

**TOWN & COUNTRY PLANNING ACT 1990**

**WILTSHIRE SITE ALLOCATIONS LOCAL PLAN  
EXAMINATION**

**10<sup>th</sup> April 2019**

**Matter 3  
Housing Site Allocation H3.3  
Land north of Netherhampton Road, Salisbury**

**Representations on Behalf of**

**Bovis Homes Limited**

**10<sup>th</sup> April 2019**

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March 2019

**D2**

**5.1 Does the plan provide sufficient detail on form, scale, access and quantity of development for each site?**

Policy H3.3 land north of Netherhampton Road provides details in terms of the scale and quantity of housing (approximately 100 dwellings) that is required.

**5.2 Is the amount of development proposed for each site justified having regard to any constraints and the provision of necessary infrastructure?**

Bovis have produced a Discussion Document (Appendix 1) which outlines the proposals for their development. It demonstrates that the site can accommodate approximately 100 dwellings whilst taking account of the need to consider the setting of the Cathedral and views towards it (see Q5.9).

The site is relatively free from constraints and the development can be accommodated without particular issues. The document acknowledges that further detailed discussions need to take place with the Planning Authority and other interested parties including the local community but that there are no issues which would prohibit the delivery of the site.

**5.3 What is the likely impact of the proposed development on the following factors and do any of these indicate that the site should not be allocated?**Biodiversity, in particular but not restricted to European protected habitats and species

The site has been intensely farmed for many years. A range of biodiversity surveys have been undertaken over the last few years by retained consultants.

No part of the site is covered by any statutory or non statutory designations. Harnham Slope Local Wildlife Site (LWS) is located to the south of the site but will not be affected by the proposed development.

Whilst surveys have indicated a number of protected species on the site, namely breeding birds, bats, badgers and reptiles (slowworms), the site can provide sufficient ecological mitigation and habitat creation/enhancement within areas of open space to ensure that a significant net gain to biodiversity is achieved.

### Green infrastructure and agricultural land

There will be a loss of agricultural land as a result of the allocation. However, the Council requires green field land to meet their housing requirements.

The proposed development will have significant green infrastructure provided as part of the proposals including a central space of open space. This includes amongst other things a LEAP together with areas of informal open space.

### Landscape quality and character

The site is not identified within any statutory landscape designation nor is it considered to be a ‘valued’ landscape. The recurring theme of landscape character outside of Salisbury is a landscape subject to large scale and intensive agricultural management in which components of the rural downland stand out either as landmark elements (such as hedgerows or smaller elements of woodland).

The landscape is compromised in this location with the industrial sheds on the Harnham Business Park and the Auction Centre. In addition, the site abuts the existing residential development of Harnham. The landscape has the ability to assimilate development as shown in the attached Vision Statement.

### Heritage assets

There are no designated heritage assets within the site. Designated heritage assets do exist in the surrounding area but are some distance from the site such as Salisbury Cathedral. Given the nature and distance of these assets, it is not considered that their setting would be affected to preclude development or to materially affect the site’s capacity.

The Cathedral is a notable and positive feature in the landscape. However, the development provides the potential to deliver a high quality open space which would provide retained views of the Cathedral in a natural downland setting (this is dealt with in more detail later).

The site does lie within a landscape of high archaeological potential. A series of archaeological site investigations i.e. trial trenching has been undertaken. There has been nothing found within the allocation of archaeological importance. There is

nothing which would prohibit development taking place as shown on the Discussion Masterplan.

#### Strategic and local infrastructure including transport

The Discussion Document highlights the infrastructure issues regarding the development of the site. Access can be achieved to the requisite highway standards of Netherhampton Road. With regards utilities, there are no issues subject to the usual upgrades that all of the required utilities are available for the site at no significant cost.

#### The efficient operation of the transport network, highway safety

Discussions have taken place with the Highway Authority and Highways England.

A detailed Transport Assessment will accompany the planning application which is underpinned by survey work. The development can be accommodated within the highway network without detrimental impact on highway safety subject to suitable mitigation. The Council has undertaken a transport modelling exercise for Salisbury which demonstrates that the site can be satisfactorily accommodated.

#### Air and water quality, noise pollution, odours, land stability, groundwater and flood risk

The Vision Document demonstrates that there would be no detrimental impact on any of the above issues. There is no issue regarding land stability. The proposals would not impact on groundwater and the site lies within Flood Zone 1. Drainage proposals would be designed to meet the EA's requirements including an element of climate change. There are no noise receptors which would be detrimental to the development and the site does not lie in an Air Quality Management Area.

#### Open space, recreational facilities and public rights of way

The Discussion Document demonstrates that open space and recreation facilities could be provided which more than meet the Council's requisite standards. A range of open space would be provided throughout the development. There would be no requirement to divert any public rights of way.

**5.4 In relation to the above, does the plan contain effective safeguards or mitigation measured necessary to achieve an acceptable form of development?**

Yes, Policy H3.3 requires the development to provide a Heritage Impact Assessment to consider how development would respond to the setting of Salisbury Cathedral and views of it.

**5.5 What infrastructure is critical to the delivery of each site? Where contributions are specified, are they necessary and justified by the evidence base? Is the plan sufficiently clear on how and when infrastructure provision will be required?**

Bovis have previously questioned the justification for the healthcare facility. The evidence base is silent on the type, form and need for the proposed development. Furthermore, it is unclear whether it should be provided on site or relates to an offsite contribution.

**5.6 Is the site in an accessible location with good access to everyday facilities by a range of means of transport? Does the plan provide an adequate basis to address any areas of deficiency?**

The site is well located within proximity to a range of existing facilities within the adjoining urban area of Harnham. This includes pubs/restaurants, hotel and St George's church and community hall at Middle/Lower Road – all circa 1.5km from the centre of the site. Harnham Infants and Lower Schools are located on Saxon Road around 2km from the centre of the site. There is also a small convenience store and takeaway located on Norfolk Road, around 1.2km from the site. An area of formal sports pitches lies immediately west of the site.

Existing routes between the site, local facilities, the schools and the City Centre are generally of a good standard, with accessible footways and public footpaths, including the picturesque ‘Town Path’ across the water meadows and ‘Long Bridge’ leading to the City Centre.

The closest existing bus stops are located on Netherhampton Road to the east of the site. Salisbury Road service R5 offers a half hourly service between Harnham and

central Salisbury Monday to Saturdays with an hourly service on Sundays. There is the opportunity to extend the R5 service towards the site as part of the development of land at Netherhampton Road (Policy H3.1).

**5.7 In cases where allocation do not have specific policies, is the reliance on supporting text likely to be an effective means of delivering the Council's requirements for each site? What is the justification for some sites having specific policies and some not?**

No comment.

**5.8 Is the development proposed for each site deliverable in the timescales envisaged?**

Yes.

**5.9 For sites in Salisbury, will the plan be effective in preserving or enhancing the setting of the Cathedral?**

Yes, Historic England have raised no objection in principle to the allocation of this site. They have raised concern regarding the nature and form of any development on the site. Discussions have taken place with Historic England and a Discussion Document has been prepared which demonstrates how development can take place which would preserve the setting of the Cathedral. A series of design principles have been adhered to in preparing the document and Bovis are content that these principles are subsequently included in Policy H3.3 as follows: -

- i. High-quality design and vernacular
  - Redefining the entrance to the village – emphasised through the use of local materials that focus on the indigenous character of the village of Harnham;
  - Applicant to discuss with the council the types of building details appropriate for the site and its context;
  - Design and scale of the northern boundary.

- ii. Light pollution kept to a minimum
  - With regard to infrastructure and highways elements.
- iii. Landscape integral to the scheme
  - The landscape design of the central open space to reflect the character of the site and context;
  - Integration of site heritage and the inclusion of some form of a heritage trail that remarks on the context and setting of the Cathedral.
- iv. Design of site entrance
  - Design of an entrance to the site befitting its location;
  - Use of focal buildings and appropriate features;
  - Highways surface materials in this location;
  - Signage;
  - Lighting.
- v. Frontage along Netherhampton Road
  - Development Boundary;
  - Set back;
  - Active frontage;
  - Scale and massing;
  - Design and landscaped.

**APPENDIX 1**

**Discussion Document**



LAND NORTH OF NETHERHAMPTON ROAD,  
HARNHAM  
DISCUSSION DOCUMENT

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Signed off by	Client



# CONTEXT

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# 1. SITE CONTEXT

## Purpose of this document

1.1 This document has been prepared specifically to address comments from Historic England regarding allocation of the site for 100 residential dwellings and supporting landscape amenity. The document explores how the site could be developed addressing the views of Salisbury Cathedral in order to minimise any potential harm to this heritage asset and aid discussion. The site in question is known as Land north of Netherhampton Road, Harnham, Site H3.3 within the Wiltshire draft site allocations document, and is herewith known as 'the site'. The site is 5.62ha/ 13.896ac.

1.2 The document covers analysis of the site, its context with particular regards to Salisbury Cathedral, proposed design solutions and potential architectural character approach.

## Site Location

1.3 The site is located north of the Netherhampton Road to the western part of Harnham. To the east is the existing built form of the Harnham village, with Harnham Industrial Estate immediately to the south. The site referenced as H3.1 in the Wiltshire draft allocation document is a large mixed used development comprising 640 residential dwellings, a local centre, primary school and employment uses.



FIGURE 1.1: STRATEGIC LOCATION PLAN



FIGURE 1.2: LOCAL CONTEXT PLAN



FIGURE 1.3: SITE LOCATION PLAN

## Heritage Context

1.4 Views towards the Grade I listed Salisbury Cathedral have been identified as a consideration in the allocation of Site H3.3 in the emerging Wiltshire site allocations document. A heritage impact assessment, undertaken by LUC, was commissioned by Wiltshire Council in order to establish the potential heritage based impacts of a number of proposed allocations within the area. This identified that views of the spire were a key consideration in the site and have also been identified as a 'strategic approach view' within the Salisbury City Conservation Area Appraisal. Taking a 'precautionary' approach, the LUC report concludes that it is likely that 'harm' will arise from development of the site, although notes that 'The nature, scale (particularly height and massing) and location of any development proposed on the site will be critical in determining precise levels of impact'.

1.5 To this end EDP have undertaken a heritage assessment of the Grade I listed Salisbury Cathedral in relation to the site. This identifies the significance of Salisbury Cathedral and the contribution made by the views to this significance. There is no doubting that Salisbury Cathedral is of the highest heritage significance, well-known by being the subject of many famous landscape painters such as Constable and Turner, although no views depicted in the paintings could be identified which include the site. The heritage assessment identifies that the view does make a contribution to the Cathedral's significance, albeit it is only one of a number of contributory factors within its setting.

