



Land off Duck Lane, Laverstock

Revised Draft Development Brief

July 2004



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1.0 PURPOSE OF THIS DOCUMENT

1.1. This draft Development Brief has been prepared jointly by Officers of Salisbury District Council and the planning consultancy White Young Green, who are acting on behalf of the developers of the site, Linden Homes. This draft Brief will be the subject of public consultation for a 6 week period commencing on 8th April 2004. Please use the form provided to make your comments known and return them to the Forward Planning Team at Salisbury District Council, 61 Wyndham Road, Salisbury SP1 3AH by 20th May 2004. Alternatively, e-mail your comments using the e-mail form at www.salisbury.gov.uk/planning/duck_lane. Please note that all consultation responses will be available for public inspection at the Council's Planning Department and Bourne Hill offices, Salisbury Library and Duck Inn, Duck Lane, Laverstock.

The purpose of this development brief is to:

- Describe the site and its context within the settlement of Laverstock and the wider area.
- Identify the planning policies and the constraints which affect the site.
- Ensure that the new development is of the highest quality and designed to preserve and enhance the character of the surrounding area as appropriate. Essentially, setting a benchmark for quality.
- Inform both the local community in Laverstock and prospective developers of the standard of development that will be expected together with any necessary improvements that may be required off site, including contributions by means of legal agreements.
- Integrate development proposals and facilitate ease of movement through the site to surrounding services and facilities including recreation uses and the surrounding countryside.

1.2. When adopted by the District Council this Development Brief will form supplementary planning guidance to the Adopted Local Plan and will be a 'material consideration' when determining a planning application for the



Existing Development Adjacent the Site

development of the site. The Brief comprises a written statement together with illustrative material including a Masterplan. However, because the Brief is supplementary, this guidance does not have the same status as the Adopted Local Plan and it should not be read in isolation but cross referenced to the relevant planning policies.

1.3. The Masterplan (at the end of the document) forms part of the Brief and indicates general principles which should be applied to any detailed planning application. The text of the draft Brief indicates areas where specific options exist and also sets out principles that are more firmly established. The Development Brief describes the contextual analysis and objectives upon which the Masterplan is based and together they provide a benchmark to assess future applications for planning permission.



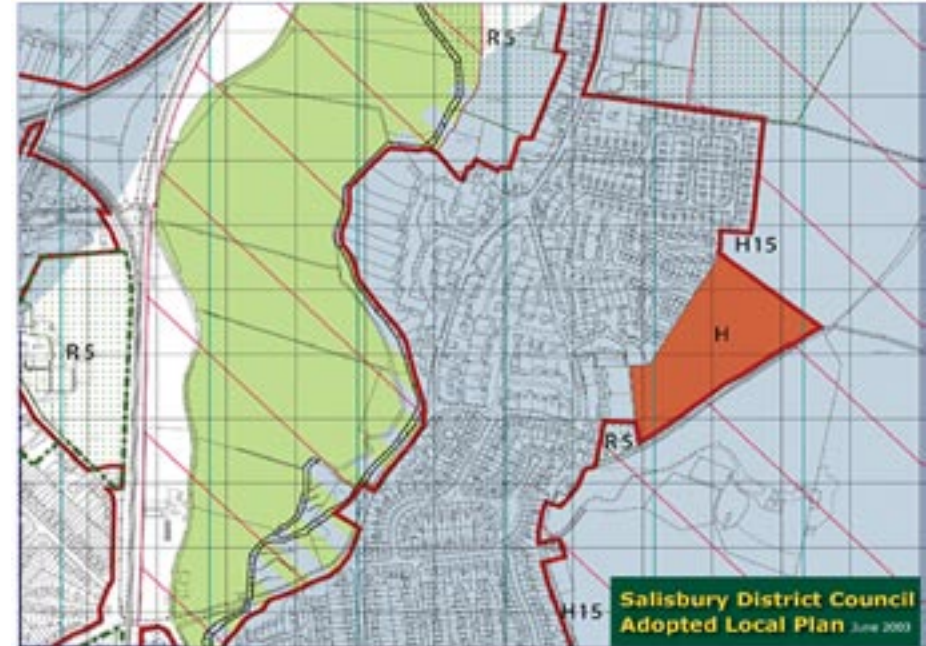
2.0 POLICY FRAMEWORK

2.1 This Development Brief relates to the land allocated for residential development in the Adopted Local Plan (Policy H2G) and should be cross referenced to the other relevant policies in that Plan. The policies are summarised below. The Duck Lane, Laverstock site was allocated to assist in meeting the housing (including affordable housing) needs of the district up to 2011. Development will commence in phase 1 of the Plan (before 2006) and be completed in phase 2 (beyond 2006). The site is expected to provide approximately 120 houses with associated access roads, landscaping and open space.

2.2. Section 54A of the Town and Country Planning Act 1990 requires that any planning application shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan currently comprises the approved Wiltshire Structure Plan (2001) and the Adopted Local Plan (2003) which both cover the period to 2011.

2.3. The site represents a sustainable location for new housing development given its relative proximity to existing services and facilities, particularly in terms of Laverstock's proximity to Salisbury city centre and other employment and retail facilities at Southampton Road, Salisbury and the ability to access these facilities by public transport, walking and cycling. In this way the development of the site will comply with the general provisions of national, strategic and local planning policy in respect of 'sustainability'.

2.4. The Development Brief has been prepared at a time when work is under way on preparing Supplementary Planning Guidance on issues such as design, affordable housing and sustainable development, and such guidance should be reflected in any development proposals that eventually come forward for this site.



General Policies

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

Design Policies

- D1 Extensive Development Proposals
- D7 Site Analysis Requirement
- D8 Public Art

Housing Policies

- H2 IG Allocation of land at Duck Lane
- H25 Affordable Housing

Transportation Policies

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

Recreation Policies

- R2 Open space Requirements
- R4 Provision of/contribution to indoor leisure facilities
- R17 Public Rights of Way

Conservation Policies

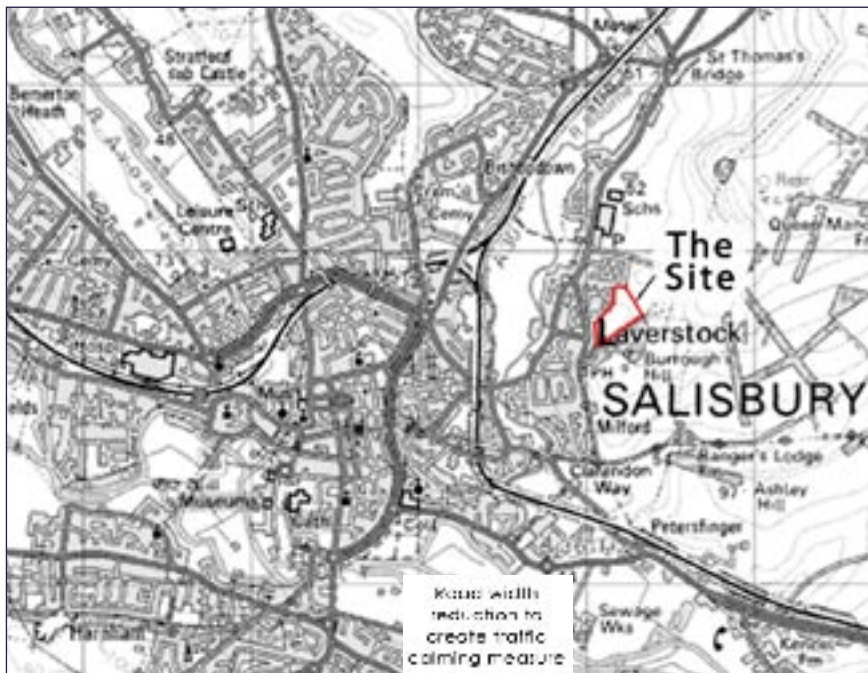
- CN20 Protection of Archaeology
- CN22 "
- CN23 "

3.0 CONTEXTUAL ANALYSIS

3.1. This section of the brief looks at the site in more detail and in particular how it relates to the surrounding area. A number of surveys and analysis have been used to assess the site, the results of which inform the following paragraphs. 'Key findings' are listed at the end of the section and these have in turn been used to guide the development and design principles for the site.

