest the presence of any major archaeological sites within the proposed development area. The detailed survey, however, confirms the presence of cropmark features of archaeological significance, to the south-west of the first phase of development. Nevertheless, the report also acknowledged that many of these have been degraded by ploughing and recent pipeline construction.

2.34 Wiltshire County Council is aware of the results of the geophysical investigation. It is anticipated that appropriate archaeological investigations required on the site will be specified by the County Council during the consideration of planning applications for future phases of development.














-  Area covered by the development brief
-  Broad-leaved semi-natural woodland
-  Mixed plantation
-  Broad-leaved trees
-  Species rich hedgerow with trees
-  Species rich hedgerow
-  Scattered scrub
-  Coniferous trees
-  Arable land
-  Improved grassland
-  Tree subject to preservation order

Figure 2.5: Areas of ecological interest at the site

Ecology

2.35 No nature conservation designations apply to the site itself. However, the River Avon which lies approximately 100 metres to the west of the site beyond the A345, is designated as a Site of Special Scientific Interest (SSSI) and a candidate Special Area of Conservation (cSAC) under the European Habitats Directive. The River Avon has been recommended as a cSAC on the grounds that it contains habitat types and species which are rare or threatened within a European context. All development proposals for the land south of Boscombe Road will therefore have to demonstrate that they will have no adverse impacts upon these designated areas.

2.36 A phase I habitat survey and preliminary evaluation of nature conservation interest at the site was undertaken by Terence O'Rourke plc in June 1999. Historical records of plant and animal species at the site were also obtained from the Wiltshire & Swindon Biological Records Centre. In view of all information collected, the site is considered to be of low value for nature conservation, with very few features of interest. Figure 2.5 highlights the location of these areas.

2.37 The arable fields and existing areas of woodland contain a low diversity of habitat features. The habitats that do exist are generally considered to be very typical of conditions on Salisbury Plain and other lowland chalk plateaux.

2.38 The vegetation of the arable fields is particularly suitable for ground-nesting birds, and the June 1999 study revealed the presence of numerous pairs of meadow pipit and skylark. The skylark is a rapidly declining and protected species under the EC Birds Directive and under the Wildlife and Countryside Act (1981), and is also subject to a biodiversity action plan. As a consequence, Terence O'Rourke plc undertook a farmland bird survey at the site in June 2000. This study revealed the presence of four pairs of nesting skylarks. Few other birds were recorded, although swifts and house martins were feeding over the fields.

2.39 Hawthorn is the most common scrub species at the site, with some Elder, Blackthorn and Spindle. The

shelterbelt in the south-west of the site comprises mixed species planted into former arable land, although conifers such as Spruce and Cypress predominate. The most extensive area of scattered scrub lies in the northern-most part of the site adjacent to recent development. This area of coarse improved grassland has some mature elder and thorn scrub which support a few common bird species including whitethroat.

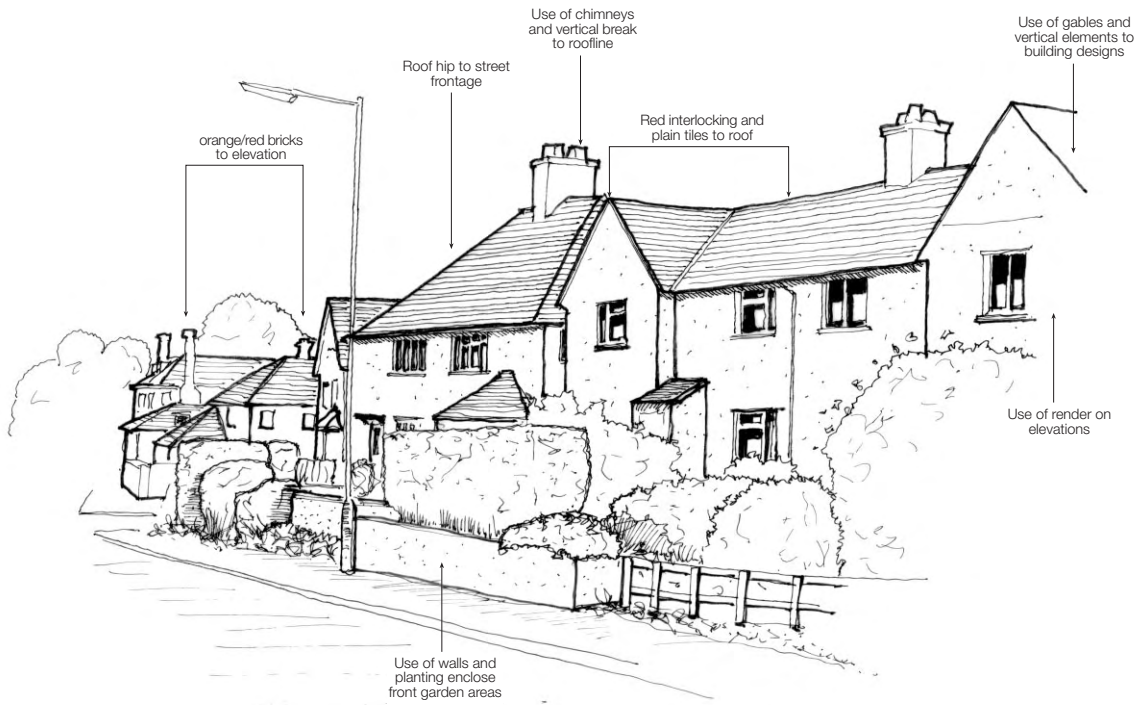
2.40 The only mammal recorded during the survey was the rabbit, with a warren area along the southern boundary and in the shelterbelt. There was also evidence that foxes visited the site.

Agricultural land quality

2.41 A preliminary field survey undertaken by the Farming and Rural Conservation Agency has revealed that the majority of the site is classified as being of grade 3b quality. There are, however, isolated smaller areas of grade 3a land within the site. Other preliminary surveys around Amesbury have revealed that the majority of land is of grade 3 quality although areas of grade 4 land can be found in the river valley. An area of grade 2 land has been identified to the north of the town.

2.42 PPG7 The Countryside: Environmental Quality and Economic and Social Development (February 1997) sets out government advice on the role of the planning system in relation to the countryside. It states that within the principles of sustainable development, the best and most versatile agricultural land (defined as grades 1, 2 and 3a) should be protected as a natural resource for future generations. Development of this land should not be permitted unless opportunities have been assessed for accommodating development needs on previously developed sites, on land within the boundaries of existing developed areas and on poorer quality farmland.

2.43 As the majority of the site comprises land of grade 3b quality, development would not result in the loss of a significant area of the best and most versatile agricultural land. The proposed development is therefore in accordance with the advice given in PPG7.



View looking north west along Salisbury Road



View looking west along Salisbury Street

Figure 3.1: Typical design characteristics in Amesbury and surrounding villages

3 Urban design principles

Introduction

3.1 Salisbury District Council places considerable importance on achieving a high standard of design in all development proposals. Excellence and creativity in design are encouraged to ensure that proposals are compatible with the local forms and reflect the best characteristics of the local environment. The overall objective is to establish a sense of place and community through the development of the site. The following principles seek to promote a high quality development that will reinforce civic pride and foster community spirit. In order to facilitate this, new solutions to development proposals should be sought rather than the repackaging of previous standards. Innovative contemporary building forms should be encouraged as well as traditional ones. This accords with current and emerging government guidance. Paragraph 56 of PPG3:Housing is particularly relevant:

"New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which:

- create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
- promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations;

- focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles;
- avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; and
- promote the energy efficiency of new housing where possible."

Characteristics of Amesbury and surrounding villages

3.2 The historic expansion of Amesbury can be easily identified from an analysis of old Ordnance Survey maps and the buildings that comprise the settlement today. Typical design characteristics of existing buildings in Amesbury are shown in figure 3.1.