1.6 The proposed allocation site is visible in one of a number of 'strategic approach views' as identified within the Salisbury City Conservation Area Appraisal which includes the Cathedral. Nonetheless, no detailed analysis of the views from Netherhampton Road was undertaken in the Conservation Area Appraisal, and there is no given reason as to why the specific viewpoint identified within the CAA was chosen over any of the other available long views along Netherhampton Road, many of which do not include the site. Indeed, the assessment work undertaken has identified that the view evolves in a sequential experience, each with a differing character.

1.7 A meeting held with Wiltshire Council and Historic England held on 26th October 2018 and identified the need to further test the proposed allocation to explore how any potential harm could be minimised through sensitive masterplanning of the site. As such, this document presents a more detailed analysis of the character of the views along Netherhampton Road – in order to explore and present potential development responses. It also identifies a number of potential factors to be taken into account in how to minimise any harm to the Cathedral's significance. This work has fed into the analysis and identification of the views presented within this document.

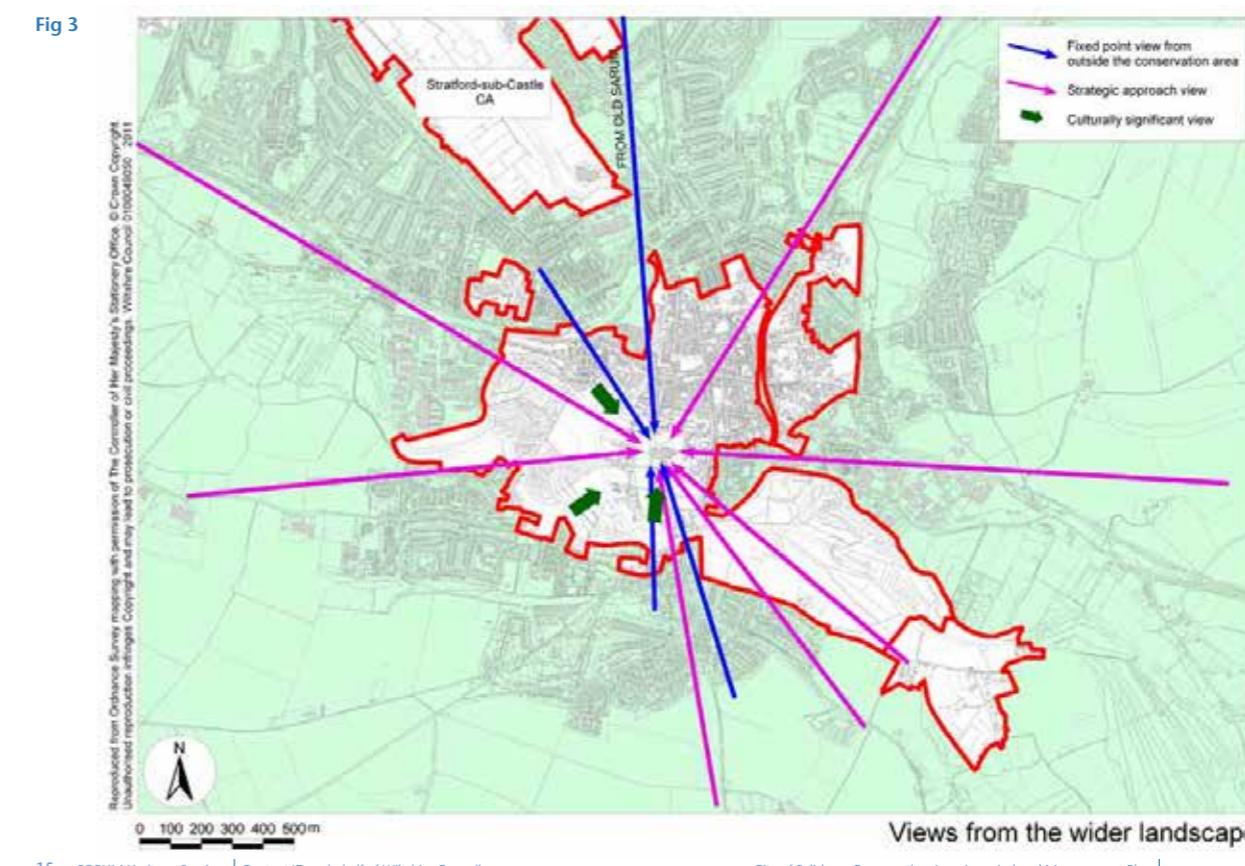


FIGURE 1.4: FIGURE 3 OF THE CITY OF SALISBURY CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

## Site Constraints

1.8 The context of Harnham is changing with allocated development on site H3.1. The nature of Netherhampton Road will also be evolving with a new proposed roundabout to access site H3.1.

1.9 The following constraints plan sets out the context that has been considered through the design process and informed the approach set out through the documentation.

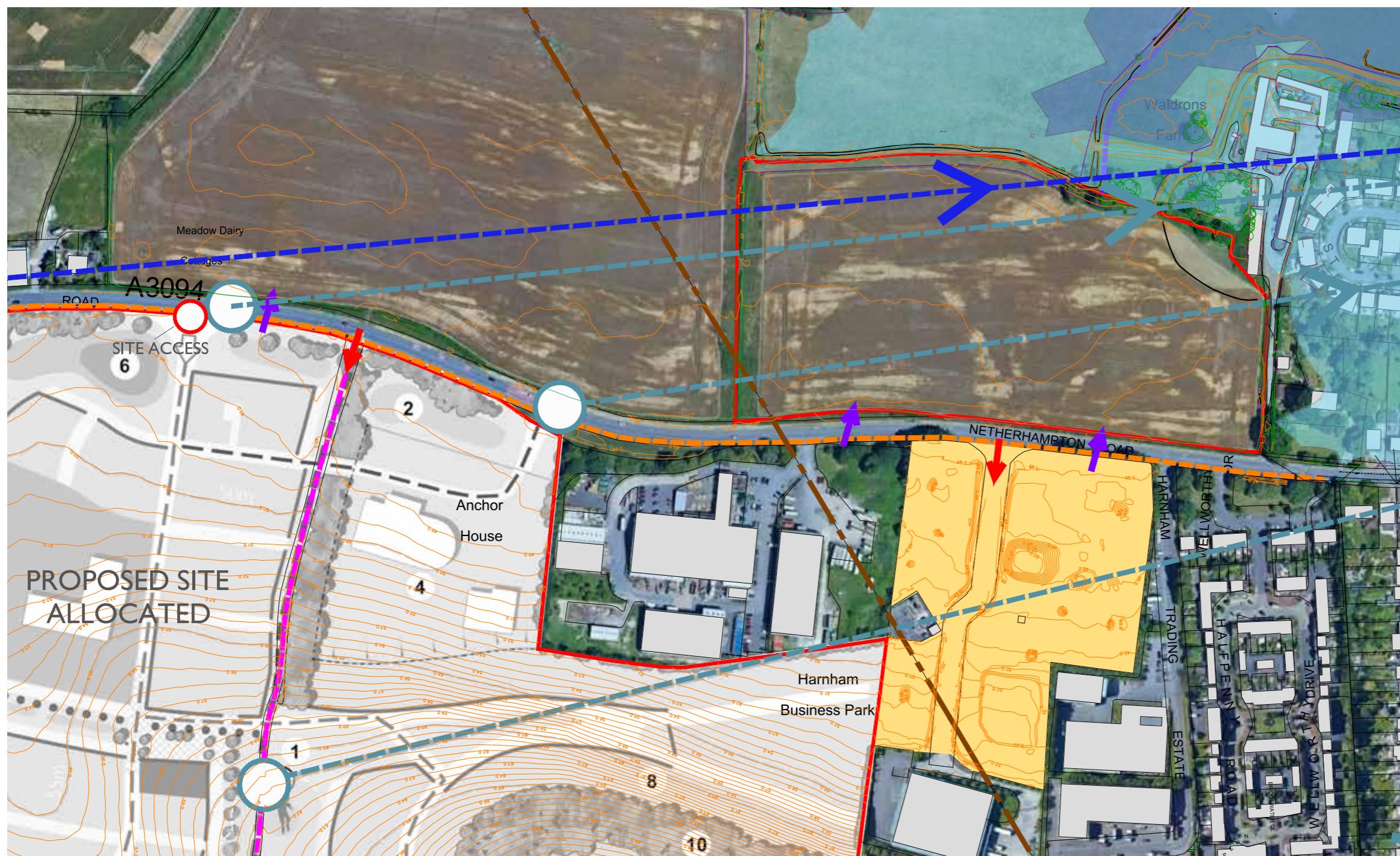


FIGURE 1.5: EXISTING CONSTRAINTS PLAN

- NORTH**
- Site Boundary Ref. edp2810\_d046\_-  
13.896ac / 5.624ha
  - Existing Vegetation Ref. 4347-28NOV-TOPO-PRELIM
  - 3m Existing Foot / Cycle Route Ref. edp2810\_d025\_A
  - Public Rights of Way Ref. edp2810\_d025\_B
  - Restricted Bridleway Ref. edp2810\_d025\_B
  - Bridleway Ref. edp2810\_d025\_B
  - Permissive Route (Track) Ref. edp2810\_d025\_B
  - Existing Vehicle Access Point Ref. edp2810\_d025\_B
  - Existing Pedestrian Access Point Ref. edp2810\_d025\_B
  - Potential Pedestrian Access Point Ref. edp2810\_d036\_-
  - Potential Pedestrian Link Ref. edp2810\_d036\_-
  - Existing Woodland Ref. edp2810\_d025\_B
  - Brownfield Land Ref. edp2810\_d025\_B
  - Existing Sports Pitches Ref. edp2810\_d025\_B
  - | | West Harnham Chalk Pit Ref. edp2810\_d025\_B
  - Overhead Power lines Ref. OS BASE & edp2810\_d025\_B
  - ↗ Cathedral, City & Wider Landscape Views Ref. OS BASE & edp2810\_d025\_B
  - View Point Ref. edp2810\_d025\_B
  - Strategic Approach View Ref. Salisbury Conservation Area Appraisal
  - Contours Ref. 4347-29JUN15-01 to 08 3d\_1.0
  - High Ground (Land Above 75m) Ref. edp2810\_d025\_B & 4347-29JUN15-01 to 08 3d\_1.0
  - Flood Zone 2 Ref. flood-map-for-planning.service.gov.uk
  - Flood Zone 3 Ref. flood-map-for-planning.service.gov.uk



## 2. VIEWS

### Sequential Experience

2.1 The overall experience of the Cathedral begins along Netherhampton Road much further west than the site. Indeed, the views of the Cathedral can be gained from close to the boundaries of Wilton House, nearly 2km to the west of the site (the site is not included in these views). The 'long' views demonstrate the Cathedral within its wider landscape setting, sitting as it does in a bowl with apparently little modern development around it. These views are characterised by meadow pasture with the spire apparently rising from a wooded belt.