Landscape

3.2. The site comprises approximately 4.05 hectares (10 acres) of land on the eastern edge of Laverstock, 1.5 kilometres (1 mile) east of Salisbury city centre. The site forms part of a larger agricultural field and the land rises from south to north to a ridge at about 80 metres above ordnance datum (AOD). Beyond this ridge the land falls away to meet a farm track which marks the northern boundary of the larger field. Further north are located the playing fields associated with the schools complex, east of Church Road



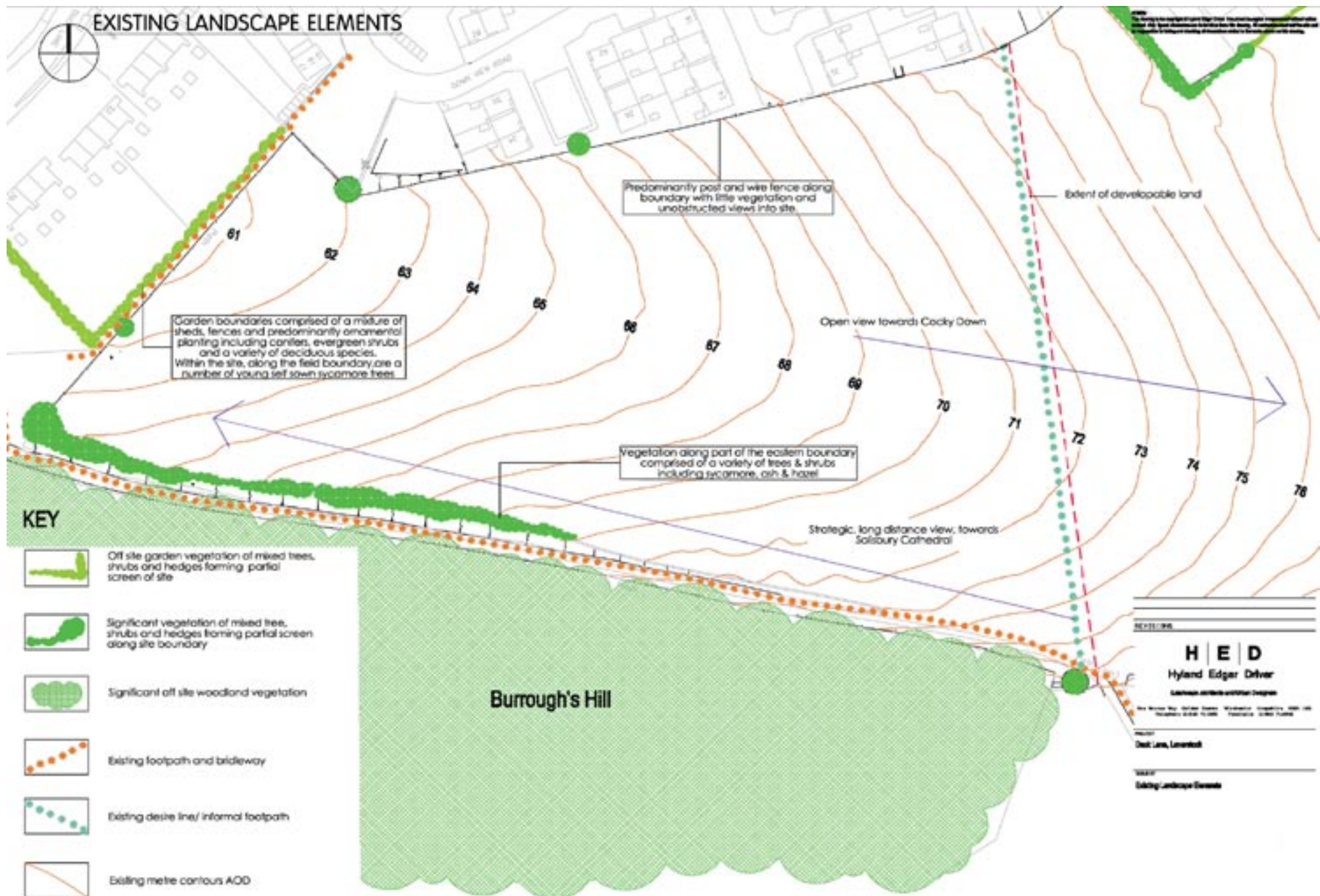
3.3 To the south east is a tract of dense woodland situated on the slopes of 'Burrough's Hill' and these slopes rise steeply, enclosing the site. At the base of the woodland a bridleway proceeds from Duck Lane in the south-west to meet other formal and informal paths adjacent the north east corner of the site.

3.4. The site narrows to a point at the southern boundary adjacent to a small enclosed parcel of land allocated in the Adopted Salisbury District Local Plan as recreational open space. This is a relatively low quality, local facility comprising rough grassland and one football goalframe. The western boundary of the site is defined by existing residential development, a small patch of amenity grassland and a shared car park. These 'existing landscape elements' are shown on the plan overleaf.



Two views of the site from the southern boundary

3.5. The site is relatively well contained within the wider landscape, screened by existing built development and the landscape feature of Burrough's Hill. Importantly the land continues to rise beyond the northern boundary of the site to a ridge line, generally some 7.5m higher than the northern boundary. By comparison the southern boundary of the site lies at about 61 metres AOD. Existing housing to the north-west on the ridge marks the highest point of development in the immediate area but public views from the wider landscape are generally over the site towards the cityscape in the background.



3.6. There are no landscape features within the site and more immediate views are limited by virtue of the orientation of surrounding properties, which have flank walls facing the site, such that views from these properties tend to be oblique rather than direct. However, the rear elevations of the twelve properties fronting Duck Lane (Nos. 15-37) have more direct views of the southern part of the site at a distance of about 40 metres (131 ft), whilst the upper floors (rear bedroom windows) of Nos. 43 and 45 Silverwood Drive also have views over the site. Five properties off Down View Road / Boundary Road directly abut the site.



The Built Environment

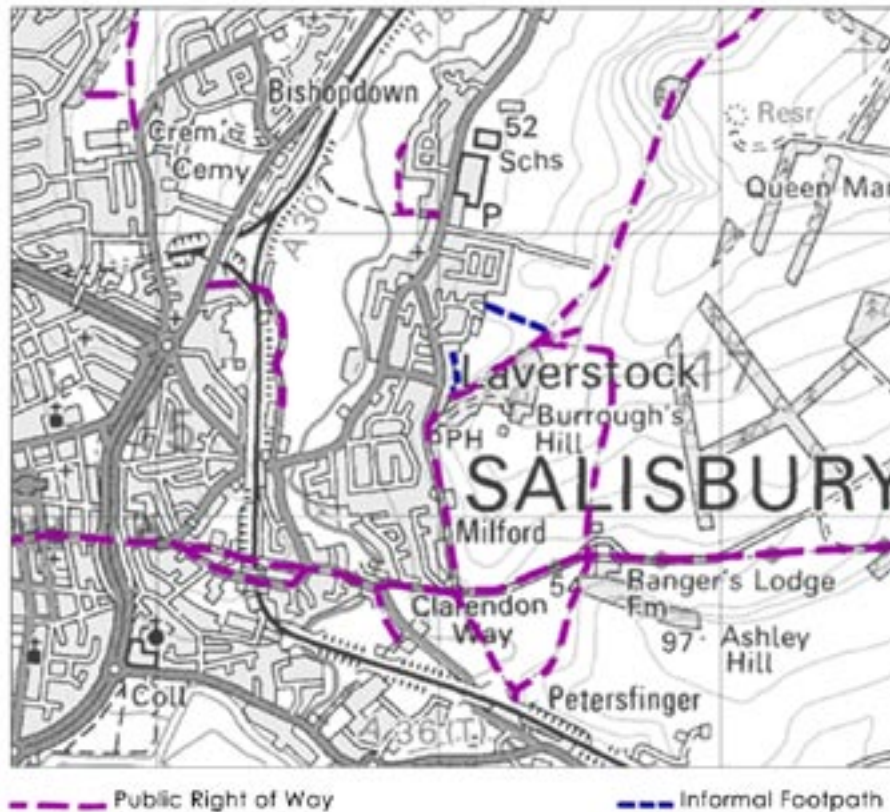
3.7. The built environment in the immediate vicinity of the site is dominated by the former local authority housing stock which comprises a mix of house types including bungalows, flats and terraced housing. Whilst building heights tend to respect the topography of the area, with three storey properties on the lower levels and bungalows further up the slope, the two storey ridge top houses are an obvious exception. The materials and architecture of the area are uniform and the layout comprises horizontal building blocks, running east – west along the western boundary of the site. Housing off Silverwood Drive to the north west is also organized around a formal street pattern.

3.8. However, the more historic core of the village exhibits a more informal arrangement with more interesting architectural themes. It is considered that more interesting spaces and views are created by the organic juxtaposition of buildings. Back of footpath development exists alongside enclosed frontage space and more modern front garden arrangements. Further interest is created by fluctuating road widths and changes in the direction of travel. Materials are also more varied with brick, stone and render all prevalent.



Accessibility

3.9. The public footpath network is shown below, as is the indicative route of the informal path which runs from Boundary Road to the northern part of Burrough's Hill where it meets existing public footpaths, together with other undefined paths in the locality.



3.10. Existing public transport provision in the vicinity of the site is frequent with Wilts & Dorset bus company Nos. 72, 63 and 64 combining to provide a regular service. The No. 72 stops on Down View Road and provides a half-hourly service between 0700 and 1822 Monday – Saturday, equating to 24 services per day. In addition, the 63 /64 route provides an hourly service between 0720 and 1856 (to Salisbury) and 0850 and 1842 (to Laverstock), providing some 15-18 services per day in either direction Monday – Saturday. These services offer the opportunity to encourage people not to use their cars and this forms part of the Access Strategy in section 4.

Services and Facilities

3.11. A primary factor in the identification and allocation of land at Duck Lane, Laverstock was its relative proximity to shops, services and facilities, both those available in Laverstock but importantly those in the city centre and at Southampton Road, Salisbury. The transportation network is shown overleaf together with the principal areas of service provision and the public transport routes and services connecting the site to these areas.