3.3 Around 1880, the built-up area of Amesbury was still more or less confined to the town centre as we know it today with woodland and allotments occupying land to the north. Some development took place before the First World War but this did not significantly extend the town's area. Between the First and Second World Wars, the town experienced ribbon development along the main roads into the town centre to the north west and the east, and the eastwards expansion of the town has continued since. On the relatively flat land to the east of the town centre, large areas of uniform local authority semi-detached housing were built. Private housing estate development subsequently began to creep up the slopes surrounding the town further to the east, whilst military housing was developed to the west of Boscombe Down Airfield.

3.4 Present day Amesbury possesses different characteristics depending upon the area analysed. Buildings within the town core vary in age from the 17th

to the 19th centuries. Red brick is the dominant facing material which has been painted in many areas. Painted render and cob are also in evidence. Flint has been used in places either with brick quoins or laid alternately with stone blocks to create a chequered effect. Roofs are predominantly gabled with the ridge parallel to the line of the road; some examples of hipped or half-hipped roofs can also be found. Brick and in some instances rendered chimneys are dominant features of the roofscape. Roof eaves are usually painted closed box eaves or exposed rafter feet. Projecting brick dental courses and corbelling are a strong feature of eaves details.

3.5 Elevational fenestration has a vertical emphasis that stems from the width to height ratio of windows, doors and their relationships to each other. Common window head details consist of splayed brick flat arch courses or 'voussoirs', arch brick headers and stone splayed heads with keystones. Door canopies are simple or more elaborate integrating with a projecting door surround.

3.6 A collection of experimental agricultural houses in Holders Road are listed. They take the form of bungalows with steeply pitched roofs. Additional housing of this type can be found in Ratfyn Road. The volume of this housing is insufficient to provide this area with an individual character, but that is not to say that some of its characteristics cannot be used in the new development.

3.7 The grain of the town core built form has been compromised by the removal of many of these buildings and their replacement with and encroachment of more modern development that does not respect the form or character of the older blocks. For this reason it may be appropriate to look further afield to other settlements such as those in the wider Avon Valley area where buildings share many of the same characteristics.

3.8 The local authority housing areas and the military estates in Amesbury possess a different set of characteristics. The street patterns associated with the

early expansion of the town are generally regular, running north-west to south-east, or south-west to north-east. Lines of semi-detached, uniform housing are arranged parallel to these streets and occupy standard plot sizes. They are generally set back from the street on a uniform building line, with low walls and hedges often providing small enclosures in front of buildings. Generally constructed using bricks and tiles, many of the buildings are plain rendered in full or in part. Occasionally, rows of buildings have been part or fully rendered. Roofs are covered with concrete tiles and roof pitches are generally low. The contribution in terms of character that this housing makes to Amesbury cannot be measured in terms of local relevance but in terms of the overall scale and pattern of development.

3.9 Rows of fully rendered buildings are also evident in the villages of Porton, Idmiston and Winterbourne Gunner to the south east of Amesbury.

3.10 Private infill development on greenfield sites around the town centre is much in evidence. This takes the form of housebuilders' standard range housing of 'anywhere architecture' located around standard highway specification road configurations including cul-de-sacs and dead-end streets. Houses are generally set back from the road with car parking in many cases dominating the street scene. Materials are generally brick with concrete roof tiles, plastic windows and clip on features most of which are not traditionally local to the area.

3.11 In terms of taking design cues from existing development, the built form of Amesbury town centre would be the obvious starting point for generating design as it embodies the purest forms of local character. The local authority and military housing does impose its own character on the area in terms of scale and regimentation of building forms. The pattern of this development is something that could be used as a cue for the design of some areas of the development rather than its specific detail. The smaller village settlements in the locale will provide strong design cues for lower density areas of the development.

The principle of design

3.12 The development will be divided into neighbourhood quarters each with its own character. This will partly be achieved by the composition of the development. The core containing the local centre will be high density with continuous frontage blocks, and will contain the highest proportion of two and three storey buildings. Buildings over two storeys should serve a particular role in urban design terms as key or marker buildings, to assist the enclosure of spaces, to help provide a varied townscape or set pieces where the taller units are appropriate to their landscape setting. This central core should reflect the pattern of development within Amesbury town centre.

3.13 Towards the edge of the development where housing integrates with the surrounding landscape, density will be much lower with detached housing in a village setting taking cues from the smaller hamlets located near to Amesbury. A natural progression of areas between the high-density core and low-density edge will ensure a well-defined and legible development. Further definition of neighbourhoods can be achieved by reflecting other patterns of development within the Amesbury area such as the regularity of the local authority and military housing. Creativity in design will be needed to ensure that whilst neighbourhoods have their own distinct characteristics, they have common themes which connect them to the development as a whole. This is to be further developed in a Design Code and Masterplan.

3.14 The design solution illustrated on the Urban Framework Plan (see figure 4.1) sets the framework for the proposed development through the use of traditional road patterns and the provision of designed spaces. Development plots are to be arranged based on perimeter block development to give a clear definition between the public realm and private defensible spaces.

3.15 The development should contain a clear hierarchy of spaces with squares, greens and courtyards linked by lanes and streets. Each space should have its own identity through the use of materials landscape and elevational treatments to give a clear sense of space. Streets, lanes and avenues also need to have their own identity and to be of a scale appropriate to their location within the development.

3.16 The pedestrian network will be fine-grained and explorable with the school, high-density core and mixed-use area located to serve existing surrounding housing as well as the new development. Its location will also facilitate easy connection by non-car modes of travel.

Open space network

3.17 Open space is to be provided in accordance with Salisbury District Council's requirements. In addition to the formal playing fields, informal open space will be provided primarily through a number of green areas. Each area will have its own sense of identity and character and will integrate with the surrounding residential area with housing overlooking open space.

3.18 The philosophy behind their location is to enable every resident to have access to green space within a few minutes' walking distance of where they live. The spaces should provide an attractive natural setting for passive recreation.

3.19 Avenue tree planting will be used and encouraged to reinforce the setting of the principal roads, green corridors and formal green spaces such as the playing fields.

3.20 The southern and western parts of the site fall within the Special Landscape Area where built development is restricted. This land will be retained as public open space. Landscape planting and open space will be encouraged to penetrate the development at appropriate locations to integrate the built form with existing natural features. An appropriate way of achieving this may be to form a series of copses breaking up the edge of the development and creating a more 'natural' feel rather than having a landscape buffer strip where the development ends. Development adjoining these areas will be treated carefully with consideration being given to the orientation of buildings, the variety of forms, the position of building lines, forms of enclosure and landscape planting. Views into and out of the development should be encouraged with planting framing rather than hiding the built form. This will ensure a sensitive interface between the natural and man-made setting that contributes to the overall quality of the public realm.

Movement

3.21 In accordance with national and local transport policy, emphasis has been placed on encouraging and developing sustainable methods of travel rather than relying on private car use. The relationship between spaces is of primary importance with priority given to pedestrian and cyclists. A network of footpaths, cycleways and green corridors will link key features and areas within the site and offer direct linkages between facilities. This will give rise to an explorable pedestrian network, offering several choices for moving through an area, reflecting the permeability of the layout.

3.22 In order for walking and cycling to be encouraged, footpath and cycleways need to be direct, attractive and secure and well lit at night with surveillance provided from adjacent housing. The existing public byway running north to south will be retained and enhanced within its own landscape setting. Pedestrian links are to be provided to existing housing sites to facilitate movement and provide access to existing public transport facilities.

3.23 For safety the design speed of the road network within the development should be limited to a maximum of 20mph. Traffic calming measures should be adopted throughout the development and may take several forms. Traffic can be calmed through road narrowing, changes in surface material and level, but equally the shape and form of streets themselves will influence driver behaviour. Built form and natural features can be used to limit long distance views and therefore control vehicle speed. It is particularly important to integrate speed control features at the design phase rather than as an afterthought. For further information reference should be made to the DETR's 'Places, Streets and Movement' the companion to Design Bulletin 32.