2.2 The experience then evolves as one approaches Harnham. The long views give way to more obscured views, where the spire becomes obscured by foreground buildings (such as the barns opposite to the Garden centre to the west of the site) and, notably a wooded clump which sits on the site's northern boundary. These views are affected by roadside development (golf course/ garden centre/ auction centre) and pylons. Where visible, the Cathedral still appears much as it does in longer views, rising from a largely semi-rural foreground.

2.3 Medium to closer views of the Cathedral from Netherhampton Road become more varied and, in some ways, with the Cathedral more imposing as the nave is also apparent. However, closer views also comprise glimpses of built form within Harnham, and the Cathedral appears more as a part of the centre of an urban area (as it is) and little of its landscape context can be experienced.

2.4 As the site itself is passed, then the Cathedral becomes obscured by the vegetation and boundary treatment at the existing edge of Harnham, followed by the rather non-descript post-war developments of Harnham itself, whereby views of the Cathedral within any sort of landscape context can no longer be appreciated.

2.5 As such, the key brief in the design of the site aims to broadly follow this experience:

- Preserve the experience of the appreciation of the landscape setting of the Cathedral in longer views;
- The identification of a key view corridor across the site whereby the Cathedral can be best experienced;
- Creation of publicly accessible areas from within the site from which to appreciate the Cathedral; and
- (not directly related to the Cathedral) the general improvement on the approach to Salisbury through sensitive street design on Netherhampton Road.
- More detailed analysis on the approach to the site is presented in Views 0-7 overleaf which presents a micro-scale analysis of the sequence of views from the Netherhampton Road. These demonstrate a key view corridor whereby the Cathedral is best appreciated where the Cathedral is either not obscured by tree clumps or development within Harnham itself.

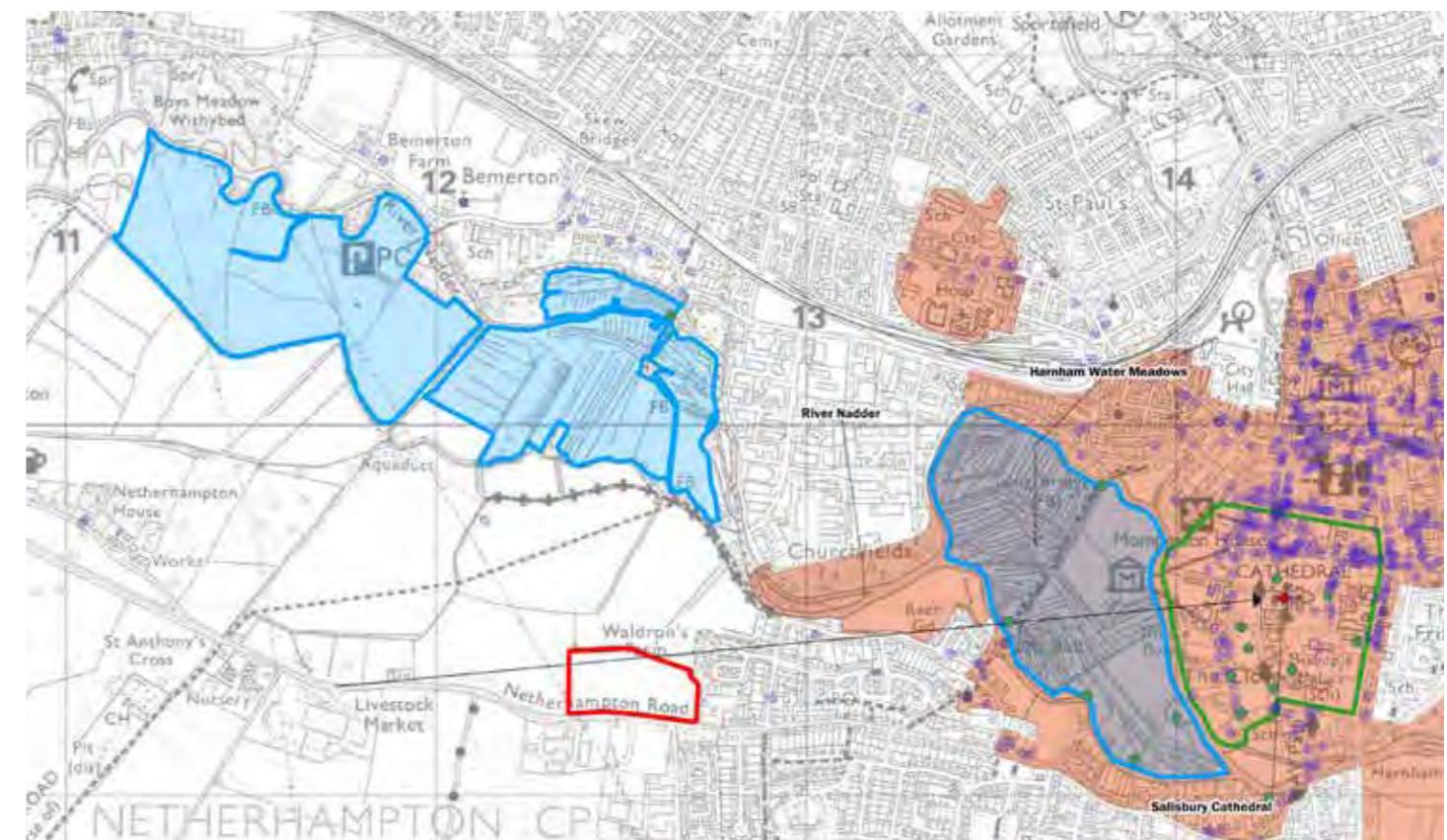


FIGURE 2.1: THE HISTORICAL DESIGNATION CONTEXT OF THE SITE

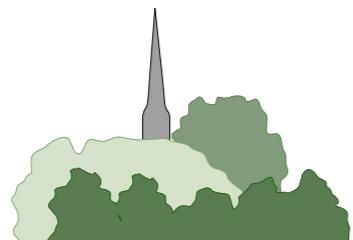
- H3.3 Boundary
- Salisbury City Conservation Area
- Listed Buildings
- Cathedral
- Strategic Approach View
- Approximate Location of Paintings