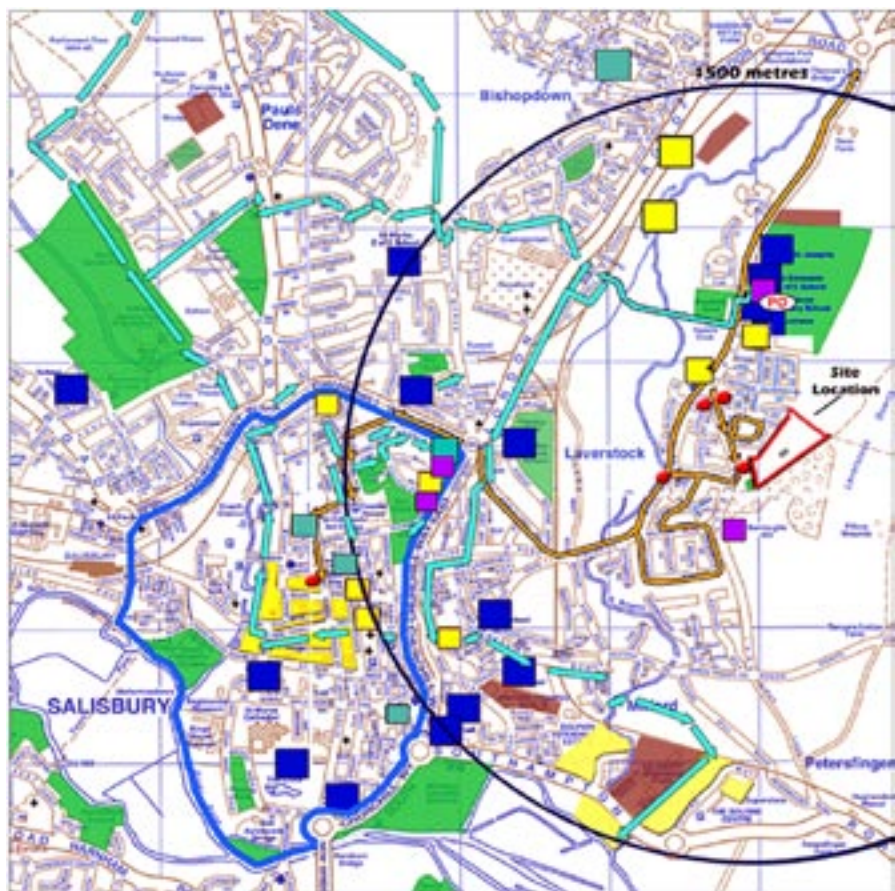
3.12. Essentially, the closer the proximity of new housing to existing services and facilities, the greater the propensity for people to use more sustainable modes of travel to access these from day one, before becoming too reliant upon the private car for these short journeys.

3.13. The Supplementary Guide to Planning Policy Guidance Note (PPG) 13: 'Transport' indicates that people will, and can, be expected to walk distances of about one mile (1.6 km) and that for distances of up to about half a mile (0.8 km) motorised modes of transport are rarely used. Similarly, the maximum cycling distance is about 5 miles (8 km) although, again, the closer the distance the more likely people are to use this method of travel. This is important given that the site is about one mile from Salisbury City Centre and that the local schools' complex is about 800 metres from the centre of the site, as is the local Post Office /convenience store. It is however noted that, at the time of publication, the local schools are at or nearing capacity. This issue is addressed in General Principle GP13 and paragraphs 4.52/3 and 6.2.

3.14. Footpath links already exist between the site and the local schools, Post Office and convenience store. Similarly, Salisbury City Centre and employment and retail sites on Southampton Road can be accessed on foot by means of continuous footpath routes. The only exception is a short stretch of Duck Lane itself, between Down View Road and The Avenue, where one of the local bus stops is situated. This has already been identified as an off-site highway improvement and the provision of this stretch of footpath is a requirement of this Brief.



Services and Facilities



Accessibility Key

| | | |
|--|---|-------------------|
| Local shop/Retail area | Pub/Restaurants/ Takeaways | Post Office |
| Sport/Recreation | School/College | Place of Worship |
| Medical facilities | Employment Area | Town Centre Bound |
| Bus Route (no's 72, 63 & 64) & Bus Stops | Cycle routes linking Laverstock to city | |

Access and Highways

3.15. Vehicular access to the site can be achieved from Hill Road and Boundary Road. Unlike other development sites subject to a requirement for a Development Brief, the site at Duck Lane, Laverstock has already been subject to two independent studies looking at the acceptability of the proposed access arrangements and the suitability of the local road network to accommodate development traffic. Both reports found the site to be acceptable and this advice concurred with both the County Highway Authority and the consulting engineers appointed by the current developer.

3.16. The Highway Authority has identified a number of off-site improvements that are required. These have been incorporated into this Brief and are illustrated on page 21. Whilst footpath/cycle links to the city centre and Southampton Road exist, there are a number of crossings and other areas of potential pedestrian/ vehicle conflict.

Archaeology & Ecology

3.17. Prior to the adoption of the Local Plan, consultation with the WCC Archaeological Department revealed that there are no known areas of specific archaeological interest within the site. It was previously agreed that, any planning permission granting development of the site will be subject to a condition requiring an archaeological watching brief to be undertaken during the initial construction phases to record any archaeological finds that may be discovered. However, the County Archaeologist now requires an evaluation to be undertaken prior to planning permission being granted.

3.18. The site is not subject to any nature conservation designations or any known interests of nature conservation importance that would be harmed by residential development. The site has been in agricultural use for the production of mainly arable crops. There are no trees within the site. Open space and landscaped areas provided in connection with the development should therefore seek to make a contribution to biodiversity in terms of the species of plants selected for the scheme, although these should be native.

Environmental Health

3.19. The site is not subject to any specific environmental health constraints such as proximity to sewage treatment works, industrial facilities etc. Consultations undertaken at the pre-adoption stage of the Local Plan confirmed that there were no aeronautical constraints given the location of Old Sarum airfield 1.6 miles to the north-west. The site is allocated for residential use only and will not, therefore, include any uses with specific environmental health concerns such as industrial development, hot food take-aways or restaurants, bars or public houses or other noisy or particularly polluting land uses.

Drainage

3.20. The site is situated on chalk and percolation tests have been undertaken by the current developer which demonstrate that surface water disposal from roof surfaces and other hard areas, including roads and parking spaces, can be adequately dispersed by means of individual soakaways. Essentially, any detailed layout will be required to dispose of surface water run-off without affecting surrounding areas. Given the site's location on a major aquifer and adjacent a Groundwater Source Protection Zone, the Environment Agency's requirements will need to be met in respect of detailed drainage proposals.

3.21. If necessary the use of Sustainable Urban Drainage Systems (SUDS) will be required to attenuate the rate of surface water run-off. However, it is not anticipated that any form of balancing pond or underground storage tanks will be required.

3.22. Foul drainage arrangements and the necessary works should be agreed with Wessex Water before development commences. This should also include agreement that the on site sewerage systems serving the site are to be constructed and laid to adoptable standards and offered for adoption as public sewerage. The site will be expected to connect into the existing main foul drainage sewer in Duck Lane and consultations with Wessex Water have already indicated that the capacity exists to accommodate the development. A pumping station may be required in the southern part of the development and this should be unobtrusively and securely located with appropriate access. Wessex Water anticipate some offsite reinforcement of the existing distribution

system will be required together with the provision of new onsite mains to ensure the site is provided with an adequate supply and that water pressure can be maintained within the wider area

Key Findings

- The importance of the local topography and the need to maintain views of the Cathedral and Cockey Down must influence the development layout.
- Careful treatment is required for the northern boundary as the 'new edge of the settlement', this must include a formal footpath from Boundary Road to Burroughs Hill.
- The existing urban edge housing layout should be respected whilst making the transition from an urban to more informal rural village edge.
- The new eastern boundary should respond positively to the existing bridleway and not create a barrier or 'dead space'.
- Design cues should be taken from the more informal street pattern and building forms of the older areas of Laverstock, as should the palette of materials.
- The accessibility of the site should be fully exploited by creating a permeable development that enhances footpath and cycle connections and provides links to existing public transport routes. Existing educational capacity constraints will need to be addressed.
- Whilst no other capacity constraints have been identified the required infrastructure must be provided including foul drainage connections to main sewers and, as far as possible, the use of soakaways for surface water disposal.

Existing points of vehicular access must be used, with any connections designed to minimise conflict. The documented off site improvements referred to in the Consultants' study must be implemented.



4.0 DEVELOPMENT PRINCIPLES

4.1. The following sections sets out the principles by which the development on the site will be guided. For clarity, it has been separated into various sub-sections which focus on details such as the layout, landscaping and open space. These principles are derived from the contextual analysis of the site and surroundings in conjunction with local and national planning policy.