Built form

3.24 Buildings should be simple in form with elevational elaboration commensurate with their importance within the streetscape. The language of the architecture should respect the local traditions found within the area with the interpretation being either traditional or contemporary (see paragraph 3.1).

3.25 The new development will be located around a local centre. This should be designed as a mixed use urban core and as a focus for the community. Included within the local centre will be a new primary school, a community building, low scale commercial uses and residential development. Live-work units may also be incorporated, although such provision should not compromise other employment proposals in Amesbury. The proposed location of the centre will ensure good accessibility from all parts of the development and the existing residential area.

The visual impact of the development

3.26 Key and marker buildings will be used to give individual street spaces legibility. Key buildings will also be used as gateways providing a sense of arrival to individual areas and reference points for residents and visitors. The grading and siting of buildings will be sensitive to the natural setting with landscape and building form reinforcing the sense of place. The development will be designed to encourage movement into different areas of the site with focal points lending importance to and affecting the identity of different neighbourhoods. Design continuity should be established through paving materials, street furniture and landscaped linkages.

3.27 Garaging and parking should be close to the dwellings they serve and must not be in a position to allow cars to be dominant in the street scene. Car parking provided within the curtilage of properties should be located behind the building line to maintain frontage continuity. Where car parking is grouped care must be taken to ensure that visitors can readily identify the differences between public and private spaces. Shared parking courts should be located within the centre of perimeter blocks and treated as separate spaces with houses used as 'sentinel buildings' to police the space.

3.28 The visual impact of the proposed development will be considered as part of the landscape strategy for the site. Given the site's topography and surroundings, this strategy will consider views/vistas afforded from, within, over and out of the site and the long-term effect of the proposed development on the existing skyline. Long and medium distance views into the site will also be considered.












-  Indicative new planting
-  Open space
-  Residential
-  Community building
-  Principal footpath/cyclepath links
-  Existing public byway
-  Link road
-  Public transport link
-  Local centre

Figure 4.1: Urban framework plan for the site

4 Development proposals

Introduction

4.1 The overall objectives behind the Urban Framework Plan shown in figure 4.1 are twofold. Of primary importance is the need to facilitate a more sustainable form of development within a layout that respects the landscape character of this part of Wiltshire. Central to achieving this objective is the need to locate residential dwellings close to public transport links and to maximise the opportunities available for walking and cycling within the site, and between the site and other important locations within Amesbury, such as the town centre and local schools.

4.2 The second objective of the Urban Framework Plan is to facilitate the creation of an attractive residential community which can be readily integrated with the surrounding urban areas and which contributes to the overall townscape of Amesbury. Whilst a number

of urban design issues can only be resolved at the detailed planning application stage, if these aims are to be achieved, it is important that the Urban Framework Plan acts as a robust, strategic framework within which such planning applications are brought forward.

4.3 The Urban Framework Plan comprises the land use mix illustrated in figure 4.2 below.

4.4 More detailed information on the development proposals and on the design guidelines that have been considered during the preparation of the Urban Framework Plan is provided below.

Part of the development	Approximate area
Primary school	1.8 hectares
Local centre	2.5 hectares
Cemetery	1.0 hectares
Amesbury link road (including junctions)	1.7 hectares
Formal playing fields	4.6 hectares
Community building	0.21 hectares
Informal open space and indicative planting	51.04 hectares
Residential areas (including greenways and internal roads and formal open space)	47.05 hectares
TOTAL	110 hectares

Figure 4.2: The proposed land use mix

Residential development

4.5 In order to satisfy the requirements of policy H9 of the LPRD, the site needs to accommodate 700 houses up until 2011. The LPRD acknowledges that the site may be able to take further development beyond 2011 and this has also been taken into account during the consideration of the layout of the Urban Framework Plan and the proposed phasing of development.

4.6 The site has been sub-divided into a series of development compartments of varying shapes and sizes, each resulting from the proposed landscape planting, the associated internal road layout and the proposed greenways incorporating footpaths and cyclepaths. As each residential compartment will be co-developed by Bloor and Persimmon, a co-ordinated mix of housing types, sizes, densities, designs and tenures will result. This will reduce visual regularity in appearance and will encourage the establishment of an attractive residential area in which a range of housing requirements can be accommodated. Due to the topography of the site, the majority of development will be of two-storey construction.

4.7 The number of dwellings to be provided within each phase of the development will be strictly controlled under the terms of a section 106 agreement to be signed by the developers and the District Council.

The density of development

4.8 The Urban Framework Plan allocates approximately 47 hectares of land (gross) for residential development. In order to comply with the objectives of sustainable development and to promote the efficient use of a scarce resource, a relatively high density of development will be promoted across the site. The density of development will, however, vary across the site to assist with the creation of variety within the residential area.

4.9 In accordance with the principles of sustainable development, the highest densities of residential development will occur adjacent to the heart of the development, in close proximity to the local centre and the school. As these areas are generally flat and will be well served by public transport, it is intended that these sites will be developed at a density of approximately 40 dwellings per hectare.

4.10 Medium density residential development (approximately 35 dwellings per hectare) will be located beyond the high density development. Such areas will still be located within a five to ten minute walk of the local centre and school. Lower density residential development (approximately 30 dwellings per hectare) will occupy the peripheral, steeper parts of the site. The provision of greenways incorporating footpaths and cyclepaths throughout the residential layout will ensure that these areas will be within a short walk of the local centre and school.

4.11 It is anticipated that the residential parts of the Urban Framework Plan will be capable of accommodating approximately 1,150 dwellings, with approximately 700 implemented within the period of the LPRD.

Affordable housing

4.12 Affordable (subsidised) housing will be provided as part of the site's development. A range of housing types and sizes will be required to meet identified local housing needs including the needs of specific groups. The quantity and form of the affordable housing to be provided will be negotiated with Salisbury District Council at the detailed planning application stage but will be based on the identified need for Amesbury. Affordable units will be provided during each phase of the site's development and will be distributed in small groups throughout the development to promote a mix of dwelling types and affordability at all times. This will ensure that these units will become integrated within the development. The concentration of affordable housing provision in large groups will not be acceptable.

Highways and access

The Amesbury Link Road

4.13 Section ten of the LPRD Proposed Changes (January 1999) acknowledges that the proposed Amesbury link road will be provided in association with the main development proposals in the town. Once completed, it is envisaged that the link road will take on the function of a local distributor road connecting the A345 to the A303. The traffic assessment being undertaken for the proposed development currently predicts that the link road is likely to become the preferred route for vehicles (especially heavy goods vehicles) travelling between Salisbury and the A303, taking vehicles away from the less suitable A338 and from Amesbury town centre.

4.14 The section of the link road between Porton Road and Boscombe Road has been constructed by Gleeson Homes in conjunction with previous phases of residential development permitted in Amesbury.

4.15 Bloor and Persimmon constructed the first section of the link road south of Boscombe Road as part of the first phase of residential development at the site. This road currently provides the principal vehicle access to the remainder of the site to the south and it will be used as the principal access for construction vehicles during the second phase of the site's development. The completion of the link road is a priority issue and is likely to be implemented in conjunction with the next phase of residential development at the site. However, this will in part be dependent on the importance given to other

infrastructure and community requirements. The timing of the provision of this road will therefore be agreed with the County Highway Authority and Salisbury District Council, and will be the subject of a section 278 agreement.

4.16 The alignment of the proposed link road shown on the Urban Framework Plan has been determined by a combination of factors. These include the site's topography, engineering requirements, landscape considerations and concerns expressed by residents of Amesbury that the road should not pass through the housing development.