### Existing Sequential Experience

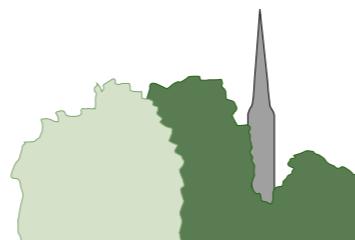


FIGURE 2.2: THE EXISTING SEQUENCE OF VIEWS ALONG NETHERHAMPTON ROAD

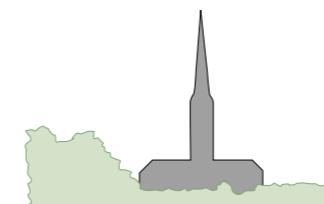
## Types of view



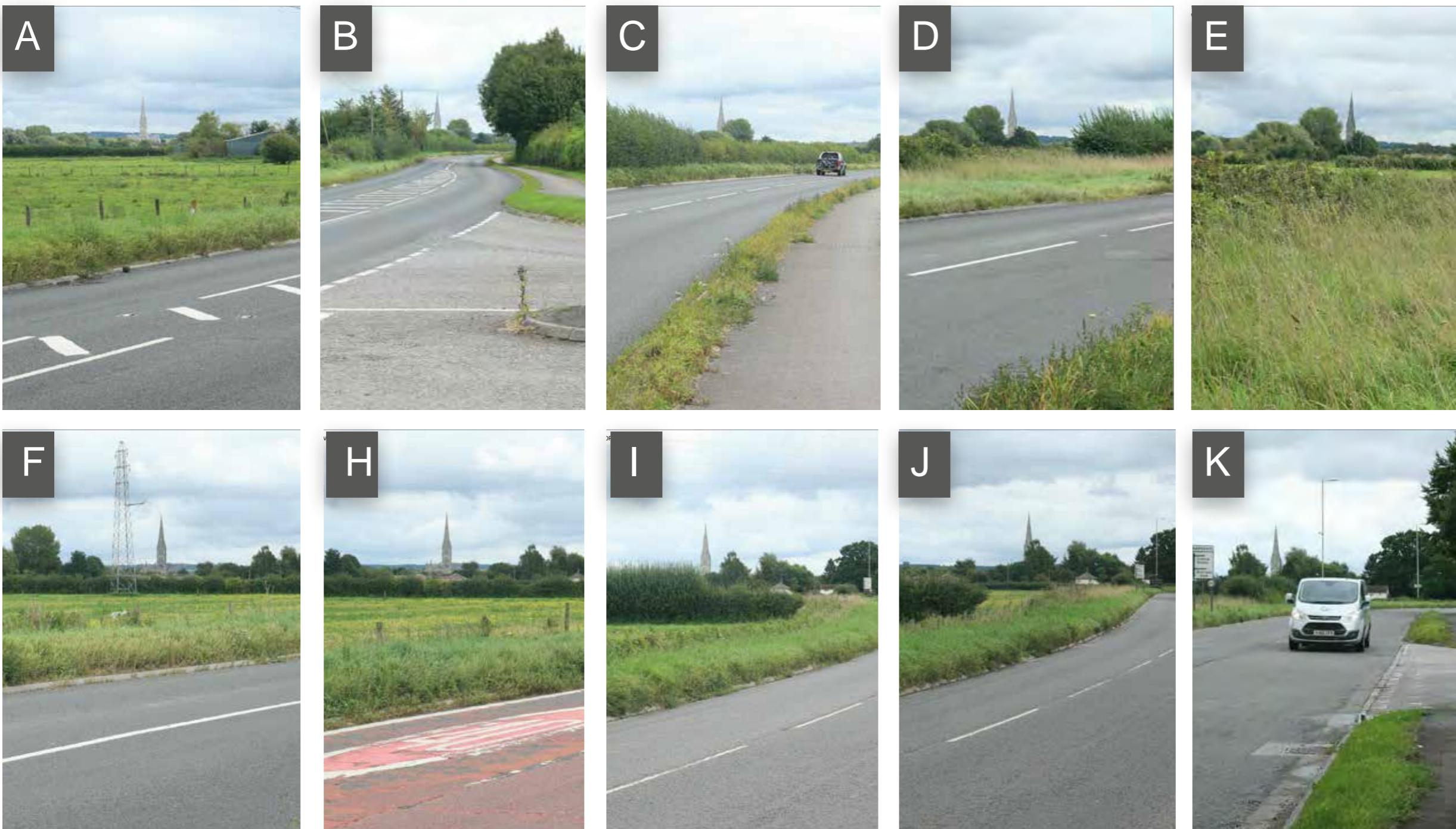
Spire 'Rising' above the landscape



Glimpse of the spire through the vegetation



Spire and nave visible

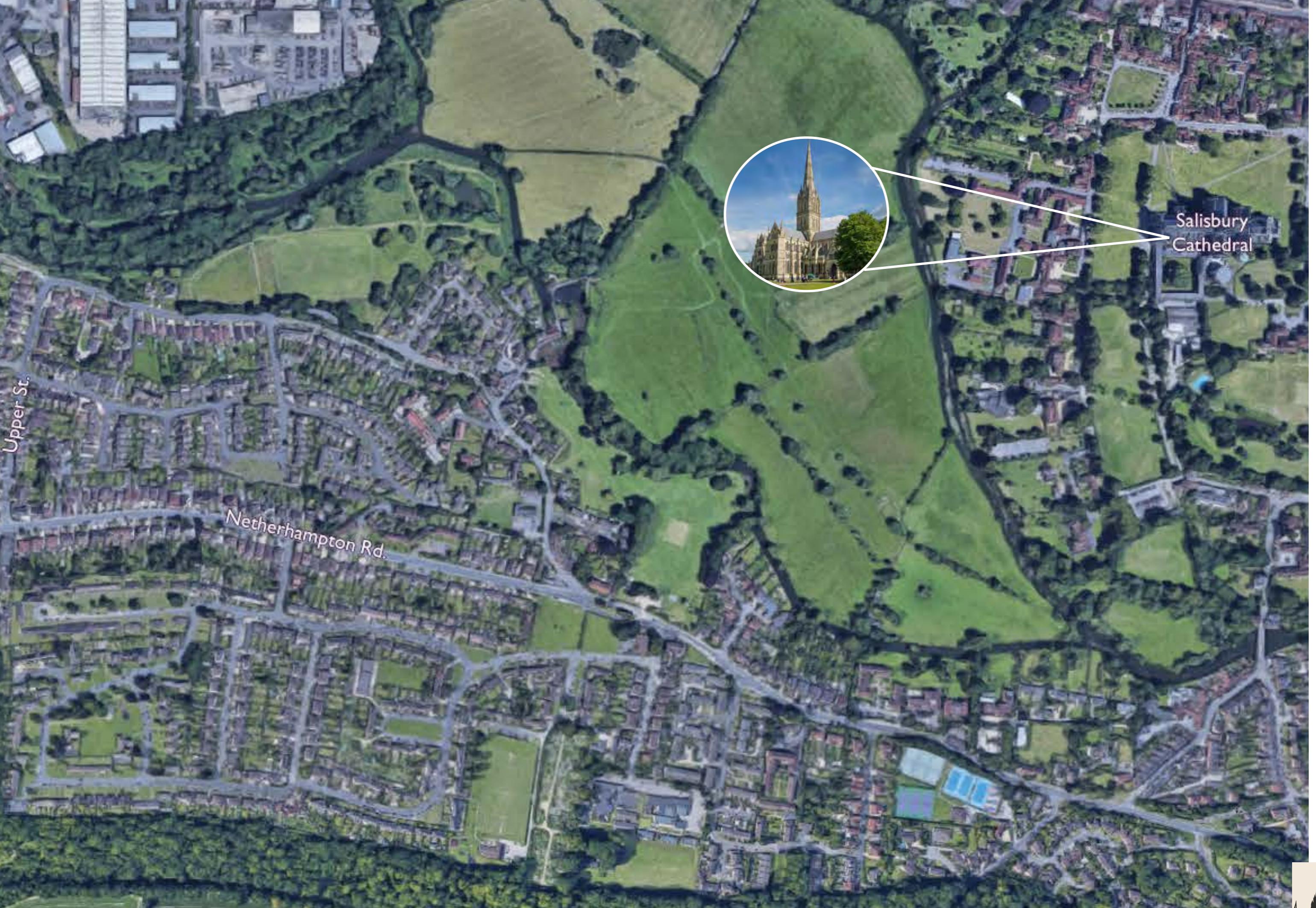


## Existing and Proposed Views

2.6 The work undertaken by EDP shows that there are three types of experiences of Salisbury as you approach Harnham, as shown in Figure 2.3. In order to establish the principles of development we have produced a sequence of views along Netherhampton Road to showcase how those experiences will be if development on the site is brought forward. The basis of the design is found in Section 3.



FIGURE 2.4: PROPOSED VIEWPOINTS



## VIEW 00

2.7 View 00 is set out within Figure 3 of The City of Salisbury Conservation Area Appraisal and Management Plan which identifies the Cathedral rising above the wider landscape setting.

2.8 The proposed development will not detract from this view and setting of the Cathedral, with a combination of single storey dwelling set behind the proposed new planting, and the setting will evolve with development of H3.1 and create a semi-rural setting along Netherhampton Road.



FIGURE 2.5: EXISTING VIEW



#### POINTS OF NOTE

- 1 The proposed development is nestled to the right of the view and assists with the legibility of the approach to Harnham.
- 2 The Salisbury Cathedral spire is unimpeded and within a very similar setting to its current state.
- 3 The foreground of this view will evolve with a proposed roundabout to facilitate access to parcel H.3.1, which will likely have a sequence of lighting to illuminate the access.



FIGURE 2.6: PROPOSED VIEW

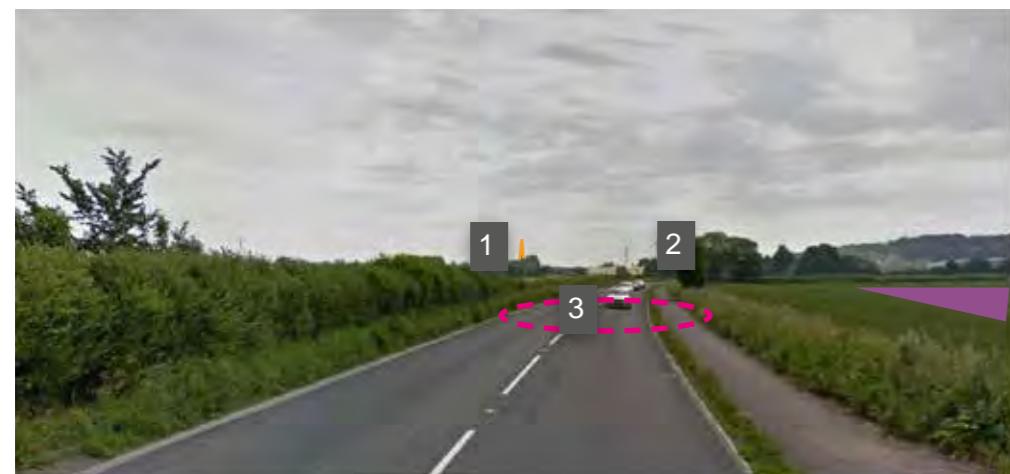


## VIEW 01

2.9 View 01 moves eastwards towards Harnham the view of the Cathedral spire has a similar setting to View 00 with the spire rising above the landscape setting. The allocated site H3.1 - mixed used development to the south of Netherhampton Road is more prominent and will define a new gateway, particularly with the proposed roundabout being more prominent.



FIGURE 2.7: EXISTING VIEW



#### POINTS OF NOTE

- 1 Single storey development is hidden by the existing landscaping and does not affect the view of the spire.
- 2 The southern area of the proposed development is partly hidden by proposed native buffer planting.
- 3 A new roundabout is proposed to provide access into the development, which will also change the character of this road.



FIGURE 2.8: PROPOSED VIEW



## VIEW 02

2.10 Within View 02 the Cathedral is noticeably obscured by the mature tree, providing a glimpse view of the spire, which adds to the experience of the approach to the heritage asset. The proposed development does not detract from this experience with a combination of the proposed planting buffer and muted tones for the development.



FIGURE 2.9: EXISTING VIEW



#### POINTS OF NOTE

- 1 The existing pylons provide a notable feature on the skyline, creating an urbanising effect.
- 2 The proposed development will sit below the skyline and vegetative cover.
- 3 The new planting will reinforce the sense of the spire rising out of the landscape setting.



FIGURE 2.10: PROPOSED VIEW



## VIEW 03

2.11 Within View 03 the spire begins to emerge creating a sense of anticipation. The proposed development remains nestled within the existing vegetative skyline and does not impact on the experience of the emerging spire. The proposed planting in the foreground serves to heighten the sense of anticipation.



FIGURE 2.11: EXISTING VIEW



#### POINTS OF NOTE

- 1 The single storey development is nestled in between the proposed buffer planting. Buffer planting is to be 10-12m in height.
- 2 The existing pylon is extremely dominant on the skyline, competing with the Cathedral spire.



FIGURE 2.12: PROPOSED VIEW



## VIEW 04

2.12 Within View 04 the Cathedral's nave becomes more visually prominent. The proposed development maintains this setting of the Cathedral with buildings not distinctively visible within the setting due to the height of the proposed planting, set back of development frontage and proposed heights of buildings.

2.13 This view will also be the first view from walkers using the ancient droving path and the experience will remain unharmed, as per the existing view.



FIGURE 2.13: EXISTING VIEW





#### POINTS OF NOTE

- 1 The new native planting 10-12m high screens the development within this view.
- 2 The foreground of this view will benefit from improved streetscape and surfacing treatments to reduce the paraphernalia associated with highways demarcation and signage.



FIGURE 2.14: PROPOSED VIEW



## VIEW 05

2.14 Within view 05 the nave of the Cathedral remains fully visible with the existing pylon providing an urbanised feature on the landscape setting. Development is set back to ensure this viewpoint is uninterrupted, supported by intermittent planting.



FIGURE 2.15: EXISTING VIEW





- 1 The Cathedral's nave is completely visible with no development competing with its setting. Development is largely screened by proposed planting (10-12m high) and remains below the existing vegetative skyline.
- 2 The electricity pylon is still a very dominant feature, but slightly softened with the new landscape buffer planting and internal landscape planting.



FIGURE 2.16: PROPOSED VIEW



## VIEW 06

2.15 Between View 05 and 06 the view of the Cathedral diminishes at a faster rate than the existing situation, with further views of the Cathedral down Netherhampton and Harnham Road. Within view 06 the Cathedral is no longer visible, but this will principally define the change from semi-rural rural to village setting, particularly the new road infrastructure required further west of Netherhampton Road to serve H3.1



FIGURE 2.17: EXISTING VIEW





- 1 Proposed development and planting creates a newly defined extent of the village on the northern side of Netherhampton Road.
- 2 The proposed single storey development sits below the existing tree line creating a softer visual aspect.