General Principles

4.2. The following more general principles have been identified for the development of the site. The development will:

- | | |
|-----|--|
| GP1 | provide a high quality and sustainable design in the built environment; |
| GP2 | carefully consider the amenity of those existing residents, where the proposed development adjoins the residential area; |
| GP3 | provide a range of house types and sizes including at least 25% affordable housing; |
| GP4 | limit the need to travel by private car by designing a development layout which encourages the use of public transport, cycling and walking both throughout the development and beyond; |
| GP5 | facilitate easy movement into and through the development, particularly for pedestrians and cyclists. This is to be achieved by creating a permeable layout (a variety of access routes through the site for all modes of transport to cater for different journey types), with a variety of legible routes (easy to understand where the route is heading). This will include the provision of any necessary off-site highway improvements; |



- GP6 provide a high quality of landscaping and pay careful attention to ridge heights and views vis-à-vis the northern part of the site to assimilate new housing into the surrounding landscape;
- GP7 accommodate an appropriate scale of development in relation to the topography and the surrounding development - flats and three story development in the southern part of the site related to three storey development in the surrounding area;
- GP8 provide appropriate boundary treatment particularly to the northern boundary which should continue to facilitate views to Cocky Down and land to the north generally whilst creating a defensible but soft edge to the urban area;
- GP9 formalise the existing footpath desire line from Boundary Road to existing public footpaths/bridleway connections to the east;
- GP10 provide appropriate and accessible open space and/or the upgrading of existing open space in close proximity, including provision of a Local Equipped Area for Play (LEAP);
- GP11 protect cultural heritage resources such as any archaeological finds by means of a watching brief undertaken at the construction stage;
- GP12 provide any necessary on and off site infrastructure including the incorporation of Sustainable Urban Drainage Systems (SUDS);
- GP13 make any necessary contributions to the improvement of education in the locality.



Design Principles

The following subsections outline in detail how these objectives should be achieved.

4.3 The design principles have been derived not only from the Local Plan objectives and the contextual analysis, but also from numerous publications produced by various government departments and approved bodies. These include 'By Design – Better Places to Live, (DTLR 2001), 'Places, Streets and Movement', (DETR 1998), 'Home Zone Design Guidelines (IHIE, 2002) and Urban Design Guidance (UDAL/UDG, 2002).

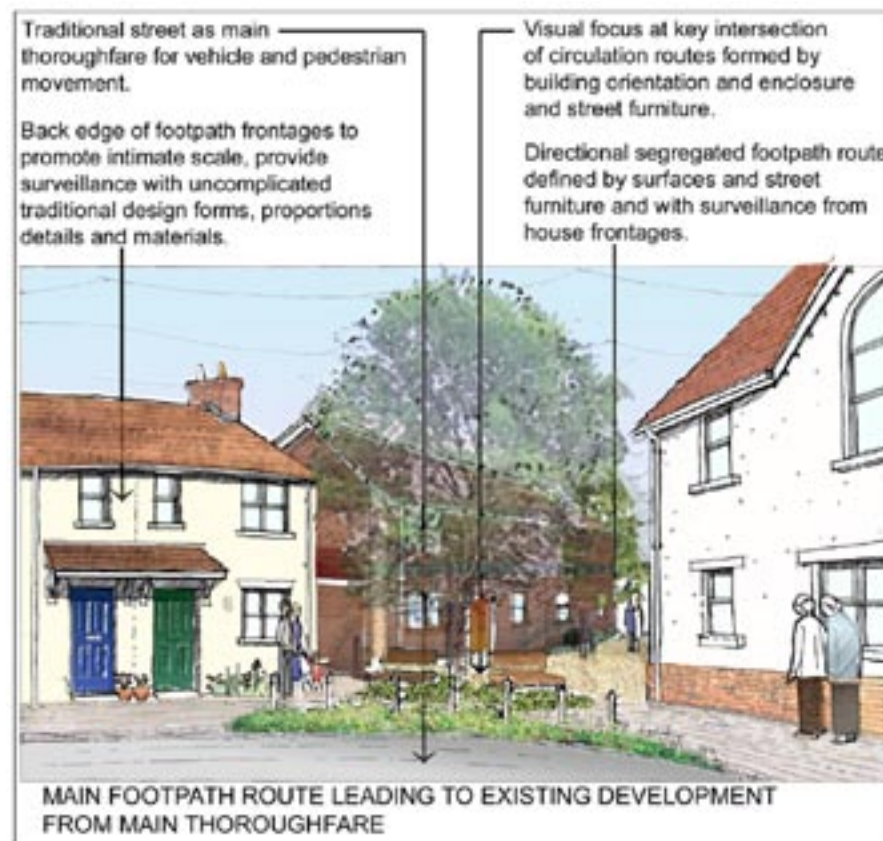
4.4 There are four key general design principles which should be borne in mind throughout the development:

Integration and movement – the site should allow for safe access by all forms of transport, whilst promoting sustainable transport modes. It should allow for permeable and legible movement of pedestrians and cyclists through the site and ensure that the car is not perceived to be the dominant form of transport.

Identity and character – the development should create its own sense of place which is derived from detailed contextual analysis of the surroundings and wider area. It should use high quality materials and architectural detailing and styles to ensure that the development is successfully implemented.

Community – the scheme should create safe and secure public and private spaces and facilities, where buildings and spaces relate to pedestrian scale to ensure that residents feel at ease with their surroundings. The design should take into account the guidance in Secured By Design and Circular 5/94 Planning Out Crime.

Sustainability – the development should promote the use of sustainable forms of transport, by maximising safe pedestrian and cycle routes and providing easy access to public transport. Building materials, forms and layouts should be energy efficient and minimise the unnecessary use of natural resources and production of waste. A 'Waste Audit' should be undertaken in consultation with Wiltshire County Council.



4.5. The image above gives a 'feel' for how the proposed development can create spaces which have a pedestrian scale. The careful use of landscape features and well overlooked pedestrian routes provides both security and a sense of place.

4.6. The streetscene image overleaf illustrates some of the key design principles building materials and forms which it is considered will contribute to the varied intimate character of built form which is essential for this site. The principles could be adopted along the main village street thoroughfare or within the courtyard/home-zone areas.

STREET SCENE



RESIDENTIAL DEVELOPMENT DUCK LANE LAVERSTOCK

TYPICAL STREET ELEVATION

A.

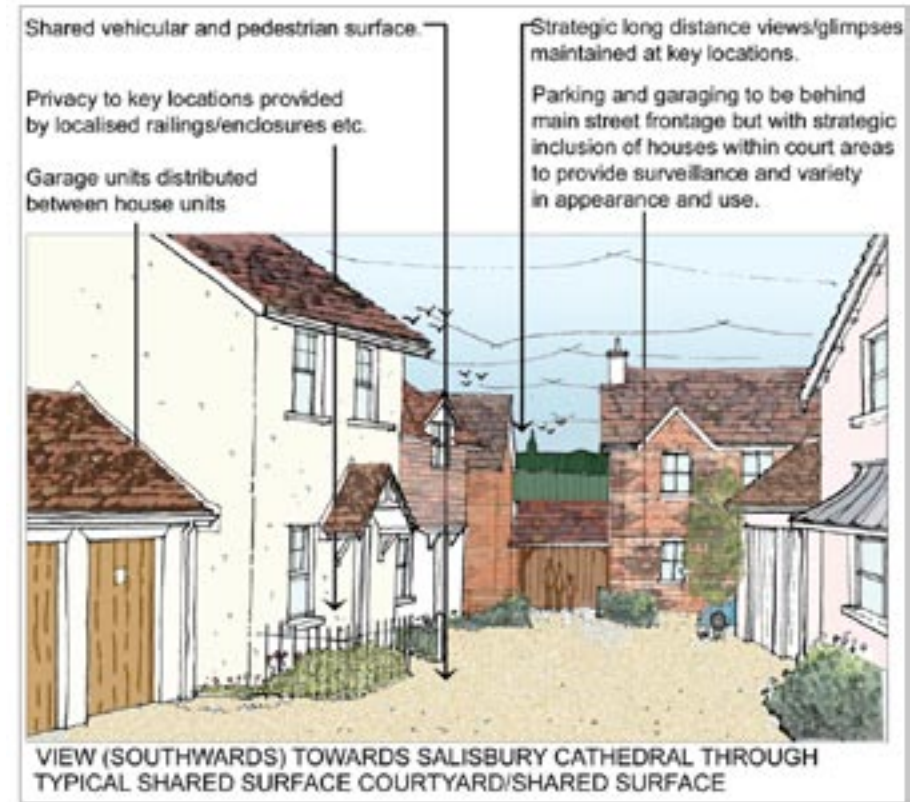
Structure, grain, materials and density

4.7. The following sections set out more detailed principles which should be taken into account to ensure that the proposed development is successfully integrated into the existing village of Laverstock.

4.8. The layout should reflect the street pattern of the older parts of the village of Laverstock. Interesting spaces and vistas are created by the juxtaposition and grouping of buildings, particularly around green spaces. Further interest is created by fluctuating road widths and changes in direction which must maintain a pedestrian scale. Part of the character of Laverstock is provided by these features and by some distinctly individual and contrasting properties, which are tied together by a palette of local materials, including red brick, render, plain clay tiles and slate. Whilst the palette need not be restricted to the materials listed above the development should ensure that there is continuity and that the different areas of the site all relate to each other.

4.9. Therefore the proposed scheme should comprise a mix of these elements reflecting the local vernacular. It should seek to recreate a distinctive village character, not as a pastiche but to draw influences from the successful way in which built and landscaped spaces have been formed.

4.10. A traditional settlement pattern with informal/ distorted grid patterns incorporating lanes, paths and open spaces provides the greatest opportunity to create an interesting streetscape. This allows architectural built features, street furniture or landscaping to provide focal points and to close long, straight vistas, which do not sit comfortably in a pedestrian environment. The use of public art can also help to achieve these objectives and should be considered for key focal areas.



4.11. All public spaces and routes should be well defined by frontage development. If this is not possible, they should be replaced with well designed and secure 'backs', with planting as appropriate in visual and security terms.

4.12. This image depicts a 'shared surface' area off the main street through the development and providing access to the parking courtyards. In this way and with the use of garaging, the development can avoid streets dominated by parked cars.