4.17 To comply with County Highway Authority standards, the link road will comprise a 7.3 metre wide single carriageway, with a grass verge provided on either side. Footpaths and cyclepaths will be provided as directed by the County Highway Authority and Salisbury District Council. A crossing point will be provided across the link road at the point where it crosses Amesbury byway 20, the form of which will be agreed with the County Highway Authority and Salisbury District Council.

4.18 The County Highway Authority has recommended that a speed limit of 40mph should apply to the link road. Planting will be provided along the link road to mitigate the visual and noise impacts of traffic.

Junctions along the link road

Stock Bottom

4.19 Several junctions will be constructed along the link road from which access to the residential development and Stockport Road will be obtained. Whilst the precise form and design of junctions will be agreed with the County Highway Authority at the detailed planning application stage, it is expected that the junctions will be designed as follows.

4.20 The southern end of the proposed link road will join the A345 at Stock Bottom. An examination of the traffic forecasts for the Amesbury area following the implementation of the residential and employment sites in Amesbury, indicates that traffic flows on the A345 between Stock Bottom and Amesbury town centre will fall significantly once the link road is in operation. In order to retain the status of the A345 as a north-south route in line with the County Council's wishes whilst encouraging traffic to use the Amesbury link road, a roundabout is considered to be the most appropriate and effective form of junction at this location. The roundabout will also assist with reducing vehicle speeds along the A345, an issue which has previously been of concern to the County Council.

4.21 In order to construct the roundabout without encroaching on third party land, it will be constructed wholly within the land under the ownership of Bloor/Persimmon. The design for this roundabout is shown in figure 4.3.

4.22 Once the new junction at Stock Bottom is in operation, the existing junction of Stockport Road with the A345 will be closed for highway safety reasons.

Junctions to serve the residential development

4.23 A minimum of two junctions will be developed along the link road to provide access to the residential development. The Urban Framework Plan envisages two roundabout junctions, one at the southern edge of the residential area and one at the north. The actual form, design and location of these junctions will be

agreed with the County Highway Authority at the detailed planning application stage.

Other junctions

4.24 Up to two additional junctions will be developed along the link road to provide vehicular access to Boscombe Down and the industrial units located along Stockport Road, once the junction with Stockport Road and the A345 is closed.

4.25 The first potential junction comprises a T-junction to be located between the Stock Bottom roundabout and the southern roundabout serving the residential development, as shown in figure 4.3.

4.26 The second potential junction comprises a three or four-arm roundabout, or a further T-junction, to be located in the vicinity of the MoD Sports ground. Whilst a T-junction would enable this link to be used by buses only, a roundabout offers the opportunity to provide an additional all-traffic access to Stockport Road as well as the main residential development.

4.27 The actual form, design and location of these other junctions will be agreed with the County Highway Authority at the detailed planning application stage.

Major and minor access roads

4.28 The internal road network will comprise a series of major and minor access roads. The major internal access roads will be designed to adoptable standards laid down by the County Highway Authority. They will connect the residential development to the link road as well as assisting with the circulation of traffic around the site. Footpaths, cyclepaths, bus stops and bus shelters will be provided along these roads at appropriate locations and this will facilitate the efficient and easy movement of buses, cars, cyclists and pedestrians through the development in a pleasant and safe environment. A 30mph speed limit will apply.

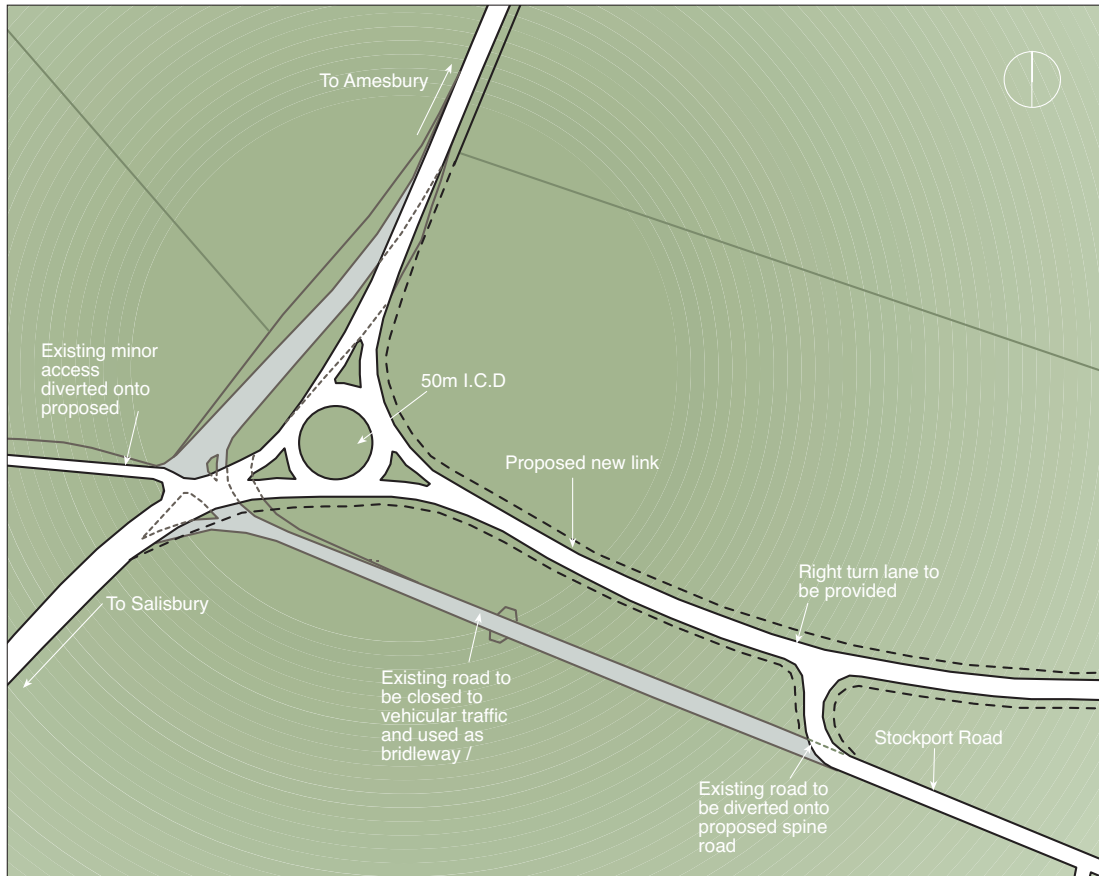


Figure 4.3: The design of the proposed Stock Bottom roundabout and the junction of the link road with Stockport Road

4.29 Distinctive avenue planting along these roads will distinguish them from the minor access roads and the link road. This will also assist with establishing character within areas of the development.

4.30 The minor access roads leading from the major access roads will also be designed to adoptable standards laid down by the County Highway Authority. They will be designed to facilitate a low speed environment of 20mph. No specific cyclepaths will be provided, as the low speed of traffic will be conducive to safe cycling.

4.31 The detailed aspects of the design of both the major and minor access roads will be subject to agreement with District Council and the County Highway Authority at the planning application stage.

Public byway 20

4.32 Amesbury byway number 20 crosses the site and runs from the north-west corner of the site adjacent to the ancient strip lynchets, in a south-easterly direction towards Boscombe Down airfield. As the byway provides the most direct access for users between the site and the town centre of Amesbury, it is to be retained.

4.33 Within the site boundary, much of the byway will be hard surfaced to provide a high quality footpath and cyclepath. However, in recognition that the byway must remain as a multi-user path, a grass verge will also be provided and maintained. Parts of the byway may also be incorporated within the minor access road network to ensure that they can be used by four-wheeled vehicles.

4.34 Every effort will be made to ensure that, where possible, the byway retains a rural feel. However, at the same time and to provide some security to its users, new buildings will be designed and positioned to overlook the byway.