FIGURE 2.18: PROPOSED VIEW



## VIEW 07

2.16 This view point provides the opportunity to create a new marker point into the village with development more prominent on the Netherhampton Road.



FIGURE 2.19: EXISTING VIEW



- 1 Frontage onto Netherhampton Road, provide the opportunity for better transition into the village with an enhanced street scene and high quality development.
- 2 A crossing point at this stage would be considered to enhance connectivity and provide a punctuation within the overall street scene.
- 3 Planting will be native throughout the buffer area.



FIGURE 2.20: PROPOSED VIEW



## VIEW 08

2.17 View 08 demarcates the entrance to the proposed development which will be defined by building frontage and a notable stone wall. The overall design of the junction itself will be a matter of detailed design, but the principle of development fronting the road, providing an active frontage will be an improved entrance into the village of Harnham than is currently experienced.



FIGURE 2.21: EXISTING VIEW



- 1 The view of the spire at this point is lost with development located close to the edge of Netherhampton Road, set behind a stone wall.
- 2 Intermittent tree planting will soften the development edge and enhance the transition from semi-rural to village form; and redefine the experience of entering the existing settlement of Harnham
- 3



FIGURE 2.22: PROPOSED VIEW



## VIEW 09

2.18 View 09 refines the localised street scene with the existing and new vegetation settling the development within its context and providing an attractive experience along this section of Netherhampton Road.



FIGURE 2.23: EXISTING VIEW





- 1 The existing vegetation helps to integrate the development within its setting, supported by intermittent planting
- 2 The informal verge treatment seeks to soften the streetscape and make it feel as though it has the edge of rural tones.

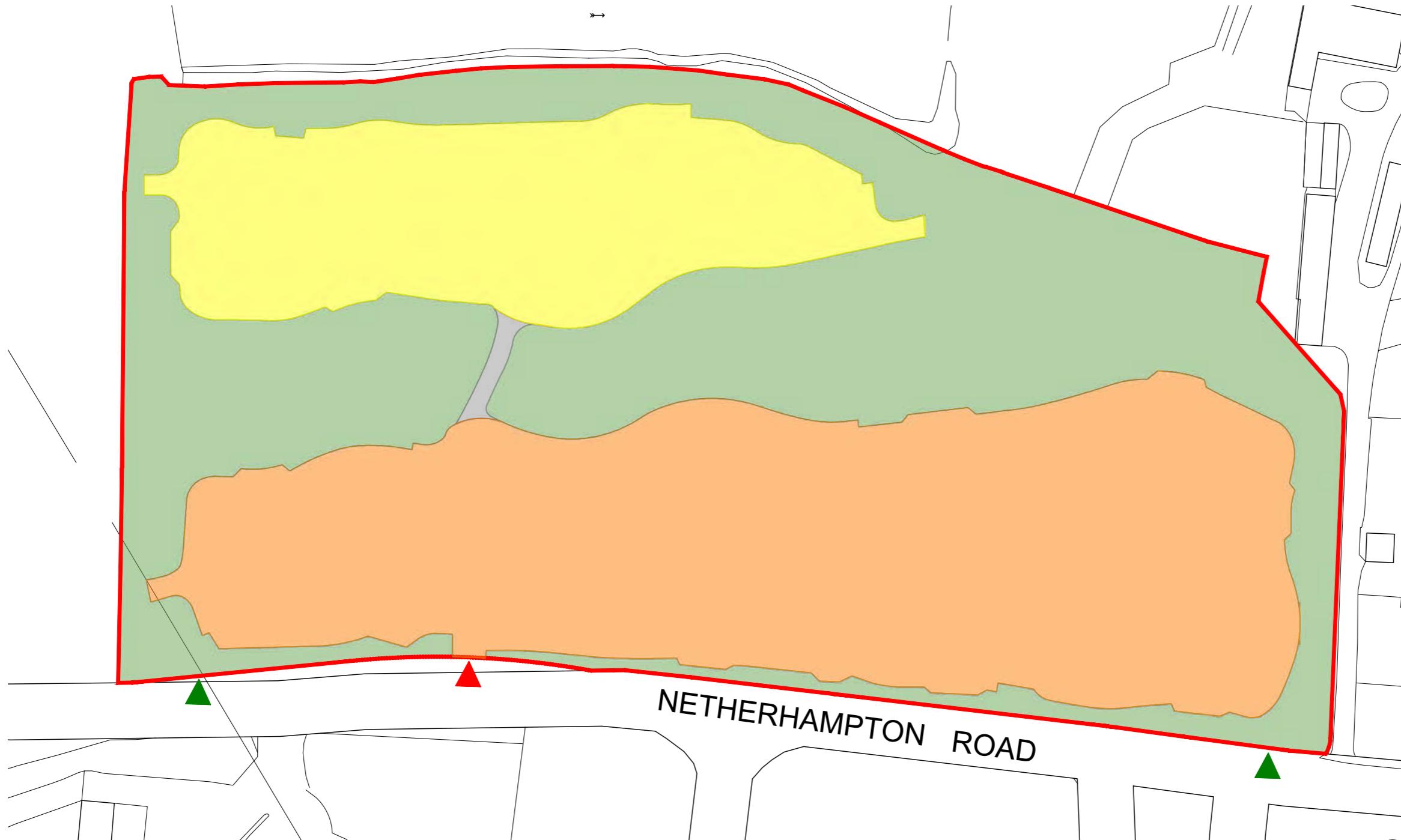


FIGURE 2.24: PROPOSED VIEW



### 3. DEVELOPMENT DESIGN

#### PARAMETER PLAN



REF	COLOUR	ACRES (AC)	HECTARES (HA)
SITE BOUNDARY		13.896	5.624
RESIDENTIAL AREA - 1 STOREY	Yellow	2.460	0.995
RESIDENTIAL AREA - 2 STOREY	Orange	5.665	2.292
INFRASTRUCTURE	Grey	0.045	0.018
OPEN SPACE	Green	5.726	2.317
GRAND TOTAL		13.896	5.624

► Vehicular Access

► Pedestrian Access

3.1 The proposed parameter plan has been derived from the constraints and opportunities plan (Figure 1.5) and iterative 3D analysis from which the setting and various views of Salisbury Cathedral have been considered. The proposed central green space assists in minimising the impact of development on the setting of the Cathedral, whilst facilitating the potential for the up to 100 dwellings on the site. Further design consideration is considered through the framework plan, Figure 3.2

## FRAMEWORK PLAN



3.2 The proposed framework for development as shown above provides the opportunities for a number of key features that will benefit new and existing residents through joined up thinking.

- 1 Three points of access are proposed into the development with a vehicular and pedestrian access point to the west and a further pedestrian access to the east, providing strong connectivity to both the existing village and the future mixed used development to the east. Development frontage is proposed to all streets and spaces across the proposed development.
- 2
- 3
- 4
- 5



CONNECTIVITY AND ACCESSIBLE

- 1
- 2
- 3 The central green corridor has the opportunity for mixed play and an opportunity to see the Cathedral spire and its setting in an accessible area other than driving by in the car. This coupled with point one: provides the opportunity for walkers to experience the Cathedral in a number of ways: From the higher ground within H3.1 and within this site, see Figure3.3.
- 4
- 5

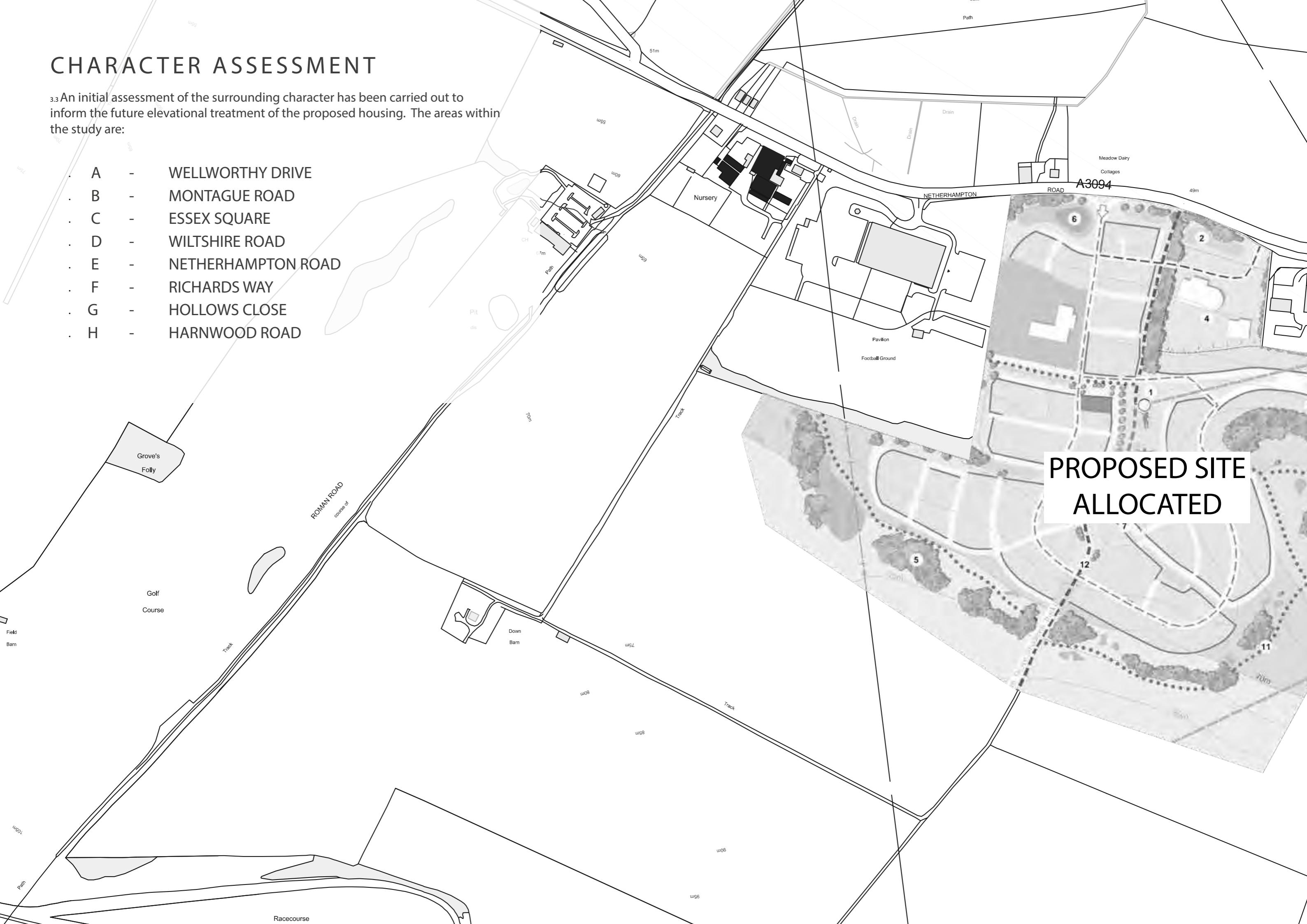
- 3
- 4 Strong planting along development to integrate the development within its context. Vegetation height to be circa 10-12m.
- 5 A range of formal and informal play opportunities, as well as seating areas with interpretation boards to be considered.