4.13 The use of railings and other 'hard landscape' features can help to maintain privacy at key windows where 'back of pavement' housing is proposed. The simple juxtaposition of brick, tile and render help to provide a consistent image for the development.

4.13. Less emphasis should be placed on the needs of motor vehicles and moving away from a standardised width of roads and footways, the proposals will avoid the 'estate' style of development, which has occurred in the more recent past.

4.14. In addition to being appropriate to its setting, this form of layout also accords with the latest Government Guidance as contained in publications such as PPG3 'Housing' and the companion guides to PPG3 'By Design' and 'Better Places to Live'.

4.15. There should be a clear hierarchy of streets and spaces, a primary route though the site should be provided as the main vehicular, cycle and pedestrian route, which will not be required to accommodate buses due to the close proximity of the bus service along the adjacent roads. With this in mind, pedestrian links must be adequate to link into the bus route and should provide a direct route from the site to the bus stops. Secondary and tertiary routes should link into the primary thoroughfare rather than lead on from each other, to ensure that permeability and legibility is maintained. These secondary and tertiary spaces could be created as focal points or individual character zones.

4.16. The arrangement of buildings on the main frontage of a central primary street would lend itself to the provision of small perimeter blocks and courtyards with some parking situated behind the frontages, ensuring the development is not dominated by the car. The introduction of 'home zones' where appropriate ensures that the streets are places in which children can play and adults can socialize unhindered by through traffic.

4.17. Focal buildings along the primary route through the site should be positioned to form an architectural focus terminating vistas, defining areas or acting as landmarks. Government guidance and the Local Plan require that new development make more efficient use of land. In this respect the overall density of development should be at least 30 dwellings per hectare, although this will obviously vary within the site.

Height and Massing

4.18. The development must work with the topography of the site, placing higher density, taller buildings in the lower lying southern areas of the site, integrating with the existing three storey buildings. Given the topography of the site, section drawings will be required at the planning application stage.

4.19. A higher density is appropriate adjacent to the existing urban edge and should be softened towards the higher and more exposed northern/north-eastern boundaries.

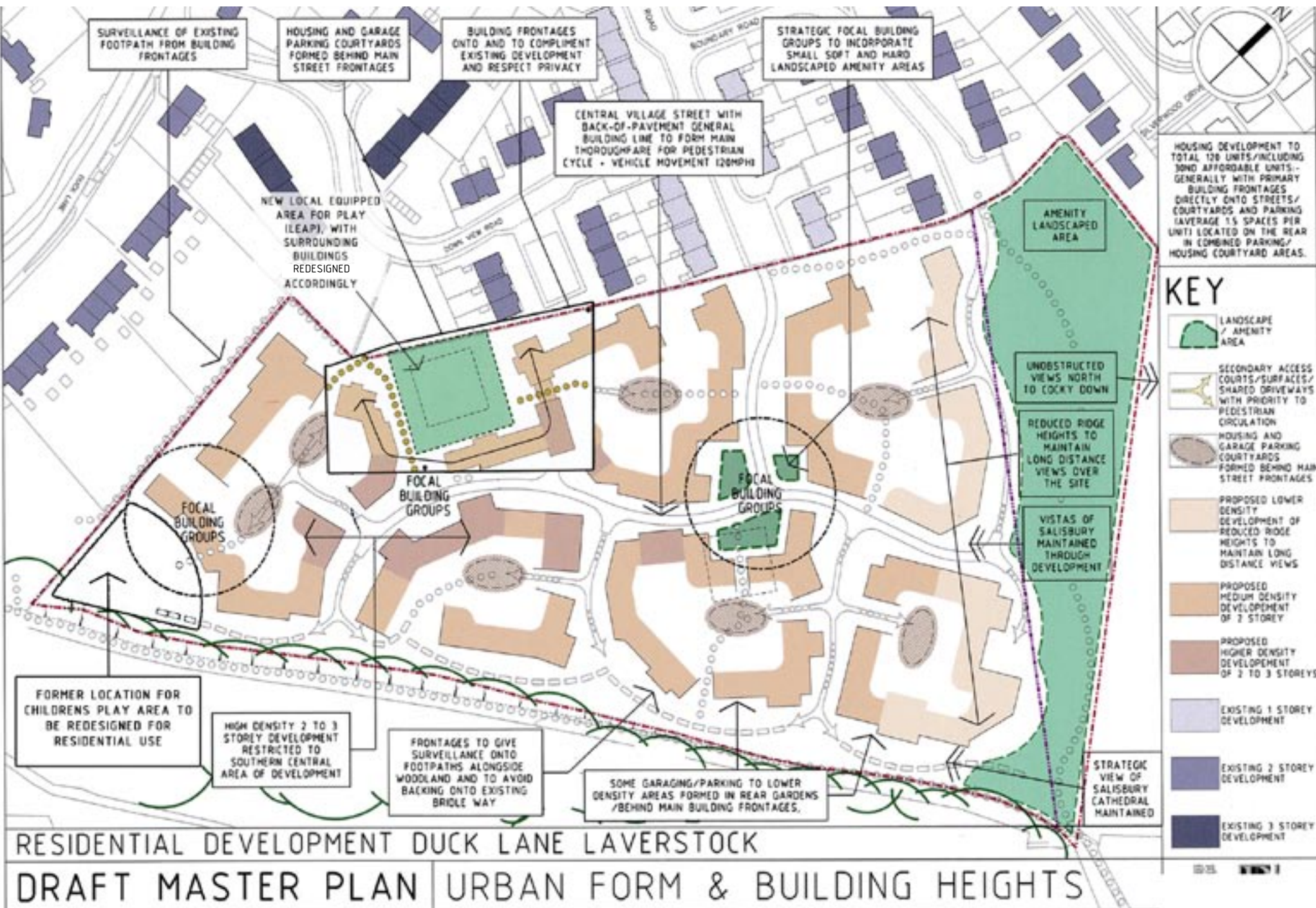
4.20. The scale of the proposed new dwellings within the scheme should be a maximum of 3 storeys in keeping with existing dwellings to the southeast of the site. The use of three storey buildings on the lower parts of the site should be designed to avoid having an overbearing presence on both the new and the existing dwellings. Elsewhere building heights should range from 1.5 to 2.5 storeys in accordance with the topography of the site.

4.21. Continuity and enclosure are vital to a successful scheme, public and private spaces must be clearly defined, for example, by using frontage development or by combining built and landscape features to enclose space and define streets, thus giving it its character. Where appropriate, views through to neighbouring routes and spaces beyond or to long distance views should be provided.

4.22. Any particularly important views into or from the site should be maintained. However, where this is not appropriate, the routes and open spaces throughout the site should be enclosed at an appropriate scale to ensure that the pedestrian is comfortable and not overwhelmed by the space.

4.23. The Urban Form and Building Heights plan overleaf illustrates how these principles have been translated into the Masterplan at the end of this document.





Transition

Given the site's edge of settlement location an important element of any development will be to facilitate a new transition from urban to rural character, incorporating many of the individual design principles cited earlier in this section. At present the urban edge in this location is considered to be abrupt and softening the urban edge will require different design treatments for those 'development blocks' on the northern and eastern boundaries.

As illustrated in the typical street scene and the sketches on pages 11 and 13, the entrance into the site, the main thoroughfare and the higher density elements of the development can be characterised by:

- predominantly back edge of pavement housing
- symmetry of design
- 2 and 3 storey development incorporating an element of flats
- a greater proportion of terraced and semi-detached housing
- courtyard and car port parking

As the development progresses towards the northern and eastern boundaries, the following elements, some of which are illustrated in the sketch on page 17, will become more predominant within the appropriate 'development blocks':

- dwellings with reduced ridge heights
- more housing with front gardens and longer front gardens at edge of development locations
- traditional in-plot driveway and garage parking
- a greater proportion of detached housing

more significant gaps between dwellings to enhance views through and beyond the site and to soften the built form

Safety and security

4.24. The provision of buildings fronting onto streets and public areas with overlooking windows from active rooms and main entrances creates natural surveillance. Streets and open spaces should be fronted by buildings to assist in creating a feeling of safety and security through passive surveillance. Where there are rear parking courts, these should also have sufficient overlooking to reduce the perception or occurrence of crime.

4.25. Street lighting should maintain a balance between providing adequate levels of lighting for safety purposes without creating light pollution. Different types of light are suited to different areas and should be placed accordingly.

4.26. For example, the northern boundary will require sensitive treatment to avoid unnecessary light pollution, given the open downland beyond, although maintaining safety will also be an important consideration. Similarly, the existing informal footpath at the southern part of the site, to the rear of properties fronting Duck Lane, should be lit to provide extra safety without adversely affecting the amenity of neighbouring properties. Alternatively, a more direct route could be provided through the site to provide a more secure route and remove the need to light the existing path.

Sustainable Buildings

4.27. The development should be able to respond to the needs of the future as far as possible, and should be energy efficient, control the use of resources, and enhance biodiversity.

4.28. All buildings should be constructed to sustainable construction standards, at least BREEAM EcoHome 'Good' standard and a proportion at 'very good' standard. Waste recycling, conservation of energy and water, and energy efficiency measures should be incorporated where possible.

4.29. The proposals should incorporate innovative, environmentally sensitive solutions to the nature of the site. The aim is to create an environmentally sustainable development which is economically viable and integrated with the surrounding area.