Additional footpaths and cyclepaths

4.35 The Urban Framework Plan has been designed around the needs of the pedestrian and cyclist. Greenways containing cyclepaths and footpaths will be promoted within the development to facilitate non-car travel. On site, these greenways will link the proposed residential areas with the school, local centre, outdoor pitches and areas of open space. However, by linking them into the existing footpath network in the area, they will also link the new development with the surrounding residential areas, and to facilities beyond the site such as the proposed employment park at Folly Bottom, Boscombe Down airfield, the town centre and the surrounding countryside.

4.36 The existing and proposed road hierarchy and footpath/cyclepath network for the site and its surroundings is shown in figure 4.4.

Public transport

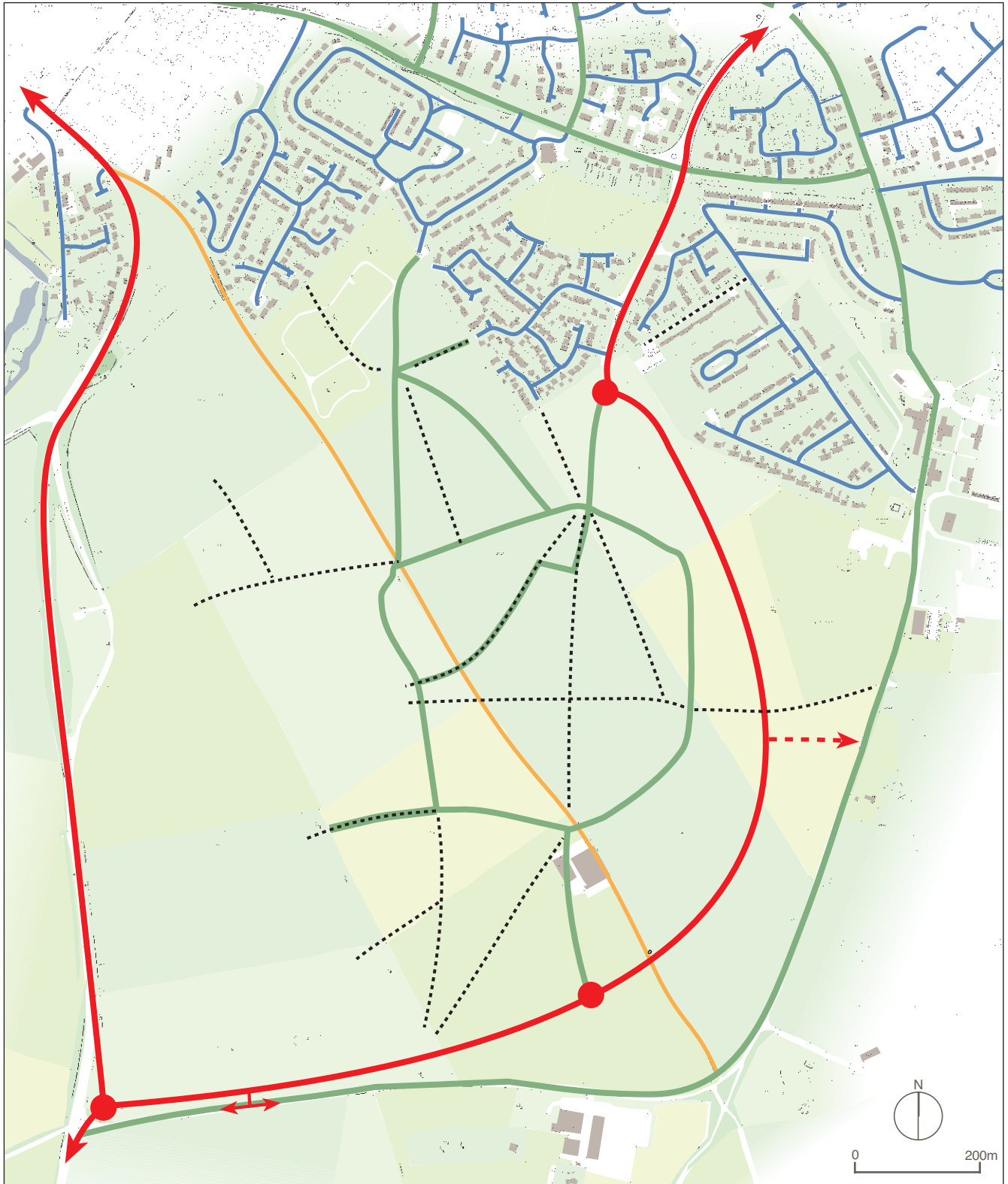
4.37 Amesbury town centre is generally well served by bus services operated solely by the Wilts & Dorset Bus Company Ltd. and by Wilts & Dorset in conjunction with the Hampshire Bus Company. The town centre possesses a bus station that has recently been upgraded and it is mainly from here that bus services link Amesbury to Salisbury, surrounding villages and other towns in Wiltshire and Hampshire. The main gate at Boscombe Down also lies on the route of some services that serve Amesbury.

4.38 On Mondays to Saturdays outside of peak times, buses generally run between Amesbury and Salisbury (and vice versa) every fifteen minutes. The journey takes approximately twenty minutes. Every half hour, the bus service is diverted to serve Boscombe Down and the south-eastern suburbs of Amesbury and this adds an additional five minutes to the journey. On Sundays and public holidays, this direct service is generally operated on an hourly basis.

4.39 Amesbury is also linked to Swindon and Devizes on an infrequent daily basis, and to the surrounding villages of Larkhill and Durrington via a half-hourly, circular service.

4.40 Appreciating the need to facilitate a more sustainable form of development and to reduce dependence on the private car, Bloor and Persimmon have approached the County and District's Transport Officers and the bus providers, to assess the potential for diverting the existing bus services through the site. Although initial discussions have indicated, that it would not be feasible to modify the existing route structure to serve the new residential areas, discussions with the service providers will continue.

4.41 In conjunction with the developers of the allocated Amesbury employment site, Bloor, Persimmon and the County Council will sympathetically consider making a financial contribution towards the establishment of a town "Hopper" bus service which would circulate around the town, penetrating into the new development areas. The details of this contribution would be the subject of a legal agreement.








-  Minor access roads
-  Major access roads
-  Local distributor roads
-  Footpath/cyclepath links
-  Existing public byways

Figure 4.4: The existing and proposed road hierarchy and footpath/cyclepath network

Open space and amenity provision

Extent of public open space

4.42 The objective of the open space strategy is to ensure that the site is self-sufficient in terms of public open space. The Urban Framework Plan therefore makes provision for formal sports facilities, areas for informal recreation, amenity spaces in the form of greenways and children’s play areas to meet the requirements specified by Policy R2 of the LPRD.

4.43 Recreational open space at a standard of 2.43 hectares per 1,000 population must be provided in connection with the development. This standard comprises facilities at ratios shown in figure 4.5. Youth and adult sport and recreation space includes facilities such as pitches, courts and other miscellaneous items which, as a matter of policy and practice, are available for public use.

4.44 Due to a deficiency in the provision of both children’s and adults’ facilities within Salisbury District, the council has adopted the upper standards promoted by the National Playing Fields Association (NPFA).

4.45 Appendix IV of the LPRD states that the population of any new residential development will be calculated according to the number of bedrooms provided. Although it is not yet known how many bedrooms will be created within the development, it is anticipated that the construction of at least 700 houses will generate a population of approximately 1,750 persons based on an average occupancy level of 2.5 persons per dwelling. This will give rise to a requirement of about 3.15 hectares of youth and adult recreation space and 0.53 hectares of equipped

children’s playgrounds, adventure playgrounds and specific opportunity play facilities. A total of about 0.875 hectares of casual play space within housing areas is also required.

4.46 With reference to figure 4.1, the quantity of both formal open space and informal open space to be provided by the Urban Framework Plan is in excess of the requirements laid down in the Salisbury LPRD for a development of 700 houses. This additional land will help to make up for any shortfall in public provision elsewhere in Amesbury.