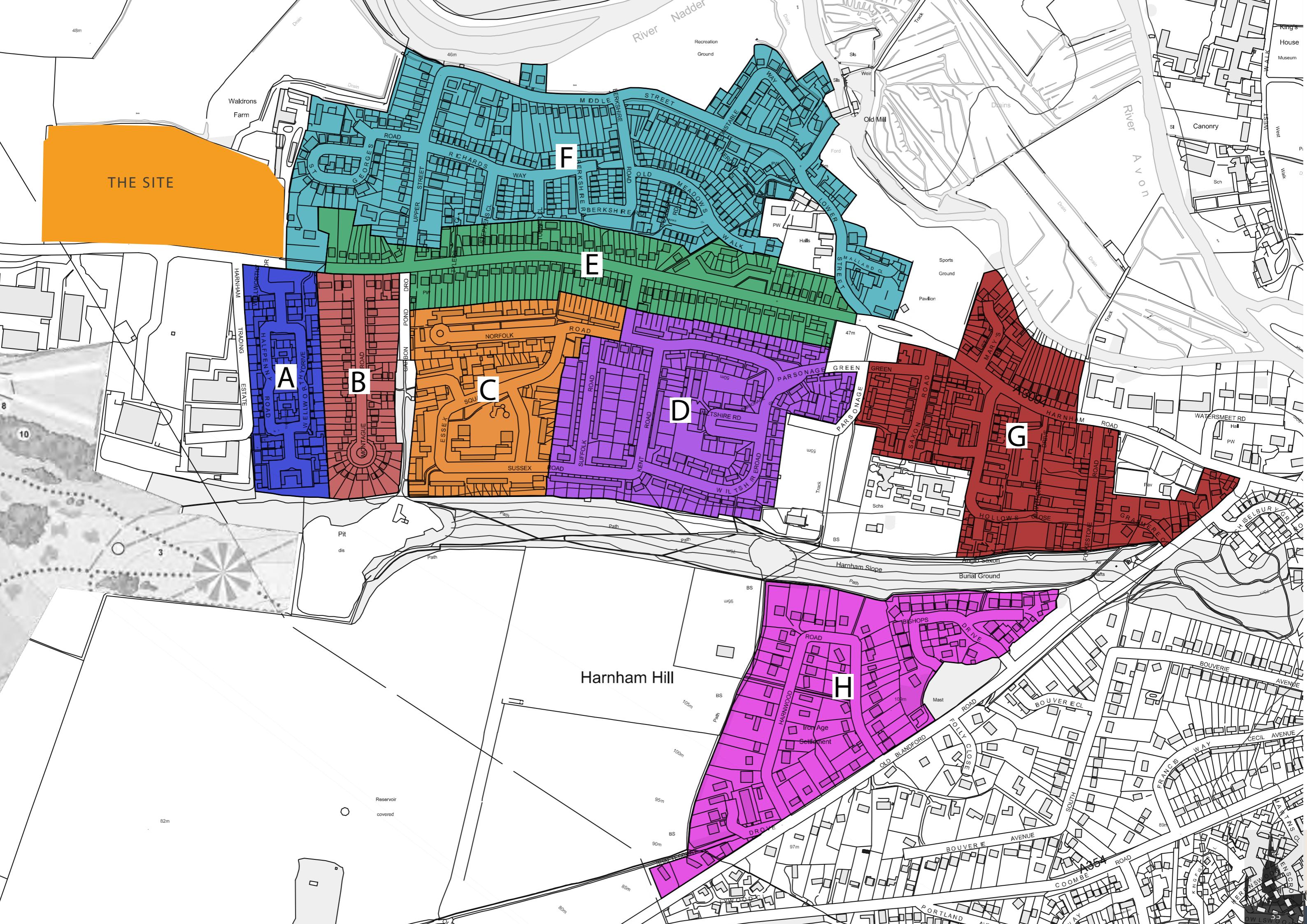


## CHARACTER ASSESSMENT

3.3 An initial assessment of the surrounding character has been carried out to inform the future elevational treatment of the proposed housing. The areas within the study are:

- A - WELLWORTHY DRIVE
- B - MONTAGUE ROAD
- C - ESSEX SQUARE
- D - WILTSHIRE ROAD
- E - NETHERHAMPTON ROAD
- F - RICHARDS WAY
- G - HOLLOWES CLOSE
- H - HARNWOOD ROAD







## CHARACTER AREA A

### WELLWORTHY DRIVE

A mixture of detached, semi-detached and terraced houses. Building heights vary from two to three storeys.

There is a mixture of roof forms, hipped, gable fronted and back to front pitched all with dry eaves. Grey/ brown tile is the predominant roof material, however a red tile is featured on the focal and corner units. Brick colours are mainly red, however buff brick features in some areas, assumed as an alternative to stone; white and cream render is also used on the focal buildings.

Arched brick headers are a dominant feature along the street, with occasional splayed headers also featured. Chimneys and juliet balconies are also a notable component within this area.



## CHARACTER AREA C

### ESSEX SQUARE

Ranging from bungalows to two storey dwellings Essex Square presents a variety of terraced and semi-detached houses.

Roof forms are simple gable fronted and front to back pitched with dry eaves and brown as the primary tile colouring. Brick colours are eclectic in the area with various red, buff and brown brick all featured. Pastel render is a significant material within the square, however tile hanging and timber boarding are also featured.

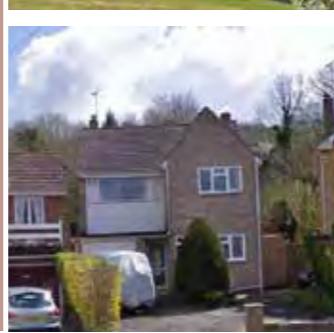
A running characteristic through this area are chimneys. There are no hard boundaries within this area but hedgerows are present as a buffer between the houses and the main entrance to the street.

## CHARACTER AREA B

### MONTAGUE ROAD

A mixture of detached and semi-detached houses. Building heights range from one to two storeys with bungalows to the main entrance of the street. There is a mixture of roof forms, hipped, gable fronted and back to front pitched, all in a dark brown tile. There are multiple brick colours within the area, predominantly buff brick, with red and orange bricks too.

The feature details within the façades of buildings along the street range from white render, brick headers, banding, white cladding and dark brown tile hanging. Chimneys are also a notable feature along the street. Simple white casement windows are used throughout the area.



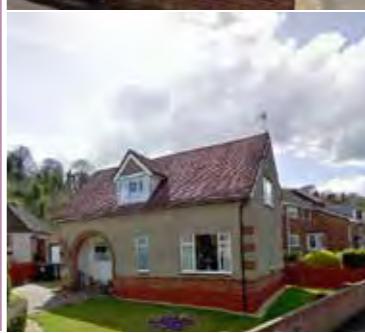
## CHARACTER AREA D

### WILTSHIRE ROAD

Hipped roofs are the primary style within this area, with housing ranging from one to two storey. The majority of this area is defined by semi-detached dwellings, which build up the majority of the streets.

Brown is again the predominant roof tile which is continuous throughout Harnham. Pastel blue and cream render is a significant material running through this area, with red brick used a secondary material. Detailing on is simple with brick headers and cills.

Simple white casement windows are shown throughout. Boundary treatment is varied in this area, with brick walls, fencing and hedgerow all featuring.



## CHARACTER AREA E

### NETHERHAMPTON ROAD

Building heights range from one to two and a half storeys, with a mixture of detached and semi detached dwellings.

There is a wide variety of roof forms running throughout the street, with gable fronted, hipped and back to front pitched roofs featured. Following from this range of styles there is also a mixture of roof tile colourings from grey, brown and red. The primary brick colour is red with white and cream render also as a principle material for the street. Red tile hanging is a main detail running through the area, boarding is also featured within gables. White casement windows are the dominant throughout the area.



## CHARACTER AREA G

### HOLLOW CLOSE

Buildings range from two to two and a half storeys, with predominantly detached houses, this character area has an eclectic mix of roof styles and design, with a mixture of simple gable styles and dry eaves.

The primary material for these streets is red brick, however pastel render is also presented. The main detail materials are white render, tile hanging, timber boarding and brick headers. Windows vary in style, simple casement is the most common within this character area.

The boundary treatments present low brick walls, hedgerow and grass verges which provide a softer, more natural boundary.



## CHARACTER AREA F

### RICHARDS WAY

One to two storey dwellings, which comprise detached and semi-detached types. Roof forms range between hipped and gable fronted. House design within this area differs between each house; buff brick and render are the principle materials, however tile hanging, cladding and painted brick are used intermittently. Simple white casement windows are used throughout, which seems to be a notable detail throughout Harnham. Bay windows are also a notable feature throughout the streets of this area. Boundary treatments vary between brick walls, fencing, railings and hedgerow.



## CHARACTER AREA H

### HARNWOOD ROAD

This character area presents some more traditionally styled houses. Ranging from one to two storey dwellings and the majority being detached.

Roof lines are not varied and contribute to the traditional style of this area. Brown tiles are the dominant colour of roofs. Red and buff brick are the primary materials running through this area. Mock-tudor boarding is a principal detail, with tile hanging and brick detailing also common features. White decorative windows are provided, connecting to the style of the mock-tudor boarding. A mixture of soft and hard boundary treatments are used within this area.



## SUMMARY OF EXISTING CHARACTER

### BUILDING TYPES

- A range of house types exist within the locality; detached, semi detached and terraced dwellings are all common within the area.