Landscaping

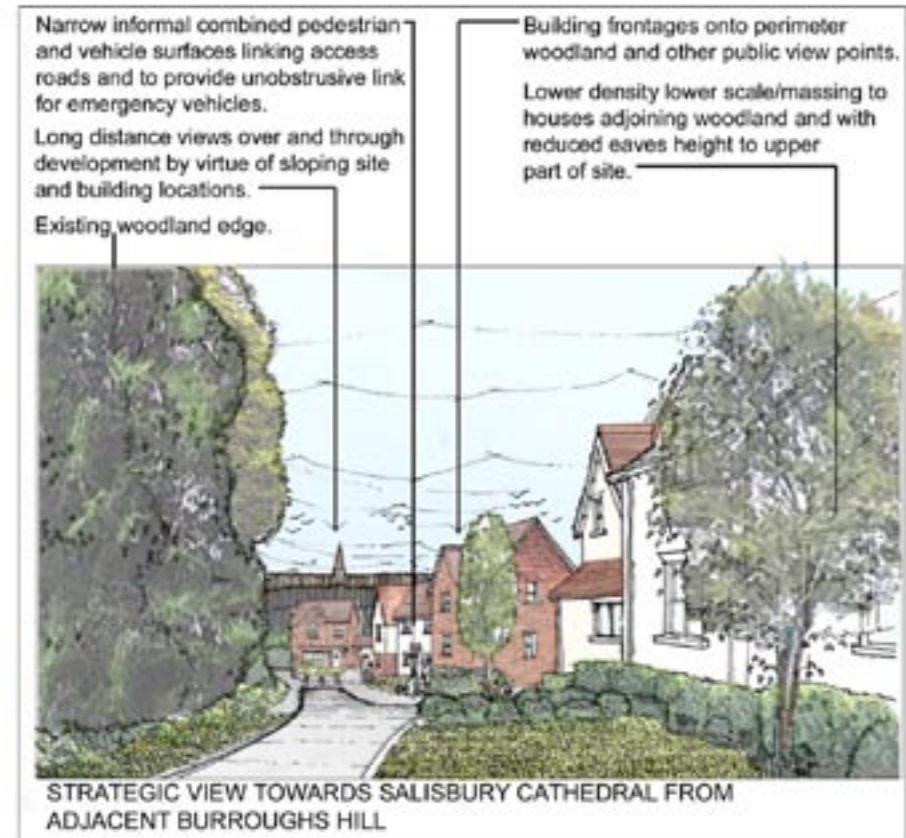
4.30. The northern boundary requires careful treatment to maintain views to the north towards Cocky Down and also views from the north to the south over the site towards the city beyond, whilst providing a defensible boundary to the urban edge. Planting should be graded to take into account the topography, but still allow views. Therefore maximum tree heights must be carefully assessed prior to species selection.

4.31. As part of the boundary treatment the existing informal footpath desire line between Boundary Road and the bridleway / public footpath to the east will be formalised and views from the footpath to the north must be maintained. A timber post and rail fence, or similar, would be appropriate to define the boundary between the northern footpath / amenity land and the agricultural land beyond. Supplementary landscaping will be required to the eastern boundary.

4.32. Where appropriate perimeter boundary treatment should not preclude views into the site but create a sense of openness and visual permeability. The design should avoid forming rear garden boundaries to public spaces, particularly on the northern and eastern boundaries of the site.

4.33. The use of landscaping landmark features, such as focal trees or public art could also be included as an alternative to built features where appropriate.

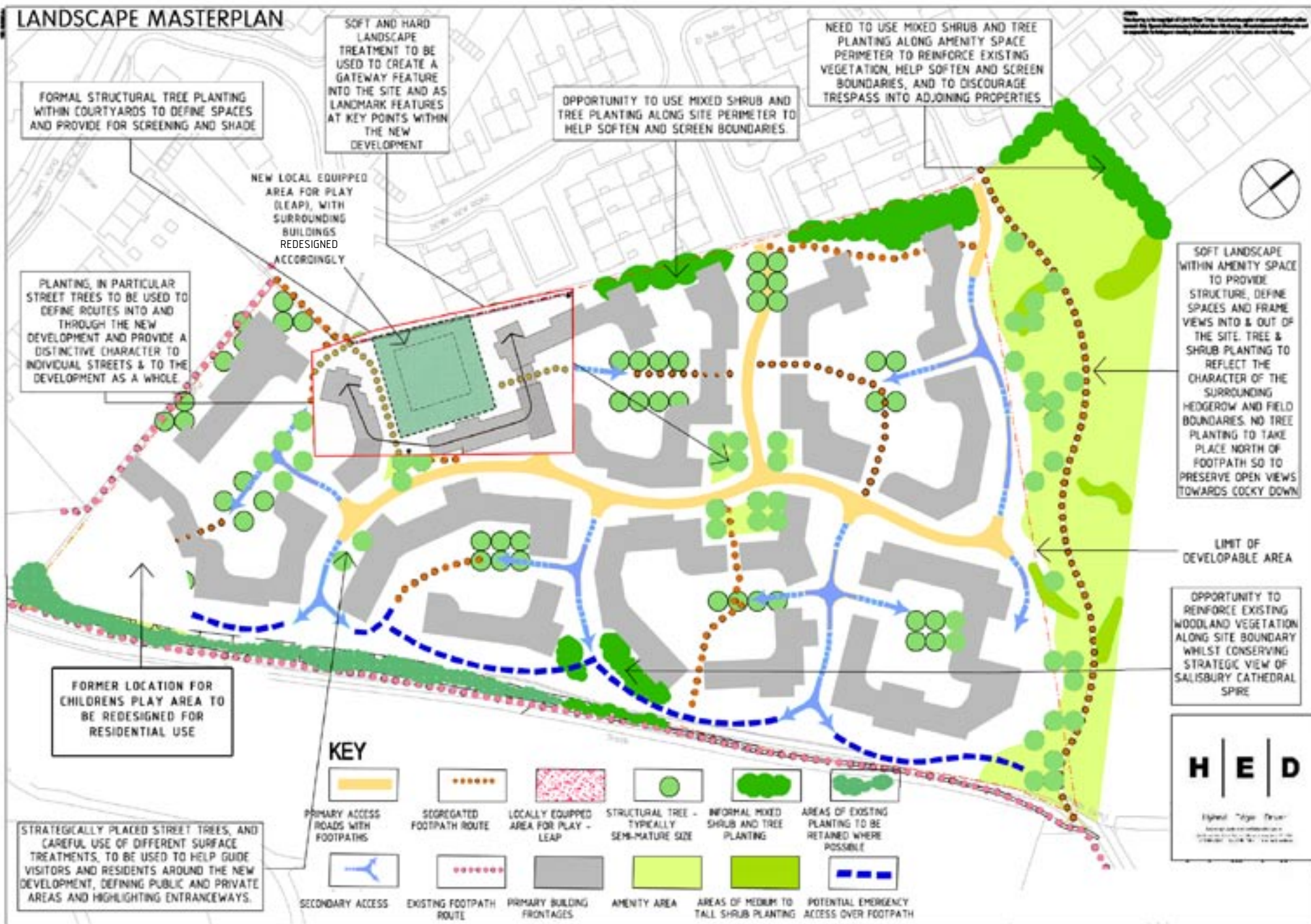
4.34. The design of hard landscape should show attention to good detailing and selective use of materials, which should blend with the palette of materials chosen for the dwellings. This should be combined with good quality street lighting and street furniture. Materials should also be considered with a view to their maintenance implications and other future costs, particularly in the affordable housing element of the scheme.



developed in response to the identified constraints, general principles for the development and design principles. Housing is located obliquely facing the boundary so as to avoid creating a 'dead space'. This maintains an important view to the cathedral and provides an alternative footpath route and the provision of driveways and front gardens softens the urban edge.

4.36 The landscape masterplan overleaf highlights both hard and soft landscaping used in the development. The landscaping will be provided at the earliest practical opportunity and provide a distinctive character to the development by defining and softening the open spaces (both formal and informal) between buildings, views in and out of the site and the boundaries of the site.





Access Strategy

4.36. Having regard to the existing highway network, the recommendations of previous consultants' studies and the requirements of the Highways Authority, the following principles will be included in the access strategy for the site.

4.37. The site will provide two points of access, a primary access via Hill Road and a secondary one via Boundary Road. The site will provide for footpath connections to these roads together with links to the existing public footpath network to the east and also examine the opportunity to provide further footpath links to the surrounding areas, particularly to the south-west. As noted in the contextual analysis, the opportunity exists to encourage more sustainable means of travel including walking and cycling and the use of local bus services. General Principle GP4 addresses this point.

4.38. The form of the layout should be based on principles as set out in 'Places, Streets and Movement', which aim to control the dominance of the motor vehicles and to create places that relate to human scale.

4.39. The route network should allow non-vehicular modes of transport to have a wide number of route choices in and around the site, linking into the existing foot/cycle path network. Gateway features should be created at the main entrance points to define the identity of the development within the wider area and create a sense of place.

4.40. Landmark buildings should also be used within the site, to terminate views or signal direction changes, and to announce particularly important buildings or spaces. Without the foreshortening of some views, streets may appear too lengthy and deter pedestrian movement. A series of shorter spaces, which encourage the pedestrian and encourage motor vehicles to slow down, is more appropriate. Feature buildings in such locations can help to provide a 'legible' development, which allows easy navigation around the site and is visually more interesting.