Forms of open space

4.47 A network of attractive, convenient and safe greenways will connect the residential areas with the key facilities to be provided as part of the development, and the existing footpath/cyclepath network. These greenways will generally comprise a combined footpath/cyclepath and will be accompanied by localised landscape planting. Where possible, residential properties will face onto these greenways to ensure adequate policing and to encourage their use.

4.48 The formal recreational facilities to be provided as part of the open space requirement comprise two football pitches, a cricket pitch and tennis courts. These facilities will not be floodlit. The site allocated for these facilities is relatively flat, it will be sheltered by new planting and will be located close to the primary school. A formal changing facility/pavilion will be incorporated into the design of the community centre, if this proves to be the best design solution.

Youth and adult use	1.6-1.8 hectares per 1,000 population.
Children’s use	0.2-0.3 hectares per 1,000 population of equipped children’s playgrounds, adventure playgrounds and other specific opportunity play facilities; and
	0.4-0.5 hectares per 1,000 population of casual or informal play space within housing areas.

Figure 4.5: NPFA open space standards

4.49 Children's play areas of appropriate sizes and layouts will be provided throughout the development. They will accommodate a range of facilities and will be fenced, equipped and surfaced in accordance with current safety standards and local requirements. They will be located within a safe walking distance from residential dwellings and will be clearly visible from surrounding properties. Small areas of open space providing for a range of age groups will also be located at appropriate locations within the site.

4.50 The areas of informal recreation surrounding the development site and the link road are intended to be more akin to rural meadow than urban parkland. They will be designed to give a sense of minimal landscape intervention to help preserve the character of the surrounding, open rural landscape, and to assist in the creation of wildlife habitats. The creation of wildflower meadow-style open spaces with informal footpath provision, as opposed to formal urban parkland, will help to build a landscape envelope to enhance the visual and recreational amenity of the proposed development. These areas will provide welcome contrast to the domestic nature of the residential areas and the recreational facilities provided therein, and allow for relaxed recreational pursuits. These areas are well linked to the surrounding residential areas by the network of footpaths and cyclepaths.

4.51 The areas of formal open space will be provided in step with the development. The provision of areas of formal and informal open space will be the subject of a section 106 agreement, as outlined in section 6 of this brief.

Landscape planting

4.52 Given the site's location and topography, a detailed landscape planting strategy will have to be drawn up to accompany the Urban Framework Plan and detailed development proposals. Landscape planting will be implemented alongside the phased development.

4.53 The overall objective of the landscape planting will be twofold. Firstly, it will be designed to create a coherent and visually attractive setting for the development that integrates the new settlement area with the surrounding landscape structure and character. Secondly, it will aim to provide a coherent, flexible framework within which different scales of development and a co-ordinated diversity of architectural styles can be brought forward.

4.54 Landscape planting at the site will comprise a combination of structure planting and more localised planting. The retention of the best quality trees on the site, where practical, together with the proposed new planting, will assist with creating a landscape framework that enhances the built development and open spaces, and will contribute to establishing diverse character within individual areas of the development.

Existing trees on site

4.55 The existing woodland belt located to the west of the agricultural barn will be retained as an integral component of the landscape structure at the site. The vigorous lime trees that can be found in the dry valley in the south-west part of the site will be retained as will some of the younger good quality species currently found on the former caravan site. To ensure the future health and maintenance of these trees, sufficient space will be retained between them and other elements of the built development.

4.56 The Leyland Cypress trees found in the vicinity of the agricultural barns and all the trees that are considered to be dead or dying will not be retained.

Structure planting

4.57 On the western periphery of the proposed built development, the structure planting's primary function will be to provide an initial screen to the phased development from close range views from the A345, and from long range views from higher land to the south and south-west of the site. Its secondary function will be to shelter land to the north and north-east from the prevailing, strong south-westerly winds.

4.58 On the southern and eastern edges of the proposed built development, the primary function of the structure planting will also be to screen the phased development and the link road from close and long range views. This planting will also provide shelter and assist with mitigating the impact of noise emanating from the link road and Boscombe Down airfield.

4.59 The structure planting proposed for the site will be provided around the periphery of the housing development and the link road. The suggested tree and shrub species for the structure planting are highlighted in figure 4.6 and a combination of these is considered appropriate for this site. Planting density should be approximately one plant per square metre or less, with shrubs and trees planted in groups of each species.

Localised planting

4.60 In terms of more localised planting, much will be determined at the detailed planning application stage. However, careful consideration has been given during the formation of the Urban Framework Plan to the ability of localised planting to contribute to the public realm, both within and between development compartments, and to the development of an attractive, safe environment for future residents to enjoy. A central

component of the overall localised planting strategy is the distinctive roadside planting along the major internal access roads.

4.61 It is proposed that localised planting will take place in four main areas within the site:

- adjacent to the major internal access roads;
- at the interfaces between built development and open spaces;
- along the greenways; and
- throughout the site where it would enhance the development.

4.62 Where the Amesbury link road adjoins residential properties and the local centre, it will be important to ensure that localised landscape planting assists with softening the interface between the two. Where possible, the proposed vegetation should also assist with mitigating the noise generated by vehicles using this road.

4.63 Planting along the sides of the link road will not be on mounding or bunds. Trees and shrubs have difficulty with water supply on bunds and this is exacerbated on chalk. Roadside planting will be dense incorporating species such as those identified in figure 4.6.

4.64 By allowing visual supervision of roads, footpaths and cyclepaths under raised tree canopies, it will be possible to create an environment in which pedestrians, cyclists and motorists will feel comfortable and safe. It is proposed that a restricted palette of complementary tree species will be planted at regular intervals along each major road to create a series of

Species for structure planting	Ash, Beech, Birch, Blackthorn, Elder, Field Maple, Flowering Cherry, Hawthorn, Scots Pine, Yew
Tree species for roadside planting	Flowering Cherry, Lime (<i>Tilia x euchlora</i>), Norway Maple, Whitebeam
Localised landscape treatment	Birch, Maple, Oak, Pear, Buddleia, Euonymus, Choisya, Dogwood, Hawthorn, Blackthorn

Figure 4.6: Species to be used in the landscape planting

distinctive, attractive avenues. Limiting such planting to these roads will enable users of these streets to orientate themselves quickly and effectively.

4.65 The provision of localised landscape planting at the interface of built development and areas of open space, as part of the greenways and generally throughout the development will provide an attractive environment in which to live. A detailed landscape scheme for each phase of the development will be prepared at each planning application stage. It will be based on the principles outlined above and will detail the treatment of boundaries and landscaping internal to the site. The provision and maintenance of structure and localised landscape planting on site will be the subject of a section 106 agreement.

Shopping and community facilities

4.66 In providing a range of community facilities as part of the development, use has been made of the results of a questionnaire survey completed by Amesbury residents as part of the production of the Amesbury Vision Statement. This has provided an indication of the community facilities that existing residents believe are lacking in the town and highlighted those which should be provided for the town to become a better place in which to live and work. Some of the facilities to be provided have resulted from specific requests made by the District Council and the Amesbury Town Council.

4.67 Care has been taken to ensure that the facilities to be provided complement the proposed residential development, without detracting from the use of similar facilities already available in the town or in the surrounding areas. In terms of location, the facilities have been sited so that they are accessible to all parts of the development by a range of transport means. Consideration has been given to the potential for locating them on adjacent sites so that opportunities for shared car parking are maximised. Consideration has also been given to the potential for promoting their dual-use in order to assist with the effective use of land. Recycling facilities will be provided at the local centre.

Primary school

4.68 The need to provide a primary school results from previous and anticipated future developments in Amesbury. At the request of Wiltshire County Council, a site of 1.8 hectares has been allocated for this purpose. It has been located on relatively flat land at the heart of the development, close to the local centre and away from Boscombe Down airfield. It is linked to the existing and proposed residential areas via the network of greenways. It also occupies a good location in relation to proposed public transport routes and thus maximises the potential for schoolchildren to walk, cycle or take the bus to school.