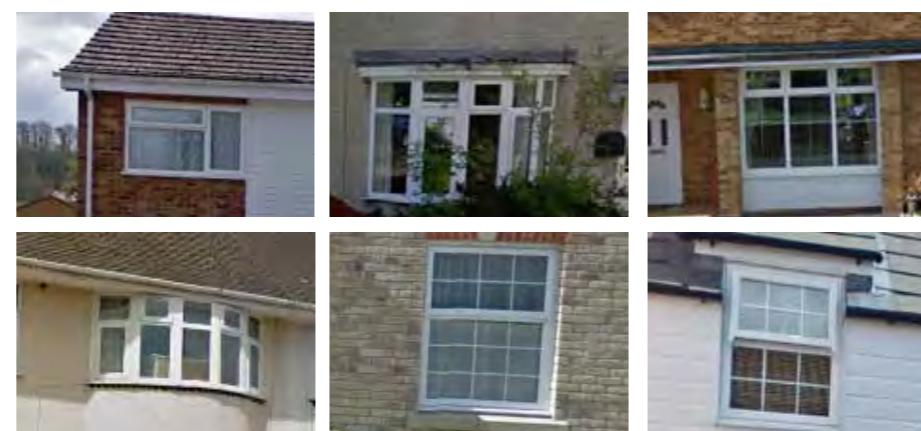
### ROOF LINE & BUILDING HEIGHTS

- There is a variation in roof forms across the area with a mix of pitched, gable fronted and hipped roof forms.
- The building heights range from single storey bungalows to 3 storey dwellings.



### FENESTRATION

- A wide range of window forms are used across the area, with casements most common; that vary in scale and material.



### PRINCIPLES TO TAKE FORWARD

- The site will need to respond to the local setting as well as a range of market and policy needs.

Buildings are to be predominantly up to 1 to 2 storey to respond to the landscape setting.

A mix of roof forms should be part of any proposal relating to its context, to reinforce the rural character.

Fenestration can assist with the reinforcement of the proposed character and will need to be considered in a wider context.

## MATERIALS

- Render, tile hanging and timber boarding.
- Red/Yellow bricks.
- Stone is not prevalent within the village.



## DETAILING

- Detailing is generally simplistic, with brick detailing being the most common feature with occasional tile hanging and render.



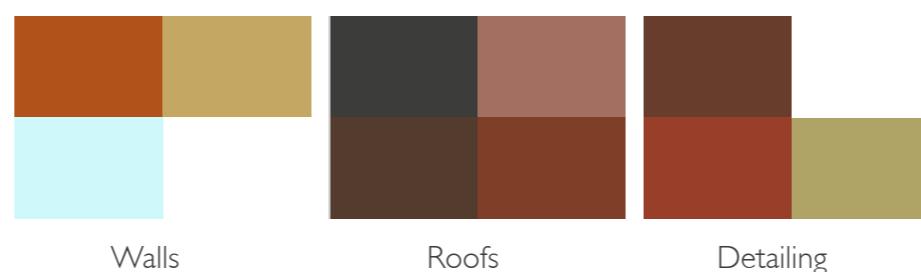
## BOUNDARY TREATMENTS

- Low brick walls and railings are found throughout the area, however hedgerow and grass verges provide a more natural boundary.



## TONES & COLOURS

- A wide range of tonal variations exist across locality and stem from a range of colours across a few consistent materials.



Utilising the local materials palette will help integrate the scheme into the wider area and its immediate context. Utilising a range of materials can also support the variations in character that respond to the sites history and context.

Brick detailing will also be a common element.

The use of detailing and feature detail is a common theme in the area and will be carried through in the overall designs of buildings.

A ranged of boundary treatment will be used across the area, reinforcing the proposed street character.

A simple palette of colours is appropriate for the site that will be largely determined in relation to the use of local materials within the construction of buildings.



# POTENTIAL CHARACTER DETAILS

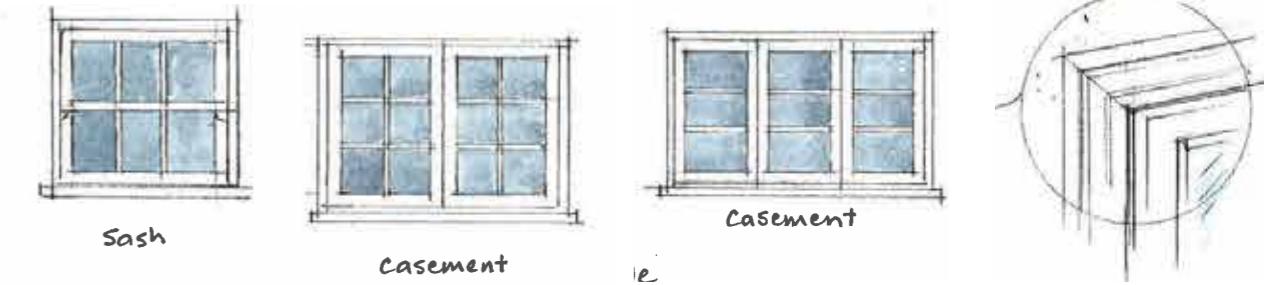
The following sketches show some of the more detailed design considerations of any future development.

## HOUSING FORMS/ TYPOLOGIES

Existing housing forms found within the area that could be considered as part of the proposed development.



## FENESTRATION TYPES/ FORMS



Roof dormer and details prevalent in the area that could be considered within the future design of the development

## PORCH DETAILING AND PRINCIPAL ENTRANCE FEATURES

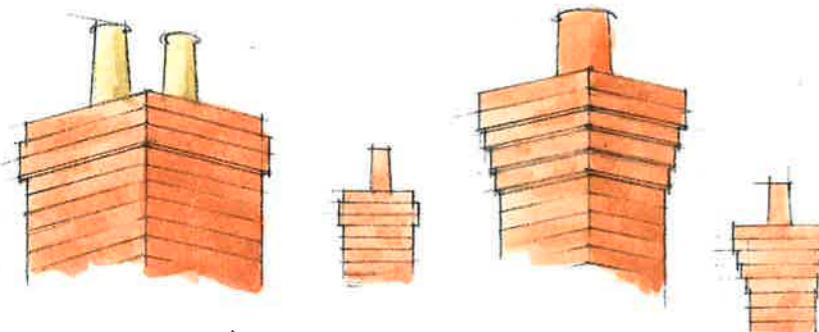


An eclectic mix of details could be used to reinforce the authentic village character.



## CHIMNEY DETAILS

Should chimney be an appropriate development detail there are a wide range of forms to be chosen from:

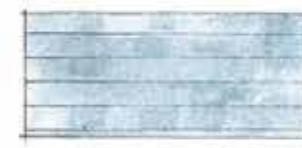


## ROOF/ FASCIA DETAILS

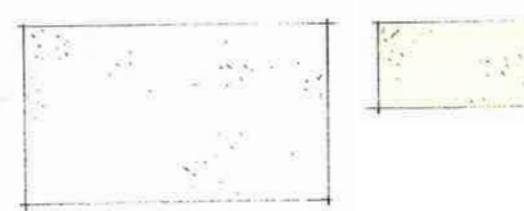
Should chimney be an appropriate development detail there are a wide range of forms to be chosen from:



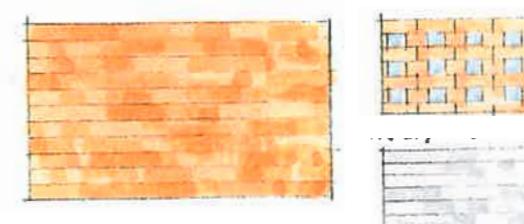
## BRICK/ STONE DETAILS



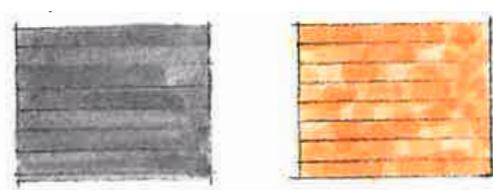
Roof tile and tones will need to be considered with the wider landscape setting.



Varying colours of render: white and cream.



Red brick is a dominant material within the villages, with light tones and patterns also prevalent.



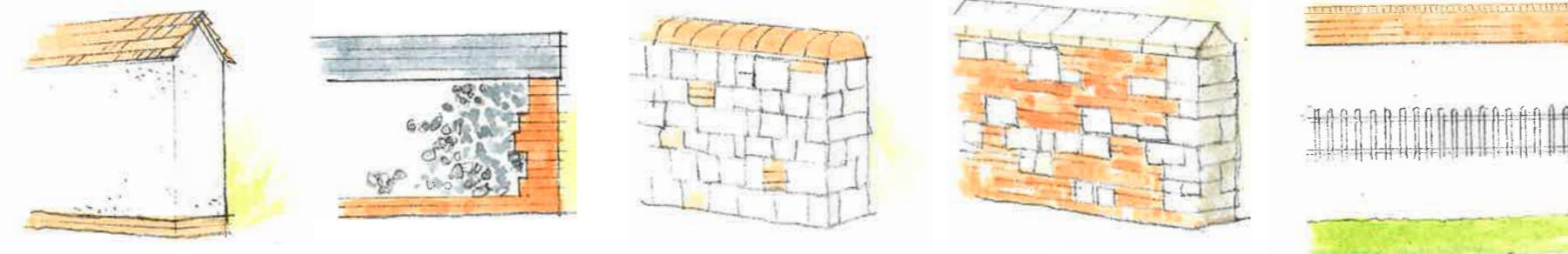
Dark shades of boarding and tile hanging may also be considered to provide more rural tones.



Local stone could be considered on focal buildings.

## ENCLOSURE DETAILS

A mix of enclosures will be used to reinforce the development character of the development.