4.41. The 'Pedestrian and Vehicular Routes Plan' overleaf shows how these principles have been incorporated into the Masterplan, which is described in more detail in Section 5.0

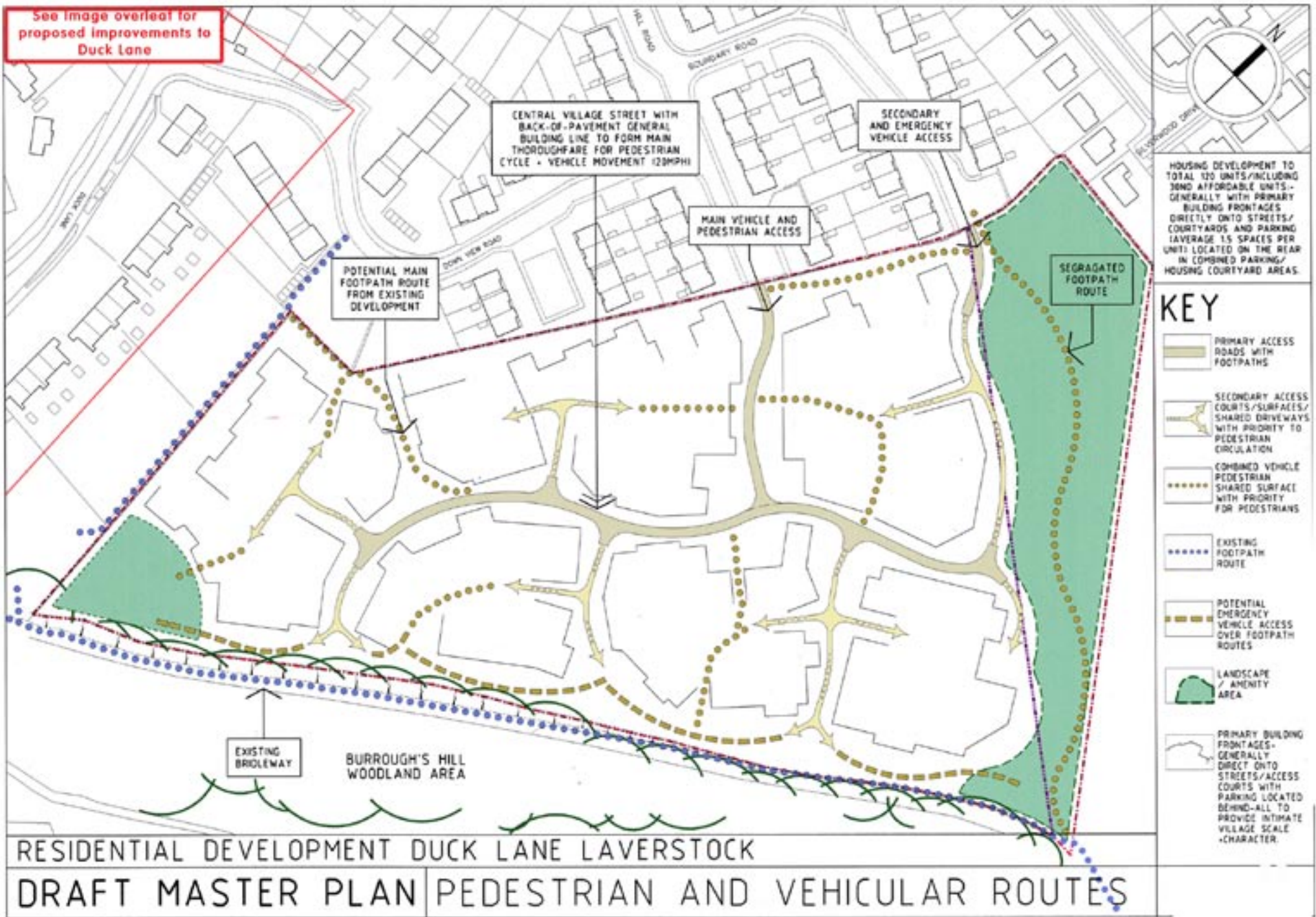
4.42. Parking provision should be in accordance with the parking standards as set out in Appendix 5 of the Adopted Salisbury District Local Plan. Parking spaces should be located in positions which are secure, will encourage their use, but should not dominate the street scene. A mix of courtyard, garage and driveway parking will assist in this respect. Cycle parking provision should be made where it is not integral to individual homes, this could be made a feature in any 'home zones'.

4.43. The development will provide for the following off-site highway improvements prior to occupation of the new dwellings, which are illustrated on the off site Highway Improvement Plan and which meet Highway Authority technical requirements.

- A footpath on the eastern side of Duck Lane between Down View Road and The Avenue;
- Build-outs to Duck Lane to slow through traffic and to enhance visibility for vehicles emerging from Park Road and Down View Road;
- Drop-kerbs to be provided at the junctions of Park Road and Down View Road with Duck Lane. The developer and the District Council will examine the need to provide additional dropped kerbs along Park Road and any contribution towards such works in the s106 Agreement;
- The loss of some limited parking amenity at the end of Hill Road and Boundary Road will be accommodated in a parking area in a proximal location within the new development;
- Anti-skid surfacing at the junctions of Park Road and Down View Road with Duck Lane and on Park Road adjacent St Andrews Hall.

The District Council will work the Highway Authority to seek the designation of the new and existing estate roads as a 20mph 'Home Zone', which may require additional signing and speed reduction measures.

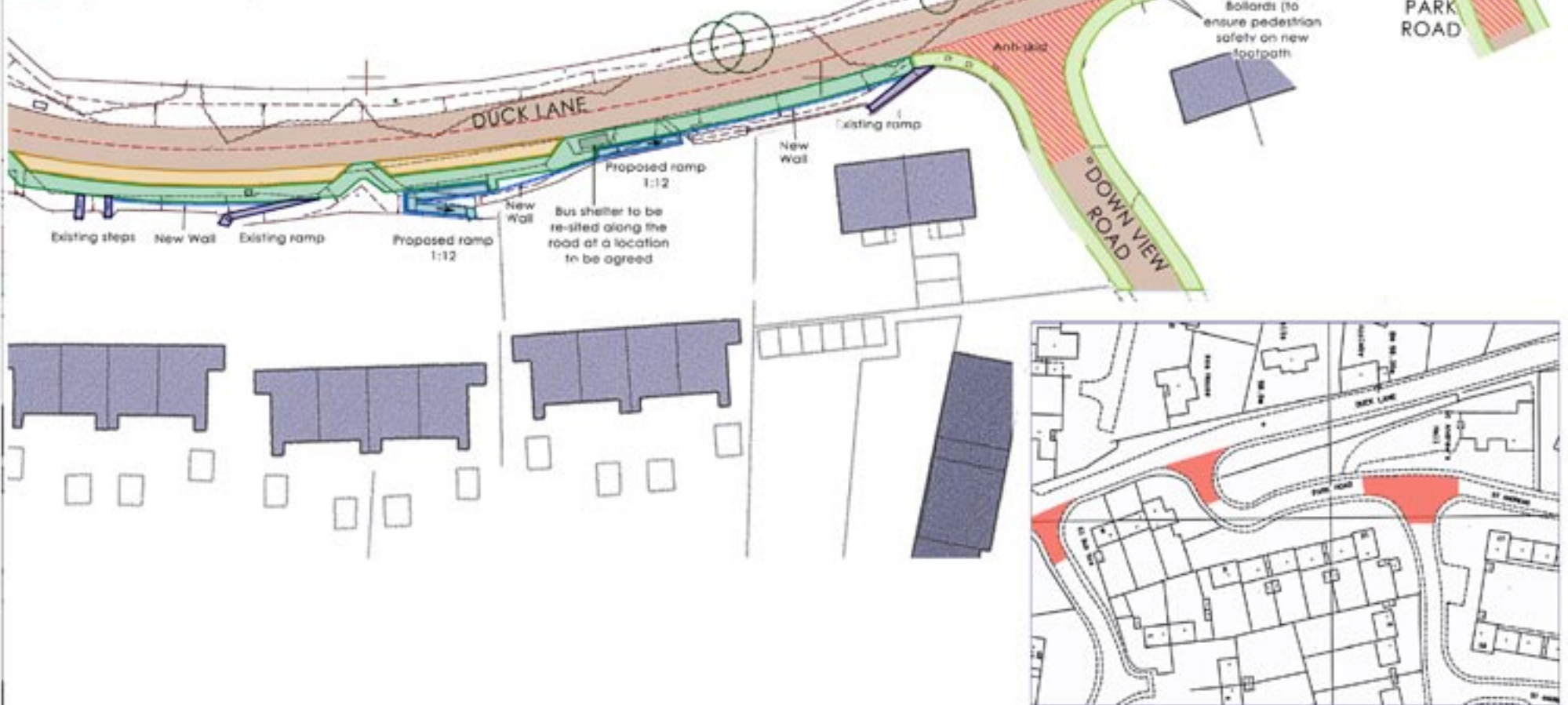




OFF SITE HIGHWAY IMPROVEMENTS

PROPOSED HIGHWAY IMPROVEMENTS

- Extent of carriageway (edge to be kerbed)
- Resin-based anti-skid surface
- formalised parking layby
- Existing footpath
- Proposed access ramp
- Existing access ramps and steps
- Proposed formalised footpath



Inset plan highlighting location of proposed anti skid surfacing

Affordable Housing

4.51. Policy H2G of the Adopted Plan requires that at least 25% of the housing provided on site should be affordable housing. This housing will be made available in the first instance to those in identified need in Laverstock, however properties will also address the significant need known to exist in Salisbury. The precise type, tenure and location will be negotiated with the Council as part of a s106 legal agreement and will have proper regard to any Supplementary Planning Guidance prepared by the District Council.