4.69 Although a ten-classroom primary school is initially required by the County Council, the size of the site will ultimately enable a fourteen-classroom school to be built. As the need for the school arises from the first phase of residential development, Bloor/Persimmon have agreed to provide this community facility at an early stage of the development. However, the precise timing of the school's development will depend on the provision of other infrastructure at the site and thus will be agreed with the County Education Authority and Salisbury District Council through a section 106 agreement.

Local centre

4.70 It is intended that the local centre will comprise a series of retail outlets and facilities that can serve the needs of the local community. A purpose built community centre will also be provided. In order to assist with the creation of a sustainable, mixed-use, active and safe environment, residential units might be incorporated within the design of the local centre.

4.71 The proposed community centre is to be designed so as to make available a series of different sized rooms for use by local community groups. The rooms will be sized to enable them to accommodate facilities/activities such as a crèche, a veterinary surgery,

a library, a youth club, evening classes, public and private meetings, public exhibitions and theatrical performances. The building is likely to be designed to provide changing facilities for the formal recreation areas located nearby and to enable future extensions should further development at the site result in the need to provide additional space for community activities.

Public cemetery

4.72 At the request of Amesbury Town Council, Bloor and Persimmon have agreed to set aside one hectare of land for a public cemetery to serve the future needs of the town. The proposed site for the cemetery is located on high ground adjacent to the lay-by on the A345, from which easy vehicular access could be obtained. The site lies close to the existing public byway and the proposed footpath/cyclepath network and thus could be easily accessed on foot or by bicycle. Should the Amesbury link road succeed in significantly reducing traffic flows passing through Amesbury town centre, the proposed site would be relatively quiet. Additional screen planting would assist with the creation of an attractive, sheltered and tranquil location for such a land use.

4.73 The provision and maintenance of the cemetery will be the subject of a section 106 agreement.

Closed circuit television system (CCTV)

4.74 In view of the scale of the development proposals, there is potentially a need to extend the existing Amesbury Town Centre CCTV system to the main paths linking the proposed development to the community facilities. Future developers at the site are encouraged to hold early discussions with the District Council's CCTV manager.

5 Service provision

Introduction

5.1 Wessex Water, Gas Technology Ltd, British Telecom, Southern Electric and NTL Construction have all been approached with regard to the feasibility of supplying relevant services to the site for approximately 700 dwellings. The availability of services is outlined below. Each will be provided in step with the phased development of the site.

Water supply

5.2 In June 1999, Wessex Water confirmed that following recent improvements to the water supply system, the development of 700 houses could be supplied with water from the 200mm main located in Boscombe Road. The point of connection would be the 180mm main in Underwood Drive (Phase I). The on site spine main would need to be of 180mm diameter. Wessex Water has confirmed that off-site mains are not required.

5.3 Two six inch diameter water mains cross the northern part of the site, as shown in figure 5.1. It is likely that both mains will have to be diverted so that Wessex Water can get access to maintain them in the future. This issue will be considered further at the detailed design stage.

Surface water drainage

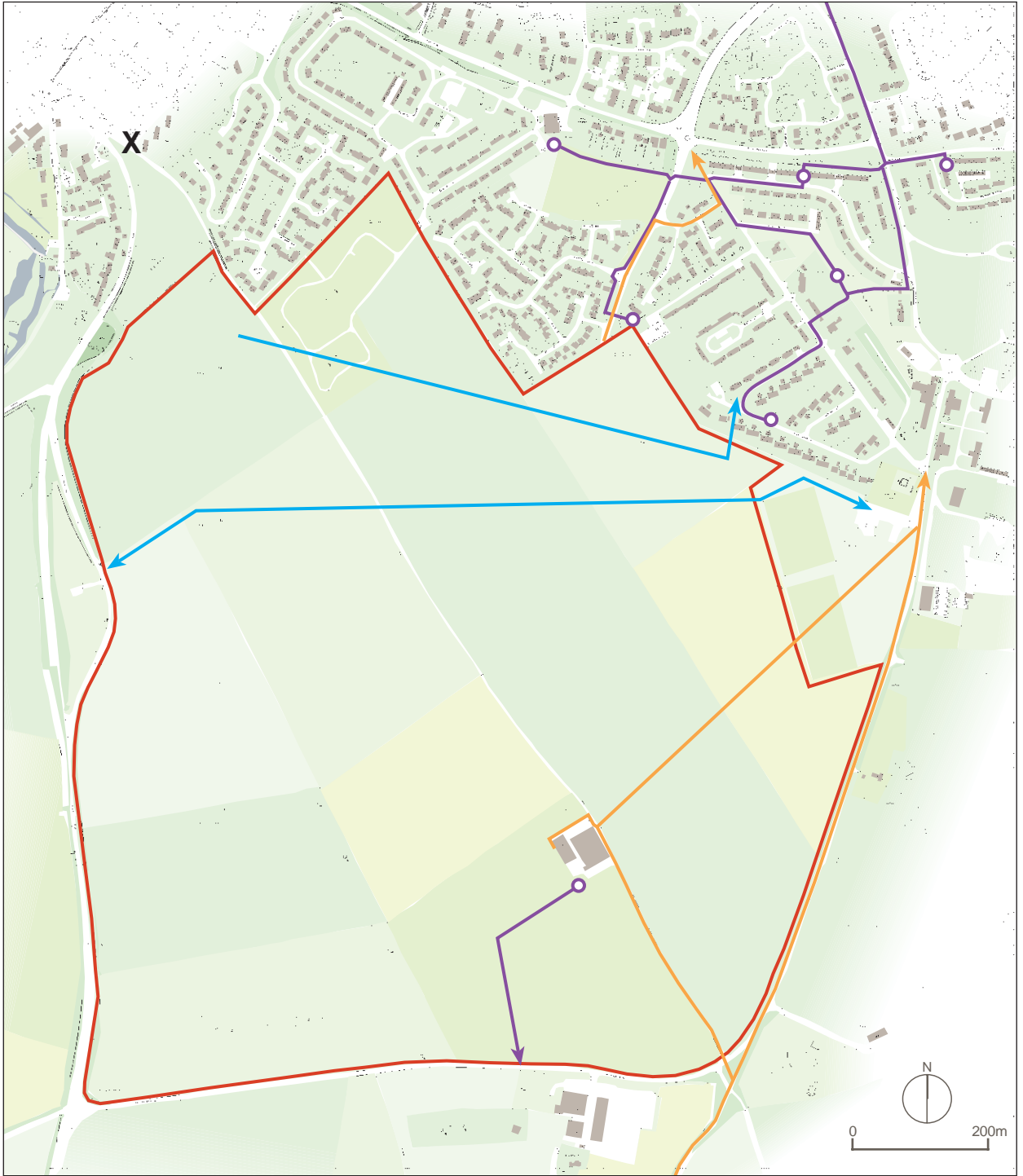
5.4 The surface water drainage proposals for the site take account of best management practice promoted by the Environment Agency, Wiltshire County Council design standards, development demands and the site's topography and ground conditions. Wherever possible, sustainable urban drainage systems are proposed so that surface water run-off is returned to the ground and subsequently the chalk aquifer lying below the site.

5.5 Permeability testing as part of the first phase of development demonstrated that soakaways were acceptable for dealing with water from roofs and private driveways. A similar drainage strategy is proposed for future phases of development.

5.6 All highways constructed as part of the first phase of development utilised piped drainage systems. These systems discharge to a single soakaway trench which provides short term storage together with soakage into the underlying chalk strata. However, this is an interim facility and will be abandoned once the highway drains in phase one are connected to the piped drainage system intended to serve future phases.