## 4. ADDENDUM A - ADDITIONAL VIEWS AS REQUESTED



## Existing and Proposed Views

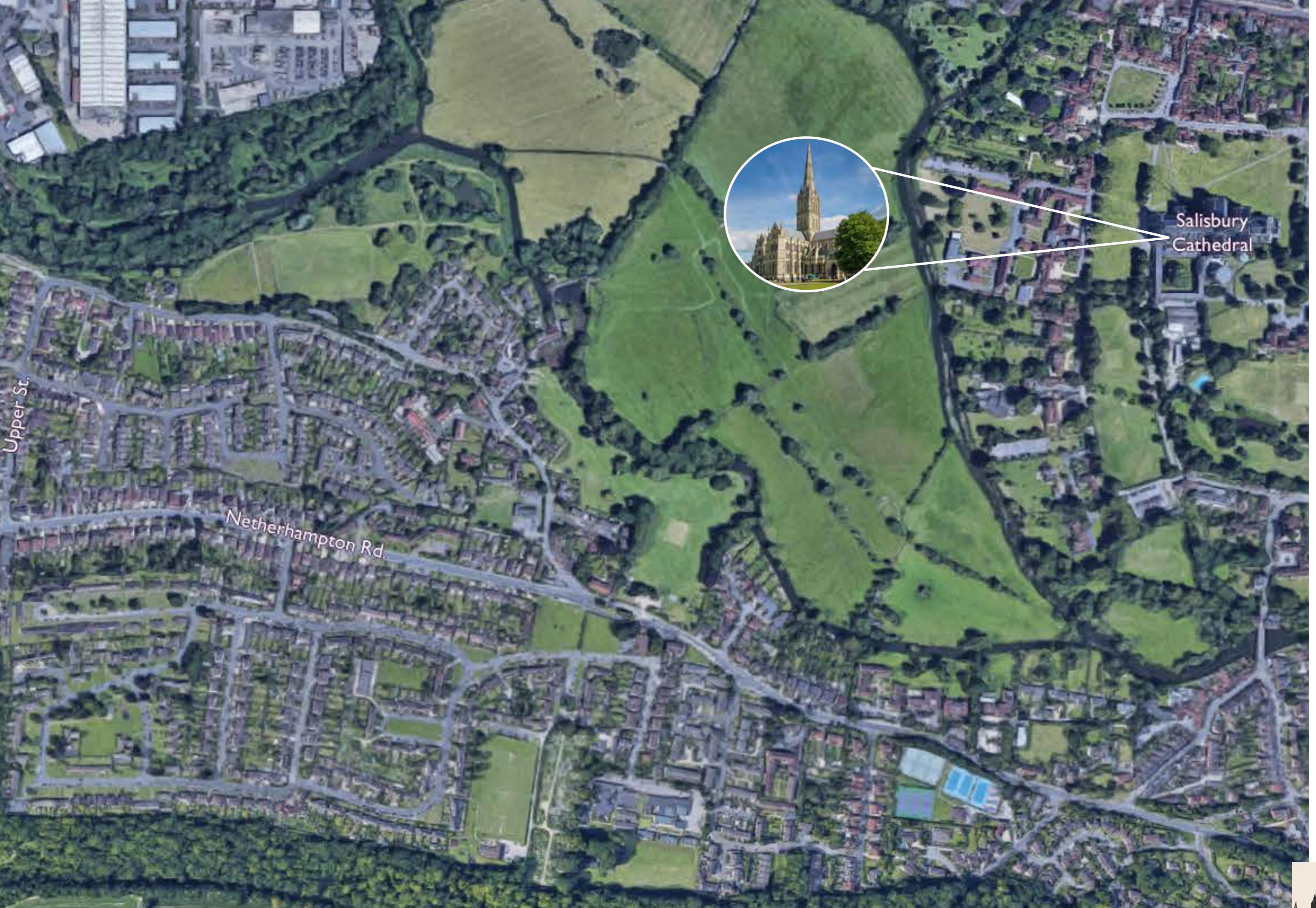
4.1 An additional series of views has been requested with the South western tree belt removed. The same sequence of images is shown over the following pages.



FIGURE 4.1: TREE BELT SUGGESTED TO BE REMOVED



FIGURE 3.4: PROPOSED VIEWPOINTS



## VIEW 00

4.2 View 00 is set out within Figure 3 of The City of Salisbury Conservation Area Appraisal and Management Plan which identifies the Cathedral rising above the wider landscape setting.

4.3 The proposed development will not detract from this view and setting of the Cathedral, with a combination of single storey dwelling set behind the proposed new planting, and the setting will evolve with development of H3.1 and create a semi-rural setting along Netherhampton Road.



FIGURE 4.2: EXISTING VIEW





#### POINTS OF NOTE

- 1 The proposed development is nestled to the right of the view and assists with the legibility of the approach to Harnham.
- 2 The Salisbury Cathedral spire is unimpeded and within a very similar setting to its current state.
- 3 The foreground of this view will evolve with a proposed roundabout to facilitate access to parcel H.3.1, which will likely have a sequence of lighting to illuminate the access.



FIGURE 4.3: PROPOSED VIEW



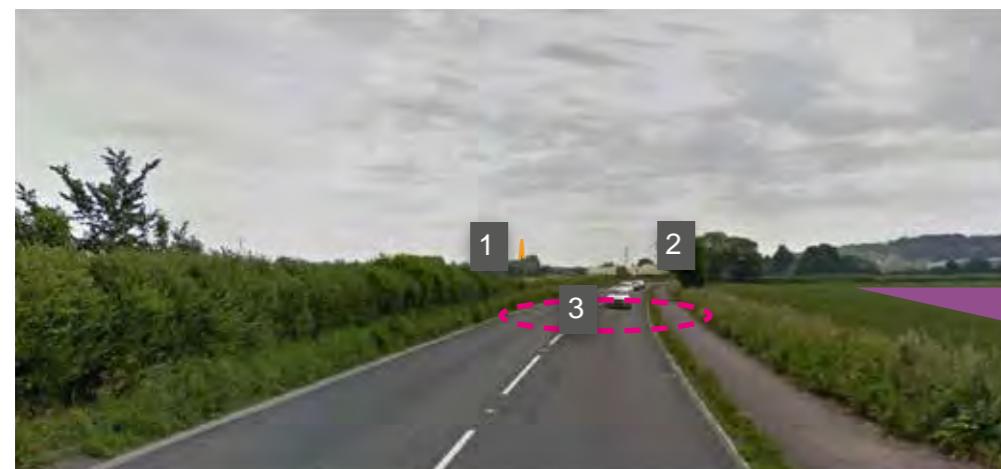
## VIEW 01

4.4 View 01 moves eastwards towards Harnham the view of the Cathedral spire has a similar setting to View 00 with the spire rising above the landscape setting. The allocated site H3.1 - mixed used development to the south of Netherhampton Road is more prominent and will define a new gateway, particularly with the proposed roundabout being more prominent.



FIGURE 4.4: EXISTING VIEW





#### POINTS OF NOTE

- 1 Single storey development is hidden by the existing landscaping and does not affect the view of the spire.
- 2 The southern area of the proposed development is visible but will be softened with local materials. See Section 03 for proposed architectural features and materials to be considered.
- 3 A new roundabout is proposed to provide access into the development, which will also change the character of this road.



FIGURE 4.5: PROPOSED VIEW



## VIEW 02

4.5 Within View 02 the Cathedral is noticeably obscured by the mature tree, providing a glimpse view of the spire, which adds to the experience of the approach to the heritage asset. The proposed development does not detract from this experience with a combination of the proposed planting buffer and muted tones for the development.



FIGURE 4.6: EXISTING VIEW





#### POINTS OF NOTE

- 1 The existing pylons provide a notable feature on the skyline, creating an urbanising effect.
- 2 The proposed development will sit below the skyline and vegetative cover.
- 3 The new planting will reinforce the sense of the spire rising out of the landscape setting.



FIGURE 4.7: PROPOSED VIEW



## VIEW 03

4.6 Within View 03 the spire begins to emerge creating a sense of anticipation. The proposed development remains nestled within the existing vegetative skyline and does not impact on the experience of the emerging spire. The proposed planting in the foreground serves to heighten the sense of anticipation.



FIGURE 4.8: EXISTING VIEW





#### POINTS OF NOTE

- 1 The single storey development is nestled in between the proposed buffer planting. Buffer planting is to be 10-12m in height.
- 2 The existing pylon is extremely dominant on the skyline, competing with the Cathedral spire.



FIGURE 4.9: PROPOSED VIEW



## VIEW 04

4.7 Within View 04 the Cathedral's nave becomes more visually prominent. The proposed development maintains this setting of the Cathedral with buildings not distinctively visible within the setting due to the height of the proposed planting, set back of development frontage and proposed heights of buildings.

4.8 This view will also be the first view from walkers using the ancient droving path and the experience will remain unharmed, as per the existing view.



FIGURE 4.10: EXISTING VIEW





#### POINTS OF NOTE

- 1 The new native planting 10-12m high screens the development within this view.
- 2 The foreground of this view will benefit from improved streetscape and surfacing treatments to reduce the paraphernalia associated with highways demarcation and signage.



FIGURE 4.11: PROPOSED VIEW



## VIEW 05

4.9 Within view 05 the nave of the Cathedral remains fully visible with the existing pylon providing an urbanised feature on the landscape setting. Development is set back to ensure this viewpoint is uninterrupted, supported by intermittent planting.



FIGURE 4.12: EXISTING VIEW





- 1 The Cathedral's nave is completely visible with no development competing with its setting. Development is largely screened by proposed planting (10-12m high) and remains below the existing vegetative skyline.
- 2 The electricity pylon is still a very dominant feature, but slightly softened with the new landscape buffer planting and internal landscape planting.



FIGURE 4.13: PROPOSED VIEW



## VIEW 06

4.10 Between View 05 and 06 the view of the Cathedral diminishes at a faster rate than the existing situation, with further views of the Cathedral down Netherhampton and Harnham Road. Within view 06 the Cathedral is no longer visible, but this will principally define the change from semi-rural rural to village setting, particularly the new road infrastructure required further west of Netherhampton Road to serve H3.1



FIGURE 4.14: EXISTING VIEW





- 1 Proposed development and planting creates a newly defined extent of the village on the northern side of Netherhampton Road.
- 2 The proposed single storey development sits below the existing tree line creating a softer visual aspect.



FIGURE 4.15: PROPOSED VIEW



## VIEW 07

4.11 This view point provides the opportunity to create a new marker point into the village with development more prominent on the Netherhampton Road.



FIGURE 4.16: EXISTING VIEW





- 1 Frontage onto Netherhampton Road, provide the opportunity for better transition into the village with an enhanced street scene and high quality development.
- 2 A crossing point at this stage would be considered to enhance connectivity and provide a punctuation within the overall street scene.
- 3 The proposed built form will provide a strong gateway point into the village with the spire protruding above the skyline



FIGURE 4.17: PROPOSED VIEW



## VIEW 08

4.12 View 08 demarcates the entrance to the proposed development which will be defined by building frontage and a notable stone wall. The overall design of the junction itself will be a matter of detailed design, but the principle of development fronting the road, providing an active frontage will be an improved entrance into the village of Harnham than is currently experienced.



FIGURE 4.18: EXISTING VIEW



- 1 The view of the spire at this point is lost with development located close to the edge of Netherhampton Road, set behind a stone wall.
- 2 Intermittent tree planting will soften the development edge and enhance the transition from semi-rural to village form; and redefine the experience of entering the existing settlement of Harnham



FIGURE 4.19: PROPOSED VIEW



## VIEW 09

4.13 View 09 refines the localised street scene with the existing and new vegetation settling the development within its context and providing an attractive experience along this section of Netherhampton Road.



FIGURE 4.20: EXISTING VIEW



- 1 The existing vegetation helps to integrate the development within its setting, supported by intermittent planting
- 2 The informal verge treatment seeks to soften the streetscape and make it feel as though it has the edge of rural tones.



FIGURE 4.21: PROPOSED VIEW