At present, negotiations continue in respect of the percentage of affordable housing that will be provided on this site. The agreed position will be reflected in the final version of this document.

Education

4.52. The Local Education Authority has indicated that local schools are at, or nearing, capacity and that the development of the site will generate a need for additional primary and secondary school places, the cost of which will be met by the development and secured by means of a Section 106 legal agreement.

4.53. The principal education matter to be addressed by the development is the provision of new classroom space and extensions to the core facilities at St Andrews Primary School by September 2005. Discussions with the Diocese of Salisbury in July 2004 have confirmed that the completion of the works can be achieved by that date. However, this commitment is subject to two principal factors which are outside of its control, namely the granting of planning consent for the school improvements, and the receipt of developer contributions of the required to undertake to works. In response to these factors, the District Council is committed to swiftly expediting the determination of any planning application for the school works (in line with the normal required procedures) and the developer will be required to make commuted payment immediately following the grant of planning consent.

Community Facilities

4.54. The new development will result in additional demands upon existing community facilities. During the consultation exercise it was identified that there was a desire to extend the village hall. It is therefore considered appropriate in line with Policy R4 of the Local Plan that the developer be required to make a contribution towards improving this community facility as part of the s106 Agreement.



Open Space

4.45. The Local Plan requires that open space provision is made in line with the National Playing Fields Association standard of 2.43 hectares per 1,000 persons. Based on an estimated population on the site of just under 300 persons, around 0.7ha of new space will be required.

4.46. Whilst the site is of a sufficient size to provide both an on-site equipped children's play area and informal amenity and play areas, it will not generate the need nor accommodate a full-size sports pitch or court and therefore a commuted sum in accordance with the Council's open space payment schedules will be sought as part of a s.106 legal agreement, to be used for the provision of appropriate facilities within the village of Laverstock.

4.47. Any open space situated on the northern boundary should be integrated with the wider landscape beyond and the network of footpaths extending into the countryside to the northeast, east and south of the site. The open space should be designed to contribute to local biodiversity, providing a wildlife corridor creating opportunities for new habitats and a buffer between the edge of Laverstock and countryside beyond.

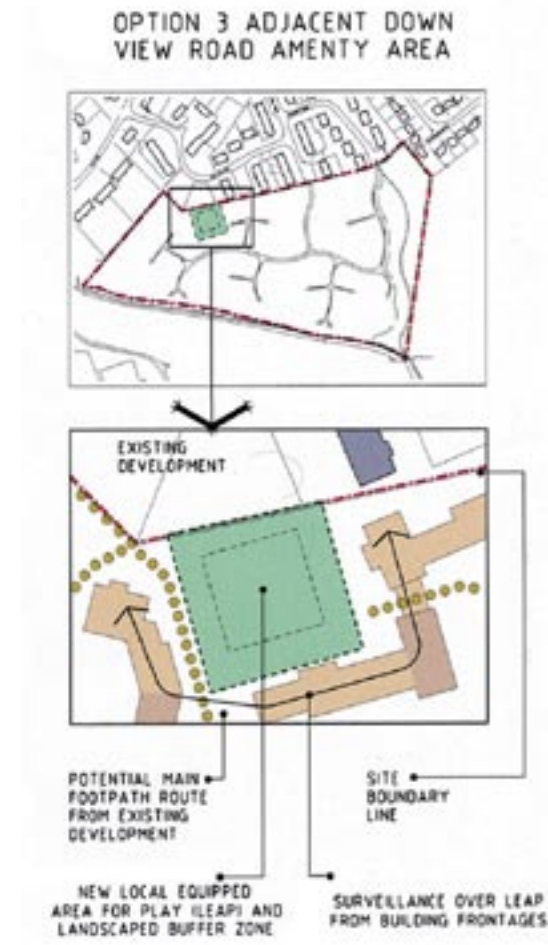
4.48. In light of consultation it is proposed that a children's play area be located on land adjacent to existing open space off Down View Road, which will ensure that the facility benefits from passive surveillance from nearby properties. The new play area should consist of a minimum of the following:

- A suitable safety surface which conforms to current BSI standards;
- Secure fencing with self-closing gates to prevent animals gaining access; and

A range of play activities from toddler provision through to facilities for children of 12 years of age, subject to specific circumstances of the locality and any other considerations.

4.49. As set out above, the developer will be required to make a contribution towards youth and adult recreation provision. In light of consultation it has been identified that there is a need to provide for youth recreation facilities which could be accommodated on the existing open area to the south. It is proposed that part of the contribution be used to equip this area.

4.50. The District Council will require proper arrangements to be made for the maintenance of open space provided as part of the development, which for this particular site, will be taken on by the District Council Parks Department should the parish council not accept this role.



5.0. THE MASTERPLAN

5.1. The Masterplan has taken 'on board' a complex set of site specific factors to provide an appropriate guide for development.

5.2. For example, poor layouts often provide dwellings which turn their backs onto site boundaries, particularly where footpaths or other public rights of way are present beyond, as is the case with the site's eastern boundary which abuts the existing bridleway at the bottom of Burroughs Hill. This part of the site sits within the shadow of Burroughs Hill and the associated tree cover. The bridleway is also situated on higher ground than the site in this location.

5.3. In order to address these factors the houses should be situated 'side on' or obliquely facing the boundary so as to avoid creating a 'dead' space by turning their backs on the bridleway. In this way, outlooks will not be cast into total shadow and the requisite access to these properties can also provide an alternative north/ south footpath link which, provides a choice for local people and may reduce any conflict between horse-riders and pedestrian / dog walkers along the bridleway. This is an important element of the Masterplan, which clearly addresses a number of site constraints.

5.4. The Masterplan shows one of the three options for locating the children's play area. With the 'southern' option there exists the opportunity to enlarge the existing, adjacent area which is underutilised. Surveillance would be provided by new housing at the southern end of the site. Other areas of amenity open space are shown at focal points within the site together with the larger open area on the northern boundary. This open northern area also overcomes a number of site issues:

- it serves to contain the development, giving a defensible boundary to the built up area;
- provides a transition to the open agricultural land beyond and maintains an open and attractive route for the formal footpath from Boundary Road to Burroughs Hill;

- provides an informal open area that can be accessed by all of the residents of Laverstock, not just new residents; and

- maintains uninterrupted public views to Cocky Down and important views to Salisbury Cathedral.

5.5. Building frontages respect the formality of existing housing development but will become more varied towards the northern and eastern parts of the site to reflect a more organic, village pattern of building with increased use of more traditional front garden areas. New frontages will balance the need to respect the amenity of existing residents whilst providing surveillance of footpaths and other public areas.

5.6. A main 'village street' is proposed with courtyards and home zones off the main thoroughfare, providing more discrete areas of parking. Footpath links will maximise the permeability of the development and access for new residents to existing and proposed off site footpaths together with existing bus stops.

5.7. Focal building groups coupled with open areas and feature landscaping at key locations will provide a sense of place.

5.8. Building heights will respect the topography of the site with reduced ridge heights to the northern boundary and three storey development limited to the lower, southern areas.



6.0 PHASING, TIMETABLE & IMPLEMENTATION

6.1. The development is subject to Table 3 and Paragraph 4.9 of the Adopted Plan in respect of phasing, with the development required to commence in Phase 1 (pre-2006) and to be completed in Phase 2 (post-2006). As land at Duck Lane, Laverstock is one of the more sustainable sites in the district it is required to commence in Phase 1 but it may not be entirely complete within that phase due to the number of houses to be built. It is anticipated that from the date of commencement the development will take approximately 20 months to complete. At the date of publication a planning application is expected in July 2004, development is expected to commence early in 2005 with completion in 2006.

6.2 The development will be subject to a Section 106 legal agreement which the developer and the District Council will enter into prior to a formal planning permission being issued. Such agreements are bound by National Planning Policy Guidance and Planning Law. Essentially, the development will only be required to contribute towards infrastructure requirements that are a direct result of the development. The Agreement will include:

1. The provision of off site highway works as described in section 4 and contributions towards other necessary measures which will encourage non-car based trips into Salisbury, for example foot and cycle link improvements via Riverside and the Milford Hill area.
2. A contribution towards education infrastructure at Laverstock schools;
3. Affordable housing provision which will be offered in the first instance to Laverstock residents;
4. Open Space Provision where this cannot be met on site;
5. The future management of landscaped and open space areas.

6.3 Planning conditions attached to any planning permission will control matters such as construction work to minimise any local effects. Examples include conditions preventing mud being transferred from the site onto local roads, hours of working and preventing burning on site.

6.4 The developer will be expected to sign up to the Council's Considerate Constructors Scheme and provide an Environmental Management Plan to guide the construction process.

6.5. Developers should consult with the Council's approved list of consultees with regard to the provision of appropriate infrastructure.