5.7 Traditional gullies and piped drainage systems will serve roads within the housing areas. Surface water from these systems will be conveyed to two infiltration basins located on the western edge of the site, one in the area of Stock Bottom near to the junction of Stockport Road with the A345, and the other adjacent to the lay-by on the A345. The underlying chalk strata in the locality of the proposed infiltration basins are likely to have similar soakage characteristics to those areas surveyed as part of the first phase of development. The basins will be grassed and designed to accommodate surface run-off from all highway areas and to drain completely so that permanent water features are not created. Arrangements for maintaining these facilities will be discussed with the Environment Agency, Salisbury District Council and Wiltshire County Council.

5.8 To accommodate the aims of the Environment Agency, surface water run-off from the proposed link road will be drained without gullies direct to shallow longitudinal, grassed infiltration basins or "swales" lying adjacent to the highway. The proposed wide undeveloped verge areas lying on either side of the link road support this method of drainage.



- Area covered by the development brief
- 6 inch mains water supply
- Telephone lines
- High voltage electricity supply
- Electric sub-station
- X Manhole connection for foul sewer

Figure 5.1: Existing services in the vicinity of the site

5.9 Pollution control is an important consideration in the design of any sustainable urban drainage system, and particularly at this site in view of its proximity to the River Avon which is an SSSI and cSAC. Whilst the opportunity to incorporate features for scum and sediment removal within the design of the infiltration basins will be investigated, the underlying chalk strata are likely to be an effective filter for any contaminated groundwater. Although reed beds are often useful for removing some contaminants present in groundwater, they are not being proposed at this site as it would be difficult to ensure that the basins remain wet all year round, a situation which would be necessary to ensure survival of the plants.

Foul drainage

5.10 Foul effluent from the first phase of development drains northwards to the existing public sewers in Boscombe Road. However, the topography of the site together with limited capacity in the sewers prevents similar connections being made for the second phase of development. The site will, however, require connection to the existing sewerage system and this will involve some significant works.

5.11 Following the completion of drainage appraisals, Wessex Water has confirmed that foul effluent generated from the second phase of development is to be drained initially to the existing public foul sewers in Salisbury Road at the foot of Southmill Hill. The point of connection will be to the manhole (marked "X" on figure 5.1) adjacent to the existing Millgreen Road development. From here, effluent will drain to the Flower Lane sewage pumping station which will pump all flows across the River Avon to the Amesbury sewage treatment works.

5.12 Modelling work undertaken by Wessex Water indicates that there is some spare capacity in the existing sewerage system. However, the development of the site will require the need for downstream reinforcement works involving the construction of a relief sewer and upgrading the existing Flower Lane sewage pumping station.

5.13 It will be the responsibility of the developers to provide the on-site drainage system and to link the new sewerage network to the existing system at Millgreen Road. Wessex Water has agreed to undertake the necessary downstream sewerage improvements.

Gas

5.14 Gas Technology Ltd has confirmed that some off-site reinforcement of existing mains and the provision of on-site gas mains will be required to provide the site with an adequate gas supply.

Telecommunications/cable

5.15 Neither British Telecom nor NTL Construction envisage any problems in providing cable, television and Internet services to the site.

Electricity

5.16 Southern Electric has confirmed that it does not envisage any problems servicing the site with an electricity supply. Although two electricity sub-stations are located on or adjacent to the site, a further two sub-stations, typically 4m by 4.5m in size, would be required. No major cable diversions are envisaged for the second phase of development. However, should part or all of the development require additional electricity load for central heating, then off-site reinforcements would become necessary.

General requirements

5.17 The following general requirements are also proposed:

- all telecommunications cabling would be located underground and installed in phase with the development.
- all above ground service installations are to be enclosed within appropriate brick structures or buildings and designed as part of the development. Their exact location and appearance will be agreed at the detailed planning application stage.
- no underground cables or services will be laid beneath or in close proximity to the crown spread of existing or proposed trees, unless specifically agreed with the Council beforehand.
- all existing trees are to be retained and protected during the construction process.
- no service trenches or excavations will be carried out within 5 metres of the rear boundaries of existing properties without notification to owners and the agreement of the developer.
- all below ground servicing to new residential properties will be laid within allotted service margins adjacent to roads and public highways.
- all connections to existing services within established residential areas will be designed to minimise disruption to existing services.

6 Implementation of the development

Phasing of the proposed development

6.1 The phasing of the proposed development will be co-ordinated with the District Council and County Council and will reflect the guidance contained in PPG3: Housing (March 2000). Development will occur in line with an agreed programme for the provision of open space and landscape infrastructure, social, educational, retail and community facilities, highway and services infrastructure.

6.2 It is expected that development will take place in four broad phases of 150-200 dwellings, in a general north-south direction. This direction of development will enable Bloor and Persimmon to make use of the access to the site provided by the existing section of the link road and to provide residential dwellings and some of the associated community facilities as early as possible. It will also ensure that the site's ability to accommodate a higher level of development in the future is not prejudiced.

Necessary legal agreements

6.3 The scale and nature of development permitted within each phase will be strictly controlled through the use of section 106 agreements. Community facilities will be provided in step with the construction of residential dwellings.

6.4 Given the scale and complex nature of the proposed development, it will be necessary for Bloor and Persimmon to enter into a series of legal agreements with the District and County Councils and a number of third parties. These agreements will:

- determine the trigger points at which each of the component parts of the development is to be provided or handed over to a managing body;
- specify the parties that are responsible for managing or maintaining particular facilities once they have been developed; and
- identify the level and nature of any additional fair and reasonable planning gain to be provided by Bloor and Persimmon as part of the development.

6.5 The issues outlined below will need to be incorporated within legal agreements under the terms of either section 106 of the Town and County Planning Act 1990 or section 278 of the Highways Act 1984:

- The timing of the provision of advanced structure planting.
- The timing of the provision of the local centre.
- The provision of affordable housing based on the identified need in Amesbury. This is likely to be split between social rented and shared equity in the region of 89%/11% respectively.

- The provision of formal open space in accordance with the local plan which is based on a standard of 2.43 hectares per 1,000 population.
- The future management of areas of formal and informal open space.
- The future management of the landscape planting.
- The timing of the provision of the primary school.
- The timing of the provision of the link road and highway works.
- The timing of the provision of the community facilities / cemetery
- The future management of the community facilities.
- Financial contributions towards public transport.
- Additional planning gain.

7 Contact details

7.1 For further information about this development brief, the site or the planning policies that apply to it, please contact:

The Planning Department
Salisbury District Council
61 Wyndham Road
Salisbury
Wiltshire
SP1 3AH
Tel: 01722 434327
Contact: John Hammond

Michael A Jennings Associates
64 Ock Street
Abingdon
Oxfordshire
OX14 5BZ
Tel: 01235 555173
Contact: Michael Jennings

Terence O'Rourke plc
Everdene House
Wessex Fields
Deansleigh Road
Bournemouth
BH7 7DU
Tel: 01202 421142
Contact: Martin Miller

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury
Wiltshire
SP4 6EB
Tel: 01722 326867
Contact: Dr Andrew Fitzpatrick

JS Bloor (Newbury) Limited
Fulmar House
Unit 7, Votec Centre
Hambridge Lane
Newbury
Berkshire
RG14 5TN
Tel: 01635 31555
Contact: Ron Hatchett

Barnhawk Acoustics
Little Barn
Woodgreen
Fordingbridge
Hampshire
SP6 2QX
Tel: 01725 512213
Contact: Dr Bob Crawford

Persimmon Homes (South Coast) Limited
Persimmon House
18 High Street
Fareham
Hampshire
PO16 7AF
Tel: 01329 514300
Contact: Alastair Dineen

Oldfield King
Lone Barn Studios
Stanbridge Lane
Romsey
Hampshire
SO51 0HE
Tel: 01794 517333
Contact: Melvyn King